

ZONING CHANGE REVIEW SHEET

CASE: C14-2020-0073 – MSC & CTC Tracts Zoning

DISTRICT: 3

ZONING FROM: CS-CO-NP

TO: CS-MU-V-NP

ADDRESS: 748, 750, 760, 764 Airport Boulevard, and 5301 Glissman Road

SITE AREA: 5.2116 acres

PROPERTY OWNERS: Coastal Transport Co. Inc. (Joe Morgan); Modern Supply
Company of Austin, Texas (M. Jack Hall)

AGENT: Alice Glasco Consulting (Alice Glasco)

CASE MANAGER: Wendy Rhoades (512-974-7719, wendy.rhoades@austintexas.gov)

STAFF RECOMMENDATION:

The Staff recommendation is to grant general commercial services – mixed use – vertical mixed use building – conditional overlay – neighborhood plan (CS-MU-V-CO-NP) combining district zoning. The CO, Conditional Overlay prohibits vehicle storage, and establishes the following uses as conditional: agricultural sales and services, building maintenance services, construction sales and services, equipment repair services, equipment sales, laundry services, and limited warehousing and distribution. *For a summary of the basis of Staff's recommendation, see pages 2 - 3.*

PLANNING COMMISSION ACTION / RECOMMENDATION:

November 24, 2020:

CITY COUNCIL ACTION:

December 10, 2020:

ORDINANCE NUMBER:

ISSUES:

On Tuesday, October 6, 2020, Housing and Planning staff hosted a virtual meeting with the Applicant and invited the Govalle / Johnston Terrace Neighborhood Contact Team to discuss the related Neighborhood Plan Amendment case.

The Applicant is in agreement with Staff recommendation.

CASE MANAGER COMMENTS:

The subject platted lots and unplatted acreage contains a trucking company, a steel fabrication company, and a storage and parking area located at the southwest corner of Airport Boulevard and Glissman Road. Vehicular access is taken from both Airport Boulevard, an Imagine Austin corridor and Glissman Road, a local street. In March 2003, Council approved rezoning the property from LI-NP to CS-CO-NP as part of the Johnston Terrace neighborhood plan rezonings. The Conditional Overlay prohibits vehicle storage and establishes several other uses as conditional and was applied to several tracts in the planning area along or in close proximity to Airport Boulevard. There is an indoor sports and recreation use across Glissman Road to the north (CS-CO-NP), a local labor union, a pipe supply company, and vacant commercial building across Airport Boulevard to the east (LI-NP; CS-MU-CO-NP), and single family residences on both sides of Glissman Road to the west (SF-3-NP). ***Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).***

The Applicant proposes to rezone the property to the general commercial services – mixed use – vertical mixed use building – neighborhood plan (CS-MU-V-NP) for the opportunity to construct multifamily residences and commercial uses.

The addition of –V provides an additional development option to a property and allows it to retain the ability to redevelop under the existing CS base district. A –V does not grant: 1) additional height to the base zoning district which is 60 feet in the CS district or 2) additional impervious cover which is limited to 95 percent in the Boggy Creek and Colorado River watersheds. The addition of –V also does not waive compatibility standards which apply along the west property line abutting single family residences on the south side of Glissman Road.

A building constructed under vertical mixed use building (–V) standards is required to contain a mix of residential and commercial uses, and the result is typically retail, restaurants and offices on the ground floor, and residential units on the upper levels. On the subject property there is also the opportunity to waive: 1) the front and street side yard setbacks, 2) the 2:1 floor-to-area ratio established by CS zoning, and 3) the minimum site area requirement which is the number of dwelling units on a site by requiring a certain amount of square footage for a specific type of multi-family unit (efficiency, one bedroom, two bedroom). A –V building is also eligible for 60 percent of the minimum requirement for off-street parking. Finally, a –V building has an established affordability level for rental units which is 10 percent of the residential units set aside for households earning no more than 80 percent of the current MFI (\$78,100 is the 2020 Income Limit for a 4-person household), for a period of 40 years.

