SECOND/THIRD READINGS SUMMARY SHEET

CASE: C14-2018-0064 – Town Lake Circle II DISTRICT: 3

ADDRESSES: 2423 and 2439 Town Lake Circle, 2425 Elmont Drive

OWNER: FBZ Town Lake Circle LP APPLICANT: Drenner Group (Leah Bojo)

CASE MANAGER: Scott Grantham (512-974-3574, scott.grantham@austintexas.gov)

REQUEST: **Conduct a Public Hearing and Approve Second and Third Readings**
From East Riverside Corridor (ERC) district, Neighborhood Mixed Use (NMU) subdistrict; part of the property included in a hub, part of the property eligible for a development bonus up to 65' in height
To East Riverside Corridor (ERC) district, Corridor Mixed Use (CMU) subdistrict; inclusion of the entire property in a hub; and eligibility for a development bonus up to 120' in height

PREVIOUS CITY COUNCIL ACTION:

March 7, 2019 **Approved postponement request by neighborhood to March 28, 2019. Vote 11 – 0.**

February 21, 2019 **Approved East Riverside Corridor (ERC) district, Corridor Mixed Use (CMU) subdistrict; inclusion of the entire property in a hub; and eligibility for a development bonus up to 120' in height, as PC recommended. Public hearing remains open. Vote 10 – 1. Council Member Casar voted nay.**

ISSUES:

At the March 7, 2019 Council Meeting, council members further discussed issues of displacement and affordability in the East Riverside area, without getting into details of the specific zoning case.

At the February 21, 2019 Council Meeting, Council Member Casar brought up issues of displacement and affordability, and inquired about existing apartment units on the property. There are a total of 79 apartment units on the subject property for Town Lake Circle II. All apartment buildings are two stories in height. Existing apartment units are rented at market rates.

ZONING CHANGE REVIEW SHEET

CASE: C14-2018-0064 – Town Lake Circle II DISTRICT: 3

ZONING REQUESTS: ERC - NMU TO: ERC - CMU

ADDRESSES: 2423 and 2439 Town Lake Circle, 2425 Elmont Drive

SITE AREA: 2.8651 acres

OWNER: FBZ Town Lake Circle LP APPLICANT: Drenner Group (Leah Bojo)

CASE MANAGER: Scott Grantham (512-974-3574, scott.grantham@austintexas.gov)

STAFF RECOMMENDATION:
Staff recommends East Riverside Corridor (ERC) district, Corridor Mixed Use (CMU) subdistrict; inclusion of the entire property in a hub; and eligibility for a development bonus up to 120' in height. *For a summary of the basis of staff's recommendation, see page 6.*

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated January 17, 2019, as provided in Exhibit F.

PLANNING COMMISSION ACTION / RECOMMENDATION:

January 22, 2019	Approved East Riverside Corridor (ERC) district, Corridor Mixed Use (CMU) subdistrict; inclusion of the entire property in a hub; and eligibility for a development bonus up to 120' in height, as staff recommended. [J. Schissler, C. Kenny – 2nd], Vote 10 – 0, A. De Hoyos-Hart, F. Kazi, and P. Seeger were absent
November 27, 2018	Approved postponement request by staff to January 22, 2019. [Y. Flores, P. Seeger – 2nd], Vote 11 – 0, G. Anderson and A. De Hoyos-Hart were absent.

CITY COUNCIL ACTION:

March 28, 2018	**Scheduled for City Council**
March 7, 2019	**Approved postponement request by neighborhood to March 28, 2019. Vote 11 – 0.**
February 21, 2019	**Approved East Riverside Corridor (ERC) district, Corridor Mixed Use (CMU) subdistrict; inclusion of the entire property in a hub; and eligibility for a development bonus up to 120' in height, as PC recommended. Public hearing remains open. Vote 10 – 1. Council Member Casar voted nay.**

December 13, 2018 Approved postponement request by staff to February 21, 2019. Vote 9 – 0, Mayor Adler and Council Member Renteria were off the dais.

ORDINANCE NUMBER:

ISSUES:

This is not a standard zoning case; rather, it is a set of amendments to the East Riverside Corridor (ERC) Regulating Plan. When the ERC plan was adopted, the adopting ordinance provided that amendments to Figure 1-2 (subdistrict designation) would be subject to zoning procedures; and any changes to 1-2 would then be reflected in Figures 1-7 (Height) and 1-8 (Bonus Height). Therefore, for purposes of public notice, staff review, and consideration by the Planning Commission and City Council it will be processed as a zoning case. See Exhibit C for a reference map of existing subdistricts, hubs, and bonus height.

Another zoning case was submitted for a property approximately 500 feet to the west – Town Lake Circle I (C14-2018-0065), located at 2215 and 2315 Town Lake Circle. For both cases – Town Lake Circle I and II – the property owner and agent are the same, and the requests for zoning changes and amendments are as well. Therefore, the staff reports for both cases will be somewhat repetitive, and differ on points related to the context of the two properties.

The applicant is making a set of requests with the intention of redeveloping the subject property with more density than is currently allowed in the NMU subdistrict. Though preliminary, the applicant has proposed that Town Lake Circle II could include multifamily units with the possibility of additional commercial and pedestrian oriented uses permitted in the ERC Regulating Plan. Structured parking would be interior of the residential and any other components.

The applicant provided transportation staff with numbers of dwelling units and square footages of retail based on a maximum buildout of the site, and land uses which are associated with the most trips per day. (See Exhibit F, TIA memo). The applicant's preliminary plan uses smaller numbers - approximately 415 total units (See Exhibit D, EIS). However, it should be noted that these are subject to change. The proposed zoning category does not require housing; the applicant could opt for a predominantly office mix as well.

In order to achieve their preliminary plan, the applicant is making the following requests.

- Designate the property with the ERC subdistrict of Corridor Mixed Use (CMU)
- Include the entire property in a hub (the southern portion, 2423 Town Lake Circle - is already in a hub), thus allowing participation in the density bonus / community benefits program
- Allow a maximum of 120 feet in height through the density bonus program (the southern portion, 2423 Town Lake Circle – has a current maximum of 65 feet)

Approved in 2015, ordinance 20151015-086 requires a public meeting to be held to inform neighbors of the requested amendments. For this case, the public meeting was held on

November 7, 2018 at the Montopolis Recreation Center. Notification procedures were followed, and property owners, residents, and registered organizations within 500 feet of the property were notified of the meeting.

At the meeting, staff spoke about procedures for rezoning and opportunities for input into the process. The applicant then spoke about items included in the request and the potential to redevelop. A question and answer session followed, and the applicant addressed questions about likely development options, how the density bonus program would be used, and required affordable housing and fees in lieu for the density bonus program. The Neighborhood Plan Contact Team ultimately sent a letter to express that they were not in opposition to the zoning change or proposed amendments to the ERC (See Exhibit E).

A Traffic Impact Analysis (TIA) was required for this zoning case. The applicant completed a TIA and proposed mitigation for the additional trips generated by the project. The proposed mitigation is a traffic circle / roundabout to be constructed at Tinnin Ford Road. This proposal was reviewed by the Austin Transportation Department and the Development Services Department, who made comments, and ultimately accepted the design (See Exhibit F). The memo includes a clause which states that if the roundabout is not buildable for any reason, the committed funds can be used for other equivalent transportation improvements. Per the TIA memo, fiscal for these improvements shall be posted prior to third reading at City Council.

Specific to Town Lake Circle II, the TIA memo states that, at the time of subdivision or site plan, the applicant shall dedicate 17.5 feet of right of way along the eastern edge of the property, from Elmont Drive to its southern boundary, to comply with the ERC requirement to provide a pedestrian priority collector street.

An Education Impact Study (EIS) was conducted for this site. All schools have adequate capacity to handle the projected students (See EIS, Exhibit D).

