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**Cc:** [Grant, William](#); [Johns, Renee](#); [2222 CONA Board Officers & regulars](#); [randylawson](#); [Adam Dawes](#)  
**Subject:** Zimmerman Lane Rezoning Case C14-2024-0169 and Related Cases  
**Date:** Friday, May 2, 2025 3:22:53 PM

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## External Email - Exercise Caution

Dear Mayor Watson, Council Members, and Ms Sherri Sirwaitis:

2222 Coalition of Neighborhood Associations (2222 CONA) has concerns on this rezoning case that we feel should be addressed. While our registered 501(C)(3) non-profit organization agrees with city staff that SF-6 is an appropriate zoning for this tract with at least 37 multifamily units being planned, we believe that this rezoning change poses serious risks to public safety, environmental integrity, and does not reflect the values or long-term planning priorities of this area.

**Zimmerman Lane is a “substandard” city street.** It is a narrow, 20-foot-wide substandard collector street with no sidewalks or curbs. It is a “dead end street” with only one entrance and exit via FM 620. Zimmerman Lane’s intersection with FM 620 is an uncontrolled intersection with no possibility of a future traffic signal at this intersection. This is far below the minimum street standards required by City Code §25-4-51. High-density traffic along this overloaded 620 corridor would compromise safety for residents on Zimmerman Lane, Ryans Way, and adjacent neighborhoods. Significant traffic “queueing” on Zimmerman Lane at the FM 620 intersection can be expected at peak traffic times due to the additional proposed multifamily housing and increased vehicular trips per day, VTD, on top of the vehicular traffic from existing residences on this street. At peak traffic hours unrestricted left turns from Zimmerman Lane onto southbound FM 620 would create a dangerous situation with motorists trying to turn left against significant northbound traffic on 620. We recommend that Zimmerman Lane, a substandard street, be brought up to acceptable standards—including improvements such as roadway widening, proper drainage, pedestrian infrastructure, and safe intersection design at FM 620—and that it be considered for inclusion in the future as a Street Impact Fee (SIF) project. We feel that an NTA to evaluate neighborhood traffic impacts is appropriate before city council reaches a final decision on this rezoning case.

**Environmental protections are equally at stake.** This site is over the Edwards Aquifer Recharge Zone and Bull Creek Watershed—two of Austin’s most environmentally sensitive areas. **It was not flagged in the staff report but it was noted in this Zimmerman link** <https://services.austintexas.gov/edims/document.cfm?id=445742> by Watershed "Environmental - The site is located over the Edwards Aquifer Recharge Zone. The site is in the Bull Creek Watershed of the Colorado River Basin, which is classified as a Water Supply Suburban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Drinking Water Protection Zone. This shows [https://www.austintexas.gov/sites/default/files/files/Watershed/watershed\\_regs\\_summary\\_table.pdf](https://www.austintexas.gov/sites/default/files/files/Watershed/watershed_regs_summary_table.pdf) shows a 30% impervious cover limit for single family zoning. " Under SF-6 zoning, impervious cover could reach 55%, which could exceed the limits typically recommended. These protections exist to prevent contamination of our drinking water and to safeguard the Bull Creek ecosystem, which is already classified as “impacted” due to existing development.

We also note that in 2022, the City made a more balanced decision for a rezoning on Zimmerman Lane (Case C14-2022-0044), applying a Conditional Overlay that capped the development at 32 units and **limited impervious cover to 30%**. That precedent demonstrates a thoughtful path forward—one that this proposed

rezoning ignores.

We respectfully ask City Council to take our traffic, safety, and environmental concerns under consideration and require a Conditional Overlay that imposes a unit cap, reduces impervious cover, ensures full environmental compliance, and imposes a Street Impact Fee (SIF) to bring this substandard street up to acceptable standards. This area deserves careful planning that protects both our neighborhoods and our aquifer.

Thank you for your consideration and continued service.

Sincerely,

**Tom Smith** - President, 2222 CONA

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