BASIS FOR RECOMMENDATION

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

The proposed general commercial services (CS) district zoning is intended for commercial or industrial uses that typically have operating characteristics or traffic service requirements generally incompatible with residential environments. The mixed use (MU) district is intended to allow for office, retail, commercial and residential uses to be combined in a single development. The Vertical Mixed Use Building (V) combining district may be applied in combination with any commercial base zoning district and allows for a combination of office, retail, commercial and residential uses within a vertical mixed use building. The Conditional Overlay (CO) combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties. The neighborhood plan (NP) district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

2. *Zoning should promote clearly identified community goals such as creating employment opportunities or providing for affordable housing.*

The subject property is one that is eligible and appropriate for the addition of –V because of its location within a commercially zoned area, along a major arterial with a bus stop on Airport Boulevard in front of the property, and an 8.4 acre adjacent -V zoned property on Levander Loop (presently under construction for 354 apartments and 7 office spaces). The proposed project includes multifamily residences with affordable housing component and ground floor commercial uses that will serve the residents and the neighborhood. The Staff’s proposed Conditional Overlay carries forward the prohibited and conditional uses approved with the Johnston Terrace neighborhood plan rezonings, as these uses apply to several tracts along Airport Boulevard.

EXISTING ZONING AND LAND USES:

| | ZONING | LAND USES |
|--------------|----------------------|--|
| <i>Site</i> | CS-CO-NP | Storage / parking, steel fabrication, trucking business |
| <i>North</i> | CS-CO-NP; SF-3-NP | Indoor sports and recreation; Offices; Auto repair; Single family residences |
| <i>South</i> | CS-CO-NP; CS-V-CO-NP | Utility; Under construction for apartments and offices |
| <i>East</i> | CS-MU-CO-NP | Commercial building (vacant); Office; Pipe supplier; Fire station |
| <i>West</i> | SF-3-NP | Single family residences |

NEIGHBORHOOD PLAN AREA: Govalle / Johnston Terrace Combined (Johnston Terrace)

TIA: Deferred to the site plan application when land uses and intensities will be finalized

WATERSHEDS: Boggy Creek; Colorado River – Urban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS:

An Educational Impact Statement is required. *Please refer to Attachment A.*

Govalle Elementary School Martin Middle School Eastside Memorial High School

NEIGHBORHOOD ORGANIZATIONS:

- 30 – Guadalupe Neighborhood Development Corporation
- 477 – El Concilio Mexican – American Neighborhoods
- 511 – Austin Neighborhoods Council
- 681 – Govalle / Johnston Terrace Neighborhood Plan Contact Team
- 742 – Austin Independent School District 1093 – Govalle Neighborhood Association
- 1228 – Sierra Club, Austin Regional Group 1258 – Del Valle Community Coalition
- 1363 – SEL Texas 1424 – Preservation Austin
- 1444 – East Austin Conservancy 1528 – Bike Austin
- 1530 – Friends of Austin Neighborhoods 1550 – Homeless Neighborhood Association
- 1595 – Neighborhoods United for Progress
- 1616 – Neighborhood Empowerment Foundation 1774 – Austin Lost and Found Pets

AREA CASE HISTORIES:

| NUMBER | REQUEST | COMMISSION | CITY COUNCIL |
|---|--|---|--|
| C14-2017-0140 – 4813 Gonzales St and 4820 E 7 th St | CS-CO-NP to CS- MU-V-CO-NP | To Grant CS-MU- V-CO-NP w/CO for list of prohibited and conditional uses | Apvd CS-MU-V-CO- NP as Commission recommended (4-26-2018). |
| C14-2007-0259.001 / NPA-2008- 0016.01 – Govalle/Johnston Terrace Vertical Mixed Use Opt- in/Opt-out Tr 9B – 720 Airport Blvd | CS-CO-NP to CS-V- CO-NP; Related request to change NPA to change the FLUM from Commercial to Mixed Use | To Grant CS-V- CO-NP w/V for dimensional standards and parking reduction, and affordability level of 60% MFI for 10% rental units To Grant Mixed Use land use | Apvd CS-V-CO-NP and Mixed Use land use as Commission recommended (11-20-2008). |