CASE MANAGER COMMENTS:

The subject property is approximately 2.8 acres, located north of East Riverside Drive, south of Lady Bird Lake, along Town Lake Circle and bordering on Elmont Drive (see Exhibits A & B). The property is comprised of three parcels, and the current resident of the site is a multifamily complex called Mesh III; Mesh I and II are part of the zoning case for Town Lake Circle I. Apartment units are available at market rates, with no locked in affordability. The entire property was designated as Neighborhood Mixed Use (NMU) in the East Riverside Corridor (ERC) Regulating Plan.

North of Elmont Drive is a large Planned Use Development - Lakeshore PUD – which contains a mix of uses. Directly north of the subject property across Elmont are tracts which are currently under construction with office buildings and apartments. North of this is a large office complex which is maintained by Oracle Corporation, and is also part of the PUD. To the

northeast is a block zoned ERC-NMU, with two story apartment buildings, at a similar scale to Mesh.

West of the subject property, between Elmont Drive and Town Lake Circle, is a wedge-shaped block which was rezoned to ERC-CMU in 2017, but is vacant at the time of this writing and does not yet have an approved site plan. To the east, and fronting on Elmont Drive is a property zoned ERC-CMU, which has a large four-story multifamily structure. Also to the east and fronting on Pleasant Valley Road is a large lot zoned ERC-CMU that is currently undeveloped and appears to be used for construction staging.

To the south and east are additional apartment complexes of similar scale to Mesh. Due to the boundaries of the hub, many of the surrounding properties – to the south, east and west – are eligible for a height and density bonuses through the ERC (See Exhibit C).

The following table highlights differences in uses and site development standards of the CMU and NMU subdistricts.

Table I: Comparison of ERC Subdistricts

Permitted Land Uses in ERC Subdistricts		
	NMU	**CMU**
Residential, attached	Permitted	Permitted
Residential, detached	Not Permitted	Not Permitted
Smaller-scale Retail (less than 50,000 sq ft)	Permitted	Permitted
General Retail	Not Permitted	Permitted
Office	Permitted	Permitted
Warehousing & Light Manufacturing	Not Permitted	Not Permitted
Education/Religion	Permitted	Permitted
Hospitality (hotels/motels)	Permitted	Permitted
Civic Uses (public)	Permitted	Permitted
Development Standards in ERC Subdistricts		
	NMU	**CMU**
Maximum Building Height *	50 feet	60 feet
Maximum FAR*	1 to 1	2 to 1
Desired Minimum FAR	60%	60%
Impervious Cover	80%	90%

* Maximum FAR waived and maximum height increased with development bonus.

As shown in the tables above, CMU generally allows for higher buildings, a denser floor-area-ratio (FAR), and higher impervious cover allowances.

The ERC density bonus program could provide additional entitlements. The program is intended to:

- Encourage construction of projects with height or density greater than is allowed in the ERC Subdistrict in exchange for the provision of community benefits;
- Encourage the provision of affordable housing and mixed income communities;
- Encourage additional density while allowing new development to support public benefits that are important to achieve as the East Riverside Corridor area transforms into a pedestrian-friendly urban neighborhood. These public benefits include affordable housing, open space, improved bicycling facilities, commercial or office uses, and improved flood and water quality controls.

To be eligible for the development bonus described in Subsection 6.3.3, the applicant must provide public benefits as described below:

- A minimum of 50% of the Bonus Area shall be earned through the provision of on-site affordable housing or payment of an in-lieu fee for affordable housing, as described in Subsection 6.4.1; and
- A minimum of 25% of the Bonus Area shall be earned through the provision of publicly accessible open space, as described in Subsection 6.4.2; and
- The remainder of the Bonus Area shall be earned through the provision of any combination of public benefit options for which the project is eligible, as described in Section 6.4.
- A project providing a public benefit meeting multiple public benefit criteria will be granted cumulative Bonus Area for all benefits for which the criteria is met.

BASIS OF RECOMMENDATION:

Staff recommends East Riverside Corridor district, Corridor Mixed Use (CMU) subdistrict; inclusion in a hub; and eligibility for a development bonus up to 120' in height.

Amendment # 1 – Subdistrict Designation (ERC Plan, Figure 1-2)

Staff recommends the Corridor Mixed Use (CMU) subdistrict. The first basis of the recommendation is that the proposed zoning is consistent with the purpose and intent of the district sought. The existing NMU subdistrict provides for mid-rise residential with neighborhood-oriented retail and smaller employers, with opportunities for attached residential and small-scale commercial uses. In contrast, Corridor Mixed Use (CMU) is the ERC's highest density subdistrict, and would typically have residential or office uses over commercial ground floor uses, such as retail or office. In CMU, Mixed use development is key, because it helps to create a walkable environment with a variety of land uses located in a compact area.

Part of the intention of the NMU subdistrict is to provide a transition between higher density activity hubs and lower density residential uses. Considering the original ERC regulating plan for the area, these transitions stepped down from west to east (i.e. higher closer to IH-35), and from south to north (higher closer to Riverside). Changes to the area include the rezoning of 2222 Town Lake Circle to the north, 1500 S. Pleasant Valley to the east, and the construction

of the Oracle campus to the north. The area is now more diversified in terms of subdistricts and entitlements, and thus transitions are less essential.

The second basis is that zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors. The property is located close to major arterials - approximately 1000 feet north of East Riverside Drive and 500 feet west of Pleasant Valley. Additional developments on Elmont Drive have elevated the use and importance of that street recently as well. The current NMU subdistrict prohibits general retail, whereas the proposed CMU subdistrict would allow it. Although specific types of commercial envisioned for the project are unknown, staff does not see the need to preclude this type of retail.

Amendment # 2 - Hub boundary (ERC Plan Figure 1-6)
Amendment # 3 - Maximum Height Available under Development Bonus (ERC Plan Figure 1-8)

Staff recommends inclusion of the entire property in a hub, and a maximum height of 120 feet with a development bonus.

Currently, the southern portion of the property (2423 Town Lake Circle) is already part of the hub, and has a 65 foot maximum available height. The northern portion (2439 Town Lake Circle, 2425 Elmont Drive) is not included in the hub.

Per the ERC Regulating Plan, only properties within hub boundaries are eligible for development bonuses, which are provided in exchange for specified community benefits. Hubs were originally designated in anticipation of a rail transit line along East Riverside Drive. Although this rail line has not emerged, hubs can still serve an important function to concentrate development in key areas, create denser mixed use development, and may serve as placeholders for future increased transit service.

The first basis of the recommendation is that zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing. The inclusion of the full property in the hub will make available the density bonus, and very likely a taller, mixed use building or buildings. Regulations for ERC density bonuses are listed in Article 6 of the ERC Regulating plan. Leveraging the density bonus will, at a minimum increase affordable housing citywide, and at a maximum provide for affordable housing onsite.

The second basis is that the proposed zoning should be consistent with the goals and objectives of the City Council. As of this writing, development bonuses are some of the most important tools which are used by the City to achieve public benefits, especially affordable housing. By granting inclusion in the hub and setting a higher maximum height, there is effectively room for the potential developer to leverage the bonus through public benefits, of which affordable housing constitutes a major portion.

The third basis is that zoning should be consistent with approved and existing residential densities. The applicant requested 120 feet as a maximum height, achievable through a density bonus. Staff finds this request to be a reasonable one, given that there are two large properties close by which have a 120 height maximum – to the west between Town Lake Circle and Elmont, and to the east, fronting on Pleasant Valley Road (See Exhibit C). Additionally, it is important that the density bonus be set to an adequate level to increase the likelihood that it will be used.

