

**PLANNING COMMISSION  
SITE PLAN REVIEW SHEET  
APPEAL OF AN ADMINISTRATIVE DENIAL**

**CASE NUMBER:** SP-2016-0196C **COMMISSION DATE:** 01/10/2016

**PROJECT NAME:** 2010 South Lamar Office

**ADDRESS:** 2010 South Lamar Blvd

**APPLICANT:** Frontier Realty, LLC (Melissa Neslund) (512) 717-5453  
165 W 73<sup>rd</sup> Street, New York, NY 10023

**AGENT:** Big Red Dog (Jerrett Daw) (512) 669-5560  
2021 E 5<sup>th</sup> St, Austin, TX 78741

**AREA:** 1.04 acres

**COUNCIL DISTRICT:** 5

**WATERSHED:** West Bouldin Creek

**WATERSHED ORDINANCE:** Comprehensive Watershed Ordinance

**C.I.P. STATUS:** N/A

**CAPITOL VIEW:** No

**T.I.A.:** N/A, this appeal of a site plan denial is related to a Neighborhood Traffic Analysis (NTA)

**CASE MANAGER:** Scott Grantham  
scott.grantham@austintexas.gov  
512-974-2942

**PROPOSED DEVELOPMENT:**

The applicant is proposing a three-story office building with ground floor restaurant and retail in a CS zoning district. The proposed site plan is located at the corner of South Lamar Blvd and Hether Street. Site access is proposed on Hether Street only.

**DENIAL OF SITE PLAN:**

According to Section 25-6-141(B) of the Land Development Code (LDC), the Department Director or City Council shall deny an application if the neighborhood traffic analysis (NTA) demonstrates that the traffic generated by a project, combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area – in this case Hether Street.

The neighborhood traffic analysis concluded that the potential trips generated by this proposed site plan, in combination with the existing traffic of Hether Street and Kinney Avenue, exceed the thresholds set forth in LDC 25-6-116. Therefore staff has denied the site plan application.

**APPEAL OF DENIAL:**

Section 25-5-112(C) of the Land Development Code allows the applicant to appeal the denial of a site plan to Land Use Commission. The applicant is appealing the denial of the site plan. The appeal includes findings that existing trips on Hether already exceed desirable operating levels, the fact that these standards have not been updated in nearly 30 years, and offers mitigation elements related to the streets and intersection, which have been discussed with staff. Further, access on Lamar Boulevard would not be a preferred option because the Lamar corridor plan seeks to limit curb cuts along Lamar, a Core Transit Corridor.

**STAFF RECOMMENDATION:**

Pending

**PROJECT INFORMATION:** 1.04 acres**ALLOWED F.A.R.:** 2:1**MAX. BLDG. COVERAGE:** 95%**MAX. IMPERVIOUS CVRG:** 95%**REQUIRED PARKING:** 181**PROPOSED ACCESS:** Hether Street**EXIST. ZONING:** CS**PROPOSED F.A.R.:** 1.22:1**PROPOSED BLDG. CVRG:** 74%**PROPOSED IMPERVIOUS CVRG:** 94%**PROVIDED PARKING:** 208**SUMMARY COMMENTS ON SITE PLAN:**

**Land Use:** The proposed uses of office, general retail and restaurant are permitted in the CS zoning district.

**Environmental:** All environmental comments will be cleared prior to site plan approval, and the plan will comply with the Land Development Code and Environmental Criteria Manual.

**Transportation:** This appeal process is considering whether access will be allowed on Hether Street. All other transportation comments will be cleared prior to site plan approval, and the plan will comply with the Land Development Code and Transportation Criteria Manual.

**SURROUNDING CONDITIONS:****ZONING (LAND USE)**

North: SF-3 (Commercial)

East: Hether Street, then CS and CS-V (Commercial)

South: S Lamar Blvd, then CS-V and CS-MU-V-CO (Commercial and Office)

West: CS (Commercial)

**NEIGHBORHOOD ORGNIZATIONS:**

Zilker Neighborhood Assn

Homeless Neighborhood Association

Save Our Springs Alliance

Friends Of Austin Neighborhoods

Bike Austin

Austin Heritage Tree Foundation

Austin Neighborhoods Council

Preservation Austin

South Central Coalition

Sierra Club, Austin Regional Group

Seltexas

Austin Independent School District

CITY OF AUSTIN – DEVELOPMENT SERVICES DEPARTMENT  
SITE PLAN APPLICATION – MASTER COMMENT REPORT

CASE NUMBER: SP-2016-0196C  
REVISION #: 00  
CASE MANAGER: Scott Grantham  
UPDATE: U2  
PHONE #: 512-974-2942

PROJECT NAME: 2010 South Lamar Office  
LOCATION: 2010 S LAMAR BLVD

SUBMITTAL DATE: November 15, 2016  
REPORT DUE DATE: December 1, 2016  
FINAL REPORT DATE: December 29, 2016

28 DAYS HAVE BEEN ADDED TO THE UPDATE DEADLINE

**STAFF REPORT:**

This report includes all staff comments received to date concerning your most recent site plan submittal. The comments may include requirements, recommendations, or information. The requirements in this report must be addressed by an updated site plan submittal.

The site plan will be approved when all requirements from each review discipline have been addressed. However, until this happens, your site plan is considered disapproved. Additional comments may be generated as a result of information or design changes provided in your update.

If you have any questions, problems, concerns, or if you require additional information about this report, please do not hesitate to contact your case manager at the phone number listed above or by writing to the City of Austin, Development Services Department, P.O. Box 1088, Austin, Texas 78767.

**UPDATE DEADLINE (LDC 25-5-113):**

It is the responsibility of the applicant or their agent to update this site plan application. **The final update to clear all comments must be submitted by the update deadline, which is June 24, 2017.**

Otherwise, the application will automatically be denied. If this date falls on a weekend or City of Austin holiday, the next City of Austin workday will be the deadline.

**UPDATE SUBMITTALS:**

**A formal update submittal is required. Please bring a copy of this report with you upon submittal to Intake. Updates may be submitted between 8:30 am and 4:00 pm. No appointment is necessary. Updates are now required to be submitted within a specific time period or the project will be considered inactive. A fee is required to return the project to active status and to submit a formal update. Additionally, updates beginning at the 4<sup>th</sup> (U4) require an update fee prior to submitting a formal update.**

**Please submit 7.0 copies of the plans and 8.0 copies of a letter** that address each comment for distribution to the following reviewers. Clearly label information or packets with the reviewer's name if intended for a specific reviewer. **No distribution is required for the Planner 1 and only the letter is required for Austin Water Utility Development Services.**

**REVIEWERS:**

Planner 1: Cindy Casillas  
Environmental: Atha Phillips  
Transportation Planning: Natalia Rodriguez  
AW Pipeline Engineering: John Bowman  
Fire for Site Plan: Sonny Pelayo  
Site Plan: Scott Grantham  
R.O.W. : Reza Sedghy  
AW Utility Development Services : Neil Kepple  
Water Quality: Leslie Daniel

Electric Review - Eben Kellogg - 512-322-6050

EL 3. – 4 Comments clear.

Drainage Construction Review - Leslie Daniel - 512-974-6316

DC1 Cleared; UDA deferred to Case Manager.

DC2 - 3 Cleared previously

DC4 Cleared; grading clarified

Environmental Review - Atha Phillips - 512-974-6303

*Please be advised that additional comments may be generated as update information is reviewed. If an update has been rejected, reviewers are not able to clear comments based on phone calls, emails, or meetings, but must receive formal updates in order to confirm positive plan set changes.*

**Update 2 12/2/2016**

**General Notes Sheet**

EV 1 Cleared.

**ESC and Tree Protection Requirements [LDC 25-7-61,65, 25-8-181,182,183,184]**

EV 2 The project being proposed is within the ½ CRZ of many of the neighbor's trees, please redesign to save these trees.