RELATED CASES:

The subject property is located within the boundaries of the Govalle / Johnston Terrace Combined (Johnston Terrace) Neighborhood Planning Area and the property was rezoned from LI to CS-CO-NP in March 2003 (C14-02-0183 – Ordinance No. 03327-11a). The Conditional Overlay for Tract 112 prohibits vehicle storage, and establishes agricultural sales and services, building maintenance services, construction sales and services, equipment repair services, equipment sales, laundry services, and limited warehousing and distribution as conditional uses. There is a corresponding neighborhood plan amendment case to change the land use designation on the Future Land Use Map (FLUM) from Commercial to Mixed Use (NPA-2020-0016.01).

The property consists of Lots 2 and 3, Atwell Tract, a subdivision recorded in July 1984 (C8s-84-065), Lot 1, Atwell Tract No. 2, a subdivision recorded in May 1987 (C8s-87-008), and unplatted acreage at the southeast corner of the property. ***Please refer to Exhibit B (Recorded Plat)***. There are no site plan applications on the property.

EXISTING STREET CHARACTERISTICS:

| Name | Existing / ASMP Required ROW | Pavement | Classification | Sidewalks | Bicycle Route | Capital Metro (within ¼ mile) |
|-------------------|------------------------------|----------|-----------------|-----------|---------------|-------------------------------|
| Airport Boulevard | 121 feet / 120 feet | 58 feet | Level 3 | No | Yes | Yes (Route 350) |
| Glissman Road | 56 feet / Existing | 40 | Level 1 (Local) | No | No | Yes (Route 350) |

OTHER STAFF COMMENTS:

Drainage

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

Impervious Cover

Within the Boggy Creek and Colorado River watersheds, the maximum impervious cover allowed by the CS-MU-V-NP zoning district is 95%, which is based on the *zoning* regulations.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Colorado and Boggy Creek Watersheds of the Colorado River Basin. Both watersheds are classified as Urban Watersheds by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

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

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

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

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

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

Site Plan

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

If the site design proposes to take relief from development standards as outlined in Section 4.3 of Subchapter E, a letter from the Housing and Planning Department certifying the provided affordable housing will be required.

The site is subject to compatibility standards. Along the west property line, the following standards apply:

- a. No structure may be built within 25 feet of the property line.
- b. No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- c. No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- d. No parking or driveways are allowed within 25 feet of the property line.
- e. A landscape area at least 25 feet wide is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.

Additional design regulations will be enforced at the time a site plan is submitted.

Airport Overlay

FYI – This site is located within the Austin-Bergstrom Airport Controlled Compatible Land Use Area Overlay. No use will be allowed that can create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance. For the site plan, Airport Hazard Zoning Committee review may be required prior to Planning Commission hearing. Additional comments may be generated during the site plan review process.

Transportation

The Austin Strategic Mobility Plan (ASMP), adopted April 11, 2019, identifies existing right-of-way as sufficient for Airport Boulevard and Glissman Road. Some additional, limited, right-of-way may need to be dedicated at the time of subdivision or site plan to accommodate planned Corridor Mobility and intersection improvements. A traffic impact analysis should be deferred to the site plan application when land uses and intensities will be finalized.

As information, Capitol Metro projects that new MetroRapid bus lines will be operational by 2024. The Pleasant Valley MetroRapid line is planned on Airport Boulevard and could result in a bus station coming online in the vicinity prior to the train service described below.

The Springdale Stop on the Green Line of Project Connect is projected to be located in the general vicinity of Springdale Road, Bolm Road, and Shady Lane. Capitol Metro's projected timeline for operation of the Green Line is 2033.

Water / Wastewater

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, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance.

Based on current public infrastructure configurations, it appears that service extension requests (SER) will be required to provide service to this lot. Public wastewater service is not available to serve this lot. For more information pertaining to the Service Extension Request process and submittal requirements contact Alberto Ramirez with Austin Water, Utility Development Services at 625 E. 10th St., 7th Floor. Ph: 512-972-0211.

