

ZONING CHANGE REVIEW SHEET

CASE: C14-2024-0071 – Thornton Road Multifamily

DISTRICT: 5

ZONING FROM: CS & MF-2

ZONING TO: CS-MU-V-DB90

ADDRESS: 2313, 2315, 2401 and 2413 Thornton Road

SITE AREA: 4.296 acres
(187,133 sq. ft.)

PROPERTY OWNER: PSW-Thornton 2, LLC

AGENT: Armbrust & Brown, PLLC (Michael Whellan)

CASE MANAGER: Cynthia Hadri 512-974-7620, Cynthia.hadri@austintexas.gov

STAFF RECOMMENDATION:

The staff recommendation is to grant general commercial services – vertical mixed use building (CS-V) combining district zoning.

PLANNING COMMISSION ACTION / RECOMMENDATION:

August 27, 2024: *APPROVED THE APPLICANT'S REQUEST FOR CS-MU-V-DB90.
[A. AZHAR; N. BARRERA-RAMIREZ- 2ND] (10-0) A. PHILLIPS, A. WOODS, P.
HOWARD - ABSENT*

CITY COUNCIL ACTION:

November 7, 2024:

October 24, 2024: *APPROVED THE NEIGHBORHOOD'S REQUEST FOR A
POSTPONEMENT TO NOVEMBER 7, 2024.*

[J. VELASQUEZ; N. HARPER-MADISON-2ND] (11-0)

September 26, 2024: *APPROVED THE COUNCIL'S MOTION FOR MF-6-CO ON FIRST
READING ONLY.*

[R. ALTER; MAYOR PRO TEM - 2nd]; (9-0), A. ALTER AND P. ELLIS- OFF DAIS

ORDINANCE NUMBER:

ISSUES:

In December 2023, Ordinance No. 20220609-080, Ordinance No. 20221201-056 and Ordinance No. 20221201-055 were invalidated. On March 11, 2024, Ordinance No. 20240229-073, was enacted to create the “DB90” combining district, which amended City Code Title 25 (Land Development) to create a new zoning district for a density bonus program that grants 30

feet in height above the base zoning district, to a maximum of 90 feet, and modifies site development regulations including compatibility standards. Subsequently, the applicant submitted this new rezoning application to request the -DB90 combining district.

CASE MANAGER COMMENTS:

The property in question is approximately 4.3 acres, developed with commercial buildings and has frontage on Thornton Road (level 1). The site is currently zoned multifamily residence (low density) and general commercial services (CS & MF-2). The property has single family residential (SF-3 and SF-H) to the north, south, east and west. There are multifamily residences (MF-2 and MF-3) to the south and west. The properties directly to the north have art galleries and workshops (CS) to the north. To the east across the railroad tracks are mobile home residences and the South Austin Recreation Center (MH and P). The site is 0.20 miles from Lamar Boulevard Activity Corridor (S. Lamar Blvd) with a bus stop on Oltorf and Thornton 0.16 miles away, making this an ideal location to add residential. The site is in near proximity to multiple art studios and a music school and has a few creative spaces on the property as well. ***Please refer to Exhibits A (Zoning Map) and B (Aerial View).***

Due to the history on this site and the lack of improved infrastructure, staff is not recommending the applicant's request for general commercial services – mixed use – vertical mixed use building - density bonus 90 (CS-MU-V-DB90) combining district. The staff recommendation is general commercial services – vertical mixed use building (CS-V) combining district. This property has sought multiple rezonings in the past, which have either been denied by council or withdrawn by the applicant. The most recent case that was withdrawn (C14-2022-0083), the applicant was requesting a rezoning from CS to CS-MU. For case number C14-2016-0039, the applicant was requesting a rezoning from CS to MF-4-CO. City staff did not recommend MF-4-CO, they recommended MF-2. Planning Commission recommended MF-4-CO to City Council where MF-2 was approved on second reading, the case was withdrawn before third reading (please see the related case history section below for more information). ATD has stated that there have not been any improvements to Thornton Road since the case in 2016, proving that there is no indication for changing the originally established base zoning of CS. Granting the applicant's rezoning could result in further requests for more intense zoning which could have substantial impacts on this neighborhood and level 1 street.

The applicant is requesting general commercial services – mixed use – vertical mixed use building - density bonus 90 (CS-MU-V-DB90) combining district for a proposed development that would include multi-family units requiring an affordable component. A building constructed under density bonus 90 (DB90) standards allows for a mix of residential uses and commercial uses, and the result is typically retail, restaurants and offices on the ground floor, and residential units on upper levels. The overall project would consist of approximately 350 residential units and will be seeking a complete (100%) modification for the ground floor commercial space requirement. Staff does not recommend granting a modification for this site. ***Please refer to Exhibit C (Applicant's Summary Letter) and Exhibit D (Ground-Floor Commercial Modification Request).***

A development utilizing the “density bonus 90” incentives is permitted with a base CS district and must include an affordability component for residential use in order to obtain incentives, including height maximum of 90 feet in the CS district (60 feet base plus 30 feet incentive) and relaxation of development and compatibility standards, such as FAR, setbacks and building coverage. There are several methods of satisfying DB90 development affordability requirements.

There are two options for projects including rental units:

- 1) a minimum of 12% of the rental units in a building are affordable for a 40-year period for households earning 60% or less than the Austin-Round Rock Metropolitan Statistical Area MFI; or
- 2) a minimum of 10% of the rental units are affordable for a 40-year period as described above for households earning 50% or less MFI.

There are two options of satisfying DB90 development affordability requirements which include ownership units:

- 1) a minimum of 12% of the rental units in a building are affordable for a 40-year period for households earning 80% or less than the Austin-Round Rock Metropolitan Statistical Area MFI; or
- 2) an in-lieu-fee payment to the Housing Trust Fund, equivalent to the required percentage of the total residential units, including the mix of bedrooms required, at the rate set in the fee schedule at the time of final site plan submission.

BASIS OF RECOMMENDATION:

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*

The general commercial services district is intended predominately for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments.

The vertical mixed use building combining district may be applied in combination with any commercial base zoning district and allows for a combination of office, retail, commercial and residential uses within a vertical mixed use building.

2. *Zoning should allow for reasonable use of the property.*

The alternative recommendation offered, commercial services – vertical mixed use building (CS-V) combined district zoning would allow for reasonable use of the property. Income restricted affordable housing units are still incentivized with a -V designation.

3. *Zoning should promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.*

This rezoning authorizes a property to participate in a voluntary density bonus or incentive program that provides modifications to development regulations or other regulatory-related benefits in exchange for community benefits. In exchange for increased development potential, the development is required to comply with affordable housing requirements.

- 4. *Rezoning should not contribute to the over zoning of an area.*

There are concerns about granting such an intense zoning on Thornton Road. This street is a level one with two lanes for approximately 350 units. Granting such zoning would result in a 57.51% traffic increase for Thornton Road, this street is “currently operating at an undesirable level” and the proposed values will further this issue. ***Please refer to Exhibit E (Neighborhood Traffic Analysis Memo).***

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	CS MF-2	Commercial Spaces, Art Galleries and Workshops Undeveloped
<i>North</i>	CS SF-3	Art Galleries and Workshops Single
<i>South</i>	MF-2 SF-3	Multifamily Residential Single Family Residential
<i>East</i>	MH SF-3 P	Mobile Home Residential Single Family Residential Public Park
<i>West</i>	MF-2 & MF-3 SF-3 & SF-3-H	Multifamily Residential Single Family Residential

NEIGHBORHOOD PLANNING AREA: South Lamar (Suspended)

WATERSHED: West Bouldin Creek - Urban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: Austin Independent School District

Zilker Elementary School

O Henry Middle School

Austin High School

COMMUNITY REGISTRY LIST:

Austin Independent School District

Austin Lost and Found Pets

Austin Neighborhoods Council

Friends of Austin Neighborhoods

Homeless Neighborhood Association

Neighborhood Empowerment Foundation

Perry Grid 614

Preservation Austin

SELTexas

Sierra Club

Austin Regional Group

South Central Coalition

South Lamar Neighborhood Assn.

TNR BCP - Travis County Natural Resources

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2015-0047 - UT Land Company, Ltd	CS to CS-MU-V	Forward to council without a recommendation. (01/12/2016)	Denied CS-MU-CO (03/03/2016)
C14-2019-0024 Woodview MHC, LLC	CS to MH	To Grant MH (05/28/2019)	Approved MH as Planning Commission Recommended (06/20/2019)

RELATED CASES:

C14-2016-0039: Thornton II – The rezoning request was for CS to MF-4-CO, staff recommended MF-2. MF-2 was approved on second reading at City Council, the case was withdrawn before third reading at City Council. The Planning Commission approved MF-4-CO with the following conditions: (1) Site limited to 70 multifamily residential units. (2) Traffic mitigation will include the widening of Thornton Road within 200 ft of West Oltorf Street to allow one inbound lane from West Oltorf and two outbound lanes from Thornton Road. (3) Pedestrian Hybrid Beacon on West Oltorf for north/south pedestrian access. (4) Sidewalk on the west side of Thornton Road from subject property equivalent to West Oltorf Street. (5) Recognize the applicant’s commit to, and strongly encourage their participation in the SMART Housing program at 10% of units available to residents at 60% median family income (MFI) for 40 years.

C14-2022-0083: Thornton Mixed Use - The Applicant was proposing to rezone approximately 4.3 acres from CS to CS-MU. Case withdrawn by the Applicant on 10-21-2022.

Comprehensive Planning:

Project Name and Proposed Use: 2313 THORNTON ROAD. C14-2024-0071. South Lamar Combined NPA (suspended). Project: Thornton Road Multifamily. 4.296 acres from CS and MF-2 to CS-MU-V-DB90. Existing: industrial (6,000 sf industrial park). Proposed: 350 multifamily mid-rise residential units. Demolition is proposed for zero residential units. Proposal seeks Density Bonus 90 Combining District (Ordinance No. 20240229-073), which sets affordability minimums on ownership and rental units, and further allows for an increase of up to 30 ft in height above the base zone allowance, with a maximum limit of 90 feet in total height. DB90 additionally releases the site from some base zoning district development standards, including maximum floor area ratio.

Yes	Imagine Austin Decision Guidelines
Complete Community Measures *	
Y	<p>Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Names of Activity Centers/Activity Corridors/Job Centers *:</p> <ul style="list-style-type: none"> • 0.20 Miles from Lamar Boulevard Activity Corridor

Y	Mobility and Public Transit *: Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> • 0.16 miles from bus stop at Thornton Rd and W Oltorf St intersection
Y	Mobility and Bike/Ped Access *: Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> • Sidewalk present along Thornton Rd
Y	Connectivity, Good and Services, Employment *: Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> • Goods and Services present near intersection of W Oltorf St and S Lamar Blvd within 0.5 miles
	Connectivity and Food Access *: Provides or is located within 0.50 miles of a grocery store/farmers market.
	Connectivity and Education *: Located within 0.50 miles from a public school or university.
	Connectivity and Healthy Living *: Provides or is located within 0.50 miles from a recreation area, park or walking trail.
	Connectivity and Health *: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor’s office, drugstore clinic, and/or specialized outpatient care.)
Y	Housing Choice *: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint.
Y	Housing Affordability *: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
Y	Mixed use *: Provides a mix of residential and non-industrial uses.
Y	Culture and Creative Economy *: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center). <ul style="list-style-type: none"> • Located in near proximity to multiple art studios and a music school
	Culture and Historic Preservation : Preserves or enhances a historically and/or culturally significant site.
	Creative Economy : Expands Austin’s creative economy (ex: live music venue, art studio, film, digital, theater.)
	Workforce Development, the Economy and Education : Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in a particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
	Industrial Land : Preserves or enhances industrial land.
Y	Not located over Edwards Aquifer Contributing Zone or Edwards Aquifer Recharge Zone
9	Number of “Yes’s”

Drainage:

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City’s Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental:

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the West Bouldin Creek Watershed of the Colorado River Basin, which is classified as an Urban

Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

Zoning district impervious cover limits apply in the Urban Watershed classification.

According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

<i>Development Classification</i>	<i>% of Gross Site Area</i>	<i>% of Gross Site Area with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

Fire: There are no comments.

PARD – Planning & Design Review:

Parkland dedication will be required at the time of subdivision or site plan application for new residential units, per City Code § 25-1-601, as amended. The proposed development meets the criteria for land dedication in City Code Title 25, Article 14. As such, a partial land dedication will be required, as well as any remaining fees in-lieu.

The development as proposed will require parkland dedication for the new residential units that will serve the South Lamar neighborhood through the additional park investment. The Parks and Recreation Department (PARD) would consider a trail area along the Union Pacific Railroad, with connection to Thorton Rd, toward satisfying the requirement at time of permitting (whether subdivision or site plan). Such a connection would improve neighborhood connectivity, and satisfy an acquisition need for UPC/ASA Trail, a recommendation identified in the Urban Trails Master Plan.

Should there be any remaining fees in-lieu, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-609.

Should the applicant wish to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: thomas.rowlinson@austintexas.gov.
Site Plan:

Site plans will be required for any new development other than single-family or duplex residential.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

This tract is already developed, and the proposed zoning change is a footprint within the existing development

DB90 Rezoning

This site must meet affordability minimums to be eligible for DB90. A signed approval letter from the Housing Department will be required with site plan submittal.

Thornton Rd is the Principal Street for this site. Any buildings fronting this street will be required to have 75% of the ground floor as commercial uses.

This site is adjacent to a site that contains one to three dwelling units and is zoned SF-5 or more restrictive. A compatibility buffer 25’ in width, designed to 25-8-700 and 25-2-652(G) will be required.

Austin Transportation Department – Engineering Review:

There is a proposed Urban Trail adjacent to this site (UPC/ASA Rail Trail), along the railroad to the east. The easement required is a minimum of 20 ft as this allows for a 12 ft trail (minimum trail width per the urban trails plan) and room for maintenance activity.

Existing Street Characteristics:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Thornton Road	Level 1	58’	50’	29’	Yes	Yes	Yes

Austin Water Utility:

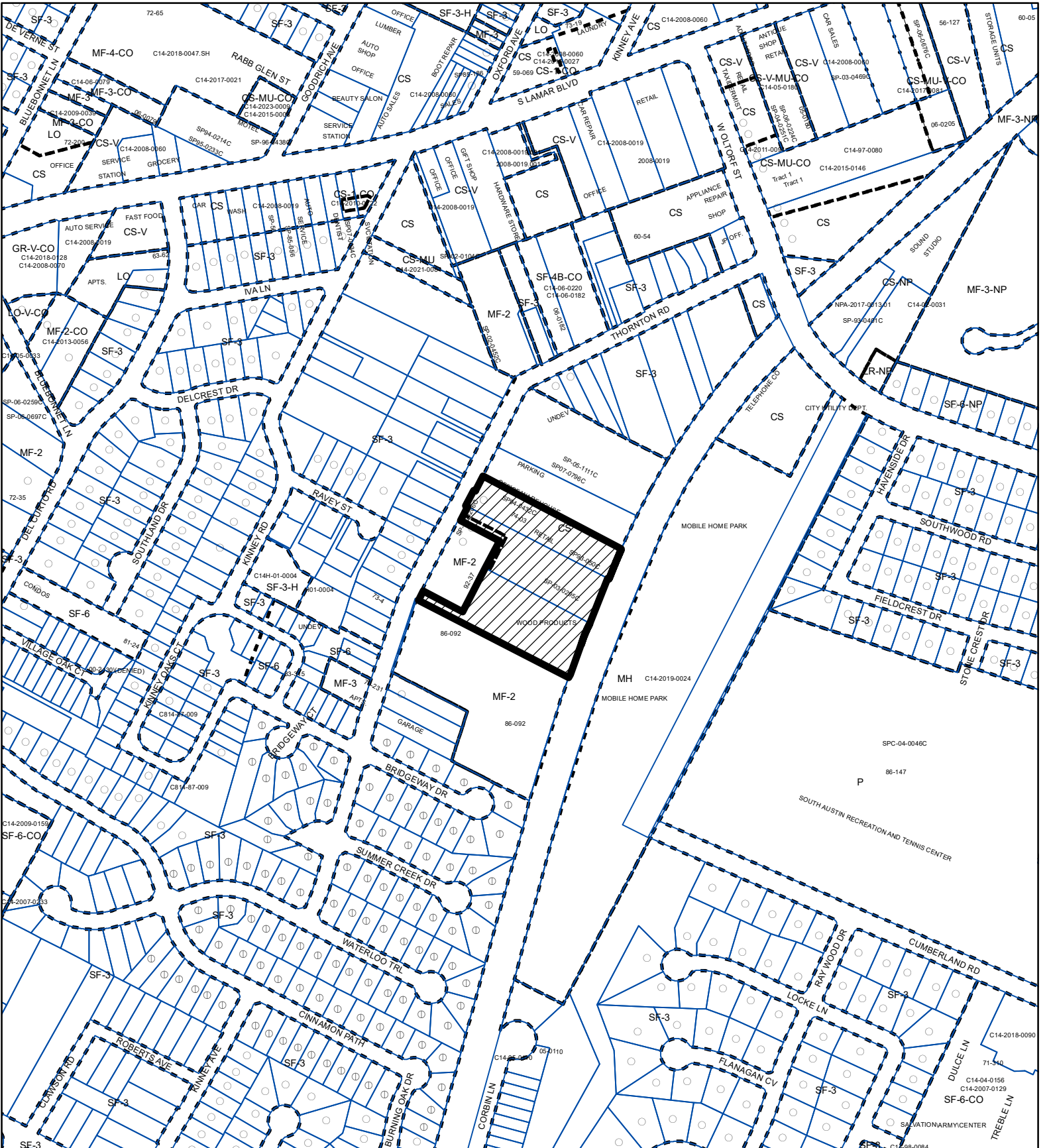
No comments on zoning change.

FYI: The landowner intends to serve the site with existing City of Austin water utilities.

