

November 1, 2022

TO: Austin City Council

RE: Zoning Case C14-2022-0077 – 220 Ralph Ablanedo Drive

Dear Council Members:

I ask that you DENY the applicant's request to change zoning from LI-CO to CS-CO (allowing more uses) and deny the request to lift the 300 VPD limit.

CRUX and its supporters are marketing to you how wonderful the climbing gym is. They like what the CRUX climbing gyms have to offer, but don't address the real issue here, which is whether or not this site is a good location for this gym and its **yet unknown** retail tenants.

Once the 435 apartments at 215 Ralph Ablanedo (Ralph) are completed, the VPD on Ralph will be close to 9X what this 22' wide, substandard road should have. (Exhibits A + B). When first responders (who are located on Ralph) need access to First Street or Congress Avenue, there is NO place to pull over for them. This is extremely unsafe for everyone.

CRUX states that their clientele come at various times of the day, so their traffic load won't be that bad. However, they stated to us that their busiest time is immediately following normal work hours. That is the time when Ralph is also at its heaviest congestion. This seems to be one of the busiest times for first responders, as well.

Please refer to the Zoning Principles (Exhibit C). A climbing gym and its retail tenants would not promote compatibility with the surrounding residential neighborhoods. Instead, they should be located near arterial roadways or major collector streets. This location doesn't conform to either principle. A 50- foot-tall building is not in keeping with the character of the area. Please also note that there are no businesses on Ralph which market directly to consumers, or generate the level of vehicular traffic that this site would.

You have the power, and perhaps also the responsibility, to deny this application. Please carefully consider the needs and the safety of our families. Thank you.



Jody Mattingly  
Parkridge Gardens Resident



EXCERPTS

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**MEMORANDUM**

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**To:** Ethan Harwell (Kimley-Horn)  
**CC:** Nathan Aubert, P.E. (ATD); Joan Minyard EIT (ATD)  
**FROM:** Justin Good, P.E. (ATD)  
**DATE:** August 19, 2022  
**SUBJECT:** Neighborhood Traffic Analysis for 220 Ralph Ablanado Rezoning  
Zoning Case Number C14-2022-0077

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The Transportation Development Services (TDS) division has performed a Neighborhood Traffic Analysis (NTA) for the above referenced case and offers the following comments.

The proposed development is located on a 3.99-acre tract at 220 Ralph Ablanado Drive in south Austin. The site is currently zoned LI-CO and CS-CO and the intention is to remove the vehicle trip per day limit from the existing conditional overlay.

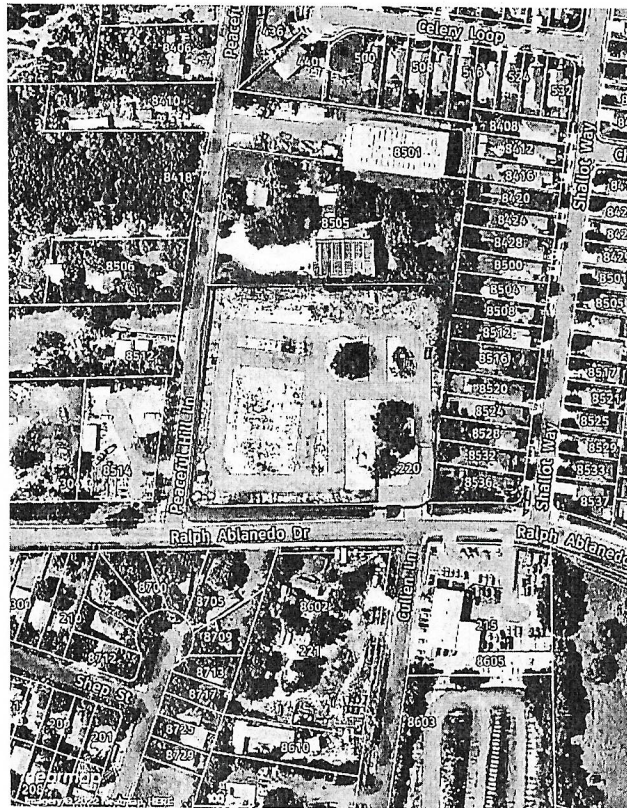


Figure 1: Local Map



Table 3 – Traffic Summary

Street	Adjusted Existing Traffic (vpd)	Proposed New Site Traffic to Roadway	Overall Traffic	Percentage Increase in Traffic
Ralph Ablanedo Drive	7,221	526	7,747	7.3%
Peaceful Hill Lane	1,103	132	1,235	12.0%

According to Section 25-6-116 of the Land Development Code, streets that have a pavement width less than 30 feet are considered to be operating at an undesirable traffic level if the average daily traffic volume for such roadway exceeds 1,200 vehicles per day. Ralph Ablanedo Drive is currently operating at undesirable levels and will continue to do so with the addition of site traffic. Peaceful Hill Lane is currently operating at desirable levels but will exceed the 1,200 vehicle per day threshold with the addition of site traffic.