**Update 1 Please set up an on-site meeting with Keith Mars and this reviewer to go over tree preservation.**

**Update 2 Pending neighbor letter about trees.**

EV 3–EV 9 Cleared.

**Landscape Fees and ESC Fiscal Surety [LDC 25-1-82, 25-7-65, 25-8-234]**

EV 10 Provide a fiscal estimate for erosion/sedimentation controls and revegetation based on Appendix S-1 of the Environmental Criteria Manual. For sites with a limit of construction greater than one acre, the fiscal estimate must include a \$3000 per acre of LOC clean-up fee. The approved amount must be posted with the City prior to permit/site plan approval. [LDC 25-8-186, ECM 1.2.1, ECM Appendix S-1]

**Update 1 Fiscal is approved and this comment will be cleared once posted.**

**Update 2 Comment pending.**

EV 11 Payment of the landscape inspection fee is required prior to permit/site plan approval. Please obtain the invoice at Intake on the fourth floor. For questions regarding landscape fee amount, please call 512-974-6338. Payment of the fee is made at the first floor Cashier's Window. Upon payment, please notify the environmental reviewer.

**Update 1 Comment pending.**

**Update 2 Comment pending.**

**Innovative Water Management**

EV 12 Cleared.

**Landscape and Tree Mitigation**

EV 13 Tree mitigation must be provided (at minimum) at the following rates:

19 inches and greater, ECM Appendix F trees: 100%

8 to 18.9 inches, ECM Appendix F trees: 50%

19 inches and greater, all other trees: 50%

8 to 18.9 inches, all other trees: 25%

[ECM 3.5.4]

**Update 1 Comment pending.**

**Update 2 Pending neighbor letter about trees.**

EV 14 Pending further tree preservation.

Trees proposed to be preserved must meet the following criteria:

(1) a minimum of 50% of the critical root zone must be preserved at natural grade, with natural ground cover;

(2) cut or fill is limited to 4 inches from the 1/2 critical root zone to the 1/4 critical root zone; and

(3) no cut or fill is permitted within the 1/4 critical root zone.

[ECM 3.5.2, ECM Appendix V Figure 3-6]

**Update 1 None of the existing trees on the adjacent properties are meeting tree preservation standards. If this plan is approved tree mitigation will be required for all trees impacted. Comment pending. Landscape Sheets have a more accurate tree removal proposal based on the building shown.**

**Update 2 Pending neighbor letter about trees.**

EV 15 For urban forest accounting purposes, please provide the following information on the plan after all landscaping and/or tree-related comments are cleared:

- Total Appendix F tree inches surveyed;
- Total Appendix F tree inches removed;
- Total Non-Appendix F and Invasive removed;
- Total mitigation inches planted on site.

[ECM 3.5.4]

**Update 1 Comment pending.**

**Update 2 Pending neighbor letter about trees.**

EV 16 The proposed commercial must be screened from adjacent residential properties. [LDC 25-2-1006]

**Update 1 Comment pending.**

EV 17 This comment pending approval of a license agreement for work in the R.O.W. Please provide this reviewer a copy of this license agreement.

**Update 1 Comment pending.**

**Update 2 Screening must be opaque, please add a fence or details about the shrubs stating they will be 6' tall upon installation.**

**Update 1 New Comments**

EV 18 –EV 20 Cleared.

**Update 2 New Comments**

EV 21 All trees that do not meet preservation standards must be shown as removed and mitigated.

Fire For Site Plan Review - Sonny Pelayo @ Austin Fire Dept. - 512-974-0194,  
sonny.pelayo@austintexas.gov

F1. As previously indicated with my comment F2 on my review of update 1, the fire flow demand for this structure is 2,000 gpm. On the final mylar plan set that is brought in for my approval stamp and signature, correct the information provided on the coversheet to indicate a fire flow demand of 2,000 gpm

F2. Based on the fire hydrant flow test report, it appears that adequate fire flow is available to meet the 2,000 gpm fire flow demand for this project. However, impacts to the Austin Water Utility (AWU) piping system due to providing the required fire flow for a development project are evaluated by and resolved through the staff of AWU. The maximum allowable flow velocity permitted in the public fire mains is 10 feet/second. As an informal update, contact me to schedule my signoff on the final mylar plan set once you have obtained approval signatures from the AWU.

Update 2- Informal Update

Site Plan Review - Scott Grantham - 512-974-2942

#### SITE PLAN ON MULTIPLE LOTS

SP1 Note on the cover sheet and site plan sheet: The site is composed of 6 lots/tracts. It has been approved as one cohesive development. If portions of the lots/tracts are sold, application for subdivision and site plan approval may be required. Once recorded add the document number for the UDA to the note.

U1: Thank you for sending the UDA. UDA is under review, and at minimum, will need exhibits and metes and bounds before being sent to the City Surveyor and then on to Legal.

U2: UDA has now been sent to Legal. Pending completion and recordation of UDA.

SP2 For the proposed site plan, please record a Unified Development agreement that clearly ties these lots together. Please submit this document to this reviewer. This reviewer will coordinate with the Legal Department for review and approval. For any legal document questions please contact Annette Bogusch – PDRD Legal Liaison (512-974-6483). Please be aware this process takes some time and now requires lien-holders information/consent.

U1: Thank you for sending the UDA. UDA is under review, and at minimum, will need exhibits and metes and bounds before being sent to the City Surveyor and then on to Legal.

U2: UDA has now been sent to Legal. Pending completion and recordation of UDA.

#### SUBCHAPTER E – DESIGN STANDARDS

SP3 – 8 Cleared

#### COMPATIBILITY

SP9 - 12 Cleared

#### SITE PLAN

SP13 – 14 Cleared

SP15 Describe the proposed use (listed in 25-2) and specify the square footage for each use within each existing and proposed structure on the site.

U1 – U2: Uses in 25-2-4 are different from uses in the Parking table. Please list uses from 25-2-4 and list proposed square footage of each.

SP16 Cleared

ADMINISTRATIVE

SP17 – 18 Cleared

SP19 Please show the following consistently in the margin of all pages (including the final 10): project title (official title is 2010 South Lamar Office – let me know if you'd like to change), project address, case number, approval block, page number.

U1: Please make title consistent throughout the plan set (2010 South Lamar Office). Include case number prominently on all pages. If possible, place approval block in the lower right hand corner.

U2: Project title is still listed as "Sola 2010" in the later pages in the site plan. Please make consistent OR let me know if you would like to change the title.

SP20 Have you shown all existing and future dedicated easements, including joint access, drainage, conservation, utility, communication, etc? Indicate volume and page or document number, or dedication by plat. All buildings, fences, landscaping, patios, flatwork and other uses or obstructions of a drainage easement are prohibited, unless expressly permitted by a license agreement approved by the City of Austin authorizing use of the easement.

U1: I did not see easements shown on the plans. Please show all easements. Are there any additional easements that are being dedicated?

U2: Pending recordation of the Sidewalk Easement

SP21 – 23 Cleared

NEW COMMENTS (U2)

SP24 On the cover sheet, vicinity map, please check Project Location callout. It appears to be off.

R.O.W. Review - Reza Sedghy - 512-974-7912
--

**ROW1 All utilities must be approved prior to ROW.**

**ROW2 AULCC is pending (UCC-161027-06-01).**

**Pending comments: AWU, Street and Bridge**

**Please provide AULCC Minutes for clearance.**

**ROW3 AULCC and DAPCZ Coordination is required.**

Please Contact Nan Brown @ 512-974-7143



Nan.Brown@austintexas.gov

Approval for this Site Plan is related to the plans received in this update. All revisions required to satisfy any other reviewer's comments, must not affect construction in the ROW. If revisions to this plan require changes to any elements or proposed construction within the Right-of-Way, a formal review by ATD-ROW and ATD-Traffic Control will be required.

