§ 25-2-741 SOUTH LAKESHORE SUBDISTRICT REGULATIONS

(A) This section applies in the South Lakeshore subdistrict of the WO combining district.

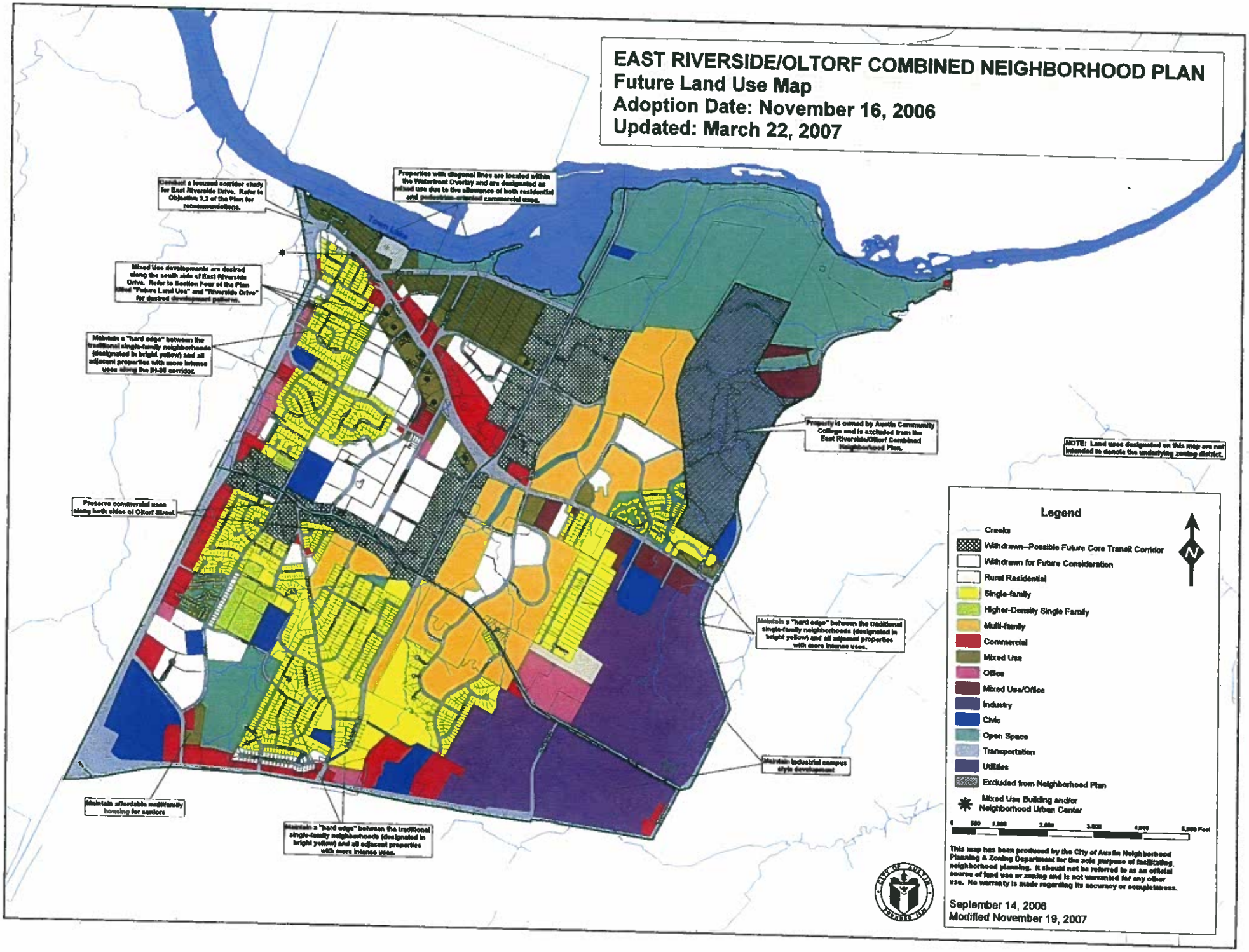
(B) The primary setback lines are located:

(1) 65 feet landward from the Town Lake shoreline; and

(2) 50 feet south of Lakeshore Boulevard.