The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

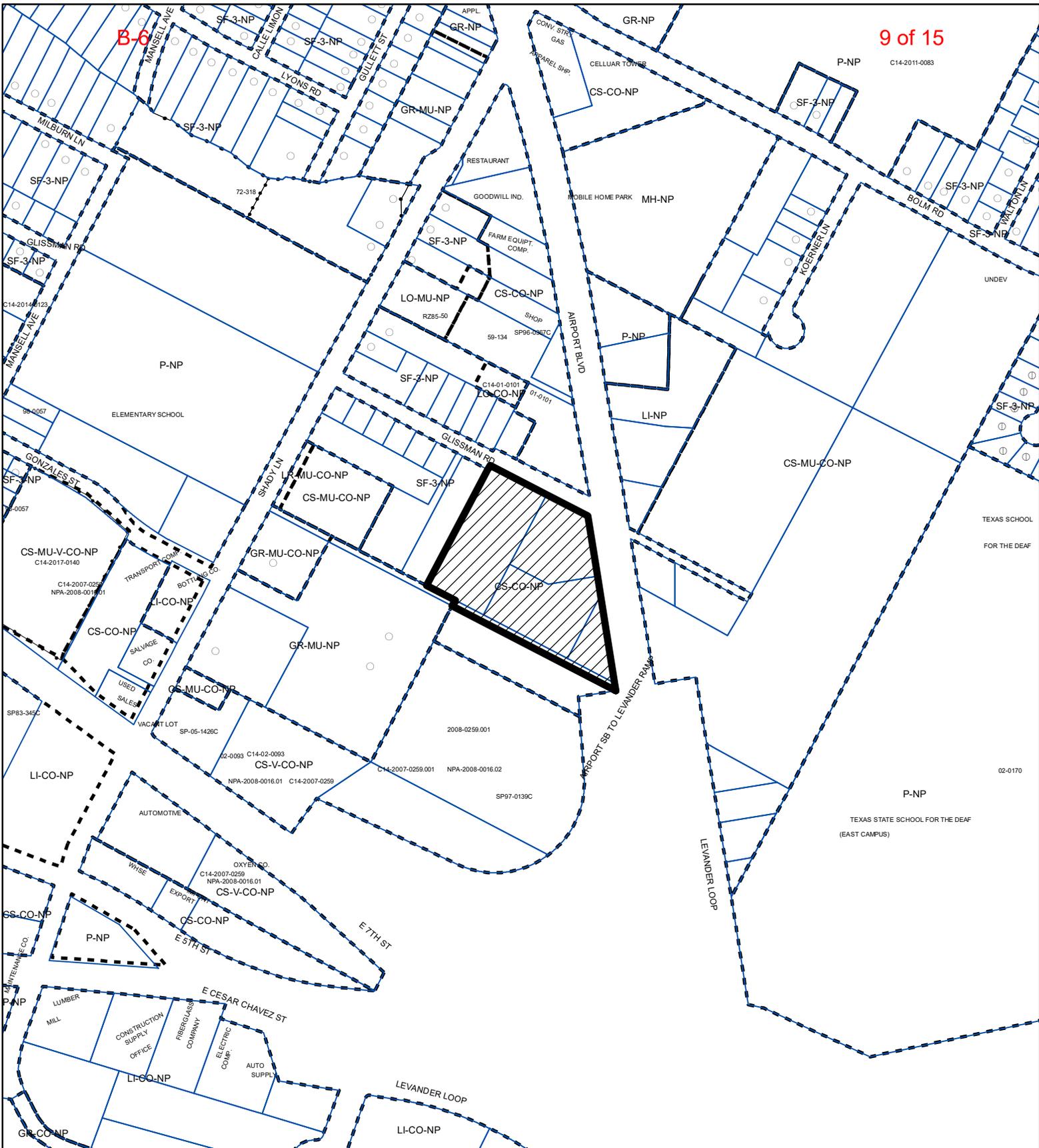
INDEX OF EXHIBITS AND CORRESPONDENCE TO FOLLOW

Exhibit A: Zoning Map

Exhibit A-1: Aerial Map

Exhibit B: Recorded Plats

Attachment A: Educational Impact Statement