Depending on the development plans submitted, water and or wastewater service extension requests may be required. All water and wastewater construction must be inspected by the City of Austin. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at ser@austintexas.gov.

INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

- A. Zoning Map
 - B. Aerial Map
 - C. Applicant's Summary Letter
 - D. Ground-Floor Commercial Modification Request
 - E. Neighborhood Traffic Analysis (NTA) Memo
- Correspondence from Interested Parties



ZONING

ZONING CASE#: C14-2024-0071






-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

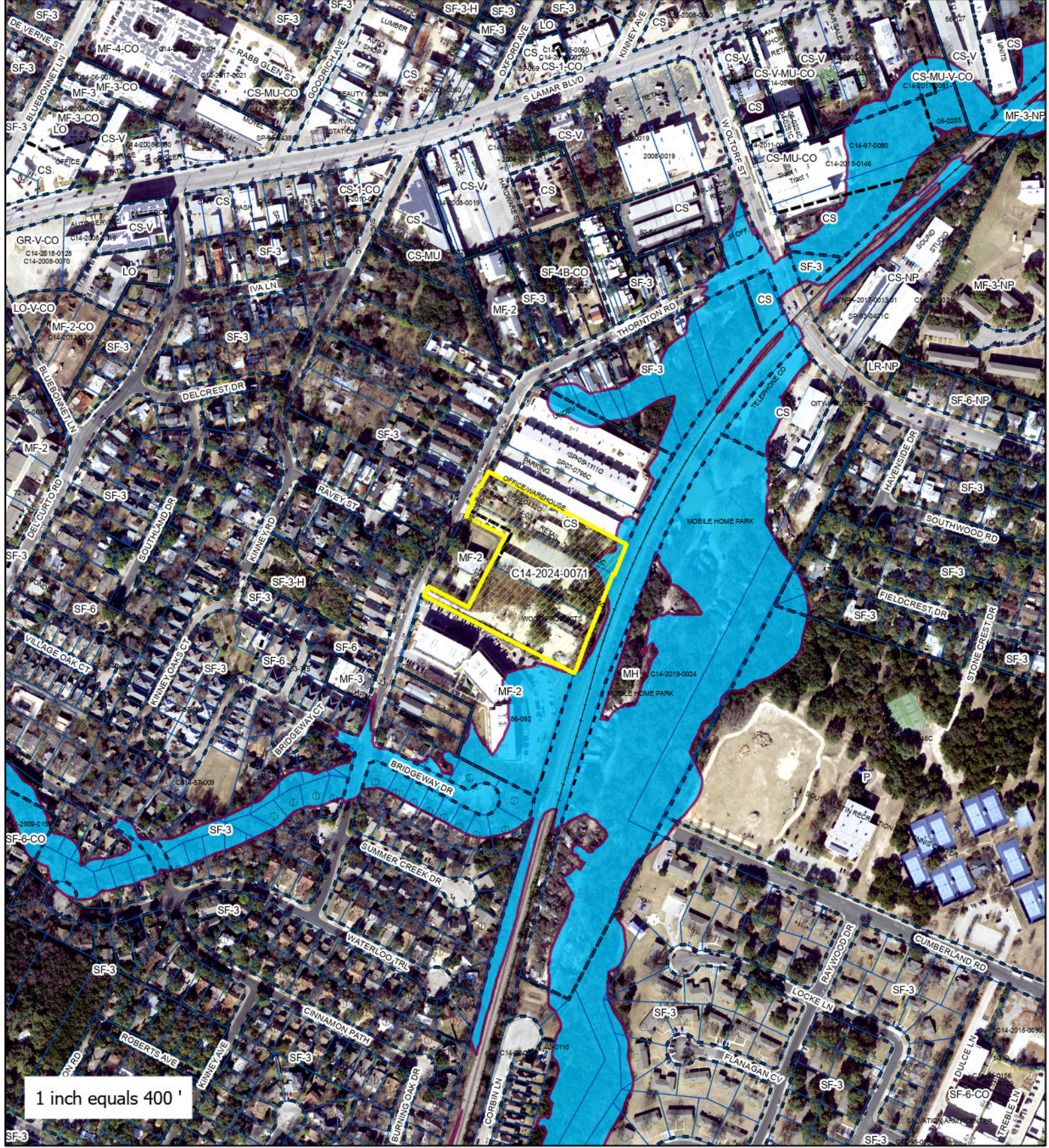
Exhibit A
1" = 400'

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.





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Created: 5/7/2024



Thornton Road Multifamily

-  SUBJECT TRACT
-  ZONING BOUNDARY
-  PENDING CASE
-  CREEK BUFFER

ZONING CASE#: C14-2024-0071
LOCATION: 313, 2315, 2401, 2413 Thornton Rd
SUBJECT AREA: 4.296 Acres
MANAGER: Cynthia Hadri



ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

100 CONGRESS AVENUE, SUITE 1300
AUSTIN, TEXAS 78701-2744
512-435-2300

FACSIMILE 512-435-2360

April 25, 2024

Joi Hardin, Zoning Officer
City of Austin
Housing and Planning Department
1000 E. 11th St.
Austin, Texas 78702

Re: Rezoning for 2313, 2315, 2401, and 2413 Thornton Rd. (collectively, the “Property”)

Dear Ms. Hardin:

On behalf of PSW-Thornton 2, LLC (the “Applicant”), I request that the city:

- Rezone the Property from CS (with a sliver of MF-2) to CS-MU-V-DB90; and
- Waive Section 25-2-652(F)(3)(b) of the Land Development Code (the ground-floor commercial requirement), as allowed under Section 25-2-652(F)(3)(e)(i).

Doing so would provide additional housing opportunities – including income-restricted affordable housing – just off of a Transit Priority Network roadway (Oltorf and South Lamar) and a major Imagine Austin corridor (South Lamar).

This proposal would help make important progress toward Austin’s housing and transit goals, adding an estimated 350 units with easy access to a Transit Priority Network roadway (Oltorf and South Lamar) and a major Imagine Austin corridor (South Lamar). It would also help the city improve on its affordability goals by providing between 10 to 12 percent of units as income-restricted affordable housing, depending on whether the Applicant develops through the Vertical Mixed-Use (“VMU”) program or the Density Bonus 90 (“DB90”) program.

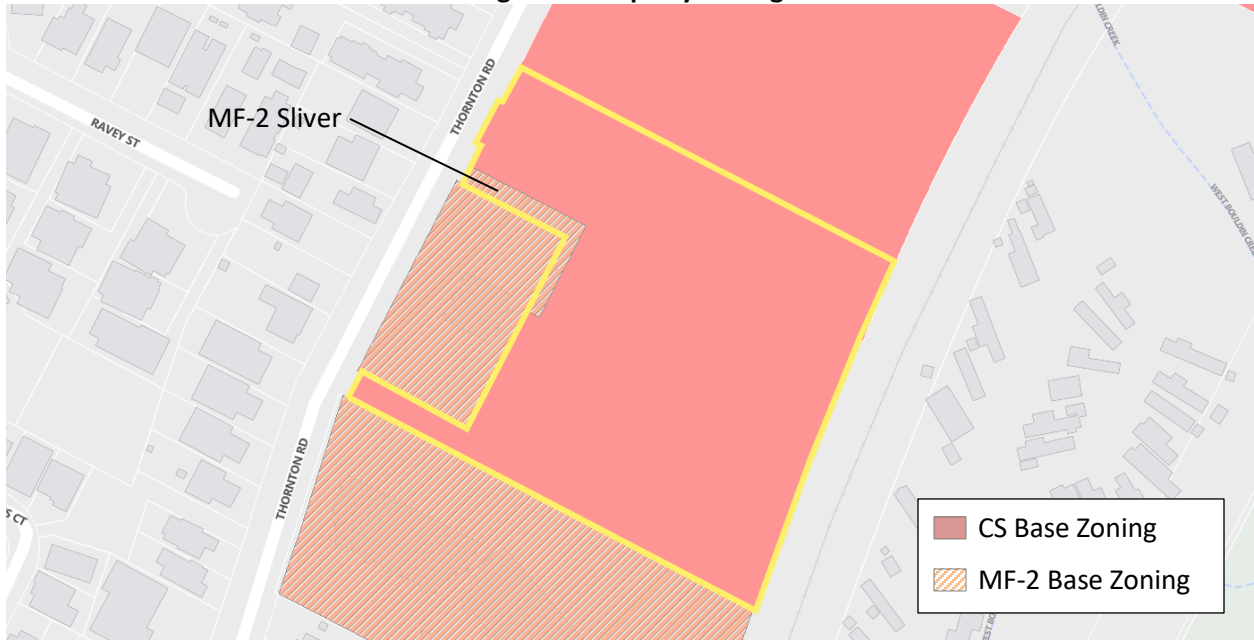
While the Property itself is not located on a major corridor, it sits just off of the Oltorf corridor, along a stretch of properties zoned for a mix of commercial (CS) and multifamily (MF-2).

It features the following land use context:

- North: CS
- South: MF-2
- East: Railroad (and beyond that, MH zoning)
- West: MF-2 and Thornton Road (and beyond Thornton Road, SF-3 zoning)

The Property itself is already zoned primarily for CS zoning today and is used for industrial and related uses. A small sliver of the Property (currently used for a driveway) appears to be zoned MF-2 (Figure 1).

Figure 1. Property Zoning



The existing CS zoning today allows – by right – a number of intense commercial uses with a higher vehicular impact. However, it does not allow any residential uses or affordable housing.

We believe that this land use context – the Property’s proximity to Oltorf and South Lamar, its location along a stretch of commercially and multifamily-zoned parcels, and its preexisting commercial zoning – identifies it as an appropriate location for CS-MU-V-DB90 zoning.

Our request would maintain the existing base zoning and add the Mixed-Use (“MU”), VMU, and DB90 combining districts – all of which would provide different levels of residential entitlement for the Property. It would also clean up the small MF-2 sliver and provide unified, consistent zoning across the Property.

Given that the city has already deemed this Property appropriate for CS zoning, we believe that it is similarly appropriate to allow residential uses and affordable housing – especially considering the city’s goals of increasing housing opportunities, especially near its major corridors.

Thank you for your consideration, and I am available to answer your questions and provide further details.

Very truly yours,

Michael J. Whellan



MEMORANDUM

To: Aditya Jatar, P.E., (BOE Engineering, Inc.)
CC: Danielle Morin, AICP, Nathan Aubert P.E.
FROM: Julie Apagya Bonney
DATE: July 12, 2024
SUBJECT: Neighborhood Traffic Analysis-Thornton Road Multifamily (C14-2024-0071)

The proposed development is entirely residential, with 350 mid-rise apartment units. It is a 4.296-acre tract located on Thornton Road between W Oltorf Street and Bridgeway Drive, see Figure 1 below. The proposed full-access driveway is on Thornton Road, a level 1 street. The proposed, adjusted trip generation exceeds the 300-trip threshold for a local street specified in 25-6-114 of the LDC. The Transportation Development Services (TDS) division has conducted a Neighborhood Traffic Analysis (NTA) and offers the following comments.



Figure 1: Thornton Road Multifamily Site Location. Figure from ARCGIS Map dated 05/22/2024.

Roadways

The tract proposes access onto Thornton Road, identified as a level 1 street in the ASMP. Thornton has a consistent right-of-way, 30 feet of pavement-width, curb, gutter, and sidewalks. It functions as a yield-flow street, with parking allowed on both sides, and no clearly marked travel lanes. The speed limit is 25mph.

24-hour traffic volumes were collected at one point, see Figure 2 below, along Thornton Road on April 30th, May 1st and 2nd. Based on these collected counts the average vehicles per day (vpd) is approximately 2445.



Figure 2: Tube count locations. Counts were collected on Tuesday April 30th, Wednesday May 1st, and Thursday May 2nd, 2024.

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, the proposed development will generate 1623 vehicle trips per day. The existing land use is an Industrial Park. The Industrial Park generates 217 vehicle trips per day, based on the Trip Generation Manual. The net new (adjusted) trips generated by the site is 1406. See Table 1 for a detailed breakdown of the trip generation.

Table 1 - Trip Generation

Land Use	ITE Code	Size	Unadjusted Trip Generation
<u>Existing</u>			
Industrial Park	130	6,000 Square Feet	217
SUM EXISTING			217
<u>Proposed</u>			
Multifamily Housing (Mid-Rise)	221	350 Dwelling Units	1623
SUM PROPOSED			1623
NET TRIPS			1406

All trips will pass through Thornton Road before drivers' access driveways via this road as well. 100% of all trips will access Thornton Road. Table 2 displays the existing traffic, proposed site traffic, total traffic after development, and the percentage increase in traffic. The total future traffic is calculated by combing the existing traffic and adjusted site-generated trips.

Table 2 - Traffic Summary

Street	Existing Traffic from Counts (vpd)	Site Traffic added to Roadway (vpd)	Total Future Traffic (vpd)	Percentage Traffic Increase
Thornton Road	2445	1406	3851	57.51%

According to Section 25-6-116 of the Land Development Code, streets that have a pavement width of 30 feet are defined to be operating at a desirable traffic level if the average daily traffic volume for such roadway does not exceed 1,200 vehicles per day. Thornton Road is currently operating at an undesirable level for the street and with the proposed values will continue to. Based on this analysis the Transportation & Public Works (TPW) Department has the following recommendations and conclusions:

Recommendations/Conclusions

1. If the number of units proposed in Table 1 is changed for proposed, the TDS division may be required to reassess the NTA.
2. 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, the applicant's engineer shall draft a SIF Offset Agreement for all eligible improvements and, if applicable, 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.
3. ASMP has a couple of recommendations for this site to get the roadway to meet desirable standards. Roadway stripping completed sidewalks and improvements to bicycle, and pedestrian facilities are all recommended.

The site development permit for the above noted site shall not be released until the improvements are shown in the site plan. Please contact me at (512) 974-7136 if you have questions or require additional information.

Please contact me at 512-974-7136 if you have questions or require additional information.

Sincerely,

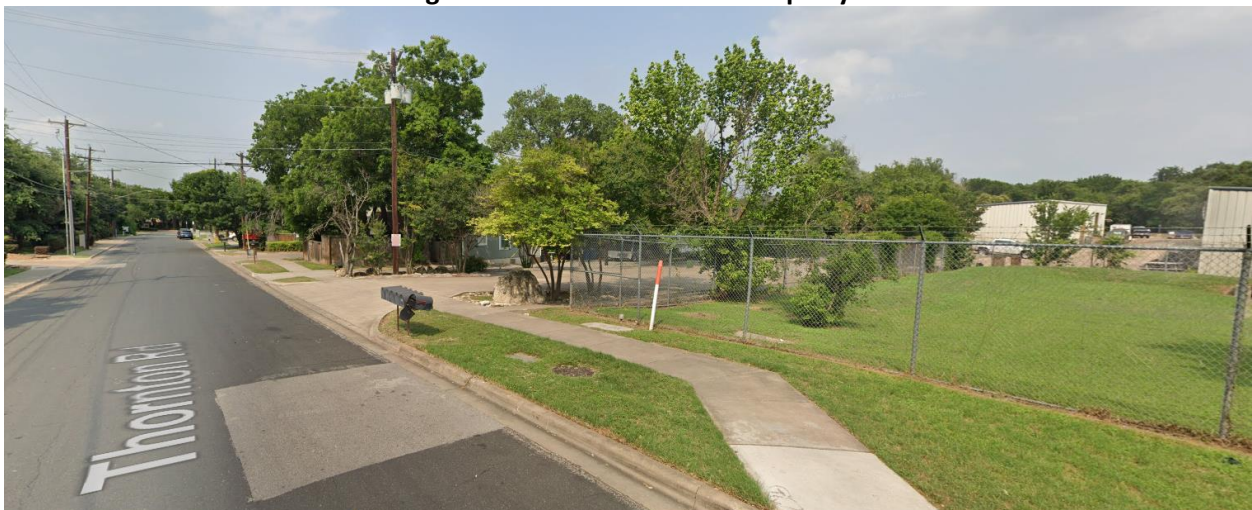
A handwritten signature in black ink that reads "Nate Aubert". The signature is written in a cursive, slightly slanted style.

Nate Aubert P.E.,

Thornton Road Multifamily

- **The property is an appropriate location for increased housing, located walking distance from transit.**
 - The property is a 5-minute walk from a CapMetro High-Frequency Route (300) and a 10-minute walk from three additional routes – including one of two MetroRapid lines (803) and one of five regular Night Owl routes (which run every night, except Sundays, until 3am).
 - These routes would allow future residents here to directly access downtown, the University of Texas, the Capitol, the Domain, Q2 Stadium, and Mueller, among many other areas.
- **Council zoned the property for commercial decades ago in order to make an existing use conforming.**
 - The site was built and established as industrial in 1949, when much of the surrounding area was either undeveloped or only lightly developed.
 - Council initially zoned the property for residential use in 1952, making the existing industrial use nonconforming. In 1967, the applicant requested – and Council approved – commercial zoning in order to make that existing use conforming.
- **While the property is zoned for CS today, Thornton Road is a better fit for increased housing.**
 - Thornton Road has changed meaningfully since the property was first developed in 1949, as owners built the street out with residential uses (including both single-family and multifamily).
 - Today, Thornton Road generally operates as a residential area with some low-rise industrial and warehousing uses. It is not a commercial activity corridor, is not planned to become one, and does not feature the types of active commercial space that would support additional commercial uses.
 - The applicant’s request to provide a fully residential project is consistent with Thornton Road’s residential character as well as with the city’s goals for increased housing and affordability.s
- **As noted above, this property is an appropriate location for growth – but is best suited for housing.**

Figure 1. Street View of the Property



Case Number C14-2024-0071

Kim Vitray

Fri 8/23/2024 12:36 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

Cc:Dana Lasman

External Email - Exercise Caution

Board or Commission's Name: Planning Commission
Scheduled Date of Public Hearing: Aug 27, 2024
Case Number: C14-2024-0071
Contact Person: Cynthia Hadri

Cynthia,

I am writing to vehemently object to both this rezoning request by the developer and the alternative recommendations of city staff. My understanding of the developer's rezoning request is to enable construction of a 350-unit apartment building on Thornton Rd, and that city staff's counter recommendations would allow the developer to still build multi-family housing but not to the height and density they are requesting. I own and live in a condo at 2216 Thornton Rd, which is just a block down the street from the proposed rezoning and development area.