EXISTING ZONING AND LAND USES:

	ZONING	Subdistrict	LAND USES
Site	ERC	NMU	Multifamily
North	Elmont Dr, then PUD	N/A	Elmont Dr, then Vacant
South	ERC	NMU	Multifamily
East	ERC	CMU	Multifamily, Temporary Industrial
West	Town Lake Circle, then ERC	CMU	Town Lake Circle, then Vacant

NEIGHBORHOOD PLANNING AREA: Riverside

TIA: Required, Received, and Accepted (See Exhibit F)

WATERSHED: Lady Bird Lake

OVERLAYS: East Riverside Corridor Regulating Plan

SCHOOLS: Metz Elementary School, Martin Middle School, Eastside Memorial HS at Johnston

NEIGHBORHOOD ORGANIZATIONS

Austin Independent School District
Austin Innercity Alliance
Austin Neighborhoods Council
Bike Austin
Crossing Gardenhome Owners Assn (The)
Del Valle Community Coalition
East Austin Conservancy
Homeless Neighborhood Association
Neighborhood Empowerment Foundation
Pleasant Valley
Preservation Austin
Seltexas
Sierra Club, Austin Regional Group

NEIGHBORHOOD ORGANIZATIONS

East Riverside / Oltorf Neighborhood Plan
East Riverside Corridor Staff Liaison
Friends of Austin Neighborhoods
Friends of Riverside Neighborhood
South Lakeshore Neighborhood Association
Southeast Austin Neighborhood Alliance
Tejana Bilingual Community
Waterfront Condominium Homeowners

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-05-0112 East Riverside Neighborhood Plan Rezoning – City Initiated	**Neighborhood Plan**	**09-26-06 – Fwd to Council without recommendation**	**11-16-06 – Approved NPCD for Riverside NP area**
C14-2012-0111 East Riverside Corridor (ERC) Regulating Plan	**ERC Zoning, land use recs of ERC Master Plan**	**10-23-12 – Apvd ERC zoning, with conditions**	**05-09-13 – Apvd ERC with conditions on 3rd reading**
NPA-2012-0021.02 East Riverside Corridor Regulating Plan (EROC NPA)	**Neighborhood Plan Amendment (NPA) to change the use to Specific Regulating District**	**10-23-12 – Apvd NPA for ERC zoning districts**	**05-09-13 – Apvd with conditions on 3rd reading**
C14-2016-0115 2222 Town Lake 2225 Elmont Drive	From ERC-NMU to ERC-CMU	03-28-17 – Apvd CMU, inclusion in hub and eligible for 120' height density bonus	04-20-17 - Apvd CMU, inclusion in hub and eligible for 120' height density bonus
C14-2014-0099 1500 S. Pleasant Valley	NMU-CMU Inclusion in hub, Height Map (60ft), Development Bonus Height Map (65 ft).	Forwarded to Council without a recommendation	11-6-14- Apvd CMU, Inclusion in hub, Height Map (60ft), Development Bonus Height Map (65 ft).

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C814-06-0109 Lakeshore PUD S Lakeshore Blvd	Planned Unit Development	02-27-07 – Apvd staff rec for PUD with conditions	05-03-07 – Apvd PUD on 2nd and 3rd Readings

RELATED CASES:

The subject property is part of the East Riverside Neighborhood Plan, approved in 2006. The Neighborhood Plan ordinance does not call out the subject property for any special regulations.

The subject property is part of the East Riverside Corridor regulating plan, which was adopted in 2013 to implement the goals and recommendations of the ERC Master Plan. New development in the ERC area must adhere to the intent and design standards described by the Regulating Plan. The property was zoned ERC and given a Neighborhood Mixed Use (NMU) subdistrict.

EXISTING STREET CHARACTERISTICS:

Street	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Elmont	~80’	~44’	ERC Pedestrian Priority Collector	Yes	No	Yes
Town Lake	~60’	~38’	ERC Urban Roadway (Local)	One side	No	Yes
New Pedestrian Priority Collector	17.5’	None existing	PPC (Future)	No	No	Yes

OTHER STAFF COMMENTS:

Comprehensive Planning

This zoning case is located at 2425 Elmont Drive and 2437 Town Lake Circle which is south of Elmont Drive between Tinnin Ford Road and Pleasant Valley Road, 2.8651 acres of land, located in the East Riverside Corridor. Surrounding land uses include multifamily housing to the east, and west, and multifamily housing, retail, and commercial uses to the south. North of the property, across Elmont Drive, is multifamily housing as well as a PUD that is proposed to be the new Oracle campus. The proposed use is a multifamily project with more than 400 units of residential housing. (This figure is from the concept plan, and is not finalized – SG).

Connectivity. The Walkscores for the Elmont and Town Lake Circle sites are 66 and 60 respectively, meaning some errands can be accomplished on foot and public transportation is located within walking distance to this property. There are public sidewalks located along Elmont Drive, East Riverside Drive, and on the east side of Pleasant Valley Road that would provide future residents with connections to the adjacent commercial uses.

East Riverside Corridor Master Plan
The ERC Master Plan sets forth a vision for development along East Riverside Drive that will support mass transit and walkable development (p. 6). Additionally, the plan supports the development of dense development and affordable housing through density bonuses which are available in the Corridor Mixed Use areas at 'activity hubs'.

The East Riverside Corridor Master Plan identifies this portion of the planning area as 'Neighborhood Mixed Use' on the future land use district map. It is adjacent to areas of Corridor Mixed Use and inside designated activity hub area. Although the intention with this type of land use was to provide a transition between the high-density activity hubs and lower density residential uses, the development that has occurred since the plan was adopted in 2010 has significantly changed the uses and character of this area of the plan.
The plan identifies suggested initial investments and catalyst projects with the potential to spur additional private investment and redevelopment (p 83). The development of the Oracle Campus is a "catalyst project" that is drawing additional private investment to the area. As this project will change the character and use of this area of the FLUM from that which was envisioned by the FLUM, it follows that the land uses adjacent to the site be reevaluated for their alignment with the Master Plan.

Key Themes/Recommendations:

- Enable transit-supportive redevelopment that supports higher levels of development around primary transit stops. (p viii)
- Encourage private sector funding and/or construction of affordable housing through the provision of density bonuses. (p xix)

Land Use Districts

Corridor Mixed Use – This land uses is intended to be centered around primary transit stops along East Riverside Drive and generally coincides with the central core of the Hubs. It is the highest density district designation within the Corridor and ideally will contain buildings with multiple uses. Mixed use development is vital in this district. There is the potential for height and density bonuses within the hubs with the provision of community benefits.

Dense development in the ERC is intended to occur in development hubs where residential, commercial and mixed use developments will be in close proximity. The maximum density recommended by the plan is 55 dwelling units per acre. Additionally, it is envisioned by the plan that residents of these areas will be able to walk to a variety of nearby services. The site of the proposed zoning change is currently partially included in one of the hubs identified in the plan. Additionally, the site is south of a major employment center and north of a retail area. Any development in this area will have to provide pedestrian infrastructure to support greater walkability and access to transit.

The ERC Master Plan identifies a significant need for more housing along the corridor, in particular more affordable housing. CMU areas are afforded additional entitlements provided that the developer builds or pays for affordable housing in the corridor area.

Design considerations

Chapter 5 of the ERC Master Plan makes many urban design recommendations that were later incorporated into the ERC Regulating Plan. Thus, any new development in this area would have to meet the urban design guidelines that include: Wide sidewalks and improved streetscape; building step backs; build to the street; Street level windows and doors; shade for pedestrians; accentuate primary building entrances; façade articulation; active outdoor space amenities; new development that respects the scape and character of neighborhood edges.

Per the ERC Master Plan policies and text above, it appears that it supports the development of Corridor Mixed Uses at 2425 Elmont Drive and 2437 Town Lake Circle, improving the potential for mass transit and affordable housing in this part of the plan. Redevelopment in this area will support walkability and connectivity and follow the urban design guidelines established by the ERC regulating plan.

East Riverside Corridor Regulating Plan

The ERC Regulating Plan was adopted in 2013 in order to implement the goals and recommendations established by the ERC Master Plan. New development in the ERC area must adhere to the intent and design standards described by the Regulating Plan.