ZONING

Exhibit A

ZONING CASE#: C14-2020-0073



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

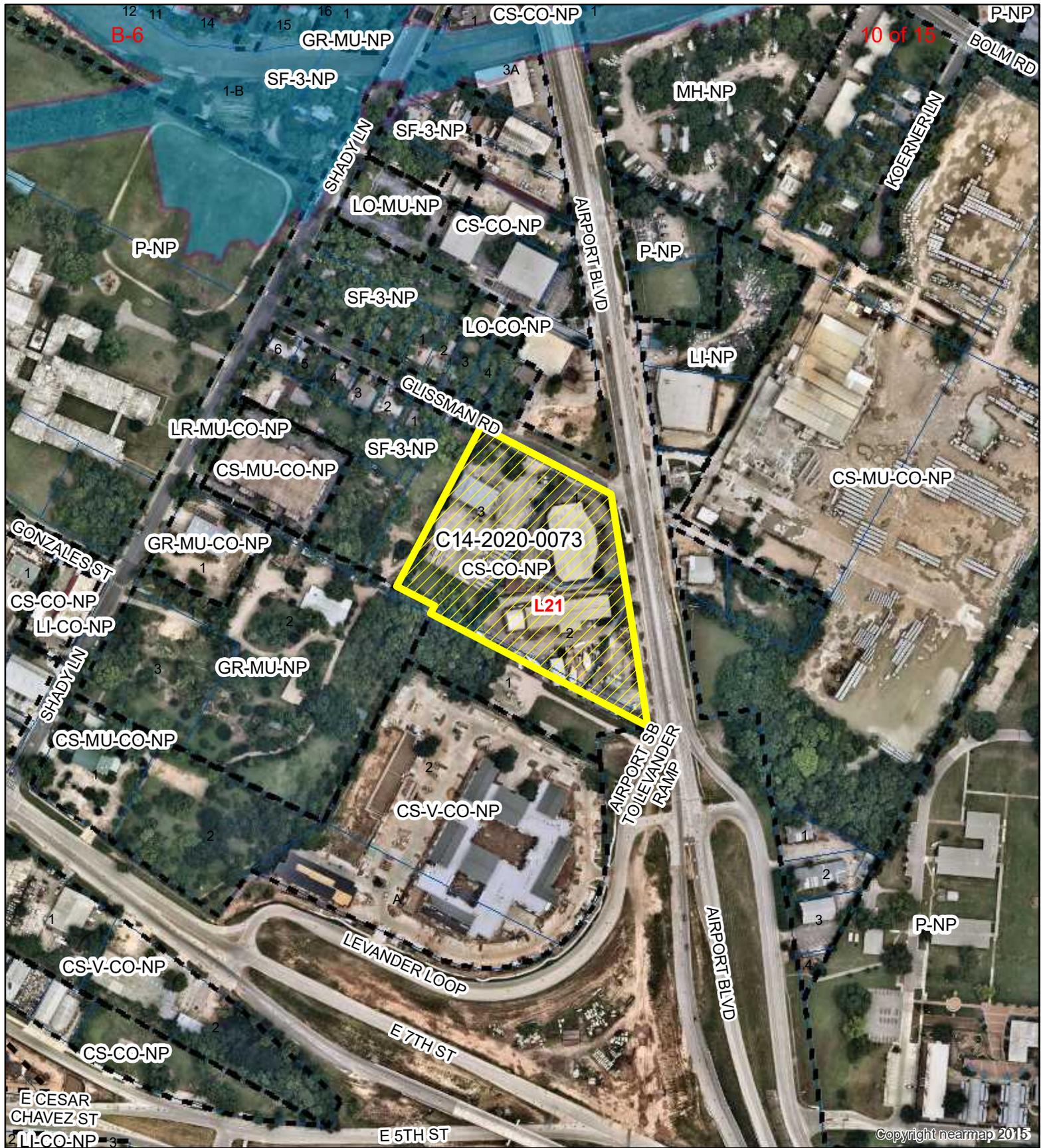
1" = 400'

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

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.