Most alarming about the rezoning request is the neighborhood traffic analysis that projects an increase in vehicle trips per day from the current 217 to an expected 1623. The analysis also notes that Thornton Rd is **already operating at an undesirable traffic volume for the kind of street it is**, which will get significantly worse if the properties are rezoned and developed as requested, or as alternately recommended.

The developer indicates its goal is progress toward the city's affordable housing goal, which is laudable. However, the infrastructure on Thornton Rd simply cannot support more multi-family development. The developer also indicates the existing zoning allows for intense commercial uses with higher vehicular impact; however, no such commercial development currently exists or is planned, and if it were, the neighborhood would similarly object. The developer mentions "easy access" to Oltorf and South Lamar - have they been there lately? With all the development currently on South Lamar, both north and south of Oltorf, South Lamar has become virtually impassable, and the terrible effects of this have spilled onto Oltorf and Thornton Rd. There's no "easy access" anywhere in our neighborhood right now!

Also, any development of any kind on Thornton Rd would necessitate considerable street improvements, in terms of widening, sidewalks, and parking, as well as designated right and left turn lanes and a signal at the intersection of Thornton and Oltorf (although I've been told the latter is not possible because of proximity to a nearby railroad crossing). Otherwise, traffic on Thornton will become gridlock and our neighborhood will become unlivable and dangerous.

I am aware of previous rezoning requests and neighborhood efforts against them by a very well informed, active, and articulate working group. Is the developer simply trying again two years later? Has something changed in the meantime that they think it more reasonable now? Or are they just hoping there won't be resistance this time? It seems to me the situation and problems and arguments are the same, or worse, today as they were then. The developer and the city can expect neighborhood objection efforts to continue, likely stronger than ever, including the involvement of the South Lamar Neighborhood Association and our city councilperson's office.

Respectfully submitted,

Kim Vitray

Concerned citizen and homeowner on Thornton Rd

Case C14-2024-0071

David Ansel

Fri 8/23/2024 2:45 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

Cc:Dana Lasman;Kim Vitray

External Email - Exercise Caution

Hi Cynthia,

I'm David Ansel and I live at 2509 Thornton Rd. The resurrection of this case is terrible news for our neighborhood and I object to it entirely. The same zoning overreach, the same song and dance from the same high-priced lawyer. But who is the client? PSW is bankrupt/in receivership, their projects are dead all over town. If they are starting with this obscene zoning ask, my starting negotiating position is that it should be down-zoned to parkland, then maybe we can meet somewhere in the middle. But we simply cannot reward bad-faith negotiating from developers. I'm not sure of your level of familiarity with Thornton Rd or the remaining parcels on it, but there is an historic mismatch between the zoning of these parcels and the rest of the interior of this neighborhood. Moreover, the design and size of not only the street but the intersection with Oltorf and its closeness to the railroad crossing make an increase in traffic impossible. Our neighborhood has very few outlets and they are mostly compromised in some way (see the construction/closures at Bluebonnet/Lamar, the construction backups occluding the two other possible exits onto Lamar, the backups due to the construction on Oltorf and railroad crossing). We finally received some relief in the way of single-side controlled neighborhood parking and a sidewalk, but the volume CANNOT be increased. I feel REALLY BAD for the developers, but the infrastructure is just not here. We shot down a similar proposal at a parcel near the bend in our road and the owner changed to warehouse/creative space which current zoning allows and it has been a perfectly fine fit for our neighborhood. I will be happy to reiterate these comments on the 27th in council chambers.

Thank you,

David Ansel

2509 Thornton Rd

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For any additional questions or concerns, contact CSIRT at "cybersecurity@austintexas.gov".

case number: C14-2024-0071

Ravi Jain

Tue 8/20/2024 7:34 AM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Ms Hadri,

I would like to file an objection to the following notice:

The board or commission's name: Planning Commission

Scheduled date of public hearing: August 27, 2024

Case number: C14-2024-0071

The traffic analysis provided shows an increase of VPD from 2445 to 3851, or a 57.51% increase. There was no analysis provided of increased foot traffic, but it is obvious such a development will result in at least a 57.51% increase in foot traffic as well. Thornton Road is basically a one way road because people do regularly park on the restricted east side of the road and leave trash for pick up on both sides of the road on trash days which can be left out 1-2 days before and after pick up. Such an increase in traffic and pedestrians would make the road very dangerous for pedestrians who regularly walk/run on the road as there is no sidewalk running the length of Thornton road on both sides, and the existing side walks are already too narrow to support existing foot traffic. I am concerned that a marked increase in traffic accidents and pedestrian injuries will occur if 1406 more vehicles per day are traveling down this narrow road and there is also increased foot traffic from 350 new units along Thornton Road. Finally, given the train crossing just east of Oltorf and Thornton, and how busy Oltorf has become over the last 5 years, it does not seem possible that the intersection of Oltorf and Thornton can physically support a 1406 vpd increase. Given development on Thornton Road in just the last 5 years, vpd on thornton must have already doubled at least in the last 5 years. Thornton Road was not originally designed for this flow, much less a 57.51% increase from today's levels. Traffic waiting to turn onto Thornton will get backed up onto Oltorf regularly and traffic waiting to turn onto Oltorf will get backed up down narrow Thornton Rd making Thornton road unuseable. The bluebonnet exit onto Lamar is not suitable for a mass increase in traffic either, and will already be stressed given the large development at Bluebonnet and Lamar in process. I do not believe the infrastructure of Thornton road can support this development and I believe allowing it will provide a marked safety risk to pedestrians and motorists.

Ravi Jain

2216 Thornton Road #431

Austin, TX 78738.

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Beth Guillot
2216 Thornton Road Unit 210
Austin, Texas, 78704

Cynthia Hadri

Senior Planner | Current Planning
City of Austin, Planning Department
Cynthia.Hadri@austintexas.gov

Re: Case No. C14-2024-0071

Ms. Hadri,

I have been a resident of Carriage Park Condominiums since 2005, 2216 Thornton Road Unit 210, Austin, TX, 78704. There is a development planned for our neighborhood that is out of scale for Thornton Road. I am in opposition of the proposed density for the road due to the car trips projected to be added to our street. It is currently a challenge to navigate our street at times with the current traffic. Below is an assessment prepared by our neighbor and civil engineer.

Letter to City Council and Staff – C14-2024-0071

We are writing you today to express our opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. Both the Owner and their Agent's application, and City Staff's recommendation will have adverse effects to the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks.

Thornton Rd., which is a City of Austin Level 1 Street, consist of a 30' clear space (FOC to FOC) and sporadically available sidewalks. This cross-section paired with street parking results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians. The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection.

The Owner and their Agent's application seeks a density that is far beyond what is appropriate for the neighborhood and the Level 1 Street the project is located on. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day. This application represents a gross misuse of the tools the City has worked to put into place to allow for the overall increase in housing units, including affordable housing units. A development of this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., or a greater street level.

City Staff's recommendation, while less intensive still does not go far enough to protect the neighborhood and its residences. Thornton Rd. is a Level 1 street, which as defined by Section 2.4.1.2 of the City of Austin Code, serve primarily residential destinations, typically with no retail or mixed-use. While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff further lean into this incompatibility with their recommended land use. Of additional concern, is

the Vertical Mixed-Use Building Combining District (V) which is so loosely defined that its description is covered by a single sentence. This vague land use leaves the neighborhood and its residences with no picture of what this project will ultimately become and how it will affect the South Lamar Neighborhood.

It is because these reasons, and many more, that we ask you to reevaluate the project property and what an appropriate use for it would be. We'd suggest that you reengage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.



Please consider our concerns when reviewing this case. We appreciate your time and attention to this matter.

Thanks.

Beth

Beth Guillot
512.699.3083

C14-2024-0071 Thornton Road Multifamily

Kyla Kanz

Tue 8/27/2024 11:07 AM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Dear Cynthia,

I am writing to express my opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd. within District 5.

The Owner and their Agent's application and the City Staff's recommendation will adversely affect the South Lamar Neighborhood, particularly from a traffic and pedestrian safety perspective.

- **Even now, I have to put my dog in my car and drive somewhere to find a safe place to walk him.**
- **I must load my bike into my car to find a safe place to ride it.**
- **Sometimes, it takes 10 minutes just to drive off of my little one-block street, 20 minutes if there is a train.**

The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., and its proximity to the railroad tracks exacerbates traffic patterns.

Thornton Rd., a City of Austin Level 1 Street, consists of a 30' clear space (FOC to FOC) and sporadically available sidewalks. This cross-section, paired with street parking, results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians. ***There are also no complete sidewalks on much of this road, and all the street parking makes this, at times, a one-way street.***

The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf.

The daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection.

The Owner and their Agent's application seek a density **far beyond** what is appropriate for the neighborhood and this Level 1 Street the project is located on. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trip counts per day.

A development this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., **but Lamar Blvd. traffic is already ridiculous, and no infrastructure improvements are in the plans that I know of.**

While less intensive, City Staff's recommendation does not go far enough to protect the neighborhood and its residents. Thornton Rd. is a Level 1 street, as defined by Section 2.4.1.2 of the City of Austin Code, which serves primarily residential destinations, typically with no retail or mixed-use.

While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff are further pursuing this incompatibility with their recommended land use.

Of additional concern is the Vertical Mixed-Use Building Combining District (V), which is so loosely defined that its description can be covered in a single sentence.

This vague land use leaves the neighborhood and its residents with no picture what this project will ultimately become and how it will affect the South Lamar Neighborhood.

What happened to green spaces? **How about a park with trees every once in a while?** Forget about affordable housing options; Austin cares nothing for that; we're paying out the nose for **housing that's becoming unlivable.**

We are East L.A. without the cultural perks.

What the hell happened to Austin? We literally sold our soul!

For these reasons and many more, I ask you to reevaluate the project property and its appropriate use. We suggest that you reengage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.

Thank you for your consideration,

Kyla Kanz
2216 Thornton Rd. 311
Austin TX 78704

Thorton road development

B White

Wed 8/28/2024 1:08 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Dear Cynthia,

I live in the neighborhood nearby Thorton Road. I am writing to ask you to oppose the developer's request to rezone Thorton Road to allow a 350 unit family home. There is no way that Thorton Road could handle the kind of traffic this would cause. I've heard talk of considering something half that size, which would still be unthinkable. If you care about preserving quality of life in our Austin neighborhoods, please do not grant the developer this rezoning request. Traffic is difficult as it is on Thornton. There is no way the neighborhood could handle this kind of development.

Thank you,

Barbara White
512-767-4015

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Commercial zoning change on Thornton Rd to Multi Family! No!

Rita Marie Ross

Wed 8/28/2024 12:44 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Cynthia

I have had my business at the Thornton Rd Studios right next to this proposed zoning change property for 25 years. Many of us fought against a zoning change on the north side of the property we work out of and all the same problems exist. Thornton road intersects Oltorf right next to the railroad tracks and it is already hard to get out of that intersection! with only 217 cars going down it now!! One of my fellow artists had his car totaled at the intersection and he was also injured! The sidewalks are not consistent and this kind of development will increase traffic throughout the existing neighborhood. There are also water drainage issues that need to be addressed. This is not quality living.

I am a full time artist and a suggestion would be to create studios!!! Less traffic and affordable rent! Could you be an advocate for the arts?

Thank You,

Rita

Rita Marie Ross

Sculptor / Jeweler

512-577-3479

ritamarieross.com

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Thornton Rezoning City Vote Tonight! C14-2024-0071

Sandy Muckleroy

Wed 8/28/2024 1:36 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Good Day,

I am an artist with a studio space at 2309 Thornton Road. We were threatened with being torn down for a large apartment complex to be built a number of years ago. We fought it and won! Thornton Road is primarily a residential area with very limited parking! There has already been one apartment complex built but there's no way this tiny street can handle any more traffic without some major changes!!

Please DON'T pass this zoning change!!

With Deep Gratitude,

Sandy Ball Muckleroy

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Thornton Re- Zoning is Irresponsible.

sono

Wed 8/28/2024 7:30 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Hi there!

I am an Austin artist with studio space at Thornton Road Studios. I am writing in protest of the proposed rezoning for a 350 unit complex on Thornton Road.

It cannot handle the traffic that such a surfeited and condensed increase in population will bring.

Furthermore, anyone with rudimentary powers of reason and forethought can deduce the egregious impact on surrounding intersections, traffic patterns and pedestrians.

I have already witnessed aggressive driving and speeding on a street that does not have the width to accommodate two full lanes, street parking and side walks on each side. There is formidable foot traffic in the neighborhood.

Thornton Road is not South Lamar and the only reason for such idiotic thinking is greed.

Thanks!

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PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to participate in a public hearing, you are not required to participate. This meeting will be conducted both online and in-person at which you will have the opportunity to speak FOR or AGAINST the proposed development or change. Contact the case manager for further information on how to participate in the public hearings. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

Staff is conducting a pilot program to receive case-related comments online which can be accessed through this link or QR code:
<https://bit.ly/ATXZoningComment>



During its public hearing, the board or commission may postpone or continue an application's hearing to a later date or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before the public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice. Correspondence and information submitted to the City of Austin are subject to the Texas Public Information Act (Chapter 552) and will be published online.

Case Number: C14-2024-0071

Contact: Cynthia Hadri, 512-974-7620

Public Hearing: August 27, 2024, Planning Commission

Paisley Robertson
Your Name (please print)

I am in favor
 I object

Lot 11 Ravey Addn No 3
Your address(es) affected by this application (optional)

2411 Kinney Road 78704 8-20-24
Paisley Robertson Signature Date

Daytime Telephone (Optional): 512-447-7811

Comments: I strongly OBJECT to this change to my neighborhood zoning.

It impacts in a negative way all the people that live on Thornton and surrounding streets by bringing in traffic. There are too many cross thru drivers now! X10 if this zoning allows mixed use 90ft buildings. I have a City of Austin landmark house I don't want this looming over

If you use this form to comment, it may be returned to:
City of Austin, Housing & Planning Department
Cynthia Hadri
P. O. Box 1088, Austin, TX 78767
Or email to: cynthia.hadri@austintexas.gov
OR left to my home and property
NO NO NO Paisley Robertson

PUBLIC HEARING INFORMATION

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Case Number: C14-2024-0071
Contact: Cynthia Hadri, 512-974-7620
Public Hearing: August 27, 2024, Planning Commission

Paisley Robertson

Your Name (please print)

I am in favor
 I object

Seymour Fogel House Lot 2 Ravey Addn No 2

Your address(es) affected by this application (optional)

2411 Kinsey Rd 78704

8-20-24

Paisley Robertson

Signature

Date

Daytime Telephone (Optional):

512-447-7811

Comments:

NO NO NO REZONING
TOO MUCH TRAFFIC
TOO MUCH DENSE BUILDING
TOO MUCH CUT THRU TRAFFIC
IMPACTS PRESENT HOME OWNERS

negatively

/too close to.

NEXT TO MY CITY LAND MARK/
NATIONAL REGISTER HOME.

Paisley Robertson

If you use this form to comment, it may be returned to:

City of Austin, Housing & Planning Department

Cynthia Hadri

P. O. Box 1088, Austin, TX 78767

Or email to:

cynthia.hadri@austintexas.gov

PUBLIC HEARING INFORMATION

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Case Number: C14-2024-0071

Contact: Cynthia Hadri, 512-974-7620

Public Hearing: August 27, 2024, Planning Commission

GRACE MEIER

Your Name (please print)

I am in favor
 I object

1702 RAVEN ST. AUSTIN, 78704

Your address(es) affected by this application (optional)



Signature

8/17/24
Date

Daytime Telephone (Optional):

Comments: I strongly object to this plan OR any plan that dumps more traffic onto Thornton. Currently no speed signs NOR enforcement. Stating it is "incompatible with residential environments" says it all. Clearly someone has not done their homework to see just how residential this area currently is.

If you use this form to comment, it may be returned to:

City of Austin, Housing & Planning Department

Cynthia Hadri

P. O. Box 1088, Austin, TX 78767

Or email to:

cynthia.hadri@austintexas.gov

CASE NUMBER: C14-2024-0071

Jayne Truckenbrod

Mon 8/26/2024 8:21 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Good evening,

I received a notice in the mail and am writing to note my OBJECTION to the proposed request for the rezoning of 2313, 2315, 2401, and 2413 Thornton Road.

I am a homeowner in the neighborhood and have serious concerns about what the proposed development will do to the traffic on our small neighborhood street of Thornton Road. We already have a very busy street, with incomplete sidewalks, cars parking along both sides of the road, and unsafe conditions for pedestrians and neighbors. The proposed development will add an unsustainable increase in traffic to our neighborhood.

I am unable to attend the inperson public hearing tomorrow, but am happy to continue to communicate our neighborhood concerns.

Thank you,
Jayne Truckenbrod
2216 Thornton Road #310

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To: Planning Commission, City of Austin
From: Lorraine Atherton, Zilker NA zoning committee member
Re: August 27, 2024, agenda item 6, Thornton Road rezoning, Case C14-2024-0071

Planning Commission Chair and Commissioners,

In 2015 and 2016 the Zilker and South Lamar neighborhood associations opposed attempts to upzone the 2300-2400 blocks of Thornton Road, as described in the following letter. I have sent the South Lamar NA letter in a separate attachment. The 2016 rezoning case was withdrawn before the City Council could finalize its approval of MF2. Item 6 on your current agenda is essentially a revival of the request for VMU that was denied in 2015, only much worse.