**Please note:**

1. Approval of Site Plan does **not** permit any work in the Right-of-Way to be conducted without approved permit:
  - a. Excavations for utilities require an Excavation Permit (EX)
  - b. Driveways and Concrete work require a Driveway/Sidewalk Permit (DS)
  - c. Traffic Control and Pedestrian protection require a Temporary Use of Right-of-Way Permit (TURP)
  - d. All other permits such as Building Permit (BP) must be approved before use of the ROW will be allowed
2. Approved set of plans must be submitted to ROW Management before Excavation permits will be approved. Please deliver to:

Isaiah Lewallen  
3701 Lake Austin Blvd. Austin TX 78703  
(Isaiah.Lewallen@austintexas.gov) 512-974-1479
3. Development Services inspection fees must be paid and recorded, and DSD inspector assigned to job **before excavation permit can be issued**. Contact Stephen.Castleberry@austintexas.gov
4. If License Agreements or Encroachment Agreements are required all agreements must be approved and recorded before ROW permits can be approved. This also includes:
  - a. All Plan Revisions/Corrections be submitted and approved
  - b. All updated engineering estimates for any plan revision/correction be submitted to Development Services
5. Coordinate with Austin Center for Events (Betty.Torres@austintexas.gov), Public Works Department, and any other projects identified as conflict at time of permitting
6. Most ROW permits can be applied for online at: <http://www.austintexas.gov/rowman>

DSD Transportation Review - Natalia Rodriguez - 512-974-3099

***This case has been reassigned to Natalia Rodriguez from Bryan Golden.***

FYI – As of October 1, 2015, a fee is required for all requests for transportation waivers and variances from the LDC and TCM.

TR1. A Neighborhood Traffic Analysis is required. Traffic counts for Hether Street are needed, please contact Scott James (Scott.James@austintexas.gov 512-974-2208) for tube count locations. Results will be provided in a separate memo. LDC, Sec. 25-6-114. See Intake for fee payment.  
*U1: Comment pending ATD review and approval of impact analysis.*  
***U2: Comment not cleared. Pay the NTA fees with Intake Staff. The daily trips exceed the desirable operational level for Hether Street; therefore the site plan is denied. The applicant is appealing the decision to Planning Commission. Pending decision from Planning Commission.***



## CORE TRANSIT CORRIDOR (S. Lamar)

TR2. Sidewalks, designed in accordance with the Commercial Design Standards, are required along a CTC (§2.2.2.B). Dimension and label the Planting Zone and the Clear zone on the Site Plan. The sidewalks shall consist of two zones: (i) Planting zone must be 8 feet minimum, must be continuous, and located adjacent to curb, with street trees planted at an average spacing no greater than 30 feet on center, or up to 60 feet on center if parallel or head-in parking is provided; and (ii) Clear Zone must be 7 feet minimum (§2.2.2.B.1-2). *Continue the sidewalk in the southwest corner of the site to tie into the existing adjacent property sidewalk.*

- An optional supplemental zone may be provided between the street facing façade and the clear zone, but may not be wider than 20 feet. (Exception: 30% of the linear frontage may be 30 feet).

*U1: Transportation was not included in any prior discussions. Please submit an AEC request for review. FYI – ATD is requesting an additional 5' of planting zone for future bicycle/corridor plans.*

***U2: Comment not cleared. Revise the plans to show Option A that was approved by ATD on December 20, 2016. Additionally, provide a callout on the proposed sidewalk indicating, the proposed sidewalk will tie into the existing sidewalk.***

TR3. Where required, the sidewalk shall extend onto private property to fulfill the 15-foot minimum requirement, with a sidewalk easement provided (§2.2.2.B).

*U1: Comment pending.*

***U2: Comment not cleared. Pending final layout of the sidewalks along South Lamar. Revise the easement if necessary.***

## URBAN ROADWAY (Heather Street)

TR4. *U2: Comment cleared. The sidewalk along Hether Street ties into existing sidewalk.*

TR5. *U2: Comment cleared. This comment will be addressed with TR3.*

## ACCESSIBILITY - NEW CONSTRUCTION

TR11. *U2: Comment cleared. A callout has been shown indicating the curb ramp reconstruction.*

TR12. *U2: Comment cleared. A callout has been shown indicating the termination of curbs at the sidewalk.*

## PARKING GARAGES

TR14. *U2: Comment cleared. Striping has been shown around the columns.*

TR15. *U2: Comment cleared. The previous reviewer has approved the alternative dimensions for parking. The compact parking has been revised to 15% of the proposed parking.*

## RIGHT-OF-WAY

TR17. Approval of the Austin Transportation Department (ATD) is required in order to place parking within the right-of-way. Staff will contact the ATD area engineer and provide additional comments as necessary. Applies to Hether Street on-street parking. Please note that parallel parking is 8'x22' per space.

*U1: Comment pending approval by ATD.*

***U2: Comment not cleared. The on-street parking is no longer proposed. Please remove the parking note #12 on the site plan indicating proposed on-street parking.***

## PARKING

TR19. Include a table showing the proposed land uses, the floor area in square feet for each land use, the parking ratio, the number of parking spaces required, and the number of parking spaces provided by type (standard, compact, handicapped). LDC, 25-6-472, Appendix A. *Please clarify the discrepancy between 146 regular spaces in the table and only 60 parking spaces shown for the garage.*

*U1: With car-sharing and shower facilities, up to 50% parking reduction is allowable. The minimum required is 180, please revise parking table. Note the location of or identify the shower facility on the site plan.*

**U2: Comment not cleared. Please address the following.**

- **The provided parking reductions do not calculate to the 50% parking reduction. Currently, the parking can be reduced by 148 spaces, not 180. Revise the parking to either provide the required 213 spaces, or include additional parking reductions.**
- **Provide a callout indicating the provided showers per LDC 25-6-478(D)(2). i.e. a minimum of one shower and changing facility available to each gender.**
- **Break out the parking reductions to indicate the parking reduction percentage or parking space reduction (i.e. Urban Core – 20%, Shower – 10%, Car-Sharing – 20 spaces per each space), and include the associated code citation.**

TR23. *U2: Comment cleared. The compact spaces have been revised.*

## LOADING

TR24. 1 off-street loading space is required. Each off-street loading space must consist of a rectangular area not less than 12 feet wide and 45 feet long, with a vertical clearance of not less than 15 feet. Identify the loading space and show dimensions on the site plan. LDC, Section 25-6-531, 532. TCM, 9.3.0 #1.

*U1: The curb inset space must be reserved for loading or for parking, not both. Public right-of-way may not be used for maneuvering; move loading space or request a waiver.*

**U2: Comment not cleared. The required loading space must be off-street per LDC 25-6-531. Please revise the plans.**

TR25. Freight loading and trash collection facilities should be designed and located to minimize intermixing of truck traffic with other vehicular and pedestrian traffic. Such facilities must be located off the main access and parking aisles and away from all pedestrian corridors. TCM, 9.3.0 #2. *Applies to dumpster location.*

**U2: Comment not cleared. The trash dumpster and loading space must be located on-site. Revise the plans.**

TR26. Public right-of-way shall not be used for maneuvering. All maneuvering must be contained on-site. TCM, 9.3.0 #3. *Applies to dumpster location.*

*U1: This location will require private trash collection vehicles to use public right-of-way to operate (either back or side loading. A waiver is required; dumpster screening is recommended.*

**U2: Comment not cleared. The trash dumpster and loading space must be located on-site. Revise the plans.**

## OTHER

TR32. If any vertical improvements are planned for the Right-of-Way, such as trees, furniture, or irrigation, a license agreement is required. Please contact Andy Halm with ROW Management Division at 974-7185. Please begin this process as soon as possible, as it can take some time.

**U2: Comment not cleared. Pending review and approval of license agreement.**

TR33. *U2: Comment cleared. ATD has approved the cross-section for the proposed bicycle and core transit corridor requirements along South Lamar.*

TR35. Additional comments may be provided as a result of information or design changes provided in your update.