The ERC Regulating Plan designates 2425 Elmont Drive and 2437 Town Lake Circle as Neighborhood Mixed Use. The parcels to the immediate east, west, and south are also designated as NMU. As in the Master Plan, the area is not designated as a hub. It is immediately adjacent to two hub areas and one block north of the Core Transit (East Riverside). However, since the time the Regulating Plan was adopted, the area north of 2425

Elmont Drive and 2437 Town Lake Circle has become the new Austin Oracle Campus which has created a de facto activity hub in the area.

The intentions of the ERC Regulating Plan that are applicable to this case are listed below.

> **1.1.3**. To improve the area's access to transit services and create an environment that promotes walking and cycling. (p. 1)
> **1.1.4.** To promote transit-supportive development and redevelopment within the ERC Hubs in order to successfully integrate land use and transit by providing greater density than the City of Austin average, a mix of uses, and a quality pedestrian environment around defined centers. (p. 1)
> **1.1.6., 2.1.6.** To allow for and encourage dense mixed-use and residential uses to accommodate some of the region's expected population growth. (p. 1, 29)
> **2.1.1.** Allow for creation of dense and vibrant Hubs, or areas where the most intensive development within the corridor is encouraged, with urban form and uses that require less reliance on the automobile and are more accommodating of pedestrian, transit, and bicycle transportation. (p. 29)
> **2.1.2.** Provide for and encourage development and redevelopment that achieves a balance of jobs, housing, retail, open space and community facilities within close proximity to each other and to both current and future transit. The essence of a mixed-use area is that it creates opportunities to live, work and play within the same area. (p. 29)
> **3.1.1**. Increase mobility both within the East Riverside Corridor area and to surrounding areas by improving connectivity and accommodations for pedestrians, cyclists and transit. (p. 39)
> **4.1.1**. Ensure that buildings relate appropriately to the surrounding area, create a cohesive visual identity and attractive street scene, and frame the pedestrian environment. (p. 57)
> **6.1.3.** Encourage additional density while allowing new development to support "public benefits" that are important to achieve as the East Riverside Corridor area transforms in to a pedestrian-friendly urban neighborhood. These public benefits include affordable housing, open space, improved bicycling facilities, commercial or office uses, and improved flood and water quality controls. (p. 99)

As per the regulating plan policies identified above, it appears that the plan supports Corridor Mixed Use development at 2425 Elmont Drive and 2437 Town Lake Circle, improving the potential for mass transit, walkability, and affordable housing in this part of the plan. Dense development at this site would be compatible with the Oracle campus to the north and provide additional opportunities for affordable housing and other community benefits in the district.

Imagine Austin

Imagine Austin addresses the issues of density, walkability, mobility, and transit at a City-wide scale. The plan has established goals and guidelines that relate to the specifically to the ERC area. First, one of the primary themes of the plan is to support the growth of Austin as a compact, connected city (p.10). The plan notes that the population of the City has boomed, but that much of this growth has offered around the edges and suburban areas of the City. Major challenges identified by the plan, and relevant to this case, include how to plan for the additional population growth that is anticipated, how to increase the supply of housing near employment centers, and how to improve mobility and access to transit.

The *Imagine Austin Growth Concept Map* identifies the subject property as being located along a **High Capacity Transit Corridor (East Riverside)**. These corridors identify locations for rail or bus rapid transit and will provide greater transportation options and impact were businesses and people choose to locate. The map also identifies the East Riverside District as being within a **Town Center.** Town Centers are envisioned by the plan to be areas where many people live and work as well as being important hubs in the transit network.
The following Imagine Austin Comprehensive Plan policies are applicable to this case:

- **LUT P3**. Promote development in compact centers, communities, or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.

- **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

- **LUT P32**. Assure that new development is walkable and bikable and preserves the positive characteristics of existing pedestrian friendly environments.
- **HN P4**. Connect housing to jobs, child care, schools, retail, and other amenities and services needed on a daily basis, by strategies such as:
  - Directing housing and employment growth to sites appropriate for Transit Oriented Development.
  - Coordinating and planning for housing near public transportation networks and employment centers to reduce household transportation costs and vehicle miles traveled.
- **HN P7**. Reuse former brownfields, grayfields and vacant building sites to reduce negative impacts of vacancy and provide new mixed use and/or housing options.

Based upon *Imagine Austin* policies referenced above and the Growth Concept Map, which supports growth along High Capacity Transit Corridors, staff believes that this proposed zoning change is supported per the Imagine Austin plan. Staff also encourages the applicant to thoroughly review the vision and detailed design guidelines for in this area, as specified in the ERC Regulating Plan.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. This site lies on the divide between the Country Club West Watershed (suburban) and the Lady Bird Lake Watershed (urban).

Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 512-974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

According to floodplain maps there is no floodplain within or adjacent to the project location.

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.

Following are the comments unique to each watershed classification:

Suburban
Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

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

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2 year storm on site.

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

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.

Site Plan

No site plan comments at this time. Site plan comments will be provided with formal site plan application submittal.

Transportation

A Traffic Impact Analysis (TIA) is required but has not been received. A zoning application is not complete until the required TIA has been received. This delay in the submittal of the TIA may result in a delay in the scheduling of this zoning change request on a Land Use Commission agenda. The TIA must be submitted at least 26 calendar days (18 working days) prior to consideration of this case by the Commission. Please contact the assigned transportation reviewer for this case. [LDC 25-6-113]. (TIA has been received and accepted, See Exhibit F – SG)

Right of way shall be dedicated for a Pedestrian Priority Collector street (PPC) as required by the ERC regulation plan along the eastern edge of the property. Dedicate 17.5' minimum of right of way. Additional right of way or a sidewalk easement may be required at the time of site plan or subdivision for the planting and clear zones. ERC 3.5.2.B

A mid-block pedestrian connection is required running east/west on the property. This midblock pathway should be in a sidewalk easement and 15' wide minimum. ERC 3.5.4.C. (This comment can be addressed at the time of site plan – SG).

FYI: Right of way for the continuation of the required PPC will be required at the time of site plan submittal for the southernmost lot. The right of way cannot currently be dedicated due to the existing building.

FYI: Per ERC requirements, a connection to adjacent sites with private drives or public/private streets will be required at the time of site plan.

FYI: Per ERC requirements, a curb cut on the PPC shall not occur more frequently than every 100 feet. Joint access may be required at the time of site plan. This applies to the new roadway and Elmont.

FYI: Per the ERC, the maximum driveway width shall be 30 feet, and the maximum curb radii shall be 15 feet.

FYI: Per the ERC, the required sidewalk for Elmont and the new PPC collector street will be a 7' planting zone with street trees, and a 5' clear zone. The required sidewalk for Town Lake will be a 7' planting zone with a 5' clear zone, no street trees required.

FYI: Per the ERC, sidewalks will only be allowed to encroach in right of way to the extent that a 6' wide on-street bicycle lane can be located on both sides of the street. This applies to Elmont and the new PPC collector.

FYI: Per the ERC, direct pedestrian access to each street will be required for each building on site.