Today, ten years later, implementation of the South Lamar Mitigation Plan is proceeding very slowly. Two eminent domain cases, involving the acquisition of drainage easements on either side of the 2300 block of Thornton Road, are on the City Council's August 29 agenda. It would be wise to put off any rezoning of these properties until after construction begins on the drainage projects. Note that point 4 in the ZNA letter is relevant to your agenda item 11 on changes to residential drainage requirements, and that the street improvements proposed in the South Lamar Mitigation Plan have not been pursued.

Here is the text of the 2016 Zilker NA letter:

The Executive Committee and Zoning Committee of the Zilker Neighborhood Association agree with the South Lamar Neighborhood's position on the rezoning case C14-2015-0047 (Thornton Road). The main points are:

1. The VMU overlay is not appropriate for properties that are not on a designated core transit corridor. ZNA studied this issue in connection with our successful VMU proposal in 2008, and we concluded that VMU was not appropriate on Oltorf west of the railroad track. If it's not appropriate on Oltorf, it is certainly out of the question on a street like Thornton, with no possible connection to South Lamar.
2. Properties within the South Lamar Mitigation Plan should not be rezoned before staff has "enhanced tools to better anticipate the cumulative effects of increasing density on a neighborhood's natural and manmade infrastructure," as proposed in the mitigation plan. The South Lamar Neighborhood Association has described a potential

Re: Case Number C14-2024-0071

Mccarter, Caroline R.

Tue 9/17/2024 5:39 AM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Thank you for your response Cynthia,
I understand and received the mailing, I just won't be able to attend the meeting and wanted to make sure my voice was heard.
Is this email an official capacity to send over to the committee my following thoughts as a resident of Thornton Rd.?

My concerns about a large residential/commercial property being built on Thornton Rd.

1. Many of the neighbors requested the city look into Thornton rd. traffic last year as there are already many cars, and many of them speed. One reason the road is already high traffic is because it's being used as a bypass while the construction continues on S. Lamar and Oltorf. This is already a nuisance and non-neighbors will honk as we come in and out of our driveways which many take extra caution because they are often small grandfathered in driveways.
2. The high traffic is dangerous for our high pedestrian and cyclist neighbors as there are many spots without sidewalks for people to walk with their families and pets
3. The train tracks already prevent those in the neighborhood from entering/leaving as the cars back up while it is used. They often back up into Lamar Blvd. which is a problem.
4. Furthermore, we have been told a stop light is not allowed near the tracks which would keep our street free from being blocked and safe for those who want to turn left onto Oltorf.
6. Thornton road isn't a candidate for more commercial property because it is only .5 miles long. The small amount of artists who are currently in warehouses are fine with our neighborhood, but to add up to 900 more cars on a street that so small and short will be problematic and dangerous.
7. When I say small in the sentence above I would like to note that on trash days only one vehicle is able to pass at a time because of the narrowness of the street. Another hazard that we were complaining about last year, but with the addition of such a large structure that could bring more traffic I believe it is important to reiterate that this really is a small residential street.
8. Finally construction backwash into the creek of course.

Thank you for submitting this for me, and do let me know if I need to send it in print.

Caroline McCarter
2212 Thornton Rd.

analytical approach that tries to capture methods to determine what the infrastructure can support. It or a better method should be implemented before any of these properties are upzoned.

3. The rezoning proposal threatens affordability, neighborhood character, and small businesses. Again, the South Lamar Mitigation Plan recommends that planning in this area should "incorporate methods to define and protect a neighborhood's character, infrastructure and safety." Those methods should be implemented before any of these properties are upzoned.
4. The rezoning proposal threatens to overwhelm the watershed of West Bouldin Creek and exacerbate existing drainage and flooding problems downstream, where hundreds of new residential units have been built within ZNA's boundaries on the banks of West Bouldin Creek. The Watershed department should be required to perform specific analysis where density can affect upstream, downstream, and neighborhood drainage collection points. There are no analyses that we know of that require new developments to help with mitigation efforts other than a buffer of 10% additional retention.



South Lamar Neighborhood Association

August 8, 2016

Mayor Adler and City Council Members
City of Austin
301 W. Second Street
Austin, Texas 78701

Re: Case C14-2016-0039 2413 Thornton Road

Dear Mayor Adler and City Council Members,

South Lamar Neighborhood Association (“SLNA”) opposes the applicant request for a zoning change from CS-General Commercial to MF-4-CO in Case C14-2016-0039 for the property located at 2413 Thornton Road. SLNA would support a change consistent with the base staff recommendation of a zoning change to MF-2 or the property remaining as CS-General Commercial

The current applicant plan and Planning Commission recommendation, **creates an unfunded transportation improvement project**, and increases safety risks to an overburdened infrastructure on Thornton and Kinney Oaks roads. The planning solution also undermines the recent decision Council made regarding Case C14-2015-0047 2303-2311 Thornton Road our community’s support of Thornton Road Studios.

During the Planning Commission presentation, the applicant for 2413 Thornton openly acknowledged that Thornton Road infrastructure is inadequate. The traffic congestion and safety risks have been documented previously. The staff recommendation called for a complete transportation package, which would require approximately \$497,000. An alternative approach for approximately \$392,000 would provide limited benefit and would create incentive for traffic to use Kinney Oaks Road, a 24 foot roadway to access Lamar. In either transportation plan, the applicant plan for MF-4 zoning would not fund material improvements based on rough proportionality limits. The applicant’s alternate plan for a 75,000 square foot general office building **could fund a basic transportation improvement** based on an estimated rough proportionality calculation of \$550,000. It should be noted that the residents at the applicant’s soon to be completed 104 unit development at 2505 Thornton Road would share the benefits of these transportation improvements.

In the best case scenario a commercial development could also provide a destination for the creative community of Thornton Road Studios. With this in mind we request that any development on Thornton be required to meet at least minimum requirements of the **Agent of Change** guidelines under consideration to prevent this development affecting their current operations.

During the prior Case C14-2015-0047 2303-2311 Thornton Road, the dense development was not right for this location. Our request remains the same as it was in the prior case – determine how far overcapacity the infrastructure should eventually increase above the current level of inadequacy. The precedent of the applicant proposal would lead to a minimum of 388% volume above capacity and increase the incentive to displace existing small businesses.

South Lamar Neighborhood has worked successfully to implement affordable housing along the Lamar transit corridor including the 107-unit Foundation Communities Bluebonnet Studios project at Lamar and Del Curto. We have similarly worked with the developer on Bannister Road to make a proposed development work in locations, which have reasonable infrastructure.

The documentation attached describes the current conditions and zoning history of Thornton Road. Thornton Road has a 55-year history of Planning Commission and City Council voting **against** intensive zoning because:

- **The Neighborhood's character is predominantly SF3 and MF2,**
- **Thornton Road has inadequate width and limited connectivity**
- **Neighborhood is geographically isolated - no access across railroad**
- **Potential flooding hazards from West Bouldin Creek**

We urge you to continue this tradition and avoid creating an unfunded transportation obligation..

Sincerely,

A handwritten signature in black ink, appearing to read 'Kim Johnson', with a long horizontal flourish extending to the right.

Kim Johnson
President South Lamar Neighborhood Association

Cc: SLNA Zoning and Thornton Road Working Group

2413 Thornton Road Background

1. South Lamar Mitigation Plan

As we presented in prior cases, the South Lamar Neighborhood Mitigation Plan¹, included a requirement to address the effects of infill development on several issues. The October 3 2014 staff memo highlights goals including:

- **“address the challenges created by many years of development on a site-by-site basis, lacking water detention and exacerbated by recent infill developments where inadequate infrastructure exists”**
- **“anticipate the cumulative effects of increasing density on a neighborhood’s natural and manmade infrastructure”**
- **“incorporate methods to define and protect a neighborhood’s character, infrastructure and safety and provide commensurate mitigation requirements to better manage density and its associated costs.**

While the South Lamar Mitigation Plan has provided additional measures such as the additional water retention requirements and initial tools to anticipate the cumulative effects of density, the actual watershed and transportation infrastructure of the neighborhood and Thornton Road has not changed despite a 43% increase in dwelling units from 2004 to 2015 and another 80% jump in 2016. Recommended improvements in area drainage are not funded, the goals have not been met.

Using the initial analysis tools, the Transportation Department analysis suggested infrastructure improvements in the prior case C14-2015-0047 2303-2311 Thornton Road to **partially address the inadequacy of the existing infrastructure**. The staff efforts in this case demonstrated the extreme challenge of improving capacity and safety on Thornton Road. The existing problems shown in the traffic analysis identify additional volume from Thornton Road developments and other area projects such as the “Enchanted Forest” case C14-2015-0146 on Oltorf and the parking overflow from existing Oltorf businesses require significant investment to provide even minimal relief. None of the past analysis adequately analyzes the potential safety impacts from increased density and traffic on the alternate exits (Cinnamon Path etc.) for Thornton Road traffic. This issue will increase in importance as the South Lamar Corridor traffic patterns change.

Figures 1, 2 and Table 1 provide an overview of Thornton Road area. Thornton Road has a total overall length of 2700’ or .51 miles. The road dead ends at Oltorf on the north and provides limited access to other Local Roads via Bridgeway and Waterloo Trail on the south. 2413 Thornton is 0.4 miles from the intersection of Oltorf and Thornton according to Google Maps. The property is 0.32 miles from the nearest bus stop for the 338 bus route, and 0.52 miles to the 3/803, which connects to downtown and 0.7 miles to the 5 bus stops².

Thornton Road is a local street acting as a collector. Despite numerous recommendations since 1961 that Thornton Road be widened, Thornton Road is 30’ with a 50’ ROW. In addition to access via Oltorf, Thornton Road crosses 3 streets³, none of which provides direct connectivity to an exit point. Bridgeway Drive extends 735’ between Kinney Court Circle and the RR tracks; Summer Creek is 534’ ending at a cul-de-sac to the west and the RR tracks to the east; Waterloo Trail extends 1350’ ending at a cul-de-sac to the west, the RR tracks to the east and crossing Cinnamon Path, which connects, to Del Curto.

¹ Memorandum to Mayor and Council From Gregory I Guernsey October 3, 2014

² All distances calculated from CapMetro Trip Planner June 5, 2016

³ See also Figure 18



Figure 1 Thornton Road Dimensions

Thornton Road is currently home to 136 residences located in 79 properties with a predominant zoning of SF-3. The estimated size of the properties bordering Thornton Road is 29.8 acres. Current projects under construction will add 104 units increasing the residential units by 76%. The following Table 1 shows the present characteristics.

Zoning	Properties	Acreage
SF3	63	13.54
SF-4B-CO	2	1.490
SF-6	3	0.326
MF-2	3	6.280
MF-3	1	0.330
CS	6	7.870

Table 1

The characteristics above are graphically presented in Figure 2 The current 6 CS properties are located 1000 feet into the core of the neighborhood and surrounded by residential properties. Historically these properties were listed as Residential A per Austin City Code or the equivalent of SF-3. Section 4 provides a brief history of Thornton Road zoning cases.

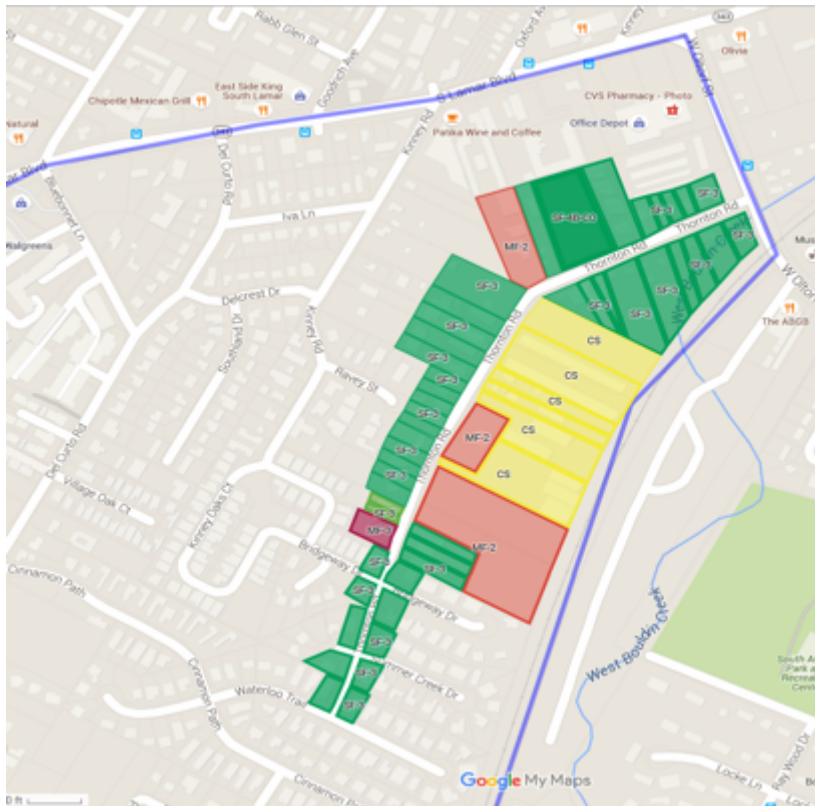


Figure 2 – Thornton Road parcel map

2. Traffic Analysis and Limitation of Proposed Solutions Revised

Thornton Road is currently over capacity. This project proposes no offset or accommodation for the added density. The Traffic Study for the prior case⁴ suggests that the volume of traffic on the road is currently equal to that of a Collector Street according to the City of Austin. The Traffic Study continues with the following statement on page 1 (Item C17 page 4 of 30); “However, the existing roadway width (approximately 28’ to 30’) and right-of-way width (varies 50’ to 60’) is closer to that of a Local Street....Vehicles park along both sides of Thornton Road essentially narrowing the street to one travel lane.” The study further indicates that current daily volume over threshold of 1800 vpd for a street of this capacity is 830 vpd or 146% of capacity leading to a service level of F. 2017 volume with units under construction will bring the traffic volume to 192% above threshold. Development at MF-2 for this property and neighboring properties will lead to a projected volume of nearly 4000 vpd **or 288% over threshold**. The applicant’s plan creates a precedent for volumes that will exceed 400% of threshold.

The photos below show the state of the road Saturday January 16, 2016.

⁴ The Traffic Study references the Thornton Traffic Study dated November 25, 2015 was included with Case C14-2015-0047



Figure 3 Thornton Just South of Oltorf January 16, 2016

Figure 4 shows the same street on the same day. The present volume on Thornton Road is exacerbated by overflow parking from Austin Beer Garden Brewing Company (ABGB). The pictures below are from a video from a recent Saturday promotion. The overflow parking stretched from Thornton to and past the subject property. Throughout this area, the traffic was essentially limited to one lane except for the no parking zone at the curve.



Figure 4. Approximately 2211 Thornton Road January 16

Even given this congestion at north end of Thornton and Oltorf, The Traffic Study does not address the impact of increased traffic on alternative routes that are in use shown in red. **Residents and businesses on the subject property normally avoid the Thornton Oltorf intersection due to the congestion. The applicant plan would put an additional 70 units (174 units total) whose most direct access to Lamar under the planned South Lamar Corridor Plan would be through Kinney Oaks, Kinney Roads to go north on Lamar or Iva/Del Curto to go south on Lamar.** The traffic analysis and development at a higher density should address the traffic considerations for these developments and future developments on other streets that are not Collectors.



Figure 5 Existing Traffic Patterns for Thornton Road

In C14-2015-0047 the staff recommendation included a plan for widening the road to include a left turn lane for northbound traffic on Oltorf with a pedestrian signal near the 331 bus stop and an optional traffic signal at Thornton and Oltorf. While the road-widening plan with pedestrian signal would produce no net benefit to users other than accelerating right turn traffic according to the traffic study it would provide some relief. The service level for the intersection would remain the same grade F as it is today in 2017. In addition, the pedestrian signal would encourage additional parking for new “Enchanted Forest” entertainment complex planned on the north side of Oltorf. No engineering has been attempted to analyze the potential path of the road widening and easements, or utility relocation that would be required to accomplish the road widening at Oltorf.

Additional information on traffic is found on the following YouTube links

https://youtu.be/a9Ut9ccL0_I

<https://youtu.be/xS0IT2tLIXw>

3. Watershed Impacts

The Thornton Road area faces significant impacts from flooding as described in the South Lamar Mitigation Plan and the plan for the Del Curto Storm Drain Improvements –Phase 1B plan. The overall development of the area always presents concerns on flooding especially when existing infrastructure problems are not addressed. . Any proposed development on Thornton needs to be carefully evaluated for the full impact on the West Bouldin Creek watershed. The cumulative development on the southern part of Thornton presents potential issues for Bridgeway if not done properly as shown by the Austin FloodPro map.