AW Utility Development Services - Neil Kepple - 512-972-0077
--

WW1. SERs 3786 and 3787 are in review and must be approved. The review comments will be satisfied once the SERs are approved and Pipeline Engineering has approved the water and wastewater utility plan. For plan review status, contact John Bowman with Pipeline Engineering at 972-0267.

Water Quality Review - Leslie Daniel - 512-974-6316

- WQ1 The Engineering Report provided with this application indicates payment of fee-in-lieu of water quality controls is requested. Please provide an explanation of how the project meets the requirements of ECM 1.6.4 and the reasons fee-in-lieu should be considered. In addition, please provide a complete, signed Appendix T worksheet.
- U1 Environmental Criteria Manual (ECM) 1.6.2 requires, "The water quality volume must consist of runoff from all impervious surfaces such as roadways, parking areas and rooftops, and all developed pervious areas." A "grass/dog park" is delineated on the plans. Fee-in-lieu of water quality controls will not be considered for this portion of the site. Provide water quality controls for the dog park.
- The applicant did not state the reasons from ECM 1.6.4 that the project should be considered favorably for fee-in-lieu participation. Fee-in-lieu has not been approved at this time.
- U2 The Appendix T has been approved and forwarded to the fiscal office to await payment of the fee. Please provide a copy of the fee receipt to clear this comment.

AW Pipeline Engineering - John Bowman - 512-972-0267

Red-lined comments have been provided on the plans submitted to the Development Service Department.

The red-lined plans are ready to be picked up at Waller Creek Center, 625 E. 10<sup>th</sup> Street, Suite #300, Austin, 78701.

The applicant is responsible for submitting the red-lined plans along with the updated revised plan set to the Development Services Department as part of the formal update submittal process. If the red-lined plans are not submitted with the formal update, the formal update will be not be accepted for review by the Development Services Department.

Planner 1 Review - Cindy Casillas - 512-974-3437

**THE FOLLOWING COMMENTS APPLY PRIOR TO THE RELEASE OF THE SITE DEVELOPMENT PERMIT.**

- P1. FYI – An appointment is required in order to receive the site development permit. The permit will be released after the flash drive has been submitted with the Intake Staff and the site plan approval blocks have been finished. Contact the Planner I listed above at [Cindy.casillas@austintexas.gov](mailto:Cindy.casillas@austintexas.gov) to set up an appointment to receive the site plan permit.
- P2. FYI – Fill out the Site Plan Approval blocks with the following information in **bold**.
- **Sheet numbers**
  - File number: **SP-2016-0196C**
  - Application date: **April 22, 2016**
  - (if the case is administrative) Under Section **112** of Chapter **25-5** of the City of Austin Code
  - (if the case is approved by Commission) Under Section **142** of Chapter **25-5** of the City of Austin Code
  - Case Manager: S Grantham

- Zoning:

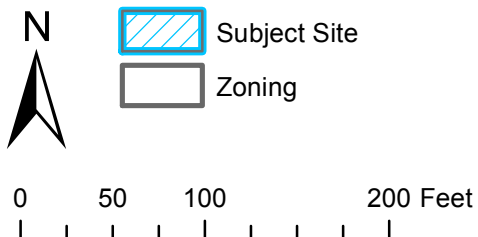
If the Site Plan Approval Blocks are not filled out, the applicant will need to make an appointment to fill them out by hand. If the applicant wishes the Planner 1 to fill them out, there could be a delay in receiving the site development permit.

### P3. FYI – FLASH DRIVE REQUIREMENT

All applications submitted for completeness check after 5/10/10 for Administrative Site Plan Revision, Consolidated Site Plan, Non-Consolidated Site Plan, CIP Streets and Drainage, Major Drainage/Regional Detention, and Subdivision Construction Plans will require the additional items listed in Exhibit VII of the application packet on a USB flash drive prior to release of permit. The flash drive must be taken directly to the Intake Department by the applicant after site plan approval. For more information, contact the Intake Staff.

End of report





Case Name: 2010 South Lamar Office  
 Case Number: SP-2015-0196C  
 Address: 2010 South Lamar Blvd  
 Case Manager: Scott Grantham

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. This map was produced by the Development Services Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.





## City of Austin

Founded by Congress, Republic of Texas, 1839  
Planning and Development Review Department  
One Texas Center, 505 Barton Springs Road  
P.O. Box 1088, Austin, Texas 78767

December 27, 2016

Jerrett Daw  
Big Red Dog Consulting Engineering  
2021 E 5th Street, Austin, TX, 78741

### **Alternative Equivalent Compliance for 2010 South Lamar Office (SP-2016-0196C)**

Dear Mr. Daw,

The Development Services Department has reviewed your request for Alternative Equivalent Compliance pursuant to Sec. 1.5.3.A of Subchapter E: Design Standards and Mixed Use, for the subject property. Alternative Equivalent Compliance is sought from the following standard:

#### **2.2.2. Core Transit Corridors: Sidewalks**

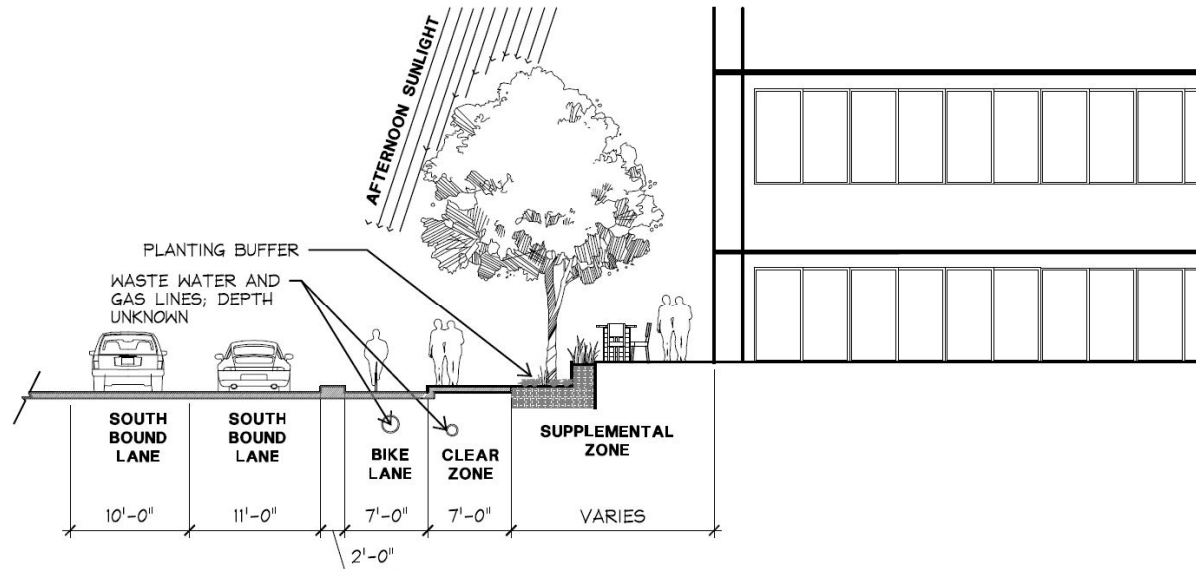
which states:

- (B1) Planting zone - "The planting zone shall have a minimum width of eight feet (from face of curb) and shall be continuous and located adjacent to the curb...The zone shall be planted with street trees at an average spacing not greater than 30 feet on center."
- (B2) Clear Zone. "The clear zone shall be a minimum width of seven feet, shall be hardscaped, shall be located adjacent to the planting zone..."

Your site is constrained by the presence of a Wastewater Line directly adjacent to the ROW, which would prevent the planting of trees in the required planting zone. AEC is sought in order to provide bike lanes and maintain a shaded sidewalk away from the wastewater line.