Source: Section 13-2-702(h); Ord. 990225-70; Ord. 031211-11

EAST RIVERSIDE/OLTORF COMBINED NEIGHBORHOOD PLAN
Future Land Use Map
Adoption Date: November 16, 2006
Updated: March 22, 2007



JIFFY LUBE
FUTURE TRANSIT-ORIENTED DEVELOPMENT
MUZNY CAR WASH
WALGREENS

Lakeshore PUD
Southshore PUD
AMLI Town Lake
S Lakeshore Blvd
Arena Dr
Town Creek Dr
Elmhurst Dr
Parkedge
Royal Crest Dr
East Riverside Dr
Elmhurst Dr
Pleasant Valley Rd
Summit St
Chicon St
Antonio St
Rawlins St
Pedernales St
Google

Lady Bird Lake
S Lakeshore Blvd
Avenal Dr
Elmont Dr
East Riverside Dr
Southshore PUD
Lakeshore PUD
© 2009 Tele Atlas
Google

Primary
SOUTH LAKESHORE
Primary
Nash Hernandez Sr Rd
496 ft
Image U.S. Geological Survey
© 2009 Tele Atlas
Image USDA Farm Service Agency
elev 444 ft
EAST RIVERSIDE
Summit St
Google

Primary
Royal Crest Dr
East Riverside Dr
© 2009 Tele Atlas
Google

Image U.S. Geological Survey
© 2009 Tele Atlas
Image CAPCOG
Image USDA Farm Service Agency
elev 463 ft
105 ft
30°14'37.43" N 97°43'39.07" W
Google

PUBLIC HEARING INFORMATION

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

For additional information on the City of Austin's land development process, visit our website:

www.ci.austin.tx.us/development

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice.

Case Number: C814-2008-0087
Contact: Stephen Rye, 512-974-7604
Public Hearing:
September 23, 2008 Planning Commission

☒ **I am in favor**
☐ **I object**

Blake Coleman
Your Name *(please print)*

1818 S. Lakeshore Blvd # 12
Your address(es) affected by this application

Signature

9/13/08
Date

Comments: I think this would be great for the area.

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Stephen Rye}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Stephen Rye, 512-974-7604
Public Hearing:
September 23, 2008 Planning Commission

☑ I am in favor
☐ I object

CHARLES MORRISON
Your Name *(please print)*

1717 WEST 6TH 78703
Your address(es) affected by this application

Signature — Date: 9-15-08

Comments:

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Stephen Rye}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Steve Rye, 512-974-7604
Public Hearing:
February 10, 2009 Planning Commission

☑ **I am in favor**
☐ **I object**

J. B. Hightower
Your Name *(please print)*

1818 S. Lakeshore Blvd #19
Your address(es) affected by this application

John B Hightower — 2/2/09
Signature — Date

Comments: Please force Grayco to demolish the crime plagued fivetrap apartments they emptied. Transients live there, drug deals go on there. This is a crime blight on our neighborhood. Help!

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Steve Rye,}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Stephen Rye, 512-974-7604
Public Hearing:
September 23, 2008 Planning Commission

☑ **I am in favor**
☐ **I object**

Carmen E. Harp
Your Name *(please print)*

1201 Tinnin Ford Rd #35 Austin TX 78741
Your address(es) affected by this application

Signature: _____ Date: 09/24/08

Comments: _____

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Stephen Rye}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Stephen Rye, 512-974-7604
Public Hearing:
September 23, 2008 Planning Commission

Dawnna Hyndman
Your Name *(please print)*

☐ **I am in favor**
☐ **I object**

1801 S. Lakeshore #160 Austin 78741
Your address(es) affected by this application

Dawnna Hyndman — 9/13/08
Signature — Date

Comments: The only way I'd be in favor of rezoning is if I was still placed in this surrounding area. I am not familiar with Austin, I have no means of transportation, and I'm on disability also I have no way to move myself or my things or the finances to do so. thankyou for listening