Created: 7/2/2020



MSC & CTC Tracts Zoning

Exhibit A - 1

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

ZONING CASE#: C14-2020-0073
 LOCATION: 748, 750, 760, 764 Airport Blvd; 5301 Glissman Rd
 SUBJECT AREA: 5.211 Acres
 GRID: L21
 MANAGER: Wendy Rhoades



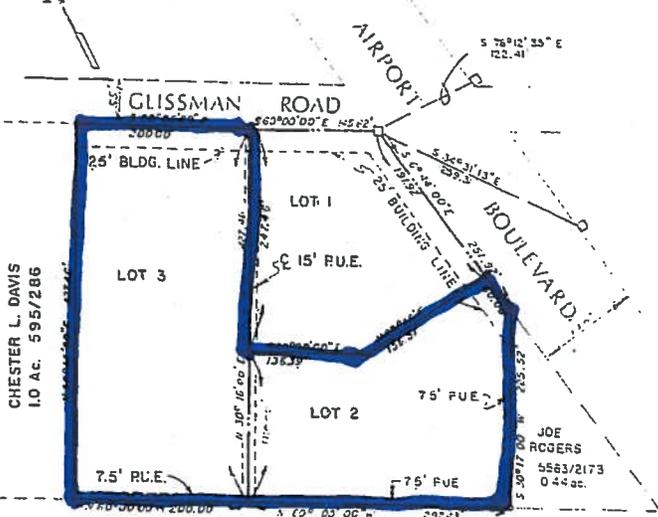
1" = 300'

This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

ATWELL TRACT

MARCH 14, 1984

SCALE 1" = 100'



LEGEND

- IR FOUND
- IR SET
- CONCRETE MONUMENT FOUND

OWNERS

COASTAL TRANSPORT CO.
1603 ACKERMAN ROAD
SAN ANTONIO, TEXAS 78219



LOCATION MAP

NOTES:

- 1) Sidewalk required to be constructed on the south side of Glissman Street between western and eastern property lines. Sidewalk must be constructed prior to issuance of Certificate of Occupancy.
- 2) The one-year floodplain as per City of Austin Flood Insurance Rate Map, panel 45 of 105, effective September 7, 1981, is generated by North Boggy Creek, and lies approximately 200 feet to the northeast at an elevation of approximately 155.
- 3) Prior to issuance of a Building Permit for this subdivision, drainage plans will be submitted to the City of Austin Public Works Department for review. Rainfall runoff shall be held to the amount existing at undeveloped status by ponding or other approved method.
- 4) Occupancy of this subdivision is prohibited until an approved connection is made of the City of Austin water and sewerage system.
- 5) The minimum floor slab elevation for construction in this subdivision must be one foot above the one hundred year floodplain AND AT LEAST ONE FOOT ABOVE THE EXISTING AVERAGE GROUND SURFACE ELEVATION OF EACH LOT.

ENGINEER

I, James D. Perez, an authorized under the laws of the State of Texas, to practice the profession of Engineering and surveying, and hereby certify that this plat complies with Chapter 13-3 of the Austin City Code, is true and correct to the best of my knowledge, and was prepared from an actual survey of the property made under my supervision on the ground.

James D. Perez 4/10/84
REGISTERED PUBLIC SURVEYOR DATE

PLANNING COMMISSION

ACCEPTED AND AUTHORIZED FOR RECORD, by the Planning Commission, City of Austin, Texas, this the 26 day of JUNE, 1984.

Ed Wenzel SECRETARY
William M. Manning CHAIRMAN

PLANNING DEPARTMENT

Approved for Acceptance, this the 21 day of JUNE, 1984.

Lilas Kinch
LILAS KINCH ACTING DIRECTOR
OFFICE OF LAND DEVELOPMENT

FILED FOR RECORD

COUNTY CLERK

Filed for record at 4:30 o'clock P.M. on the 6th day of July, 1984.