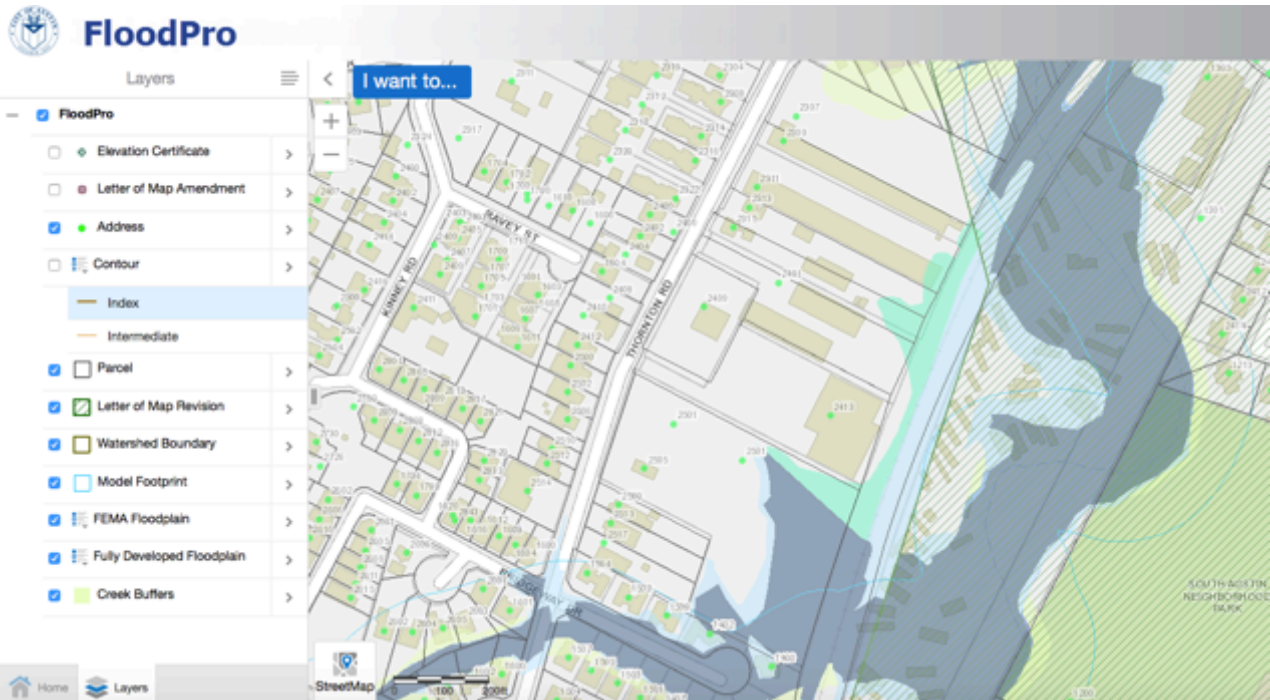


Figure 6 Drainage of Del Curto Watershed to Subject Property

The following picture shows the impact of flooding on Bridgeway on October 30, 2015, South of the subject property.



Figure 7

The following picture shows the impact of flooding on Oltorf at the railroad track north of the subject property on October 30 2015.



Figure 8 Oltorf Flooding 10-30-15 Photo Courtesy of Peter Williams

4 Thornton Road History

Thornton Road has a 55-year history of Planning Commission and City Council voting **against** intensive zoning because:

- **Neighborhood is residential in character**
- **Thornton Road has inadequate width and limited connectivity**
- **Subject tracts are long distance from the thoroughfare (Oltorf)**
- **Neighborhood is geographically isolated - no access across railroad**
- **Potential flooding hazards from West Bouldin Creek**

"I cannot figure any street system which would not work severe hardship on any of the residences in the area." - **Planning Commission Minutes Feb 14, 1961**

This history was recently updated to show the City Council rejection of a proposed project with similar density at 2303-11 Thornton by a vote of 10-1. The case history is summarized graphically below and in narrative form in Appendix A.