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Stephen Rye}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Stephen Rye, 512-974-7604
Public Hearing:
September 23, 2008 Planning Commission

☐ I am in favor
☑ I object

Carol Ann Cederstrom
Your Name *(please print)*

1801 S. Lakeshore Blvd #161 Austin TX 78741
Your address(es) affected by this application (512) 461-6570

Carol Ann Cederstrom — 9/19/08
Signature — Date

Comments: This move will be the 2nd time I've moved for this project in the last 1½ yrs. I lived at 1900 South Lakeshore for 9 yrs. prior to the destruction of Lakeshore Apts. Now, because someone with money wants to live on the water, the City of Austin is willing to destroy the homes of poorer residents. I'm concerned because no one questioned the fact that several barnswallow homes have already been destroyed, squirrel homes and other animals since this project began. This is not to mention the trees at the Lakeshore site. If we are interested in green living this is not the goal of this project - it's money. Since this project I've seen residents moved out that like me cannot afford higher rent - some had no place to go even though they worked. You will move on but - because money is better for you - despite destroying a village we need to be promised housing at the same price and same living space.

When will Austin take care of its own?

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Stephen Rye}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Steve Rye, 512-974-7604
Public Hearing:
February 10, 2009 Planning Commission

☐ **I am in favor**
☒ **I object**

AMY LAGADINOS
Your Name *(please print)*

1333 Acoma #142
Your address(es) affected by this application

Signature

02-12-09
Date

Comments:

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Steve Rye,}
P. O. Box 1088
Austin, TX 78767-8810

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Case Number: C814-2008-0087
Contact: Steve Rye, 512-974-7604
Public Hearing:
February 10, 2009 Planning Commission

☐ **I am in favor**
☒ **I object**

Shane Sayrahder
Your Name *(please print)*

1818 S Lakeshore Blvd #37, Austin, TX 78741
Your address(es) affected by this application

Signature — Date: 2-3-09

Comments: Go around our property! Less money and better for everyone!

If you use this form to comment, it may be returned to:
City of Austin
Neighborhood Planning and Zoning Department
Steve Rye,}
P. O. Box 1088
Austin, TX 78767-8810

September 17, 2009

Re: Bike Parking and Facilities Recommendations for the Grayco, South Shore PUD

Dear City of Austin Council Members,

The Austin Bicycle Advisory Council (BAC) would like to express our support for the inclusion of specific mandates for bicycle parking facilities and employee showers in the Grayco Town Lake Investments South Shore Planned Unit Development. We understand that these requirements may be included in the PUD Ordinance, or by way of Public Restrictive Covenant, or a combination of both.

The South Shore PUD's location and direct access to the Town Lake Hike and Bike Trail makes it ideally suited for bicycle and "End-of-Trip" facilities. "End-of-Trip" facilities can be defined as support facilities for bicycling, such as bicycle parking or shower and changing facilities. With the Town Lake Trail, residents and employees alike will have access to a safe route completely dedicated to bicyclists and pedestrians, connecting them to numerous points of interest within the City.

The BAC would like for the following language to be included in the requirements for the development of the South Shore PUD:

1. BICYCLE LANES:
    a. Provide bicycle lanes as recommended per the City of Austin adopted bicycle plan. Additionally, it is recommended that Sharrows (shared lane markings) be installed on both sides of the Private Drives which run north/south from Arena Drive to South Lakeshore Blvd. It is recommended to install bicycle lanes on both sides of Town Creek Drive based on both the estimated car trips and the cost estimates that favor bike lanes, and that the TIA memo be amended accordingly regarding fiscal and recommended improvement. Additionally, the bicycle program will amend the bicycle plan to add Tinnin Ford, but we do not recommend removing Town Creek from the plan, further warranting the bicycle lanes as originally planned. We understand that currently bicycle lanes are proposed on South Lakeshore Blvd, Tinnin Ford Drive, and Arena Drive, along with fiscal posting for the developers pro rata share of the cost of those bicycle lanes. We also understand that a bike trail has been proposed around the Wet Pond at the Northwest corner of the property and that the developer is proposing to fund portions of the bicycle facility installation above and beyond the required amount (which will be outlined in the TIA and/or the Staff Report) and that the estimates for a pro rata share by the developer would include any required signs and the cost of resurfacing any streets which would need it to accommodate the bicycle lanes.
    b. The City's Right of Way along the PUD's street frontage on South Lakeshore Drive does not currently have a sidewalk, because the numerous existing protected oak trees make its construction infeasible. A pedestrian crosswalk has been proposed by the Developer to provide a safe means to cross South Lakeshore Drive. There is also a Capital Metro bus stop along this street frontage, with no sidewalks connecting to it. We would support the construction of a trail within the PUD's 50'-0" waterfront overlay setback to further enhance bicycle and pedestrian connectivity to and through the neighborhood to the Town Lake Hike and Bike Trail to the North.