FYI: Per the ERC, if a parking garage is utilized, access will not be permitted to the principal street, Elmont. ERC 5.3.2.B.2

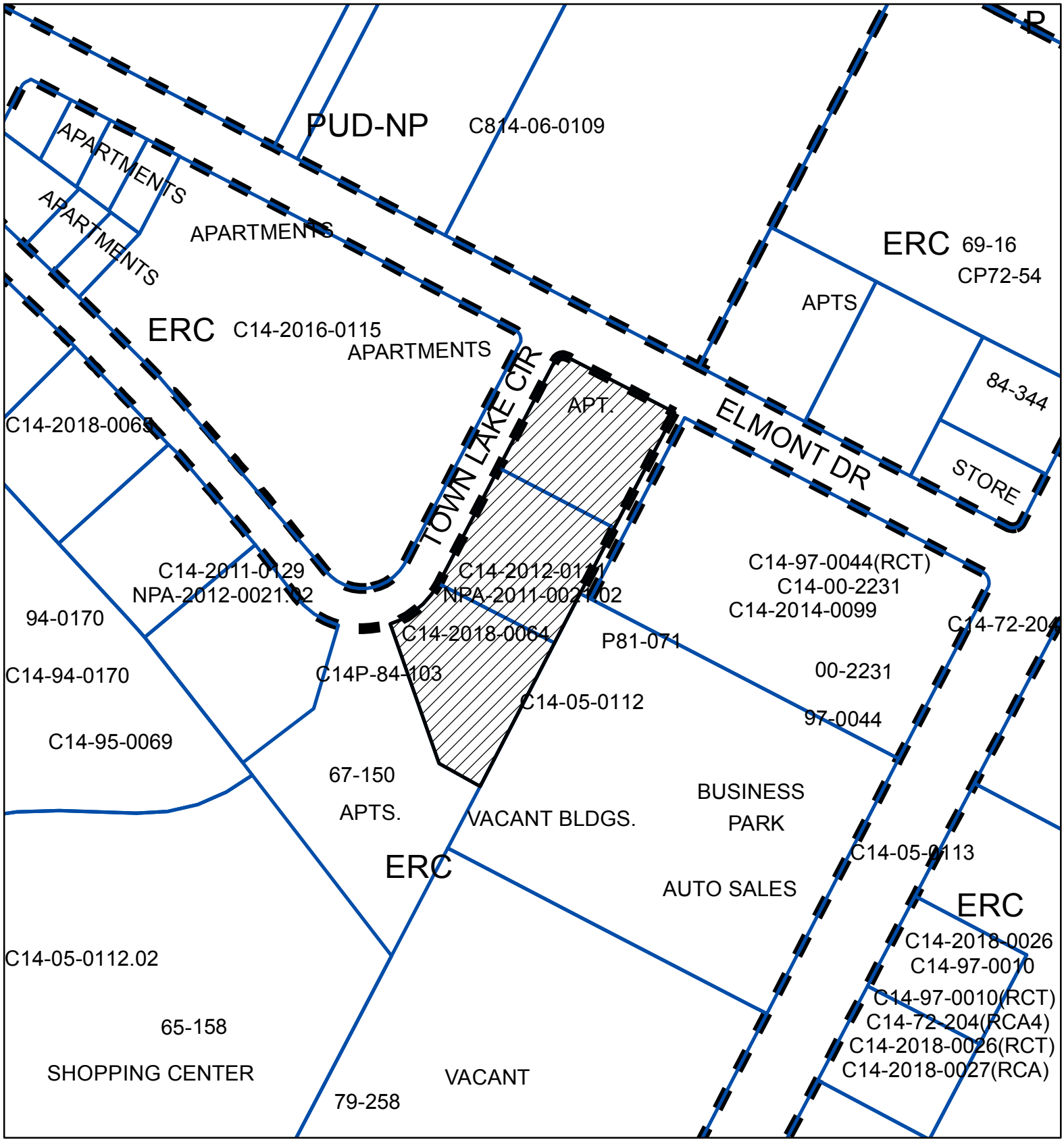
FYI: Per the ERC, all utilities for the stie and in the right of way shall be placed underground.

Austin Water Utility

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fees once the landowner makes an application for Austin Water utility tap permits.

INDEX OF EXHIBITS TO FOLLOW

A. Zoning Map
B. Aerial Map
C. Detail Map from East Riverside Corridor Regulating Plan - Current
D. Educational Impact Statement (EIS)
E. Letter from Neighborhood Plan Contact Team
F. Traffic Impact Analysis (TIA) Memo
G. Correspondence with Interested Parties



Zoning

N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

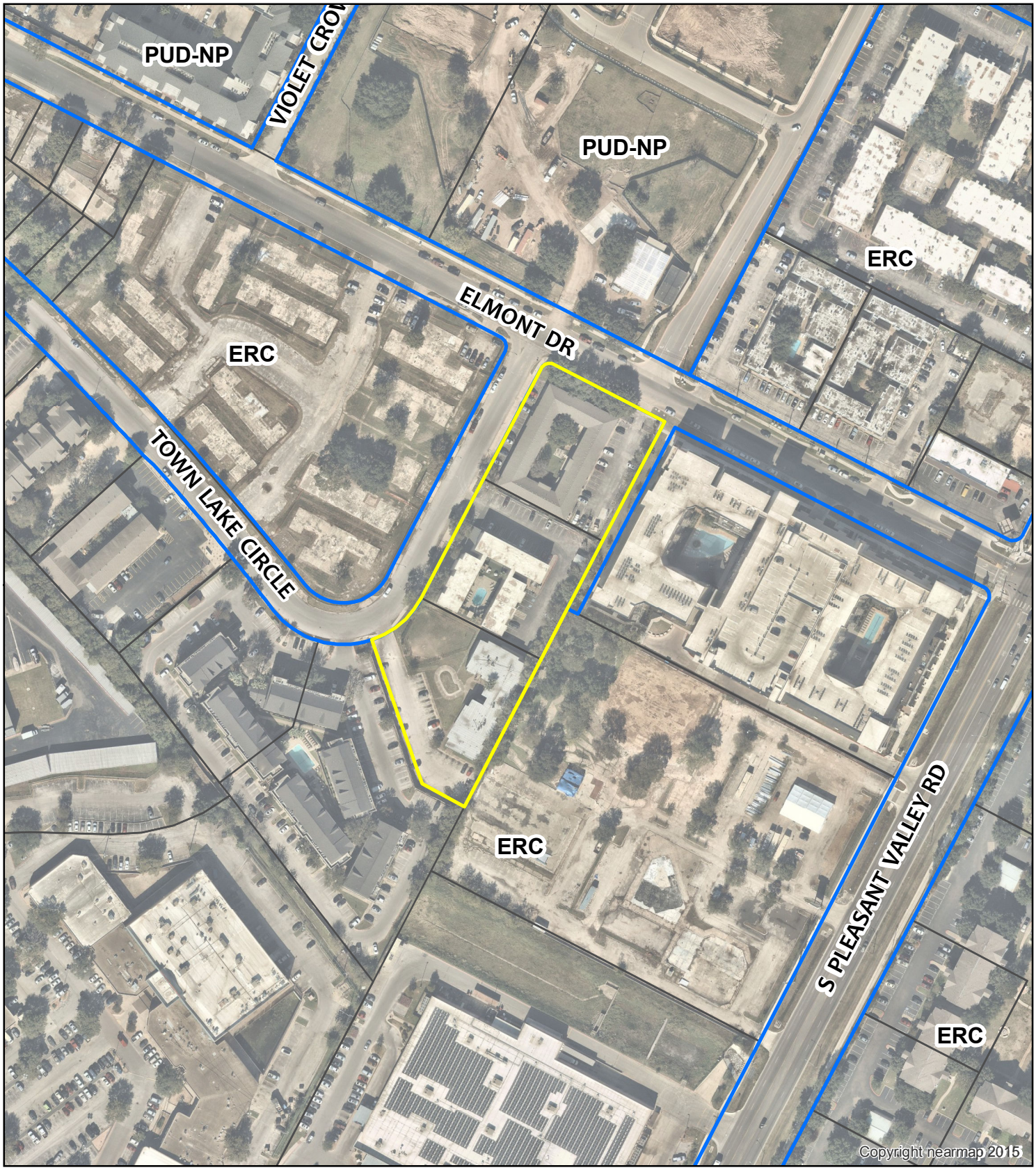
Zoning Case: C14-2018-0064

EXHIBIT A

1 " = 200 '

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 product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