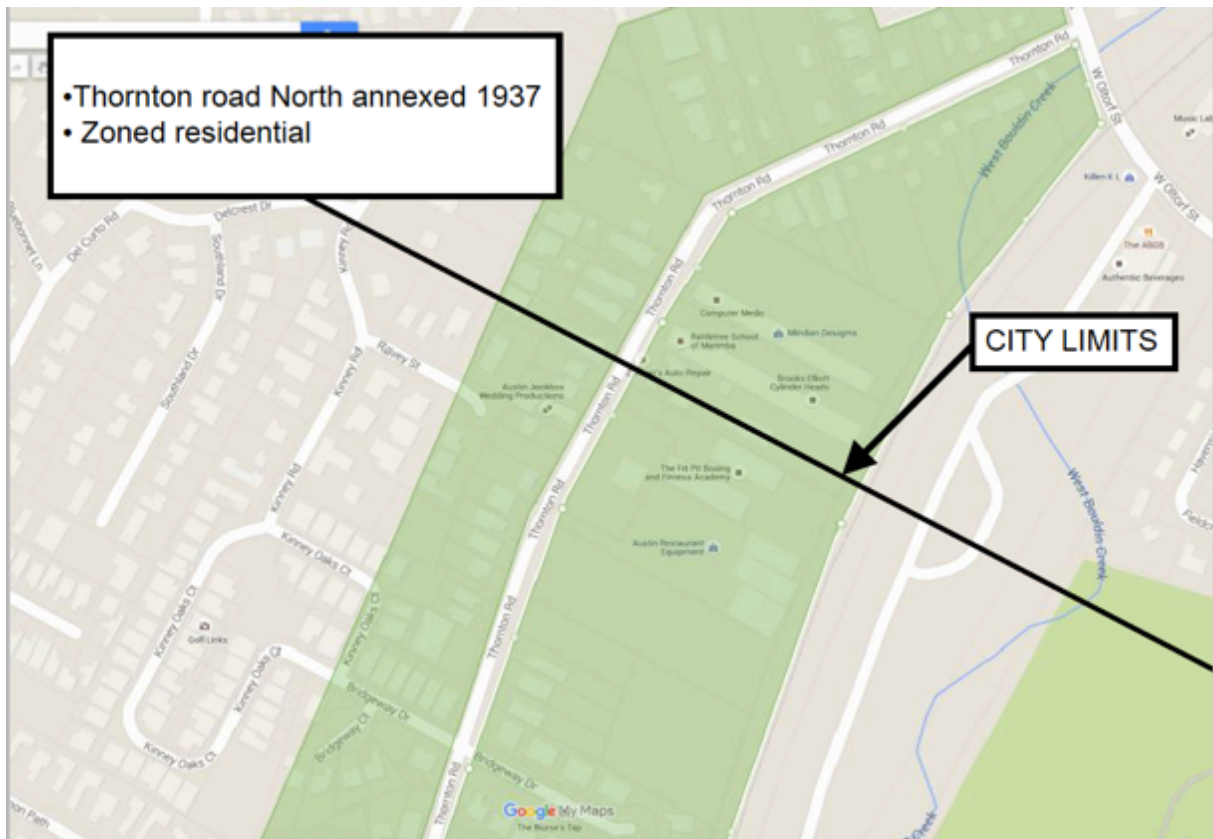


Figure 9 Thornton Road 1937

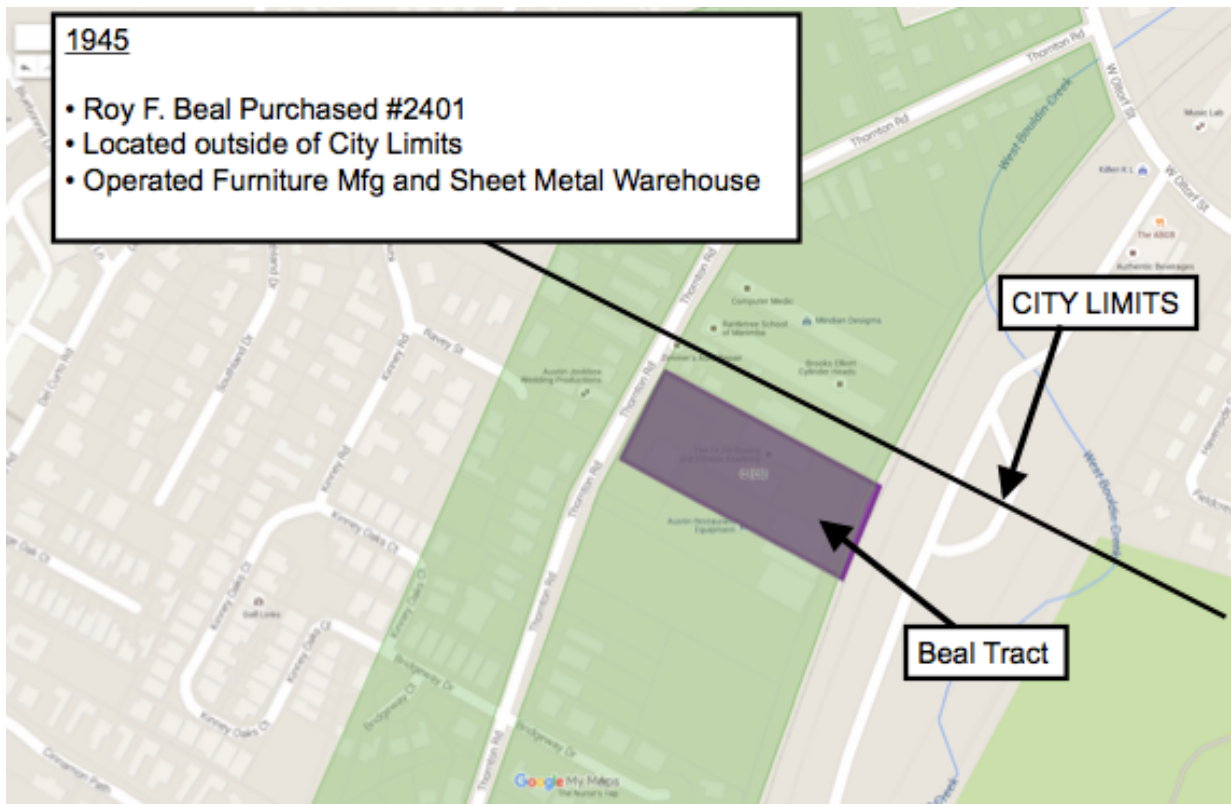


Figure 10 Thornton Road 1945



Figure 11 Thornton Road 1952

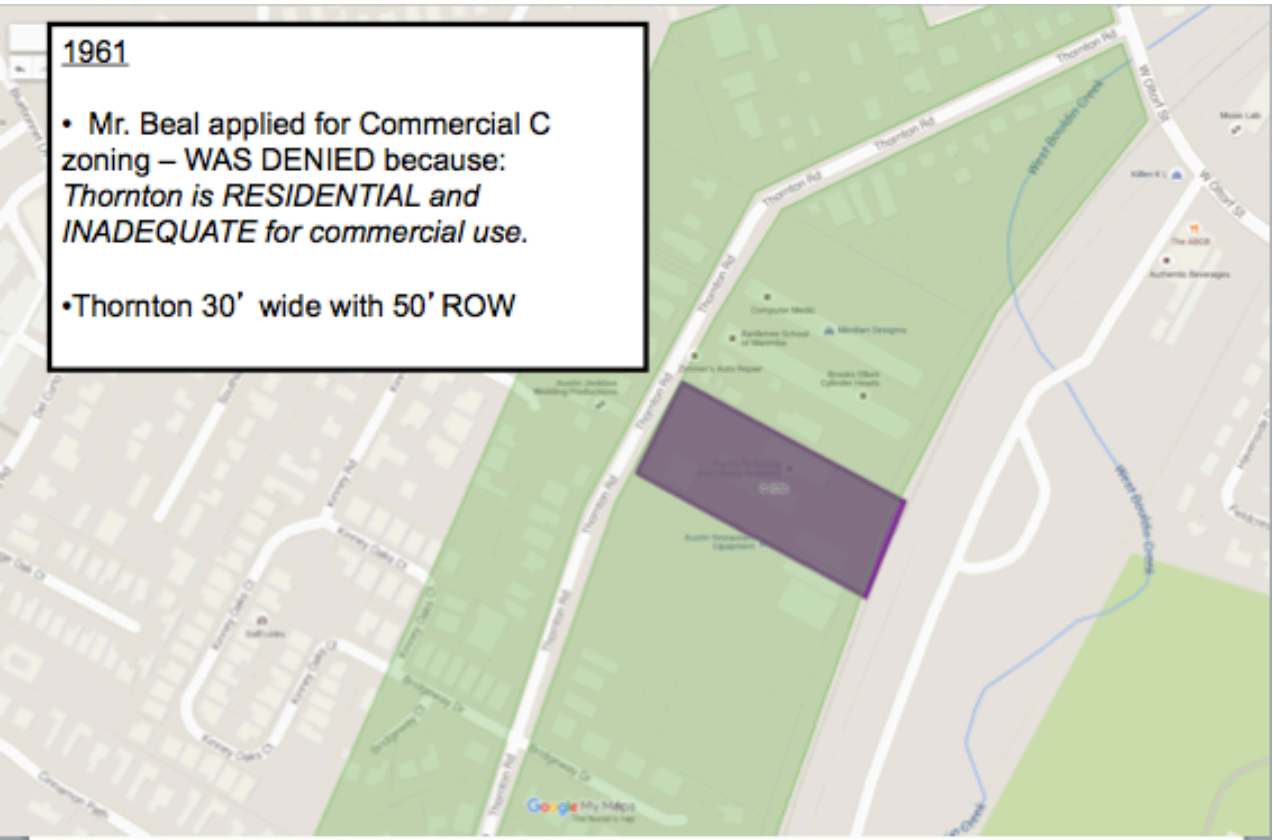


Figure 12 Thornton Road 1961

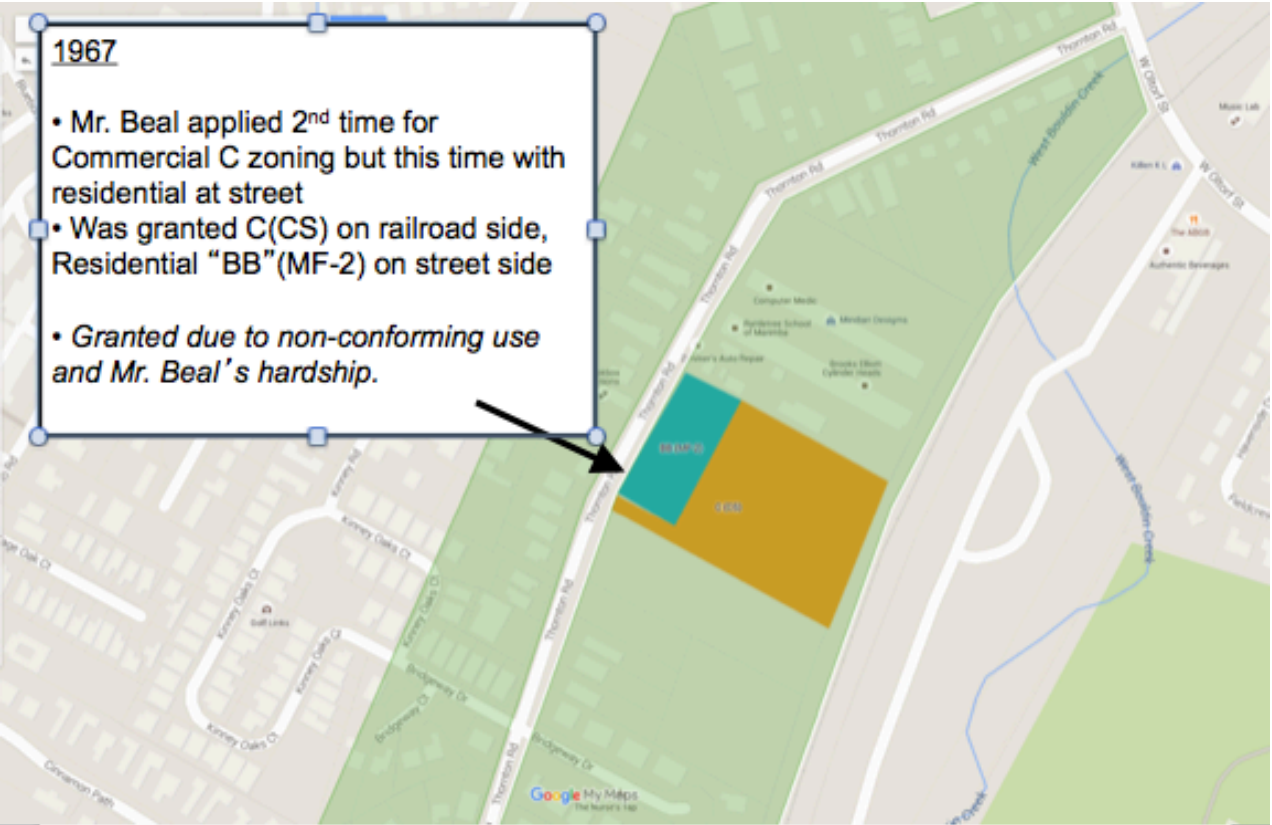


Figure 13 Thornton Road 1967

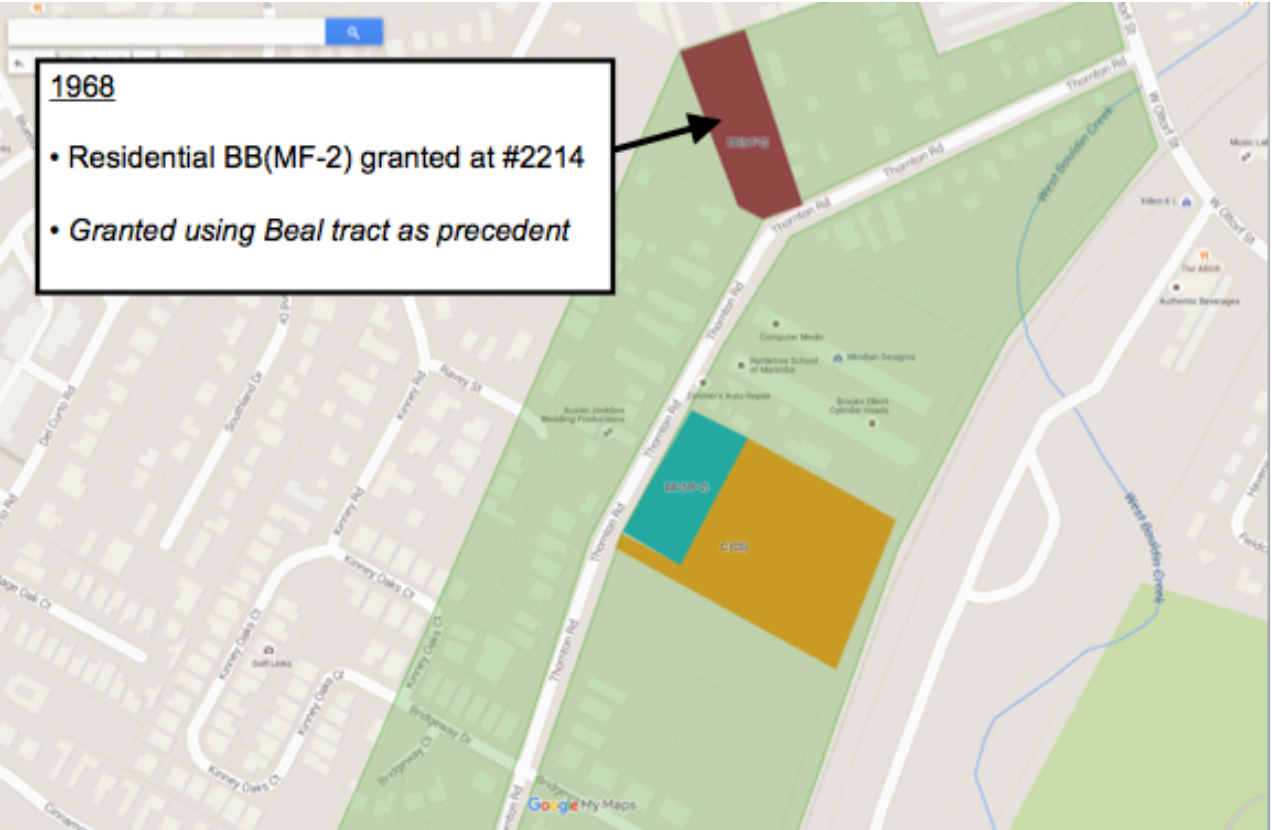


Figure 14 Thornton Road 1968

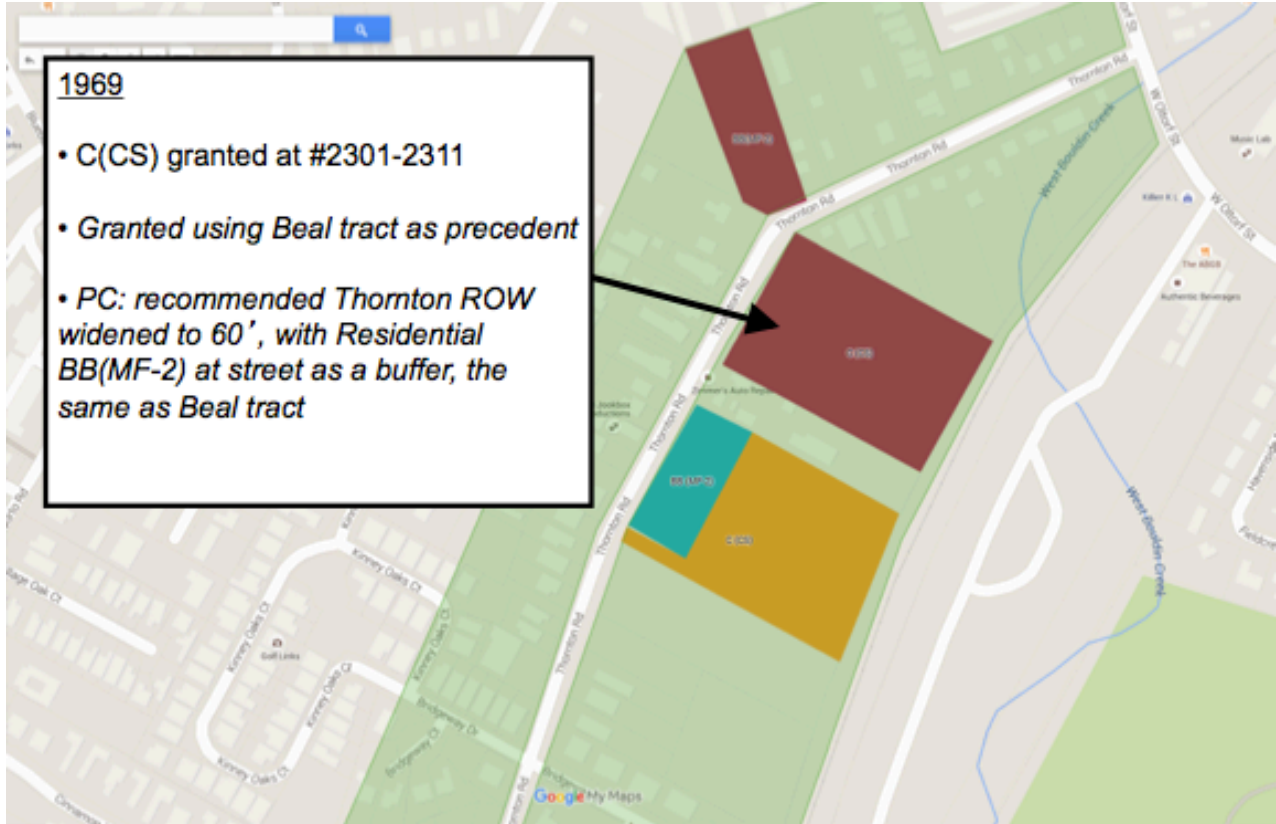


Figure 15 Thornton Road 1969a

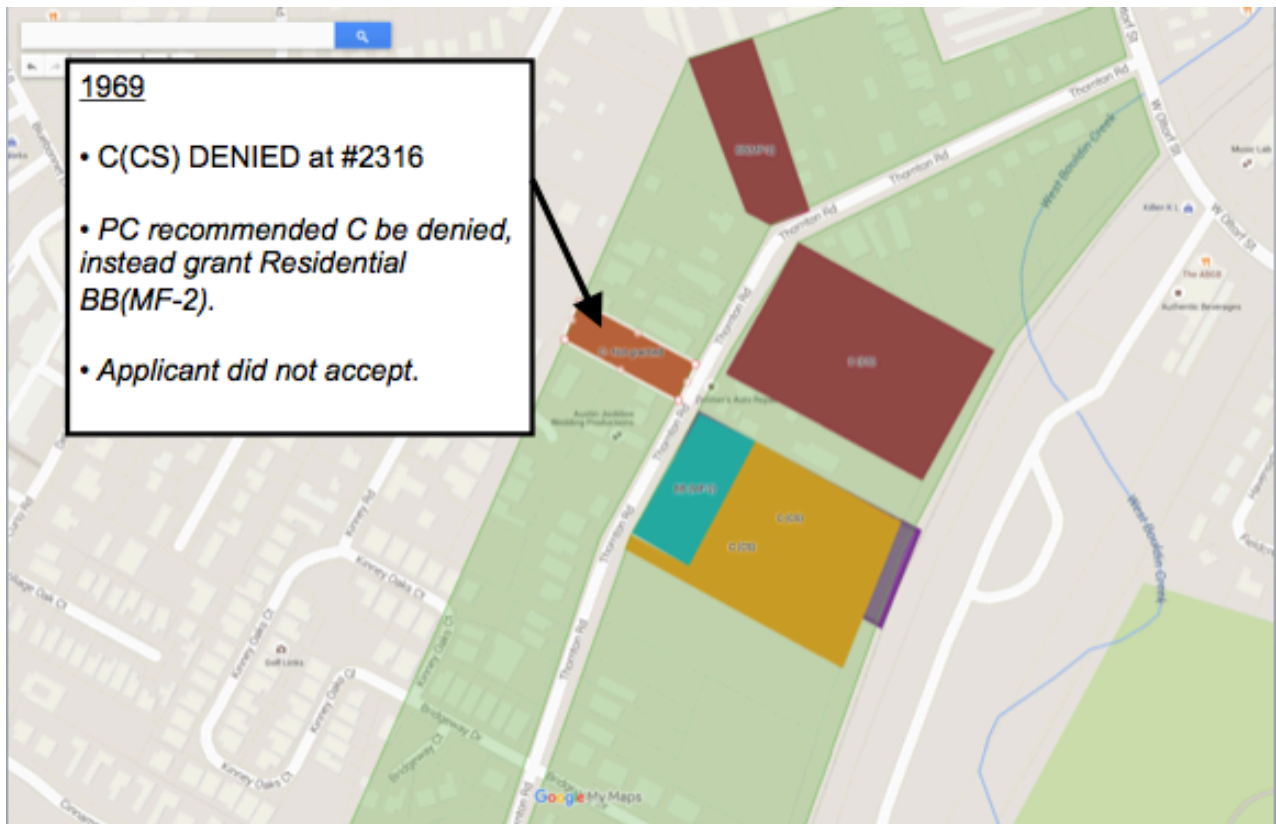


Figure 16 Thornton Road 1969b

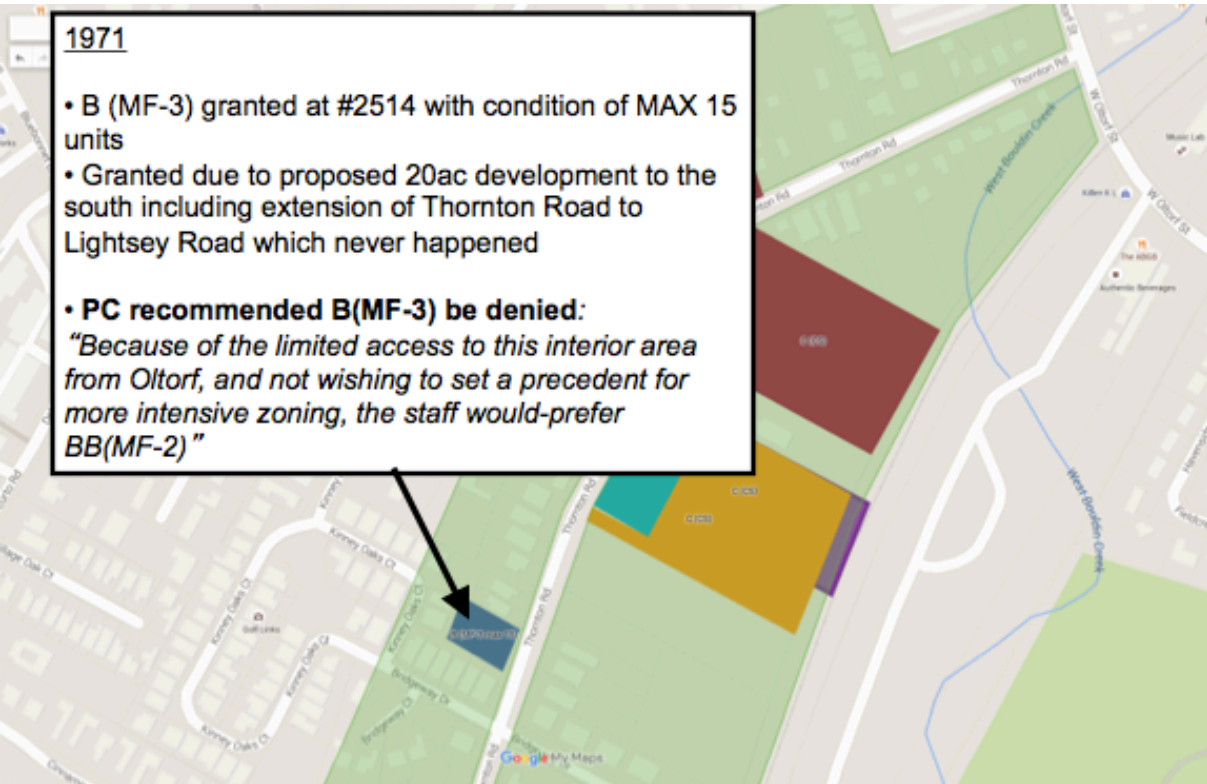


Figure 17 Thornton Road 1971



Figure 18 Thornton Road 1973



Figure 19 Thornton Road 1974



Figure 20 Thornton Road 1986

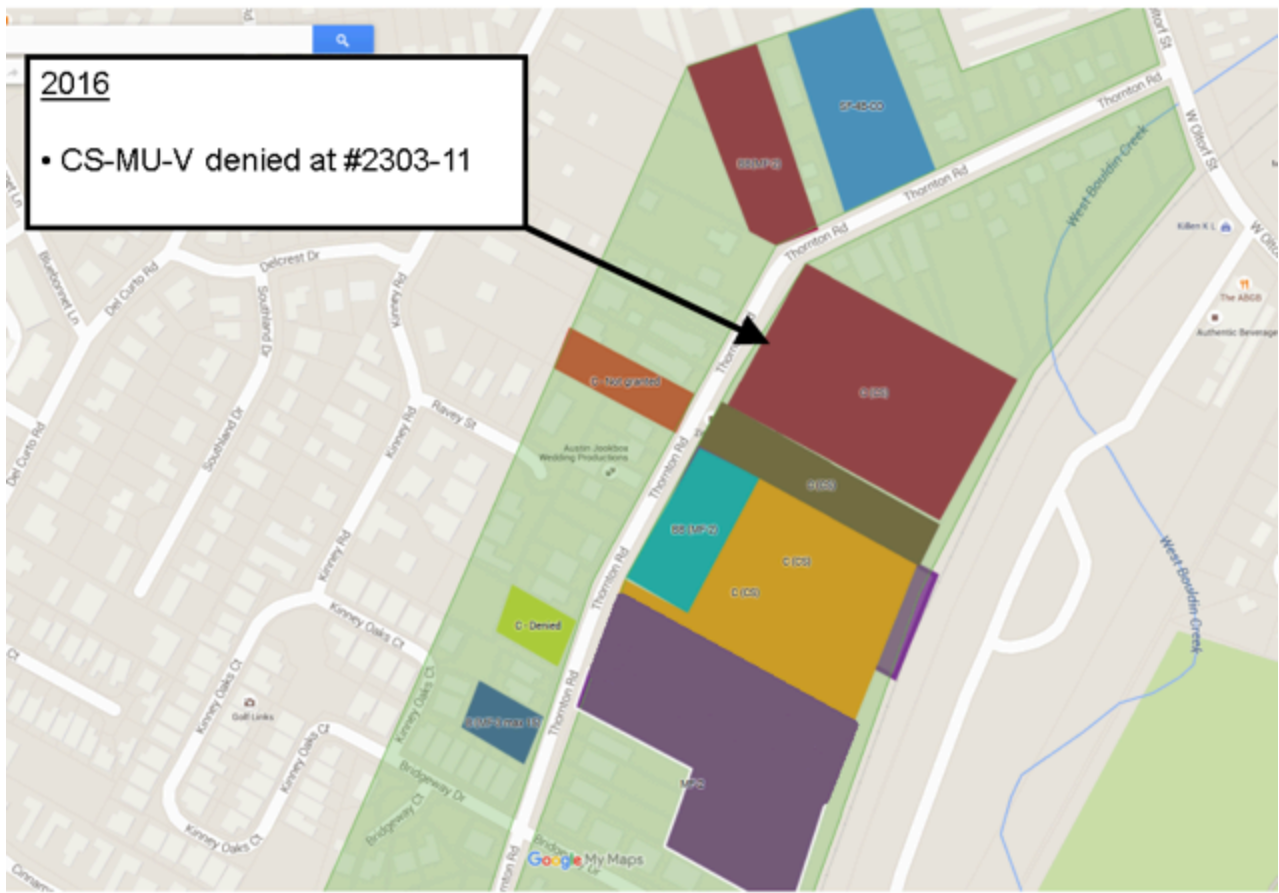


Figure 21 – Case C14-2015-0047 2303-2311 Thornton Road

Appendix A Formerly Section 8 - Thornton Road History Notes

There are currently six commercial properties on Thornton which were zoned commercial in 3 separate zoning cases:

- 1 July 21, 1967: 2401-2413 Thornton
- 2 Nov 6, 1969: 2301-2311 Thornton
- 3 Mar 7, 1974: 2313-2315 Thornton

Note that in the final CS zoning, the planning commissioner recommended that "this tract should be more restrictive in its use", and Thornton should be widened to 60'.

The first commercial uses on Thornton Road were around 1955 at #2401 which was then just outside the city limits. City limits extended only through #2315 at that time.

Around 1960, the city annexed the remaining southern section of Thornton Road.

Here is the history with some highlighted quotes from the meeting minutes discussing the problems of Thornton Road. There are pertinent quotes in the planning commission minutes for which links are provided.

Apr 6, 1961

First zoning request for Commercial in interior of Thornton which was not granted
City Council heard the application for zoning from "A" residential to "C" commercial at 2317-2409 Thornton ([Roy F. Beal, E.F. Evans Company](#)) and 2519-2707 Thornton (H.G. Linscomb) which was NOT RECOMMENDED by the Planning Commission with the following notes:
*The Planning Commission had studied these cases at length, and the problem of the zoning was a street problem. Mr. Beal's operations (E.F. Evans - sheet metal company) are under a non-conforming use, and are of an industrial or commercial type that is permitted under "C". Mr Linscomb (property at the south dead end of Thornton) has 6-1/2 acres and wants to put a contractor's office and equipment yard with some warehouses that will store only durable goods. He explained that about 25 acres would be earmarked for commercial uses. Discussion of former zoning, and dedication for right-of-way boulevard was held. Mr. Linscomb state he would give whatever they wanted as a reasonable amount. The Director of Planning stated the Railroad Company had indicated it would dedicate a right-of-way provided someone else developed it; and **he pointed out certain problems concerning the dedicated thoroughfare stating it would be necessary to rechannel the creek; concerning the development of Lightsey Lane in connection with the residential subdivision of South Terrace in which houses are under construction; concerning Thornton Road which is not opened on the ground on the Lindsey Tract; and concerning the early development of the entire area as residential with houses selling on three sides and the commercial area in the middle, away from the thoroughfare. He stated ultimately there would be a public responsibility to develop the streets in a large commercial area; in the meantime the residential developers are required to develop the street, put in the utilities and handle the drainage. Councilman Bechtol discussed the traffic flow, and state it would be up to the applicants to work that out and that the I&GN Railroad to join in it, and asked Mr. O'Quinn to contact the railroad and work this out. Mayor Pro-tem Palmer stated the Council would make a personal inspection of the area.***

<http://www.ci.austin.tx.us/edims/document.cfm?id=41208>

[Discussion at Planning Commission 2/14/61:](#)

<http://www.ci.austin.tx.us/edims/document.cfm?id=215317>

AND ON 3/14/61 where they voted to DENY:

<http://www.ci.austin.tx.us/edims/document.cfm?id=215318>

This case stayed pending for years, finally denied after no response from applicant:

<http://www.ci.austin.tx.us/edims/document.cfm?id=38206>

July 27, 1967

1st successful zoning on Thornton #2401

[2401-2411 Thornton from "A" residence to "BB" residence \(street side\) and 4 acres 2401-2413 Thornton \(adjacent to railroad tracks\) from "A" to "C"](#)

<http://www.ci.austin.tx.us/edims/document.cfm?id=38224>

<http://www.austintexas.gov/edims/document.cfm?id=39039>

Planning Commission minutes:

<http://www.ci.austin.tx.us/edims/document.cfm?id=215219>

Nov 6, 1969

[Council approves 2nd CS zoning in interior of Thornton](#)

<http://www.austintexas.gov/edims/document.cfm?id=38488>

[2301-2311 Thornton from "A" residence district to "C" commercial district](#)

Planning Commission minutes:

<http://www.ci.austin.tx.us/edims/document.cfm?id=215286>

Apr 9, 1970

Council heard 2316-2318 Thornton from "A" to "C", NOT recommended by Planning Commission, which recommended "BB" instead.