2. BICYCLE PARKING REQUIREMENTS:
    a. Bicycle parking spaces shall be required at 10% of required motor vehicle parking. This requirement exceeds the bicycle parking required by current City Code.
    b. Of the bicycle parking spaces required above, one-half shall be a "CLASS I" racks/parking spaces, as defined by the City of Austin Transportation Criteria Manual

or a locked bicycle storage room (with a means to secure individual bicycles within the room).

c. Review and approval of bicycle parking placement by the City of Austin Bicycle Program is required prior to site plan approval,
    i. OR, the PUD may follow the requirements for bicycle parking placement as per the Oregon Bicycle and Pedestrian Planning and Design Manual, published by Oregon Department of Transportation.

3. END-OF-TRIP FACILITIES REQUIREMENTS:
    a. Any buildings that contain a cocktail lounge use and/or contain cumulative GR uses larger than 5,000 square feet in size shall trigger a shower requirement (showers may be located outside of building in a common area accessible to all buildings triggering this requirement). Any buildings that contain a cocktail lounge use and/or cumulative GR uses larger than 20,000 square feet shall have one shower facility each for both sexes at a minimum. Showers shall be separately accessible from commercial/retail toilet facilities. Any buildings that contain a cocktail lounge use and/or cumulative GR uses larger than 5,000 square feet, but less than 20,000 square feet in size shall contain one unisex shower. Any shower requirement shall be accompanied by an associated changing/personal item storage area.

The climate in Austin, Texas is such that the provision of "End-of-Trip" facilities is vital to encourage ridership for the future employees of the retail and commercial components of the South Shore PUD. Providing these employees a safe place to secure their bicycles, showers and dressing rooms to change into work clothes, and lockers to secure their belongings for the day would be viewed as an amenity to many potential retail and commercial space leasees.

Since 2006, reported bike theft in Austin has increased an average of 17% per year. Austin City Council recently passed two ordinances to address this issue: Bike Plan Ordinance No. 20090611-075 and the Theft Resolution No. 20090521-037. By providing Class I bicycle storage in the Bicycle Parking Requirements, the future residents and employees will have a safe and protected location to secure their bicycles from theft or vandalism. This reinforces the recommendations made in the 2009 City of Austin Bicycle Plan and in City Ordinances recognizing the need for long-term parking facilities to accommodate cyclists who expect to secure their bicycles for longer than two hours.

Grayco Town Lake Investments has previously agreed to seek a Three-Star Rating through the Austin Energy Green Building Program. The facilities proposed by the BAC augment the Developer's commitment to environmentally responsible planning and development. The BAC's proposed PUD language is directly related to the requirements of Site Credit 5b, Bicycle Use published in the Austin Energy Green Building Program Commercial Guidebook, with enhancements that are specific to the South Shore PUD. Adopting these recommendations will aid in achieving a Three-Star Rating.

The Austin Bicycle Advisory Council works with the City's Department of Public Works Bicycle and Pedestrian Program Coordinator to "advise the Bicycle and Pedestrian Program and all other departments of the City, and other jurisdictions which address transportation issues, on all matters related to the use of bicycles". The BAC is comprised of nine full-standing members and ten alternates selected to represent a complete cross-section of Austin cyclists - acting as a neighborhood association for the bicycling community. Many of our members serve in other organizations which support bicycle advocacy, including: Urban Transportation Commission, TXDOT Bicycle Advisory Council, League of Bicycling Voters, Austin Cycling Association, Yellow Bike Project, and neighborhood associations throughout the City. Part of our role is to recommend improvements during critical planning stages that will encourage cycling.