N

Subject Property

Zoning Boundary

1 inch = 200 feet

0 100 200 Feet

ZONING & VICINITY

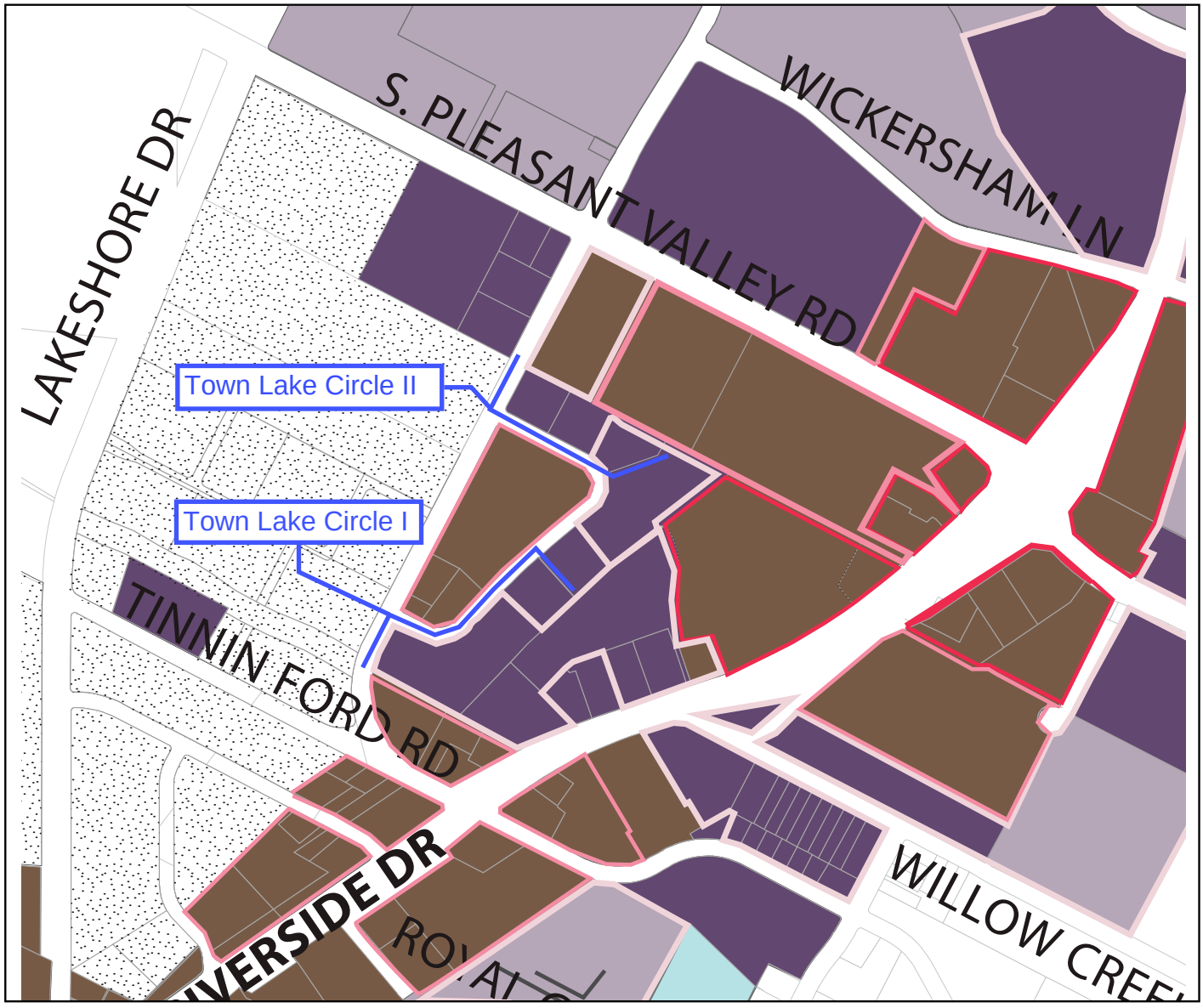
Zoning Case: C14-2018-0064
Address: 2423 & 2439 Town Lake Cir
2425 Elmont Dr
Subject Area: 2.8651 Acres
Case Manager: Scott Grantham

EXHIBIT B

This map has been produced for the Planning and Zoning Department for the sole purpose of geographic reference.No warranty is made by the City of Austin regarding specific accuracy or completeness.

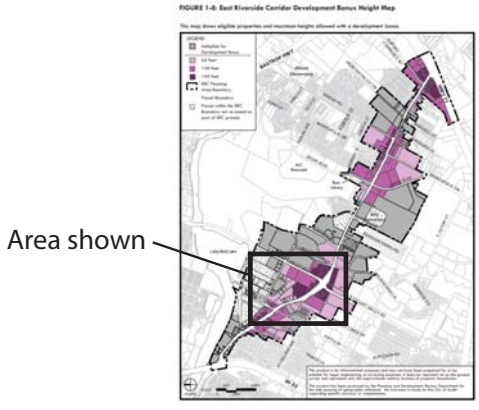
EXHIBIT C

City of Austin -
East Riverside Corridor Regulating Plan



LEGEND

- Corridor Mixed Use
- Industrial Mixed Use
- Neighborhood Mixed Use
- Urban Residential
- Neighborhood Residential
- Parcel within the ERC Boundary not re-zoned as part of ERC process
- ERC Planning Area Boundary
- Parcel Boundary
- 65 Feet with Bonus
- 120 Feet with Bonus
- 160 Feet with Bonus



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EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

EXHIBIT D

Austin Independent School District

PROJECT NAME: Town Lake Circle II
ADDRESS/LOCATION: 2423 and 2439 Town Lake Circle; 2425 Elmont Dr. 78741
CASE #: C14-2018-0064

☐ NEW SINGLE FAMILY
☒ NEW MULTIFAMILY
☐ DEMOLITION OF MULTIFAMILY
☐ TAX CREDIT

SF UNITS: _____ STUDENTS PER UNIT ASSUMPTION
Elementary School: _____ Middle School: _____ High School: _____

MF UNITS: 404 STUDENTS PER UNIT ASSUMPTION
Elementary School: 0.12 Middle School: 0.06 High School: 0.05

IMPACT ON SCHOOLS

Approximately 103 existing multi-family units are proposed to be demolished, and replaced by new construction of approximately 404 new multi-family units (0-2 bedrooms). Currently, 3 AISD students reside at this location.

The student yield factor of 0.23 (across all grade levels) for apartment homes was used to determine the number of projected students. This factor is based on the number of AISD students residing in multi-family units within the vicinity of the proposed development. The 404-unit multifamily development is projected to add approximately 92 students across all grade levels to the projected student population. **However, student projections may be lower if there is a large percentage of studio and/or one-bedroom units.** It is estimated that of the 92 students, 48 will be assigned to Metz Elementary School, 24 to Martin Middle School, and 20 to Eastside Memorial Early College High School.

The percent of permanent capacity by enrollment for SY 2023-24, including the additional students projected with this development, would be below the target range of 75-115% for Metz ES (60%), Martin MS (48%) and Eastside Memorial ECHS (36%). The projected additional students at these schools would only minimally help to offset the anticipated decline in student enrollment (due to demographic shifts in the area). All of these schools will be able to accommodate the projected additional student population from the proposed development.

TRANSPORTATION IMPACT

Students within the proposed development attending Metz ES, Martin MS or Eastside Memorial will qualify for transportation due to the distance of the school from the proposed development. Current buses for Metz and Martin should accommodate the projected number of students; an additional bus may needed for Eastside students.

SAFETY IMPACT

There are no known safety impacts at this time.