L. Jones DEPUTY
Doris Shropshire DORIS SHROPSHIRE, CLERK, COUNTY COURT
TRAVIS COUNTY, TEXAS

COUNTY CLERK

STATE OF TEXAS
COUNTY OF TRAVIS

I, Doris Shropshire, Clerk of the County Court, within and for the State and County aforesaid, do hereby certify that the foregoing instrument of writing with its Certificate of Authentication was filed for record in my office on the 6th day of July, 1984, at 4:30 o'clock P.M. and duly recorded on the 6th day of July, 1984, at 4:35 o'clock P.M. in the Plat Records of Travis County, Texas, in File Book 141C Page 141C

WITNESS MY HAND AND SEAL OF OFFICE, the date last written above.

Doris Shropshire DEPUTY
L. Jones DEPUTY
DORIS SHROPSHIRE, CLERK
COUNTY COURT
TRAVIS COUNTY, TEXAS

**EXHIBIT B
RECORDED PLATS**

PLAT PREPARED BY:
S.A. GARZA ENGRS., INC.
401 WEST 29th
AUSTIN, TEXAS 78705

CBS-BA-065

CHESTER L. DAVIS
10 AC. 595/286

HOWARDS
NURSERY
ADDITION

PEPSI COLA METROPOLITAN
7129/129
PEPSI ADDITION NO. 1

DEDICATION AND ACKNOWLEDGEMENT

STATE OF TEXAS
COUNTY OF TRAVIS

KNOW ALL MEN BY THESE PRESENTS:
THAT I, Robert Atwell, Chairman of the Board of Coastal Transport Company, Inc. having its home office in the City of San Antonio, Texas, being a corporation existing and organized under the laws of the State of Texas, and being owner of that certain 4.53 acre tract as described by Deed of Record in Volume 6824, Page 1829, of the Deed Records of Travis County, Texas, DO HEREBY SUBMIT AND DEDICATE said 4.53 acre tract, in accordance with the attached plat, and do hereby dedicate to the public the use of the easements as shown hereon.

WITNESS MY HAND this the 3rd day of April, A.D., 1984.

Robert Atwell
ROBERT ATWELL, Chairman of the Board
Coastal Transport Company, Inc.

NOTARY PUBLIC

STATE OF TEXAS
COUNTY OF TRAVIS

BEFORE ME, the undersigned authority, on this day personally appeared Robert Atwell, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that he executed the same for the purposes and considerations therein expressed and in the capacity therein and herein set out, and as the act and deed of said corporation.

GIVEN UNDER MY HAND AND SEAL OF OFFICE, this 11 day of April, A.D., 1984.

Pat B. Schmitt My Commission Expires: 1-26-85
NOTARY PUBLIC IN AND FOR THE STATE OF TEXAS
(Please Print) Pat B. Schmitt



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PLAT RECORDS, TRAVIS COUNTY, TEXAS
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PLAT RECORDS, TRAVIS COUNTY, TEXAS
84 13314

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



PROJECT NAME: MSC & CTC Tracts Zoning
ADDRESS/LOCATION: 748 – 764 Airport Blvd. & 5301 Glissman Rd.
CASE #: C14-2020-0073

- NEW SINGLE FAMILY
- NEW MULTIFAMILY
- DEMOLITION OF MULTIFAMILY
- TAX CREDIT

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

MF UNITS: 225 STUDENTS PER UNIT ASSUMPTION
Elementary School: .005 Middle School: .002 High School: .008

IMPACT ON SCHOOLS

The student yield factor of 0.015 (across all grade levels) for apartment homes was used to determine the number of projected students. This factor, provided by the district’s demographer, is based on similar types of market rate developments. Research indicates that these new market rate units do not yield many students.