<http://www.ci.austin.tx.us/edims/document.cfm?id=24632>

Jan 7, 1970

Council approved 2512-2514 from "A" to "B" w/ restrictive covenant to limit of 15 units. Planning Commission did not recommend change to "B" but instead recommended "BB" which was less intensive - **"because of the limited access to this interior area from Oltorf Street and not wishing to set a precedent for more intensive zoning"**. Restrictive covenant of 15 units and subject to 5' right-of-way

<http://www.ci.austin.tx.us/edims/document.cfm?id=24553>

Mar 8, 1973

Council DENIED 2502-2504 Thornton from "A" to "C" but APPROVED "A" to "BB" which is what Planning Commission recommended "BB", explaining: **"Thornton Road is a dead-end street extending southerly off of Oltorf. It is an area developed prior to annexation and many of the uses there now are still single family. Recent zonings cover very deep lots, fronting on Thornton Road; and there is a warehouse fronting on the railroad track. Three zoning requests had been zoned "BB" residence and "B" residence and the fourth request was recommended for denial of the "C" Commercial zoning, but recommended for (low density-hence "BB") apartment zoning."**

[Mar 7, 1974](#)

3rd successful commercial zoning case

Council approved 2313-2315 Thornton from "A" to "C"

Planning Commission recommended the change **subject to 1/2 the r-o-w (5') to increase Thornton Road to 60'**. Planning commission comments: **"this was an older area in South Austin on a very long dead-end street and was predominantly residential. The previous requests for "C" Commercial, which had been granted, had either been dismissed because of incompleteness of requirements or their not being used for "C" purposes. He added that it was the opinion of the staff that rather than continue to zone "C", this tract should be more restrictive in its use."**

<http://www.ci.austin.tx.us/edims/document.cfm?id=27013>

<http://www.austintexas.gov/edims/document.cfm?id=27345>

C14-2024-0071 Thornton Road Multifamily

Salmeron Barnes

Tue 8/27/2024 12:50 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Hello -

I am writing you today to express my opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. Both the Owner and their Agent's application, and City Staff's recommendation will have adverse effects to the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks.

Thornton Rd., which is a City of Austin Level 1 Street, consist of a 30' clear space (FOC to FOC) and sporadically available sidewalks. This cross-section paired with street parking results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians. The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection.

The Owner and their Agent's application seeks a density that is far beyond what is appropriate for the neighborhood and the Level 1 Street the project is located on. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day. This application represents a gross misuse of the tools the City has worked to put into place to allow for the overall increase in housing units, including affordable housing units. A development of this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., or a greater street level.

City Staff's recommendation, while less intensive still does not go far enough to protect the neighborhood and its residences. Thornton Rd. is a Level 1 street, which as defined by Section 2.4.1.2 of the City of Austin Code, serve primarily residential destinations, typically with no retail or mixed-use. While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff further lean into this incompatibility with their recommended land use. Of additional concern, is the Vertical Mixed-Use Building Combining District (V) which is so loosely defined that its description is covered by a single sentence. This vague land use leaves the neighborhood and its residences with no picture of what this project will ultimately become and how it will affect the South Lamar Neighborhood.

Lastly, this additional influx of traffic would be detrimental to the small businesses that exist on Thornton. In particular, Easley Boxing Gym, which serves at-risk mintory youths.

It is because these reasons, and many more, that I ask you to reevaluate the project property and what an appropriate use for it would be. I'd suggest that you reengage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.

Thank you,
Sal Barnes

CAUTION: This is an EXTERNAL email. Please use caution when clicking links or opening attachments. If you believe this to be a malicious or phishing email, please report it using the "Report Message" button in Outlook.

For any additional questions or concerns, contact CSIRT at "cybersecurity@austintexas.gov".

C14-2024-0071 Thornton Road Multifamily

Gergana Slavova

Tue 8/27/2024 12:28 PM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

I am writing to you today to express my opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. Both the Owner and their Agent's application, and City Staff's recommendation will have adverse effects to the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is along Thornton Rd, close to the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks.

I understand from a neighbor in my condo complex that Thornton Rd. is classified as a City of Austin Level 1 Street. Thornton Rd is just wide enough for 2 cars to pass side-by-side. But since this is a fairly quiet residential street, many people park along the side of the road which causes moving vehicles to yield to oncoming traffic and weave around parked cars or trash cans. Furthermore, since the sidewalks are only sporadically available, many pedestrians are forced to walk along the road for certain sections of it which causes a safety issue if the traffic is increased. The congestion along Thornton Rd. is further exacerbated at its intersection with Oltorf, which experiences frequent backups due to the nearby railroad crossing and often requires quick and unsafe maneuvers to merge onto Oltorf.

The Owner and their Agent's application seeks a density that is far beyond what is appropriate for the neighborhood. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day! A development of this size is more appropriately located along a larger road such as Lamar Blvd, for example, which I understand is a Level 3 Street.

City Staff's recommendation, while less intensive still does not go far enough to protect the neighborhood and its residents. Thornton Rd. is a Level 1 street, which as defined by Section 2.4.1.2 of the City of Austin Code, serves primarily residential destinations, typically with no retail or mixed-use. While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff further lean into this incompatibility with their recommended land use. I'm also concerned about the loose definition of the Vertical Mixed-Use Building Combining District (V) which is basically just a single sentence. This vague land use leaves the neighborhood and its residences with no picture of what this project will ultimately become and how it will affect the South Lamar Neighborhood.

It is because of these reasons, and many more, I ask you to reevaluate the project property and what an appropriate use for it would be. Suggest that you re-engage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.

Regards,
~Gergana Slavova

Thornton Rd Resident

Laura Szalay
2720 Kinney Oaks Ct.
Austin, Texas, 78704

Cynthia Hadri

Senior Planner | Current Planning
City of Austin, Planning Department
Cynthia.Hadri@austintexas.gov

Re: Case No. C14-2024-0071

Ms. Hadri,

I have been a resident either living on Thornton Road (previously at 2314 Thornton Road) and now live on Kinney Oaks Court. There is a development planned for our neighborhood that is out of scale for Thornton Road. I am in opposition of the proposed density for the road due to the car trips projected to be added to our street. It is currently a challenge to navigate our street at times with the current traffic. Below is an assessment prepared by our neighbor and civil engineer.

Letter to City Council and Staff – C14-2024-0071

We are writing you today to express our opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. Both the Owner and their Agent's application, and City Staff's recommendation will have adverse effects to the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks.

Thornton Rd., which is a City of Austin Level 1 Street, consist of a 30' clear space (FOC to FOC) and sporadically available sidewalks. This cross-section paired with street parking results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians. The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection.

The Owner and their Agent's application seeks a density that is far beyond what is appropriate for the neighborhood and the Level 1 Street the project is located on. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day. This application represents a gross misuse of the tools the City has worked to put into place to allow for the overall increase in housing units, including affordable housing units. A development of this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., or a greater street level.

City Staff's recommendation, while less intensive still does not go far enough to protect the neighborhood and its residences. Thornton Rd. is a Level 1 street, which as defined by Section 2.4.1.2 of the City of Austin Code, serve primarily residential destinations, typically with no retail or mixed-use. While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff further lean into this incompatibility with their recommended land use. Of additional concern, is

the Vertical Mixed-Use Building Combining District (V) which is so loosely defined that its description is covered by a single sentence. This vague land use leaves the neighborhood and its residences with no picture of what this project will ultimately become and how it will affect the South Lamar Neighborhood.

It is because these reasons, and many more, that we ask you to reevaluate the project property and what an appropriate use for it would be. We'd suggest that you reengage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.



Please consider our concerns when reviewing this case. We appreciate your time and attention to this matter.

Thanks.

Laura Szalay

C14-2024-0071 Thornton Road Multifamily Home

Dana Lasman

Tue 8/27/2024 8:47 AM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Hi Cynthia,

I am writing to you today to express opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. Both the Owner and their Agent's application, and City Staff's recommendation will have adverse effects to the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks.

Thornton Rd., which is a City of Austin Level 1 Street, consists of a 30' clear space (FOC to FOC) and sporadically available sidewalks. This cross-section paired with street parking results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians. The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection.

The Owner and their Agent's application seeks a density that is far beyond what is appropriate for the neighborhood and the Level 1 Street the project is located on. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day. This application represents a gross misuse of the tools the City has worked to put into place to allow for the overall increase in housing units, including affordable housing units. A development of this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., or a greater street level.

City Staff's recommendation, while less intensive still does not go far enough to protect the neighborhood and its residences. Thornton Rd. is a Level 1 street, which as defined by Section 2.4.1.2 of the City of Austin Code, serves primarily residential destinations, typically with no retail or mixed-use. While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff further lean into this incompatibility with their recommended land use. Of additional concern, is the Vertical Mixed-Use Building Combining District (V) which is so loosely defined that its description is covered by a single sentence. This vague land use leaves the neighborhood and its residences with no picture of what this project will ultimately become and how it will affect the South Lamar Neighborhood.

It is because of these reasons, along with the immense safety issues and lack of discussion on increasing the street infrastructure to withstand such a large increase in car and foot traffic, and many more, that we ask you to reevaluate the project property and what an appropriate use for it would be. We'd suggest that you re-engage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.

Thanks,

Dana Lasman

Carriage Park Condos

2216 Thornton Rd, unit 410

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C14-2024-0071 Thornton Road Multifamily

rebecca lamar

Tue 8/27/2024 10:07 AM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

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Ms Hadri,


Letter to City Council and Staff – C14-2024-0071


We are writing you today to express our opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. Both the Owner and their Agent's application, and City Staff's recommendation will have adverse effects for the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks. Thornton Rd., which is a City of Austin Level 1 Street, consists of a 30' clear space (FOC to FOC) and sporadically available sidewalks. This cross-section paired with street parking results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians. The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection. The Owner and their Agent's application seek a density that is far beyond what is appropriate for the neighborhood and the Level 1 Street the project is located on. If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day. This application represents a gross misuse of the tools the City has worked to put into place to allow for the overall increase in housing units, including affordable housing units. A development of this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., or a greater street level. City Staff's recommendation, while less intensive, still does not go far enough to protect the neighborhood and its residences. Thornton Rd. is a Level 1 street, which as defined by Section 2.4.1.2 of the City of Austin Code, serves primarily residential destinations, typically with no retail or mixed-use. While Thornton already has several commercial uses along its frontage, it is concerning to see that City Staff further lean into this incompatibility with their recommended land use. Of additional concern, is the Vertical Mixed-Use Building Combining District (V) which is so loosely defined that its description is covered by a single sentence. This vague land use leaves the neighborhood and its residents with no picture of what this project will ultimately become and how it will affect the South Lamar Neighborhood. It is because of these reasons, and many more, that we ask you to reevaluate the project property and what an appropriate use for it would be. We'd suggest that you reengage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.

Rebecca Lamar
2216 Thornton Rd, #423
Austin, Tx. 78704

Legend for intersection clear patterns:

1) Oltorf eastbound 

2) Oltorf westbound + unprotected left onto Thornton 

3) Thornton northbound with unprotected turns onto west and eastbound Oltorf 



Re: Case Number C14-2024-0071

Mccarter, Caroline R.

Tue 9/17/2024 5:39 AM

To:Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

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Thank you for your response Cynthia,
I understand and received the mailing, I just won't be able to attend the meeting and wanted to make sure my voice was heard.
Is this email an official capacity to send over to the committee my following thoughts as a resident of Thornton Rd.?

My concerns about a large residential/commercial property being built on Thornton Rd.

1. Many of the neighbors requested the city look into Thornton rd. traffic last year as there are already many cars, and many of them speed. One reason the road is already high traffic is because it's being used as a bypass while the construction continues on S. Lamar and Oltorf. This is already a nuisance and non-neighbors will honk as we come in and out of our driveways which many take extra caution because they are often small grandfathered in driveways.
2. The high traffic is dangerous for our high pedestrian and cyclist neighbors as there are many spots without sidewalks for people to walk with their families and pets
3. The train tracks already prevent those in the neighborhood from entering/leaving as the cars back up while it is used. They often back up into Lamar Blvd. which is a problem.
4. Furthermore, we have been told a stop light is not allowed near the tracks which would keep our street free from being blocked and safe for those who want to turn left onto Oltorf.
6. Thornton road isn't a candidate for more commercial property because it is only .5 miles long. The small amount of artists who are currently in warehouses are fine with our neighborhood, but to add up to 900 more cars on a street that so small and short will be problematic and dangerous.
7. When I say small in the sentence above I would like to note that on trash days only one vehicle is able to pass at a time because of the narrowness of the street. Another hazard that we were complaining about last year, but with the addition of such a large structure that could bring more traffic I believe it is important to reiterate that this really is a small residential street.
8. Finally construction backwash into the creek of course.

Thank you for submitting this for me, and do let me know if I need to send it in print.
Caroline McCarter

C14-2024-0071 Thornton Road Multifamily

From Casey Jameson

Date Mon 9/23/2024 11:18 AM

To Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Hello Cynthia,

I am writing to you today to express opposition to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. I believe that both the Owner and their Agent's application, will have adverse effects to the neighborhood, particularly from a traffic and life safety perspective. The current congestion along Thornton Rd. at its intersection with Oltorf, experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 linear feet from the Oltorf and Thornton intersection.

The traffic analysis provided for this project shows an estimated increase of 1406 VPD on the road, with no analysis of foot traffic. Building a 350 multi family home will no doubt increase the foot traffic, significantly. Safety is an issue. Currently, it's an obstacle to drive up and down the road. Such an increase in traffic and pedestrians would make the road very dangerous for pedestrians who regularly walk/run on the road as there is no sidewalk running the length of Thornton road on both sides, and the existing sidewalks are so narrow, you have to move off the sidewalk to let someone pass by on the sidewalks.

A development of this size is more appropriately located on a Level 3 Street, such as Lamar Blvd., or a greater street level. We are concerned that a marked increase in traffic accidents and pedestrian injuries will occur if the owner and agent or the city staff's recommendation is approved. Without some major restructuring and improvements on the traffic flow, like traffic lights, broadening of the street, widening of the sidewalks and adding sidewalks where none exist, there is no way either of these recommendations is sound. The intersection of Oltorf and Thornton can barely handle the current traffic flow. Currently, traffic waiting to turn onto Thornton gets backed up onto Oltorf and all down S Lamar. Traffic waiting to turn onto Oltorf gets backed up all the way down Thornton Rd. Because of how narrow the street, during this time Thornton road is unusable and unsafe. It is a grid lock from every angle.

Unfortunately, there are no other outlets to support this pressure on Thornton. The bluebonnet exit onto Lamar is not suitable for a mass increase due to the large development in process at Bluebonnet and Lamar. The infrastructure of Thornton road simply cannot support this development request or the request of the city without a marked safety risk to the residents, on foot and in vehicles.

Aside from traffic, the neighborhood is challenged with drainage issues backing up and flooding the street. There has been no discussion of how these plans will coordinate with the already taxed drainage issues.

Thornton is a small quiet neighborhood, the reason many people bought homes. This request is not a thought-out plan and severely lacks consideration to the safety and wellbeing of the residents on Thornton Rd. We are in complete opposition and request you to deny.

Regards,
Casey Jameson
Carriage Park,
2216 Thornton Rd

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C14-2024-0071 Thornton Road Multifamily

From Laura Johnson

Date Fri 9/20/2024 4:51 PM

To Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

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I am in favor of the staff recommendation to redevelop the tract at the lower density rather than the higher density the developer is asking for if and only if the city can come up with a plan to alleviate the traffic and cars this development will add to Thornton Rd. It is already a dangerous street as it is including turning left on Oltorf from Thornton Road. We need a traffic light there and good pedestrian sidewalks on both sides as well as limiting street parking. I am an artist at Thornton Rd. Studios since 2000 so I am well aware of the traffic as it is now. Thank you in advance for your consideration. Laura Lynn Johnson , Thornton Rd. Studios, Studio H.

Laura Lynn Johnson ATR-BC, LPC

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C14-2024-0071

From slinde

Date Mon 9/23/2024 2:22 PM

To Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Living on Thornton Road near to both the subject location and the intersection with W. Oltorf for some years, I feel that I can speak to the impending traffic disaster that would arise if the city allows the construction of the proposed development as planned.

There is no way the existing road structure could cope with the dramatic increase of traffic to the point, I foresee even emergency vehicles not being able to respond timeously.

Other correspondents have already reiterated the objections to this development and I merely wish to note my agreement in opposition to the development as structured.

Sincerely

Stuart Linde

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C14-2024-0071 Thornton Road Multifamily

From leah brown

Date Tue 9/24/2024 11:43 AM

To Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

External Email - Exercise Caution

Hello,

I am writing to you regarding the proposed development on Thornton Road, which like the majority of people who live in our neighborhood, I am strongly opposed to.

The large multi-family developments and high rises going up directly on South Lamar the last few years have greatly already changed our neighborhood and our streets, making it more difficult to safely get in and out of our neighborhood, and have already effected the quality of life here for many.