Alternative equivalent compliance is granted for your project, contingent upon an alternative street cross section as described and shown in the illustration below. Starting from the south bound lane of Lamar Blvd and working inward:

- A 2 foot curb, a separation from traffic
- A 7 foot bike lane
- A 7 foot clear zone
- A variable (18 – 20 feet) supplemental zone, planted with trees an average of 30 feet on center



**STREETSCAPE OPTION A - SHADE TREES IN SUPPLEMENTAL ZONE WITH DETACHED BIKE LANE IN ACCORDANCE WITH LAMAR BLVD CORRIDOR PLAN**

If you have any questions about this determination, please call me at 512-974-2942.

**Scott Grantham**  
 Senior Planner | Development Services Department  
 scott.grantham@austintexas.gov  
 512.974.2942





December 12, 2016

Mr. Scott Grantham  
505 Barton Springs Road  
Austin, TX 78701

Re: Site Plan SP-2016-0196C (2010 S. Lamar Office); Appeal of Denial Under Section 25-6-141  
(Action on Application)

Dear Scott,

As property owners of 2010 South Lamar Boulevard, please consider this letter and the attached application as the formal appeal to Staff's denial of SP-2016-0196C (2010 S. Lamar Office), dated November 30, 2016.

The site is located at the southwest corner of S. Lamar and Hether Street and currently has 2 curb cuts on S. Lamar and 2 curb cuts on Hether Street (see attached aerial exhibit). The proposed project is a 3-story office, with ground-floor retail and restaurant. The project also includes 2 levels of underground parking, and the proposed project access is on Hether Street. The project is comprised of approximately 59,169 square feet (SF) of office; the restaurant is approximately 10,859 SF; and the retail is approximately 2,142 SF. The project is not seeking any Code variances and is in compliance with City Code including parking requirements, compatibility standards, and Subchapter E.

When access is proposed onto a residential or local collector, Staff is required to complete a Neighborhood Traffic Analysis (NTA). Per section 25-6-112, *Neighborhood Traffic Analysis Described*, "the scope of a neighborhood traffic analysis is limited to an evaluation of the existing and projected operating level of a residential street and an identification of mitigation measures to minimize adverse traffic effects". The NTA is further defined in the *Transportation Criteria Manual Section 2.5.0* which states "if the projected operating levels exceed the limits in Section 25-6-116, traffic mitigation measures will be recommended."

Under *Division 2, Approval Process, Section 25-6-141(B)* of the current Code, Staff shall deny an application if the NTA determines that the projected traffic generated by the project, combined with existing traffic, exceeds the desirable operating levels established by 25-6-116. The Staff's denial of the site plan is issued on the basis that the proposed project generates traffic on a residential collector (Hether Street) that exceeds the desirable operating levels. The Code-stated desirable operating level for Hether Street is 1,800 trips per day; *Section 13-4-44 of the 1988 Land Development Code* established these maximum desirable operating levels. Under existing conditions (no new development taking access), Hether Street currently receives 2,200 trips per day, which is an excess of approximately 500 trips per day. These maximum desirable operating levels have not been updated in nearly thirty (30) years. These facts, along with the public safety concerns, are the foundation of our appeal of Staff's site plan denial.



Much consideration was put into the location of our access drive and ultimately, it centers around public safety:

- 1) South Lamar Boulevard is a Core Transit Corridor (CTC) and a Major Arterial Divided 4-Lane roadway as defined in the Austin Metropolitan Area Transportation Plan (AMATP). The stated speed limit is forty (40) miles per hour (MPH). The roadway is plagued with an extensive amount of curb cuts and conflicts in the way of cars, bikes, pedestrians and buses. Our analysis concludes that access on S. Lamar Boulevard would cause a safety concern for those occupants who desire to go north on Lamar. The analysis concluded that most occupants will choose not to take a left onto Lamar, but rather, go right on Lamar, right on Kinney Avenue and back to the signalized intersection at Hether Street (see attached aerial diagram), resulting in greater impact to the surrounding residential streets. Moreover, there has been a suggestion that a median will be built on S. Lamar, which would prevent left turns from the site if access were to Lamar.
- 2) Hether Street is signalized and provides a safer access option for building occupants and visitors.
- 3) The South Lamar Corridor plan calls for a reduction in driveways along South Lamar to minimize the car, bike, bus and pedestrian conflicts. Locating the driveway on Lamar is inconsistent with the goals of the recently approved corridor plan (see relevant pages).
- 4) Immediately in front of this site on South Lamar is the CapMetro Lamar/Hether bus stop (routes #3, 338 and 484) that is in direct conflict with an access drive on South Lamar. Based on the corridor plan and CapMetro, this stop is intended to remain in its current location.

Given these facts, and *Section 25-6-142* which allows an applicant to *Modify an Application based on Traffic Analysis*, we respectfully request your favorable review and recommendation of this appeal based on the following site plan modification and proposed mitigation.

#### CURRENT APPLICATION

LAND USE	SF	24-HR TPD
Office	59,169	881
Retail	2,142	95
Restaurant	10,859	1,381

#### PROPOSED REVISED APPLICATION

LAND USE	SF	24-HR TPD
Office	59,371	883 (+2)
Retail	4,151	184(+89)
Restaurant	8,798	791 (-590)

This modification results in an approximate 499 trip per day reduction.

Additionally, we propose the following to further mitigate the impact:

- 1) Post fiscal for a new signal head that provides a protected left turn at the intersection of Hether Street and S. Lamar Boulevard to allow East-bound vehicles on Hether to turn with protection North on South Lamar Boulevard.
- 2) Post fiscal for a traffic signal timing modification, as recommended in the traffic study.



Given the existing conditions, proposed improved access conditions, safety considerations, proposed site plan modifications to reduce trips and proposed mitigation, we respectfully request your favorable review and recommendation of the appeal. We look forward to continuing to work in tandem to make this project a reality.

Very Truly Yours,

A handwritten signature in blue ink, appearing to read "Melissa Neslund", is written over the "Very Truly Yours," text.

Melissa Neslund  
Senior Development Manager

Enclosures:      Site Plan Appeal Application  
                         City of Austin Site Plan Denial Memorandum  
                         Aerial Exhibit  
                         Northbound S. Lamar Access Aerial Diagram  
                         Relevant pages from the South Lamar Corridor Plan

Cc:

Mr. Michael Whellan, *Graves Dougherty Hearon and Moody, P.C.*  
Mr. Scott James, *City of Austin Planning and Development Review*  
Ms. Anna Martin, *Austin Transportation Department*  
Ms. Donna Galati, *City of Austin Planning and Development Review*  
Mr. Ricky DeCamps, *Big Red Dog Engineering*  
Mr. James Schwerdtfeger, *Big Red Dog Engineering*





**City of Austin Development Services Department**  
**505 Barton Springs Road / P.O. Box 1088 / Austin, Texas 78767-8835**

**SITE PLAN APPEAL**

If you are an applicant and/or property owner or interested party, and you wish to appeal a decision on a site plan application, the following form must be completed and filed with the Director of Development Services Department, City of Austin, at the address shown above. The deadline to file an appeal is 14 days after the decision of the Land Use Commission, or 20 days after an administrative decision by the Director. If you need assistance, please contact the assigned City contact at (512) 974-2680.

**CASE NO.** SP-2016-0196C

**PROJECT NAME** 2010 S Lamar Office

**PROJECT ADDRESS** 2010 S Lamar

Austin, TX 78704

**APPLICANT'S NAME** Melissa Neslund

**CITY CONTACT** Scott Grantham/Donna Galati

**DATE APPEAL FILED** December 5, 2016

**YOUR NAME** Melissa Neslund

**SIGNATURE** [Signature]

**YOUR ADDRESS** 84 Rainey St.

Austin, TX 78701

**YOUR PHONE NO.** 512-717-5453 **WORK**

( )                      **HOME**

**INTERESTED PARTY STATUS:** Indicate how you qualify as an interested party who may file an appeal by the following criteria: (Check one)

- ☐ I am the record property owner of the subject property
- ☒ I am the applicant or agent representing the applicant
- ☐ I communicated my interest by speaking at the Land Use Commission public hearing on (date) \_\_\_\_\_.
- ☐ I communicated my interest in writing to the Director or Land Use Commission prior to the decision (attach copy of dated correspondence).