The mixed used development consists of 225 multifamily units and 2,500 square feet of commercial. The residential units are projected to add approximately 5 students across all grade levels to the projected student population. It is estimated that of the 5 students, 2 will be assigned to Govalle Elementary School, 1 to Martin Middle School, and 2 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 85-110% for Govalle ES (80%), Martin MS (54%) and the current Eastside Memorial ECHS (42%). A new Eastside, with a reduced capacity, is currently under construction, and is scheduled to open in School Year 2021-22. It is anticipated the projected enrollment with the additional students will be within the target range of the new Eastside. 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 Govalle ES or Martin MS will qualify for transportation due to the distance of the schools from the proposed development. Eastside Memorial ECHS is located within 2 miles of the proposed development, and will not qualify for transportation unless a hazardous route condition is identified.

SAFETY IMPACT

At this time, there are not any known safety impacts.

Date Prepared: 09/18/2020 Executive Director: Beth Wilson

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin
Independent
School District



DATA ANALYSIS WORKSHEET

| | |
|---|---|
| ELEMENTARY SCHOOL: Govalle | RATING: Met Standard |
| ADDRESS: 3601 Govalle Avenue | PERMANENT CAPACITY: 500 (20-21 capacity) |
| % QUALIFIED FOR FREE/REDUCED LUNCH: 75.61% | MOBILITY RATE: -14.4% |

| POPULATION (without mobility rate) | | | |
|------------------------------------|--------------------|---|---|
| ELEMENTARY SCHOOL STUDENTS | 2019-20 Population | 5- Year Projected Population (without proposed development) | 5-Year Projected Population (with proposed development) |
| Number | 425 | 604 | 606 |
| % of Permanent Capacity | 85% | 121% | 121% |

| ENROLLMENT (with mobility rate) | | | |
|---------------------------------|--------------------|---|---|
| ELEMENTARY SCHOOL STUDENTS | 2019-20 Enrollment | 5- Year Projected Enrollment (without proposed development) | 5-Year Projected Enrollment (with proposed development) |
| Number | 364 | 400 | 402 |
| % of Permanent Capacity | 73% | 80% | 80% |

Note: The 5-year population and enrollment projections account for the additional students projected from the reassignment of a portion of Brooke Elementary.

| | |
|---|---|
| MIDDLE SCHOOL: Martin | RATING: Unacceptable Performance |
| ADDRESS: 1601 Haskell Street | PERMANENT CAPACITY: 804 |
| % QUALIFIED FOR FREE/REDUCED LUNCH: 74.02% | MOBILITY RATE: -43.0% |

| POPULATION (without mobility rate) | | | |
|------------------------------------|--------------------|---|---|
| MIDDLE SCHOOL STUDENTS | 2019-20 Population | 5- Year Projected Population (without proposed development) | 5-Year Projected Population (with proposed development) |
| Number | 948 | 669 | 670 |
| % of Permanent Capacity | 118% | 83% | 83% |

| ENROLLMENT (with mobility rate) | | | |
|---------------------------------|--------------------|---|---|
| MIDDLE SCHOOL STUDENTS | 2019-20 Enrollment | 5- Year Projected Enrollment (without proposed development) | 5-Year Projected Enrollment (with proposed development) |
| Number | 540 | 430 | 431 |
| % of Permanent Capacity | 67% | 53% | 54% |

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: 43.53% | MOBILITY RATE: -44.2% |

| POPULATION (without mobility rate) | | | |
|------------------------------------|--------------------|---|---|
| HIGH SCHOOL STUDENTS | 2019-20 Population | 5- Year Projected Population (without proposed development) | 5-Year Projected Population (with proposed development) |
| Number | 756 | 639 | 641 |
| % of Permanent Capacity | 65% | 55% | 55% |

| ENROLLMENT (with mobility rate) | | | |
|---------------------------------|--------------------|---|---|
| HIGH SCHOOL STUDENTS | 2019-20 Enrollment | 5- Year Projected Enrollment (without proposed development) | 5-Year Projected Enrollment (with proposed development) |
| Number | 422 | 478 | 480 |
| % of Permanent Capacity | 37% | 41% | 42% |

Signature: Beth Wilson

Email: beth.wilson@austinisd.org