Many of us moved to this neighborhood knowing change would happen- but choose living south of the river to avoid being next to high rises, major traffic, and constant noise/light. Keeping this project to a major street, like Lamar (while not without other issues) is one thing- but bringing this to a small neighborhood street that cannot take on any more cars and traffic and people is another- and is an extremely upsetting and unsafe proposal that will likely result in more accidents, a major decline in quality of life, destruction of green space and habitats, a potential for more flooding, not having adequate ways to and from our homes, and likely lead to many people deciding to leave. As a city employee who purposely works less than 2 miles away from my home, if this were to happen, like others, I will be forced to move from my current home for safety and quality of life. And like many other Austin residents I do not see staying in the area a viable option at this time and will likely have to move, and move my career, elsewhere.

I moved to this neighborhood almost 10 years ago. I previously lived on Delcrest, and after a few years decided I wanted to stay here, but chose to back away from Lamar a little more and more towards the train tracks for a more peaceful and quiet street, just a couple blocks away.

I currently live in a condo on Bridgeway Drive- right off of Thornton and with my patio facing the train tracks. I walk almost daily on Thornton, Del Curto, or various routes to Lamar, and drive in this neighborhood regularly.

I choose to live here for the location, the neighbors and community feel, the safety I feel here, and the small amount of green space in the area- from this street I regularly get to see foxes, coyotes, raccoons, possums, a rare deer, a gang of squirrels, and an amazing amount of songbirds, migratory birds, birds of prey, and some pretty weird and wonderful Night Herons.

Just this morning I sat in my patio watching a family of cardinals that have visited for a couple years. The idea that more of this space, the waterway, trees and green area will be taken and turned into more concrete and a towering building overlooking us has truly made me mourn for the proposed loss of this space and residents. The impact will be extreme and more studies need to be put in the various animals, birds, reptiles and amphibians that call this area home and what construction and a building like this will do.

I also live next to a creek that sees runoff from the neighborhood during our Texas storms and rainfall- which had already greatly increased during storms and risen to alarming levels with more concrete and lack of lawns and vegetation we have over here to help with the runoff and surge of water. Water from this creek overflowing and sitting over Oltorf has become more common, and water raising up to our homes on this street is an increasing fear already. It will likely impact the train tracks as well. More studies need to go into how a project like this will affect that.

I also urge for you to come see what Thornton currently is like for residents trying to get in and out of our neighborhood. It may listed as a 2-lane road, but with any cars parked along it (which there always is now) pedestrians, bike riders, and especially trashcans for trash collection days- it turns into a one-way road of people taking turns and running into things on a regular basis, and often backs up a great deal with the increased traffic on Oltorf (and the train being directly next to it and often blocking the road multiple times a day). This isn't just a hassle, it is unsafe and even without this proposed project needs to addressed. Something like this that would surely bring a few hundred more cars to it is total nightmare.

Until a few months ago my dog and I took daily walks around this neighborhood- it used to always feel safe and was a big part of my reason to live here. However, as someone who's been in this neighborhood as long as I have, the increased traffic we currently are seeing has already made it increasingly unsafe. More cars decide to cut through at fast speeds, delivery trucks are nonstop taking up the road and plowing thru, and many of the areas are one lane at best with the increased sidewalk parking due to the growth in residences. It creates blind spots and corners you can't see anything around. In the last few months of my dogs life he was elderly and having mobility issues, but still wanting to get out and have our walks. I became one of the 'dog moms' with a stroller, and was immediately more aware of how horrible our sidewalks and walkability in this neighborhood can be (especially for those who have their kids in strollers, use a wheelchair or other mobility aid, etc). The sidewalks aren't just uneven or nonexistent in many places, they are constantly blocked by cars parking over them, by rental bikes and scooters left laying on them, construction and people doing renovations blocking them, and so on. This causes more pedestrians to be in the streets and with the increase of cars parked along the sides and people driving/speeding thru we had more than

a few close calls myself, and I continue to see a growing number of people walking or on bikes almost hit on these streets.

Please don't just look at pictures or think you know Thornton and the surrounding streets if you haven't driven them in a while. Come take a look for yourself and talk to the people in this neighborhood- Thornton and this neighborhood will be impacted on an immense and horrific level, it will cause an unsafe amount of new traffic on these small residential streets, in an emergency residents will be blocked from leaving since we already have limited access and a tightened flow in and out of our neighborhood. Please do not allow this to happen. It will surely be a sad decline or death of this neighborhood and why people live here, and you will be putting profit over quality of life for your residents.

There are plenty of places on busy main streets that could better suit this sort of project, and cause less destruction and impact on the people that call the area home. Please do not let this pass.

I apologize that this is not the detailed or well-written letter I wanted to write, it's scattered and I don't have the time to fully explain or detail everything I want to, but I recently returned from being out of town the last few weeks and just found out the details of this- along with the deadline to email- so I cleared some time to stand with my neighbors and let you know what a huge mistake this would be, and what a blight on the endangered '04 neighborhoods and the quality of life and safety in this area this project would bring.

Thank you for your time, and your consideration for the people of this neighborhood. I beg you to please not let this pass.

While I would like to attend the meeting Thursday, I will be at work and unable. I hope to hear good news soon.

Please feel free to contact me.

Thank you,
Leah D Brown

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September 24, 2024

Re: C-14-2024-0071 2313, 2315, 2401, 2413 Thornton Road
City Council Hearing September 26, 2024
Cynthia Hadri

Dear Mayor Watson and Council Members,

The Galindo Elementary Neighborhood Association (GENA) strongly opposes the rezoning request from CS & MF-2 to CS-MU-V-DB90 on Thornton Road, voting unanimously at our general membership meeting of September 23, 2024.

Thornton Road is an interior neighborhood street that is a mix of residential, artist studios and commercial services. It is a substandard two lane road at its widest often requiring traffic to pull over to allow for oncoming traffic to proceed safely. The property in question backs the environmentally sensitive West Bouldin Creek which is a watershed into Lady Bird Lake and is on the edge of the Edwards Aquifer.

The proposed development is directly opposite the South Austin Neighborhood Park which also shares a border with West Bouldin Creek. A 90 foot building will impact the flora and fauna of the creek and park. Galindo has been working with the Austin Parks Foundation and Tree Folks in that corner of the park; planting trees and removing invasive species to promote biodiversity. Passing this rezoning change will open the door for future high-rise development which is inappropriate for this site and will degrade the environment we are working to restore.

The designation for DB90 is not being applied correctly for this street. The nearest proposed future rail stop if built will be more than a mile away on Congress and Oltorf. DB90 should be reserved for true transit oriented thoroughfares.

As we all know, this property will increase tremendously in value if the rezoning is approved. The city should ask itself why it will bend over backwards for developers but not fund safety improvements that have already been approved such as the South Lamar Flood Mitigation Taskforce Plan. Asking the taxpayers to subsidize this development when so many can barely afford to live in Austin is unconscionable.

We respectfully ask you to vote no on this rezoning request.

Thank you for your time and consideration in this matter.

Sincerely,
Patty Sprinkle
GENA President
president@gena.org

P E T I T I O N

Date: 9-8-2024

File Number: C14-2024-0071

Address of
Rezoning Request: 2313, 2315, 2401, 2413
Thornton Rd.

To: Austin City Council


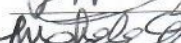
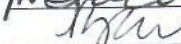
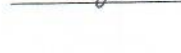
We, the undersigned owners of property affected by the requested zoning change described in the referenced file, do hereby protest against any change of the Land Development Code which would zone the property to any classification other than its current zoning.

I am writing in response to Case No. C14-2024-0071, a multifamily project located on Thornton Rd., within District 5. I believe this request will have adverse effects to the South Lamar Neighborhood, particularly from a traffic and life safety perspective. The project is approximately 1250 LF from the intersection of W. Oltorf and Thornton Rd., with traffic patterns that are exacerbated by its proximity to the railroad tracks. Thornton Rd., which is a City of Austin Level 1 Street, consists of a 30' clear space (FOC to FOC) and sporadically available sidewalks.

The congestion along Thornton Rd. is best displayed at its intersection with Oltorf, which experiences frequent backups and often requires quick and unsafe maneuvers to merge onto Oltorf. Additionally, the daily backups at this intersection are exacerbated by the at-grade railroad crossing along Oltorf, approximately 200 LF from the Oltorf and Thornton intersection, backing up onto south lamar and Thornton Road causing complete and total gridlock.

Currently, the cross-section paired with street parking results in the current traffic patterns that require drivers to often yield to oncoming traffic and weave in and out of parked cars, trash cans, and pedestrians.

If allowed, their desired land use would increase traffic counts along Thornton Rd. by over 1,400 trips counts per day, an increase of 57%, to an already unsafe difficult traffic scenario. Without a commitment on increasing the street infrastructure to withstand such a large increase in car and foot traffic, we strongly oppose this and asks to reevaluate the project property and what an appropriate use for it would be. We'd suggest that you re-engage with the Owner and their Agent to work towards a more amenable outcome for the betterment of Thornton Rd., the South Lamar Neighborhood, District 5, and the City of Austin.

<u>Signature</u>	<u>Printed Name</u>	<u>Address</u>
	Dana Lasman	2315 Thornton Rd
	Connor Kaus	2402 Thornton Rd 9/17
	Michele Owens	2412 A Thornton 9/17
	Blake Sandeen	2506 Thornton Rd 9/17/24

Signature

Printed name

Address

9/17/24

~~William Berger~~

Diane Berger 2316 Thornton Road Unit A

Howard C. BERGER 2316 Thornton Rd Unit A Austin 78704

9/17/24 ~~William~~

WILLIAM McMAHON 2318 THORNTON ROAD, UNIT A

~~B. Jane McMahon~~

B. JANE McMahon 2308 THORNTON RD UNIT B 78704

~~Harmer Spitzer~~

HARMER SPITZER 2316 Thornton Road B

~~Janet McCracken~~

JANET McCracken 2409 KINNEY RD

Ryan Gallagher 2402 Thornton Rd

Date: 9/18/2024

Contact Name: Dana Lasman

Phone Number: 847-814-1117



Outlook

Re: Update from the neighborhood on #C14-2024-0071 Thornton Rd Multifamily

From Kim Vitray**Date** Mon 10/21/2024 5:59 PM**To** Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>**Cc** Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Alter, Ryan; Leffler, Ben; Dana Lasman; Jim Porter; David Ansel

External Email - Exercise Caution

Nov 21

On Mon, Oct 21, 2024, 5:15 PM Hadri, Cynthia <Cynthia.Hadri@austintexas.gov> wrote:

Hi Kim,

Thank you for the update. Can you please give a date certain you would like to postpone the case to?
The following dates are the next City Council dates:

November 7, 2024

November 21, 2024

Best Regards,

Cynthia Hadri

Senior Planner | Current Planning

City of Austin, Planning Department

O: (512) 974-7620

Please note: E-mail correspondence to and from the City of Austin is subject to required disclosure under the Texas Public Information Act.

From: Kim Vitray**Sent:** Monday, October 21, 2024 4:27 PM**To:** Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>**Cc:** Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Alter, Ryan <Ryan.Alter@austintexas.gov>; Leffler, Ben <Ben.Leffler@austintexas.gov>; Dana Lasman ; Jim Porter ; David Ansel**Subject:** Fwd: Update from the neighborhood on #C14-2024-0071 Thornton Rd Multifamily

External Email - Exercise Caution

Hi Cynthia,

We had a very good meeting with CM Alter this afternoon and continue to be very appreciative of his efforts to work with our community toward a best possible outcome regarding this zoning case.

However, per my update below from last week, we are requesting a postponement of this case beyond Oct 24 to a future council meeting. There are still several items in progress, including documentation from the developer about a traffic signal, warranting of the intersection for possible designated turn lanes, updated neighborhood traffic analyses based on revised unit count, and continued discussions around a zoning category that will be reasonable and appropriate for the neighborhood, just to mention a few.

Please let us know if you need anything else, and thank you.

Kim Vitray

----- Forwarded message -----

From: **Kim Vitray**

Date: Thu, Oct 17, 2024 at 3:29 PM

Subject: Update from the neighborhood on #C14-2024-0071

To: Hadri, Cynthia <cynthia.hadri@austintexas.gov>

Hi Cynthia,

I wanted to update you regarding the neighborhood's continued work on C#14-2024-0071, Thornton Road Multifamily.

We have been corresponding with CM Ryan Alter, about our opposition to the MF6-CO as still being too dense/large for our neighborhood, the neighborhood improvements that would be needed for any development, the need for updated neighborhood traffic analyses, and getting concrete information from the Transportation Dept. about the traffic signal planned for the intersection of Thornton and Oltorf. We've also requested possible postponement of 2nd and 3rd reading beyond Oct 24 to a future city council meeting, if necessary for all of these issues to be thoughtfully considered and handled.

CM Alter's latest response to us was today, saying that he has updates for us and asking us to meet with him on Mon Oct 21 afternoon. So we won't know until Mon evening what those updates are and what our next actions will be, which will then of course be very last minute.

In planning ahead as best we can, we have assumed the participation deadlines will be the same as before, that is, speaker registration will open on Mon morning at 10, and the deadline to register will be Wed at noon; and opposition letters will be due to you by Tues at noon. Please advise ASAP if any of this has changed, or if there is any additional or new information we might need regarding this case.

Thank you.

Kim Vitray

- Outlook

Re: Update from the neighborhood on #C14-2024-0071 Thornton Rd Multifamily

From Kim Vitray

Date Tue 10/22/2024 3:32 PM

To Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

Cc Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Alter, Ryan <Ryan.Alter@austintexas.gov>; Leffler, Ben <Ben.Leffler@austintexas.gov>; Dana Lasman ; Jim Porter ; David Ansel

External Email - Exercise Caution

Hi Cynthia,

We agree to postponement to Nov 7, thank you.

On Tue, Oct 22, 2024 at 2:27 PM Hadri, Cynthia <Cynthia.Hadri@austintexas.gov> wrote:

Hi Kim,

I am not aware of any opposition to the neighborhood's request. So if the neighborhood agrees to November 7th date, this case will be offered to for consent approval as a neighborhood postponement.

Best Regards,

Cynthia Hadri

Senior Planner | Current Planning
City of Austin, Planning Department
O: (512) 974-7620

Please note: E-mail correspondence to and from the City of Austin is subject to required disclosure under the Texas Public Information Act.

From: Kim Vitray

Sent: Tuesday, October 22, 2024 11:02 AM

To: Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

Cc: Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Alter, Ryan <Ryan.Alter@austintexas.gov>; Leffler, Ben <Ben.Leffler@austintexas.gov>; Dana Lasman; Jim Porter ; David Ansel

Subject: Re: Update from the neighborhood on #C14-2024-0071 Thornton Rd Multifamily

External Email - Exercise Caution

Hi Cynthia - thank you so much for the prompt response! Can you confirm that I understand correctly, that if we agree to postponement to Nov 7, then it will be confirmed postponed and we do not need to attend the Oct 24 meeting?

Kim Vitray

On Tue, Oct 22, 2024 at 10:57 AM Hadri, Cynthia <Cynthia.Hadri@austintexas.gov> wrote:

Hi Kim,

The case is not postponed automatically, the City Council will need to vote to approve the postponement request. You will know if the case is postponed at the meeting. I spoke with the applicant and he is in agreement to a postponement to November 7th, not November 21st. If you all would like to change the postponement date to November 7th, the item will be on the consent agenda, as all parties are in agreement with the postponement date. If you all want to move forward with the current request of November 21st, the case will be a discussion item and you will need to be present in person or virtually to speak on the postponement date.

Let me know if there is anything else I can answer and how you'd like to proceed.

Best Regards,
Cynthia Hadri

Senior Planner | Current Planning
City of Austin, Planning Department
O: (512) 974-7620

Please note: E-mail correspondence to and from the City of Austin is subject to required disclosure under the Texas Public Information Act.

From: Kim Vitray

Sent: Tuesday, October 22, 2024 10:28 AM

To: Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>

Cc: Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Alter, Ryan <Ryan.Alter@austintexas.gov>; Leffler, Ben <Ben.Leffler@austintexas.gov>; Dana Lasman ; Jim Porter ; David Ansel

Subject: Re: Update from the neighborhood on #C14-2024-0071 Thornton Rd Multifamily

External Email - Exercise Caution

Thank you! Please advise all the details on exactly how this works. Is it postponed just because we asked? Or is there some sort of approval process? When and how will we know if the case is

actually postponed? Or is that not decided until the city council meeting? For those of us who have arranged to take off work to attend the meeting, it would be very helpful to know ahead of time, if possible, if we actually have to do that or not. Thanks again!

Kim Vitray

On Tue, Oct 22, 2024 at 10:14 AM Hadri, Cynthia <Cynthia.Hadri@austintexas.gov> wrote:
Hi Kim,

I'll pass along the neighborhood request, thank you for giving me a date.

Best Regards,
Cynthia Hadri
Senior Planner | Current Planning
City of Austin, Planning Department
O: (512) 974-7620

Please note: E-mail correspondence to and from the City of Austin is subject to required disclosure under the Texas Public Information Act.

From: Kim Vitray
Sent: Monday, October 21, 2024 5:59 PM
To: Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>
Cc: Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Alter, Ryan <Ryan.Alter@austintexas.gov>; Leffler, Ben <Ben.Leffler@austintexas.gov>; Dana Lasman Jim Porter
& David Ansel
Subject: Re: Update from the neighborhood on #C14-2024-0071 Thornton Rd Multifamily

External Email - Exercise Caution

Nov 21

On Mon, Oct 21, 2024, 5:15 PM Hadri, Cynthia <Cynthia.Hadri@austintexas.gov> wrote:
Hi Kim,

Thank you for the update. Can you please give a date certain you would like to postpone the case to? The following dates are the next City Council dates:

November 7, 2024
November 21, 2024

Best Regards,
Cynthia Hadri
Senior Planner | Current Planning