The BAC feels that the requirements listed above for the South Shore PUD supports the Department of Public Works Bicycle and Pedestrian Program's goal to incorporate the bicycle into the City's transportation system. The bike lanes will increase access to the development for a larger skill variety of riders. Secure, convenient bike storage will encourage non-car trips by both employees and customers reducing the need for expensive car parking and the impact on the surrounding road network. End-of-Trip facilities will help the employers maintain a desirable, professional workplace for the growing number of alternative transportation users.

The South Shore PUD will set a precedent for future re-development projects of this scope and creating clear, attainable standards for End-of-Trip cycling facilities will inform future development projects on how to best meet the needs of the cycling public. With the City Council's approval to adopt the proposed language into the South Shore PUD zoning requirements, we can continue to bolster the bike friendly attributes within our great city. Thank you for your time and consideration in this matter.

Sincerely,

The Austin Bicycle Advisory Council
Points of Contact: C. Denise Shaw (512-560-8655) and Eileen Schaubert (512-426-4851)

EDUCATIONAL IMPACT STATEMENT
AUSTIN INDEPENDENT SCHOOL DISTRICT
CITY COUNCIL AGENDA: *#97* CASE NUMBER: C814-2008-0087

PROPOSED DEVELOPMENT:	SOUTHSHORE PUD

IMPACT ON ELEMENTARY SCHOOL: ☐ INCREASE ■ DECREASE ☐ NO IMPACT

SANCHEZ ES
73 SAN MARCOS

CAPACITY: 864

STUDENTS	CURRENT	FUTURE (2013)
NUMBER	608	511
PERCENT OF PERMANENT CAPACITY	70.3%	59.1%

IMPACT ON MIDDLE SCHOOL: ☐ INCREASE ■ DECREASE ☐ NO IMPACT

MARTIN MS
1601 HASKELL

CAPACITY: 898

STUDENTS	CURRENT	FUTURE (2013)
NUMBER	692	658
PERCENT OF PERMANENT CAPACITY	77.1%	73.3%

IMPACT ON HIGH SCHOOL: ☐ INCREASE ☐ DECREASE ■ NO IMPACT

AUSTIN HS
1715 W CAESAR CHAVEZ

CAPACITY: 2122

STUDENTS	CURRENT	FUTURE (2013)
NUMBER	2389	2406
PERCENT OF PERMANENT CAPACITY	112.5%	113.4%

The two concerns for the District are the decrease in student population of an under-capacity school (Sanchez ES) and a possible increase for an over-capacity school (Linder ES). The effect on the middle and high school would be minimal.

There are currently 120 AISD students residing in Planning Area #166 which encompasses the Southshore PUD. Of the 70 elementary students, 61 attend Sanchez Elementary School. Losing these students would decrease the student population projection to 511 (59.1% of permanent capacity) by the year 2013.

While the District appreciates and supports the developer's efforts to assist families with school-age children, staff is concerned that there are not enough comparably-priced housing units within the Sanchez ES attendance zone to accommodate all the displaced families. Thus students would attend other schools. In addition, although the District supports the developer's proposal to set aside 10% of the development's housing units for households within 80% of MFI, it is difficult to estimate the number of students generated without knowing the price points and number of bedrooms of the units. Initial pricing estimates would indicate a low number of students would reside within the PUD and be assigned to Sanchez ES.

In addition, the closest comparably-priced units are to the south of Oltorf Blvd and within the Linder Elementary School attendance zone. Should families wish to remain in the Riverside area, these units would be possible locations for the displaced families. Linder ES is currently at 135.1% of capacity. The District is currently identifying sites for an Early Childhood Center (ECC) for Linder ES Pre-K and kindergarten students, thus providing relief for the main campus. However, an influx of displaced families would negate any proposed relief.

DATE PREPARED:	
DIRECTOR'S SIGNATURE	

DRAFT