Date Prepared: 01/15/2019 **Executive Director:** _____

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Metz — RATING: Met Standard

ADDRESS: 84 Robert Martinez Jr., St. — PERMANENT CAPACITY: 524

% QUALIFIED FOR FREE/REDUCED LUNCH: 91.95% — MOBILITY RATE: +47.7%

POPULATION (without mobility rate)

ELEMENTARY SCHOOL STUDENTS	2018-19 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	176	146	194
% of Permanent Capacity	34%	28%	37%

ENROLLMENT (with mobility rate)

ELEMENTARY SCHOOL STUDENTS	2018-19 Enrollment	5- Year Projected Enrollment (without proposed development)	5-Year Projected Enrollment (with proposed development)
Number	260	268	316
% of Permanent Capacity	50%	51%	60%

MIDDLE SCHOOL: Martin — RATING: Improvement Requirement

ADDRESS: 1601 Haskell St. — PERMANENT CAPACITY: 804

% QUALIFIED FOR FREE/REDUCED LUNCH: 95.25% — MOBILITY RATE: -51.1%

POPULATION (without mobility rate)

MIDDLE SCHOOL STUDENTS	2018-19 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1050	375	399
% of Permanent Capacity	131%	47%	50%

ENROLLMENT (with mobility rate)

MIDDLE SCHOOL STUDENTS	2018-19 Enrollment	5- Year Projected Enrollment (without proposed development)	5-Year Projected Enrollment (with proposed development)
Number	513	359	383
% of Permanent Capacity	64%	45%	48%

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District

HIGH SCHOOL: Eastside Memorial	RATING: Met Standard
ADDRESS: 1012 Arthur Stiles Road	PERMANENT CAPACITY: 1,156
% QUALIFIED FOR FREE/REDUCED LUNCH: 86.86%	MOBILITY RATE: -52.4%

POPULATION (without mobility rate)

HIGH SCHOOL STUDENTS	2018-19 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	832	419	439
% of Permanent Capacity	72%	36%	38%

ENROLLMENT (with mobility rate)

HIGH SCHOOL STUDENTS	2018-19 Enrollment	5- Year Projected Enrollment (without proposed development)	5-Year Projected Enrollment (with proposed development)
Number	396	398	418
% of Permanent Capacity	34%	34%	36%

EXHIBIT E

Grantham, Scott

From: Malcolm Yeatts <>
Sent: Thursday, January 10, 2019 6:13 PM
To: Grantham, Scott; 'House, Toni' , Jan Long
Subject: RE: C14-2018-0065 - Town Lake Circle I & II

Follow Up Flag: Follow up
Flag Status: Flagged

I apologize for the delay in responding. EROC currently has a number of cases we are reviewing. The EROC Contact Team has decided that they would not oppose these requests, since they are adjacent to higher density Corridor Mixed Use developments.

Malcolm Yeatts Chair, EROC Contact Team

EXHIBIT F

MEMORANDUM

TO: Scott Grantham, Case Manager
Planning and Zoning Department

CC: Bethany James, P.E.
Trey Gamble, P.E., PTOE, Alliance Transportation Group, Inc

FROM: Jaron Hogenson, AICP
Scott A. James, P.E., PTOE
Development Services Department/Land Use Review Division

DATE: January 17, 2019

SUBJECT: Traffic Impact Analysis for 2215 Town Lake Circle/ 2425 Elmont Drive
Zoning Cases No. C14 – 2018 – 0064 / C14 – 2018 – 0065

Section 25 – 6 – 113 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The subject properties, 2215 Town Lake Circle and 2425 Elmont Drive are located in central Austin, between Lakeshore Boulevard and East Riverside Drive. The request is to rezone from ERC – NMU to ERC – CMU to permit construction of the following land uses:

For the parcel located at 2215 Town Lake Circle:
- Up to 985 multi-family dwelling units, and
- 29,022 square feet of retail.

For the parcel located at 2425 Elmont Drive:
- up to 1,662 multi-family dwelling units, and
- 48,943 square feet of retail.

The anticipated build out year for this development is 2021. A traffic impact analysis was submitted by Alliance Transportation Group, Inc and reviewed and approved by the Austin Transportation Department with the following conditions.

Adjacent and nearby roadways

East Riverside Drive is classified a six-lane major arterial between IH-35 and State Highway 71. According to TxDOT average daily traffic counts, the 2015 average daily traffic volume on East Riverside Drive, west of Pleasant Valley Road, was approximately 34,700 vehicles per day (vpd). Sidewalks are provided along both sides of the roadway and frequent transit service is available. The posted speed limit is 35 MPH in the vicinity of the site.

Pleasant Valley Road is classified a four-lane major arterial, north and south of East Riverside Drive. According to TxDOT average daily traffic counts, the 2015 average daily traffic volume on Pleasant Valley Road, south of Lakeshore Boulevard was approximately 19,600 vpd. Sidewalks are installed for portions of the western side of the roadway. The posted speed limit is 35 MPH. The Austin Bicycle Master Plan recommends a protected bike lane on South Pleasant Valley Road.

Lakeshore Boulevard is classified a two-lane minor arterial between East Riverside Drive and South Pleasant Valley Road. According to TxDOT average daily traffic counts, the 2015 traffic volume on Lakeshore Boulevard, east of Riverside Drive was approximately 8,400 vpd. Sidewalk is installed along the southern side of the roadway and a combined trail and sidewalk network is installed along the northern side of the roadway. The posted speed limit is 35 MPH. The City of Austin has installed a two way cycle track within the travel way of Lakeshore Boulevard from East Riverside Drive to its connection with South Pleasant Valley Road.

Tinnin Ford Road is classified a two-lane residential collector roadway between East Riverside Drive and Lakeshore Boulevard. According to TxDOT average daily traffic counts, the 2015 average daily traffic volume on Tinnin Ford Road, north of East Riverside Drive was approximately 5,400 vpd. The posted speed limit is 30 MPH. Sidewalks are installed along portions of the eastern side of the roadway. The East Riverside Drive Corridor Development Program recommends northbound and southbound bike lanes on Tinnin Ford Road between East Riverside Drive and Lakeshore Boulevard.

Elmont Drive is classified a two lane collector roadway between Tinnin Ford Road and South Pleasant Valley Road. There is sidewalk installed along both sides of the roadway. The assumed speed limit is 30 MPH. The East Riverside Drive Corridor Development Program recommends bike lanes on Elmont Drive between Tinnin Ford Road and Country Club Creek.

Town Lake Circle is a two lane local street built as a loop connecting to two different points along Elmont Drive. There is sidewalk along the outside of the loop, but no bicycle facilities are provided. The assumed speed limit is 25 MPH.

Trip Generation and Traffic Analysis

Based on the ITE publication Trip Generation, 10th Edition, the 2,647 apartments (ITE Land Use Code 220) and proposed retails (ITE Land Use Code 826) are expected to generate up to 19,621 unadjusted daily trips. A reduction for internal capture (3.5%) and a reduction for pedestrian and transit trips (10%) was applied to determine the net new trips estimated for this site. In addition, a credit of 1,398 daily trips was also applied to account for the proposed replacement of 244 existing residential units already constructed. The estimated site trips are summarized in the table below.

Table 1 – Estimated Trip Generation

Land Use (ITE Code)	Intensity	Unadjusted Trips	Adjusted Trips
Apartments (220)	2,647 DU	16,164	13,185
Specialty Retail (826)	78 ksf	3,457	2,593
Totals		**19,621**	**15,778**

Site traffic is expected to use East Riverside Drive and South Pleasant Valley Road as primary points of access to the subject parcels, via Tinnin Ford Road and Elmont Drive.

Table 2 – Trip Distribution	
Street Name	**Traffic Percentage**
East Riverside Drive (eastbound)	50%
East Riverside Drive (westbound)	25%
South Pleasant Valley Road (southbound)	12%
South Pleasant Valley Road (northbound)	8%
Tinnin Ford Road/Burton Drive (northbound)	5%
Total	**100%**

For this study, traffic counts from Thursday, February 18, 2016 and Tuesday, August 25, 2016 were conducted at the following intersections:

- Tinnin Ford Road/Burton Drive and East Riverside Drive
- Tinnin Ford Road and Elmont Drive
- Town Lake Circle (west) and Elmont Drive
- Town Lake Circle (east) and Elmont Drive
- S. Pleasant Valley Road and Lakeshore Boulevard
- S. Pleasant Valley Road and Elmont Drive
- S. Pleasant Valley Road and East Riverside Drive

A two percent (2%) annual growth rate was applied for this study. In addition, the approved traffic impact analysis from C14 – 2016 – 0115 was used to provide background traffic information.

