

**Ramirez, Elaine**

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**From:** Past Chair [REDACTED] >  
**Sent:** Sunday, July 11, 2021 7:51 PM  
**To:** Ramirez, Elaine  
**Subject:** E-3 C15-2021-0048. 8300 N IH35 and 600 E Powell, The Hedge

\*\*\* External Email - Exercise Caution \*\*\*

Hi Elaine -

Could you pass this on? Thanks!

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Chair, Vice Chair, Boardmembers -

The applicant told you last month that they had not yet talked to the community about transportation features that could realistically reduce demand for parking spaces. Fortunately, we've done quite a bit of work on the issue of connecting our residents in the interstate apartments and motels, so we do have some information:

## PROJECT FEASIBILITY

I'm not positive this is the most current number, but the sidewalk cost I have from the city is \$24 per square foot. For a 10-foot-side sidewalk, roughly 300 feet, the city cost would be \$72,000. The applicant's proposed \$25,000 "contribution" amounts to asking the city to reduce their parking requirement AND to spend \$47,000 on their internal sidewalk. A stronger proposal would simply be that the applicant construct the ADA-accessible route to city urban trail standards. If they can do it cheaper, Yay for them.

In order to construct the trail, there would need to be site plan adjustments for both the 8300 N IH 35 property and the 600 E Powell Ln property. I don't believe that you can approve a variance for 600 E Powell under the current case. The applicant's proposal is not clear in how the process would be connected to assure that if they get the parking variance, the route to E Powell would for sure be constructed.

The applicant is also asking to use 600 E Powell Ln for two years as temporary parking. It is not clear what that means, or what drives the two year time frame. One of the conditions of the current site plan for that property is that there not be vehicle access to E Powell Ln. If there were to be vehicle access from 600 E Powell to Powell Ln, the trips per day for the apartment use would likely trigger a neighborhood traffic analysis. Based on the NTA for the other affordable apartments on E Powell, they would be required to pay for the impact.

## CRIME SAFETY

We had a small mobility justice grant from the city equity office this spring which included community workers interviewing residents of our interstate apartments about safety as well as about connection to existing right-of-way and the interior of the neighborhood. Overwhelmingly, residents preferred a gate with a key or code such that residents could come and go, but not that anyone could pass through to and from the interstate.

## E-3/2-LATE BACKUP

Woodland Heights (currently fenced) - 82%  
Remington House (currently knox key only) - 100%  
Remington House (currently open gate) - 100%  
Starburst/Orbit (currently fenced) - 89%

It seems plausible that the future residents of the applicant's properties would desire a similar balance between safety and access.

### SUSTAINABILITY

The applicant continues to refer to their 60% MFI requirement as "deeply affordable" housing. That term more typically refers to 25-35% MFI.

The applicant does provide updated satellite photos showing the current dark roof (p3) and the previous light roof (p2), as well as the current dark walls (p11) and former mid-tone walls (p 6). It depends on the materials, but a black roof can be as much as 100 degrees hotter than a white roof. This property is all-electric. Every sunny month for 40 years, that utility cost will be passed on to the residents, or covered by all of us through Austin Energy.

It's a little hard to pick out on the satellite views, but there are a couple of properties nearby who have installed solar arrays on parking shade structures. They both generate enough for themselves and to sell to Austin Energy.

Cedars International Academy, 8416 N IH35

Family Practice Diagnostic Center, 704 E Wonsley

Thank you for your work!

Lisa Hinely

North Lamar/Georgian Acres neighborhood team

<http://nlct.wordpress.com>

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