**In addition to the above criteria,** I qualify as an interested party by one of the following criteria: (Check one)

- ☐ I occupy as my primary residence a dwelling located within 500 feet of the subject site.
- ☒ I am the record owner of property within 500 feet of the subject site.
- ☐ I am an officer of a neighborhood or environmental organization whose declared boundaries are within 500 feet of the subject site.

**DECISION TO BE APPEALED\*:** (Check one)

- ☒ Administrative Disapproval/Interpretation of a Site Plan
- ☐ Replacement site plan
- ☐ Land Use Commission Approval/Disapproval of a Site Plan
- ☐ Waiver or Extension
- ☐ Planned Unit Development (PUD) Revision
- ☐ Other: \_\_\_\_\_

Date of Decision: 11-30-16

Date of Decision: \_\_\_\_\_

Date of Decision: \_\_\_\_\_

Date of Decision: \_\_\_\_\_

Date of Decision: \_\_\_\_\_

Date of Decision: \_\_\_\_\_

\*Administrative Approval/Disapproval of a Site Plan may only be appealed by the Applicant.

**STATEMENT:** Please provide a statement specifying the reason(s) you believe the decision under appeal does not comply with applicable requirements of the Land Development Code:

See attached appeal letter.

(Attach additional page if necessary.)

Applicable Code Section: 25-6-141 (B) Action on Application

**MEMORANDUM**

**TO:** Scott Grantham, Case Manager,  
Development Services Department

**CC:** Anna Martin, PE, PTOE  
Austin Transportation Department

**FROM:** *SA* Scott A. James, P.E., PTOE  
Sangeeta Jain, AICP  
Development Services Department

**DATE:** November 30, 2016

**SUBJECT:** Neighborhood Traffic Analysis for 2010 South Lamar Office  
Site Plan# SP – 2016 – 0196C.

---

The Land Use Review/Transportation staff has performed a Neighborhood Traffic Impact Analysis for the above referenced case and offers the following comments.

**Roadways**

South Lamar Boulevard is classified as a major undivided four lane arterial roadway, with a continuous left turn lane. The posted speed limit in the vicinity of the site is 40 MPH. Bicycle lanes are along both sides of the street.

Hether Street is a two lane undivided residential collector roadway. The posted speed limit is 30 MPH on the approach to the intersection with S. Lamar Boulevard. The speed limit is 25 MPH further to the west of the proposed site. Hether Street continues east of South Lamar Boulevard as West Mary Street.

Kinney Avenue is a two lane undivided residential collector roadway, with a posted speed limit of 25 MPH.

Oxford Avenue is a two lane undivided residential collector roadway, with a posted speed limit of 25 MPH.

**Trip Generation and Neighborhood Traffic Analysis**

According to Section 25 – 6 – 141 (B) of the Land Development Code, the Department Director or City Council shall deny an application if the neighborhood traffic analysis demonstrates that the traffic generated by a project combined with existing traffic, exceeds the desirable operating level established on a residential local or collector street in the study area.



Based on the Institute of Transportation Engineer's publication Trip Generation Manual, 9<sup>th</sup> Edition, the proposed development (consisting of general office, sit down restaurant and retail land uses) would generate approximately **2357** new daily trips, (as summarized in Table 1).

<b>Table 1 – Trip Generation Estimates</b>		
<b>Land Use (ITE code)</b>	<b>Intensity</b>	<b>Daily Trips</b>
General Office (710)	59,169 SF	881
Specialty Retail (826)	2,142 SF	95
High turnover sit down restaurant (932)	10,859 SF	1,381
<b>Total new daily trips</b>		<b>2,357</b>

The current occupant of the site, a restaurant, will be replaced; therefore the net estimated number of daily trips is 1,902.

According to the applicant, approximately 9.7% of the site related trips will use Hether Street, Oxford Avenue or Kinney Avenue to access the site. The remainder (90.3%) will travel to/from S. Lamar Boulevard. According to the study, the following daily volumes are estimated for the neighboring streets:

<b>Table 2 – Estimated increase in daily traffic volumes</b>				
<b>Street</b>	<b>Existing Traffic</b>	<b>Site Traffic</b>	<b>Total Traffic</b>	<b>% Increase</b>
Hether Street	2384	64	<b>2448</b>	2.7%
Oxford Avenue	393	9	402	2.3%
Kinney Avenue (north of site)	2705	71	<b>2776</b>	2.6%
Kinney Avenue (south of site)	1917	46	<b>1963</b>	2.4%

According to Section 25-6-116 of the Land Development Code, neighborhood residential streets are operating at a desirable level if the daily volumes do not exceed the following thresholds:

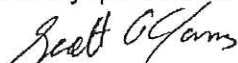
<b>Pavement Width</b>	<b>Vehicles Per Day</b>
Less than 30'	1,200
30' to less than 40'	1,800
40' or wider	4,000

The sole point of vehicular access to the site is from Hether Street, therefore, in accordance with the LDC, staff recommends denial of this site plan application as it would exceed the permitted total daily volumes for residential streets.

### Conclusions

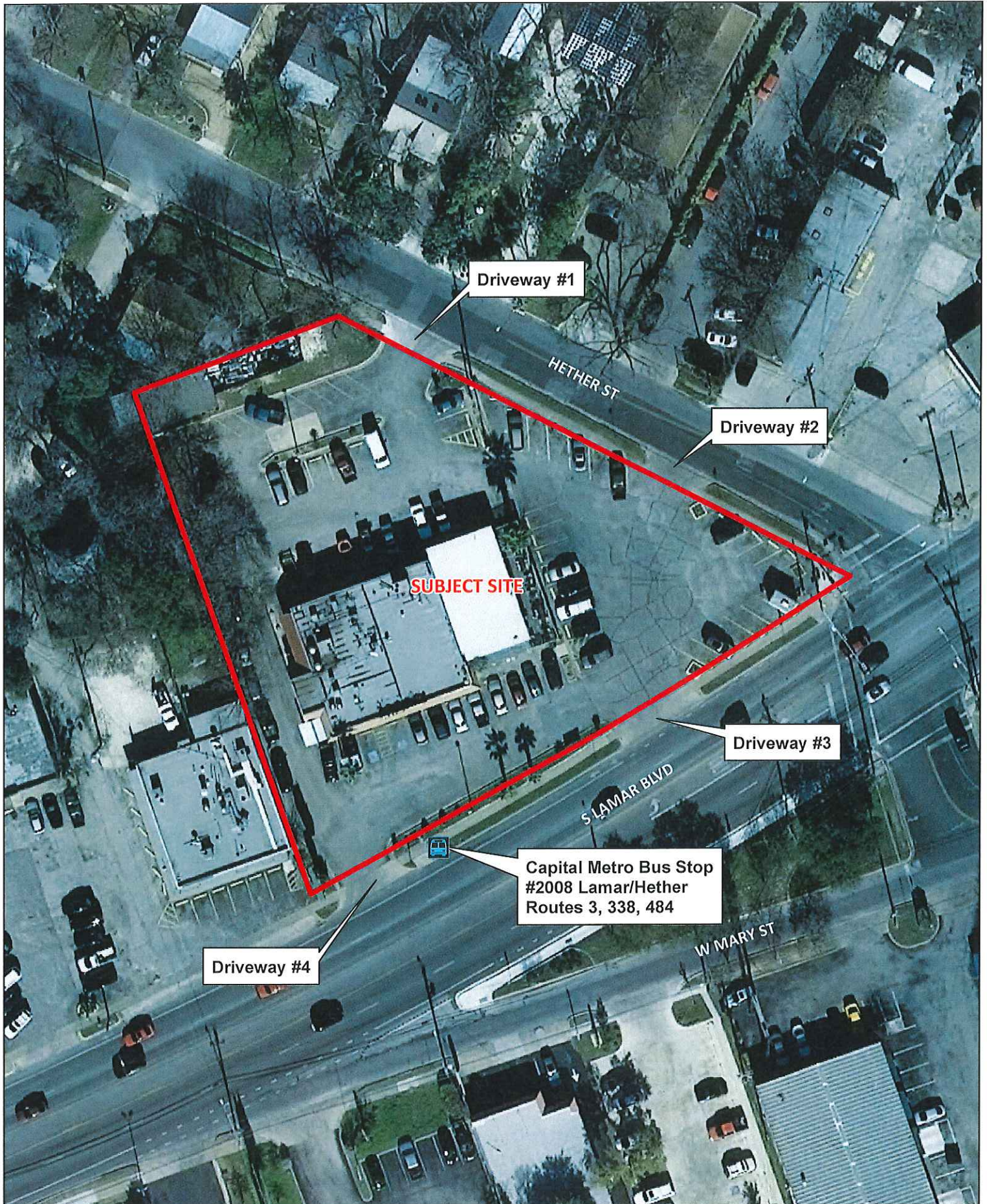
1. The potential trips generated by this site, in combination with the existing traffic of Hether Street, and Kinney Avenue, exceeds the thresholds set forth in the LDC 25-6-116. Therefore, staff recommends denial of this site plan application.