### Recommendations/Conclusions

Based on the results of the NTA, ATD has the following recommendations and conclusions.

1. Ralph Ablanedo Drive and Peaceful Hill Lane are both substandard streets. At time of site plan, coordinate with ATD to assess upgrading one or both streets to urban standards.
2. If the number of units proposed in Table 1 is exceeded, the TDS division may be required to reassess the NTA.
3. The City Council may deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by the project combined with existing traffic exceeds the desirable operating level established on a residential local or collector street in the neighborhood traffic analysis study area.
4. Street Impact Fee Ordinances 20201220-061 [<https://www.austintexas.gov/edims/document.cfm?id=352887>] and 20201210-062 [<https://www.austintexas.gov/edims/document.cfm?id=352739>] have been adopted by City Council and are effective as of December 21, 2020. The City shall start collecting street impact fees with all building permits issued on or after June 22, 2022. For more information please visit the Street Impact Fee website [[austintexas.gov/streetimpactfee](http://austintexas.gov/streetimpactfee)].
5. Any building permit(s) associated with this development issued on or after June 22, 2022, will be subject to the Street Impact Fee (SIF) program. During site plan review, TDS staff shall draft a SIF Offset Agreement for all eligible improvements and, if requested by the applicant, an Allocation Agreement to memorialize how offsets are to be applied throughout the development. The SIF will be calculated and invoiced for each building permit and any required SIF payments shall be made prior to building permit issuance.

## Traffic Impact Analysis (TIA) Determination Worksheet

Applicant must complete this worksheet.

Project Name: Austin Cullen Apartments

Location: 215 Ralph Ablandeo Drive

Applicant: Larry Lee

Telephone No: 214-574-1755

Application Status: ☐ Development Assessment ☒ Zoning ☐ Site Plan

### EXISTING:

### FOR OFFICE USE ONLY

Tract Number	Tract Acres	Bldg. Sq. Ft.	Zoning	Land Use	I.T.E. Code	Trip Rate	Trips Per Day
1		16,000	LR	Auto Parts & Services			
2		1,000	LR	Auto Sales (used)			

### PROPOSED:

### FOR OFFICE USE ONLY

Tract Number	Tract Acres	Bldg. Sq. Ft.	Zoning	Land Use	I.T.E. Code	Trip Rate	Trips Per Day
1	12.9	435 DU	MF-3	Multifamily	220	FCE	3248
				Housing			
				(Low-Rise)			

### ABUTTING ROADWAYS:

### FOR OFFICE USE ONLY

Street Name	Proposed Access?	Pavement Width	Classification
Ralph Ablanedo Drive	Y		
Cullen Lane	Y		

### FOR OFFICE USE ONLY

- ☐ A traffic impact analysis is required. The consultant preparing the study must meet with a Transportation planner to discuss the scope and requirements of the study before beginning the study.
- ☐ A traffic impact analysis is NOT required. The traffic generated by the proposal does not exceed the thresholds established in the City of Austin Land Development Code.
- ☒ The traffic impact analysis has been waived for the following reason:  
The TIA Determination is deferred until site plan application, when land use and intensity will be finalized.

- ☐ A neighborhood traffic analysis will be performed by the City for this project. The applicant may have to collect existing traffic counts. See a Transportation planner for information.

Reviewed By: Justin Good, P.E.

Date: 10/20/2020

Distribution: ☐ File ☐ Cap. Metro ☐ TxDOT ☐ DSD ☐ Travis Co. ☐ ATD Total Copies: \_\_\_\_\_

*NOTE: A TIA Determination must be made prior to submittal of any Zoning or Site Plan application, therefore, this completed and reviewed worksheet MUST ACCOMPANY any subsequent application for the IDENTICAL project. CHANGES to the proposed project will REQUIRE a new TIA Determination.*



## II. ZONING PRINCIPLES

The City of Austin has established twelve Zoning Principles as a guide to preserve the compatibility of land uses. City Staff, stakeholders and property owners should use the following principles to evaluate all zoning requests.

- Zoning should be consistent with the Future Land Use Map (FLUM) or adopted neighborhood plan.
- Zoning should satisfy a public need and not constitute a grant of special privilege to an individual owner; the request should not result in spot zoning.
- Granting a request for zoning should result in an equal treatment of similarly situated properties.
- Granting the zoning should not in any way set an undesirable precedent for other properties in the neighborhood or within other areas of the city.
- Zoning should allow for a reasonable use of the property.
- Zoning changes should promote compatibility with adjacent and nearby uses and should not result in detrimental impacts to the neighborhood character.
- Zoning should promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.
- Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors.
- The request should serve to protect and preserve places and areas of historical and cultural significance.
- Zoning should promote clearly identified community goals such as creating employment opportunities or providing for affordable housing.
- A change in conditions has occurred within the area indicating that there is a basis for changing the originally established zoning and/or development restrictions for the property.
- The rezoning should be consistent with the policies adopted by the City Council or Planning Commission/Zoning and Platting Commission.