The intersections identified for analysis were evaluated using the Highway Capacity Manual (HCM) method for capacity analysis. The results of the analysis are shown in the following tables.

Table 3 – Existing Conditions (2017)					
Intersection	**Traffic Control**	**AM Peak Hour**		**PM Peak Hour**	
		Delay (secs)	LOS	Delay (secs)	LOS
S. Pleasant Valley Road / Lakeshore Boulevard	Signal	19.0	B	18.1	B
S. Pleasant Valley Road / Elmont Drive	Signal	5.3	A	19.1	B
Tinnin Ford Road / Burton Drive East Riverside Drive	Signal	24.0	C	27.7	C
S. Pleasant Valley Road / East Riverside Drive (EB)	Signal	26.9	C	27.5	C
S. Pleasant Valley Road / East Riverside Drive (WB)	Signal	28.9	C	39.9	D
Tinnin Ford Road / Elmont Drive	SSSC	5.1	A	4.0	A
Town Lake Circle (west) / Elmont Drive	SSSC	4.0	A	1.5	A
Town Lake Circle (east) / Elmont Drive	SSSC	2.1	A	2.4	A

When the estimated additional trips were added to the identified intersections, the following analysis showed a slight reduction in operational capacity for the studied intersections. Table 4 shows the results of the "no build" and "build out" conditions.

Table 4 – 2021 Conditions (No Build vs Built w/o mitigation)

Intersection	Control	2021 No Build AM / PM Peak Hour		2021 Built w/o mitigation AM / PM Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS
S. Pleasant Valley Road / Lakeshore Boulevard	Signal	19.5 21.0	B C	18.2 22.7	B C
S. Pleasant Valley Road / Elmont Drive	Signal	6.8 25.3	A C	49.1 **71.5**	D **E**
Tinnin Ford Road / Burton Drive & East Riverside Drive	Signal	**70.0** 31.0	**E** C	**181.6** **108.9**	**F** **F**
S. Pleasant Valley Road / East Riverside Drive (eastbound)	Signal	25.8 36.8	C D	**59.2** 40.7	**E** D
S. Pleasant Valley Road / East Riverside Drive (westbound)	Signal	31.2 31.7	C C	45.7 **66.8**	D **E**
Tinnin Ford Road / Elmont Drive	SSSC	5.4 5.9	A A	**47.2** **118.3**	**E** **F**
Town Lake Circle (west) / Elmont Drive	SSSC	4.0 2.4	A A	27.0 8.4	D A
Town Lake Circle (east) / Elmont Drive	SSSC	3.4 3.0	A A	23.6 29.0	C D

As shown in the table above, four of the study intersections are shown to operate at unsatisfactory levels of service in the 'build without mitigation" scenario. The traffic consultant identified improvements to help mitigate the estimated traffic impact due to the development. These improvements are listed in Table 5 below.

Table 5 – List of recommended improvements

Intersection	Proposed improvment
S. Pleasant Valley Road / Lakeshore Boulevard	None
S. Pleasant Valley Road / Elmont Drive	Install right turn bay and modify signal timing
Tinnin Ford Road / Burton Drive / East Riverside Drive	Modify signal timing
S. Pleasant Valley Road / East Riverside Drive (EB)	Modify signal timing
S. Pleasant Valley Road / East Riverside Drive (WB)	Modify signal timing
Tinnin Ford Road / Elmont Drive	Install single lane roundabout
Town Lake Circle (west) / Elmont Drive	Install all-way stop controls
Town Lake Circle (east) / Elmont Drive	Install all-way stop controls

As summarized in the traffic study, the above improvements would result in the following changes to the estimated delay and congestion levels for the study intersections. Table 6 below presents the conclusions of the traffic analysis.

Table 6 – 2021 Conditions (Built with mitigation measures)					
Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
		Delay (secs)	LOS	Delay (secs)	LOS
S. Pleasant Valley Road / Lakeshore Boulevard	Signal	18.2	B	22.7	C
S. Pleasant Valley Road / Elmont Drive	Signal	10.1	B	35.3	D
Tinnin Ford Road / Burton Drive East Riverside Drive	Signal	40.0	D	43.3	D
S. Pleasant Valley Road / East Riverside Drive (EB)	Signal	42.3	D	36.1	D
S. Pleasant Valley Road / East Riverside Drive (WB)	Signal	35.0	C	50.1	D
Tinnin Ford Road / Elmont Drive	Roundabout	7.0	A	5.9	A
Town Lake Circle (west) / Elmont Drive	AWSC	20.5	C	22.9	C
Town Lake Circle (east) / Elmont Drive	AWSC	17.6	C	16.6	C

Conclusions and Recommendations

The Austin Transportation Department completed its review of the above analysis and list of recommendations. The review staff recommendation was to approve the TIA document, subject to the following conditions:

1. Prior to the 3rd reading before City Council, the applicant shall post fiscal in the amount of $538,800 for the cost to construct a single lane roundabout at the intersection of Tinnin Ford Road and Elmont Drive.

Table 7 – Required Improvement			
Intersection	Improvements	Total Cost	Developer Share $
Tinnin Ford Road and Elmont Drive	Installation of single lane roundabout	$538,800	$538,800 (100%)
Totals		**$538,800**	**$538,800**

The applicant proposes to construct the roundabout as part of their site development, in cooperation with the Austin Transportation Department. In the event the roundabout construction does not occur, the above funds shall be retained by the City of Austin and applied to other identified improvements within the vicinity of the subject properties.

2. At the time of subdivision or site plan application, whichever comes first, the applicant shall dedicate seventeen and one half (17.5) feet along the eastern edge of the parcel from its intersection with Elmont Drive to its southern boundary to comply with the East Riverside Corridor Regulating Plan (ERC) requirement to provide a pedestrian priority collector street [Figure 1 – 5].
3. Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated June 8, 2018), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.
4. The approvals and conditions stated in this TIA memorandum remain valid until January 17, 2024, after which revisions to the analysis or conditions may be required.

If you have any questions or require additional information, please contact me (512) 974 - 2208.

Scott A. James, P.E., PTOE
Land Use Review Division / Transportation Review
Development Services Department

EXHIBIT G

Grantham, Scott

From: Trisha Yardley <>
Sent: Wednesday, February 27, 2019 4:45 PM
To: Grantham, Scott
Cc:
Subject: Concerns for items 57 & 58 on Agenda for March 7th

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Scott- I would appreciate you forwarding my concerns to the council members including the Mayor. Thank you for listening.

Scott.Grantham@austintexas.gov

I am writing in concern of the rezoning for East Riverside corridor. In the application they state they are not planning on demolishing and displacing tenants. Obviously with a rezonging and plan to build they have to tear down. This is going to displace working class that can not afford housing at $1300+range and for people that rely on biking and public transportation to support and keep Austin services running. Please look again at the application. The box is checked for no plans to demolish yet in the education/agenda plans they will have to demolish the buildings to build high rise places therefore, displacing current tenants. Yes I understand that Austin continues to grow and there is a need for more housing...but affordable housing. Roscoe and the other owners are in for profit. They do not care that they are displacing the current tenants. They are in it for a piece of big returns with the idea that there will be the development of the second Domain. We do not need the added congestion so close to the downtown area. Congestion and lack of a good transportation system especially over here in this corridor is a bad idea.

Please look at the inconsistencies of the application and do not allow for it to get pushed through on an oversight. Full disclosure and full report of intentions and more information should have been sought after.

Thank you,

A Concerned Citizen.