If you have any questions or require additional information, please contact me at 974 - 2208.



Scott A. James, P.E., PTOE  
Development Services Department





### Driveway Access Exhibit

2010 South Lamar Boulevard  
Austin, Travis County, Texas

0 25 50 100  
Feet

307.001 | 11.29.2016 | BIGREDDOG.COM







### Northbound Exit Route Exhibit

2010 South Lamar Boulevard  
Austin, Travis County, Texas

0 125 250 500 Feet

307.001 | 11.29.2016 | [BIGREDDOG.COM](http://BIGREDDOG.COM)





that focuses on helping people to use alternatives to driving, thus created a better balanced system.

### ACCESS MANAGEMENT PLAN

Access management is the methodical and proactive control of vehicle access to land parcels along roadways. Careful management of the location, spacing, design, and operation of driveways and median openings can help to improve safety and efficiency in the transport network. Access management also enhances public safety, supports alternative modes, and improves the appearance and quality of the built environment.

Some of these techniques include:

#### Driveway Spacing

Fewer driveways spaced further apart allow for more orderly merging of traffic and presents fewer challenges to drivers.

#### Safe Turning Lanes

Dedicated left- and right-turn and U-turns keep through-traffic flowing by providing space outside of the through lanes for turning vehicles.

#### Median Treatments

Non-traversable, raised medians are examples of some of the most effective means to regulate access and reduce crashes. Raised medians are typically recommended when daily traffic volumes exceed 20,000 vehicles per day. South Lamar Boulevard currently serves well over 30,000 vehicles per day.

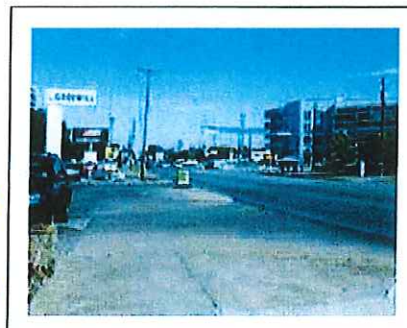
#### Incident Management

As defined by the Federal Highway Administration, "Traffic Incident Management (TIM) consists of a planned and coordinated multi-disciplinary process to detect, respond to, and clear traffic incidents so that traffic flow may be restored as safely and quickly as possible. Effective TIM reduces the duration and impacts of traffic incidents and improves the safety of motorists, crash victims and emergency responders."

### TRAFFIC SIGNAL OPERATIONS

Traffic signal operations can be optimized to achieve optimal flow along a facility. Signal timing can be adjusted to maximize green time, and to increase efficiency for left-turns against conflicting traffic. Traffic lights can be interconnected to provide improved coordination of green time, especially where intersection are closely spaced, such as at Manchaca Road and Barton Skyway, and at Lamar Square Drive and Treadwell Street.

Adaptive signal control is another technology that can help to ease congestion. Adaptive signals can use real-time traffic information to adjust to changing traffic patterns.





## RECOMMENDED IMPROVEMENTS

Recommended improvements for South Lamar Boulevard are based on the complete streets and corridor concepts discussed previously. The improvements are detailed in this section and have been identified as either short- (0 – 5 years) or long-term (5 – 20 years) to help the City of Austin prioritize based on need and feasibility and also to allow the City time to raise the needed funds.

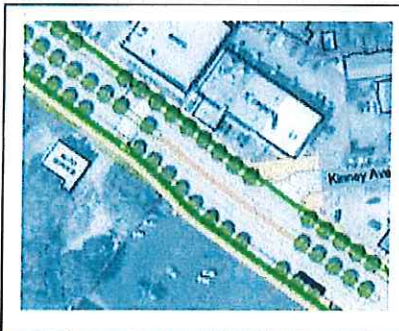
### ACCESS AND MEDIAN IMPROVEMENTS

Access management is an important strategy to improve safety and mobility along a major arterial roadway with the volume of traffic and variety of land uses such as those present along the South Lamar Boulevard Corridor. Fewer driveways and opportunities for turns to/from South Lamar Boulevard equate to fewer conflict points and, thus, lower potential for crashes. In addition, fewer conflict points improve mobility by reducing the friction that heavy turning traffic can cause along a major arterial corridor. Reduced conflicts will also minimize road blockage caused by accidents.

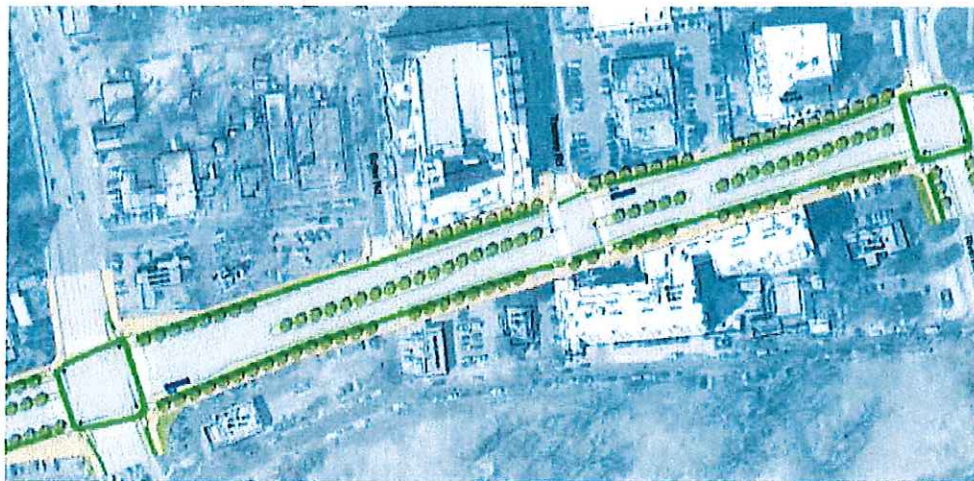
As part of the proposed improvements along the South Lamar Boulevard Corridor, a raised median is proposed to replace the existing two-way left-turn lane. Median breaks are proposed at signalized intersections, most unsignalized intersections, and select locations to allow driveway access. Private businesses along the corridor should be incentivized to consolidate driveways and create joint-access among multiple businesses to a single driveway, where possible.



*Raised median near Riverside Drive.*



*Raised median with paved center turn lane at Kinney Avenue.*



*A raised median on South Lamar Boulevard, like the one between Riverside Drive and Barton Springs Road, will improve safety and reduce conflict along the corridor.*





In the immediate term, the City could work proactively with private property owners to consolidate driveways and to introduce shared access where possible. Parking that encroaches within the right-of-way should be removed and/or reconfigured as properties develop. The City should work with developers to ensure that sidewalks, street trees and bike ways are implemented consistent with the ultimate cross section, as part of any new project. As an ongoing effort, it is recommended that the City also introduce interim improvements that provide ADA compliant sidewalks.

Implementation of the recommended improvements for South Lamar Boulevard might also be phased with development and/or capital funded projects. For example, improvements from Riverside Drive to Treadwell Street could be a highly viable short-term Capital Improvements Project (CIP) with potential to be funded through a transportation bond. Construction of the ultimate cross section south of Treadwell Street could also be part of one or more CIP projects in the future, as opportunities present themselves.

## FUNDING SOURCES

Acquiring funding for infrastructure and transportation improvements can be a significant challenge. The funding strategies listed here are a combination of guidance from the federal, state, and regional agencies regarding the use of local funds provided by the 2012 General Bond election and the leveraging of grant funding from these sources. Not all of these sources will be applicable for the South Lamar Boulevard Corridor. However, these funding sources have been used successfully on other similar projects.

Listed below are some funding sources that could help to pay for improvements on South Lamar Boulevard.

### GENERAL OBLIGATION BONDS

General obligation bonds are a common type of municipal bond that is secured by a state or local government utilizing available resources, such as tax revenues, to repay bond holders. These bonds may be used to fund the South Lamar Boulevard Corridor improvements provided that the project is approved by voters. The City could consider a citywide transportation bond to initiate the improvements along South Lamar Boulevard and other major corridors (e.g., East Riverside Drive, Airport Boulevard, Burnet Road/North Lamar Boulevard, MLK Street/FM 969, Guadalupe Street etc.). An initial bond could focus on constructing a first phase of infrastructure improvements aimed at increasing tax revenue and attracting private funds to complete the vision for these major urban corridors.

### PUBLIC-PRIVATE PARTNERSHIP (PPP)

A public-private partnership is a governmental (local, state, or federal) service or a private business venture which is funded through the partnership of the government in conjunction with one or more private sector companies. Along the Lamar Corridor, there may be opportunities for the City to partner with property owners and developers to construct portions of the roadway and streetscape infrastructure.

### SPECIAL ASSESSMENT DISTRICT (SAD)

This is a defined area within which residents and businesses pay additional taxes in order to fund activities or improvements that benefit their district. The SAD can employ other funding mechanisms (private, philanthropic etc.) to fund services such as providing security, way finding signs, incident





## CHAPTER 8 FUTURE LAND USE MANAGEMENT STRATEGIES



This chapter provides a review of existing policies and plans that currently guide transportation improvements, new development, environmental conservation and cultural enrichment within the South Lamar Corridor Study area in Austin, Texas. The intent of the chapter is to summarize relevant policies, plans and recommendations that may influence the vision and implementation of strategies for improving transportation, economic development and quality of life within this corridor. Using these strategies and policies as a guide will help to maintain clear goals and a unified vision for the South Lamar Boulevard Corridor while identifying and implementing improvements.

### DEVELOPMENT STRATEGIES

#### CORRIDOR WIDE DEVELOPMENT PRINCIPALS

##### Preserve Intersection Functional Area

Functional area is the space beyond the physical intersection within which vehicles are stored and within which drivers make decisions and maneuvers to stop, proceed through the intersection or turn. Additional conflicts are caused by cars entering and exiting driveways and increase safety risk and reduce mobility. As redevelopment occurs driveway permits should be carefully considered with these factors and risks in mind.

##### Capital Improvements and Maintenance

A sufficient financial investment will need to be made to implement the short- and long-term improvements recommended for South Lamar Boulevard. An appropriate maintenance plan will be necessary to maintain these improvements and preserve the integrity of the infrastructure. The City of Austin should include the maintenance of South Lamar Boulevard in their Transportation Fund to ensure the corridor continues to operate at ideal conditions.

##### Access Management/Minimize Driveway Access

Promoting and following smart access management can improve safety and mobility along a major arterial roadway like South Lamar Boulevard. Carefully managing the location, spacing, design, and operation of driveways, median openings, and street connection is a valuable strategy in urban planning. Careful access management can increase public safety, encourage alternate modes of travel, extend the life of roadways, reduce traffic congestion, and improve the appearance and character of the built environment.

##### Accommodate Non-motorized Road Users

City of Austin Land Use and Transportation Policies state that development should be designed to encourage walking and bicycling. Communities should have realistic opportunities for bicycle and walking travel. Planning for improved infrastructure on South Lamar Boulevard that provides continuous, connected, protected and safe conditions for those wishing to travel by non-motorized means will provide an increased sense of space and will meet the goals of the Imagine Austin Comprehensive Plan.



### INTERESTED PARTY INFORMATION

Interested parties are specifically defined in section 25-1-131 of the City Code. To view the Code on-line, go to this link:  
<https://www.municode.com/library/tx/austin>

Besides the applicant or owner listed in an application, **a person can become an interested party if they communicate an interest to the City through the Case Manager and if they satisfy at least one of the following criteria:** 1) *they occupy a primary residence that is within 500 feet of the site of the proposed development;* 2) *they are the record owner of property within 500 feet of the site of the proposed development;* or 3) *they are an officer of an environmental or neighborhood organization that has an interest in the site of the proposed development or whose declared boundaries are within 500 feet of the site of the proposed development.*

If a person satisfies the criteria to become an interested party, **they must communicate an interest by delivering a written statement to the Case Manager.** *The communication must:* 1) *generally identify the issues of concern;* 2) *include the person's name, telephone phone number, and mailing address;* 3) *be delivered before the earliest date on which action on the application may occur;* and 4) *if the communication is by telephone, be confirmed in writing not later than seven days after the earliest date on which action on the application may occur.*

Written comments concerning the site plan application may be submitted to the case manager on this form. Comments on a separate form should include the case number and the contact person listed on the notice.

**Case Number: SP-2016-0196C**

**Contact: Scott Grantham, 512-974-2942 or  
Cindy Casillas, 512-974-3437**

☒ **I meet the requirements for and request to be an interested party**

Note: All contact information is mandatory.

ELEANOR MCKINNEY 512.445.5202  
 Name (please print) Telephone number

2007 KINNEY AVE.  
 Address(es) affected by this application (Street, City, ZIP Code)

AUSTIN TX 78704  
 Mailing address (Street, City, ZIP Code)

[Signature] 6/16/16  
 Signature Date

Comments: WE ARE INTERESTED IN  
SEEING the SITE PLAN.  
My HUSBAND IS CONCERNED ABOUT  
NOISE FROM THIS PROPERTY.

Mail comment forms to:  
 City of Austin  
 Development Services Department  
 Attn: Scott Grantham  
 P. O. Box 1088  
 Austin, TX 78767-1088

**Grantham, Scott**

---

**From:** [redacted]  
**Sent:** Monday, June 20, 2016 11:20 AM  
**To:** Grantham, Scott  
**Subject:** Interested party registration SP-2016-0196C

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Mr. Grantham,

I would like to register as an interested party. I live within 500 feet of the site proposed for development. My concern is with the likely increase in congestion on Hether, which is a narrow road that often has vehicles parked illegally alongside the curb near Lamar. The illegal parking and the narrowness of the street already make circulation difficult during business hours.

Sincerely yours,  
Bill Neale  
1901 Kinney Avenue  
512-441-4926



**Grantham, Scott**

---

**From:** David Piper <[REDACTED]>  
**Sent:** Sunday, June 19, 2016 3:55 PM  
**To:** Grantham, Scott  
**Subject:** Register interested party 2010 S. Lamar SP-2016-0196C

**Follow Up Flag:** Follow up  
**Flag Status:** Flagged

Hello Scott,

Please register me as an interested party for the Zilker Neighborhood Association at 2010 S. Lamar SP-2016-0196C. We are concerned about traffic, runoff, and the scale of the project at the oddly-configured intersection of Heather and South Lamar. Will you let me know when we are registered? Thank you.

Best,

Dave Piper  
Vice President, Zilker Neighborhood Association  
607 Jessie St 78704  
512-916-9636