

	Note: 2008 PUD Tier 2 Open Space	feasibility of building a pedestrian and bike bridge across Lady Bird Lake east of IH-35; or 2. Fund the boardwalk trail program	
New PUD Ordinance Summary	<ul style="list-style-type: none"> ▪ Exempt 	<ul style="list-style-type: none"> ▪ Meets 12 of 12 applicable Tier 1 items ▪ Meets 3 of 3 Tier 1 additional items ▪ Meets 12 of 13 Tier 2 sections (see detail below) 	<ul style="list-style-type: none"> ▪ Meeting the majority of the new PUD ordinance items of superiority that are not required or applicable to the project

Although exempt from new PUD regulations, the PUD is meeting and/or achieving the following items from the new regulations:

Tier 1 (2.3.1) – Meeting 12 of 13 items

- a) Meet the objectives of the City Code
 - o The PUD meets the objectives of the City Code by providing for enhanced connectivity, a mixed use project within several major corridors, preserving large trees along Lakeshore Blvd. and providing for both onsite and offsite water quality measures while exceeding the landscaping and tree mitigation requirements;
- b) Provide for development standards that achieve equal or greater consistency with the goals in Section 1.1 than development under the regulations in the Land Development Code:
 - o the PUD intends to preserve the natural environment with increased landscaping and open access, encourage high quality development and innovative design by exceeding code standards and ensure adequate public services by providing increased transportation mobility per Section 1.1;
- c) Provide for a total amount of open space that equals or exceeds 10 percent of the residential tracts, 15 percent of the industrial tracts and 20 percent of the nonresidential tracts within the PUD, except that a detention or filtration area is excluded from the calculation unless it is designed and maintained as an amenity, and 2) the required percentage of open space may be reduced for urban property with characteristics that make open space infeasible if other community benefits are provided:
 - o the PUD provides for 20% open space overall, which includes detention and filtration areas that are considered amenities such as the regional wet pond;
- d) Comply with the City's PUD Green Building Program:
 - o the PUD will comply with the City's Green Building Program at a 2 Star level;
- e) Be consistent with applicable neighborhood plans, neighborhood conservation combining district regulations, historic area and landmark regulations, and compatible with adjacent property and land uses:
 - o the PUD meets the EROC Neighborhood Plan FLUM and the majority of the goals, and is compatible with adjacent property and land uses including existing and proposed condo and multifamily projects and commercial development;
- f) Provide for environmental preservation and protection relating to air quality, water quality, trees, buffer zones and greenbelt areas, critical environmental features, soils, waterways, topography, and the natural and traditional character of the land:

- the PUD provides for environmental preservation and protection relating to water quality, trees and waterways with the development of the regional wet pond and onsite water quality controls from the City's innovative measures list in addition to preservation of 21 of 26 large LCRA trees along Lakeshore Blvd. and tree mitigation of 10% above Code;
- g) Provide for public facilities and services that are adequate to support the proposed development including school, fire protection, emergency service and police facilities:
 - the PUD is planned to provide for a public facility to support the development that would include up to a maximum of 1,000 square feet of rent free space for either fire, emergency services or park police;
- h) Exceed the minimum landscaping requirements by the City Code:
 - the PUD is planned to exceed the minimum landscaping requirements of the Code by 10% above requirements with 80% of the plants being native and non-invasive per the Green Grow Program;
- i) Provide for appropriate transportation and mass transit connections to areas adjacent to the PUD and mitigation of adverse cumulative transportation impacts with sidewalks, trails and roadways;
 - ROADWAY ACCESS – Extension of Arena Drive to Tinnin Ford and 2 driveways from Arena to Lakeshore Blvd. to open access within the block;
 - PEDESTRIAN LINKAGE – Providing for increased pedestrian linkages from Riverside Drive to Arena Drive, through the regional pond and to Lakeshore Blvd. including a pedestrian crossing for Lakeshore Blvd;
 - BICYCLE LINKAGE – Increased bicycle access with striping along Lakeshore Blvd. beyond project boundaries;
 - TRANSIT ORIENTED DEVELOPMENT – Providing for a cohesive development for the potential future TOD development on the Riverside Drive parcel outside the PUD boundaries
- j) Prohibit gated roadways:
 - Gates along roadways will be prohibited in the PUD;
- k) Protect, enhance and preserve areas that include structures or sites that are of architectural, historical, archaeological, or cultural significance:
 - the PUD intends to protect and preserve 21 of 26 large oak trees donated by the LCRA along Lakeshore Blvd. that are of cultural significance and existing impervious cover removed from the Waterfront Overlay setback to allow for better tree growth. The remaining 5 trees will be transplanted;

- 1) Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints:
 - o **the PUD land area is more than 20 acres.**
- Additional Tier 1 (2.3.2) – Meeting 3 of 3 items**
- a) Comply with Chapter 25-3, Subchapter E (Design Standards and Mixed Use):
 - o **the PUD complies with Commercial Design Standards and exceeds in some areas as noted below and in Tier 2;**
 - b) Inside the urban roadway boundary depicted in Figure 2, Subchapter E, Chapter 25-2 (Design Standards and Mixed Use), comply with the sidewalk standards in Section 2.2.2, Subchapter E, Chapter 25-2 (Core Transit Corridors, Sidewalks and Building Placement)
 - o **Arena Drive will be upgraded from Urban Roadway to Core Transit Corridor standards within the PUD;**
 - c) Contain pedestrian-oriented uses as defined in Section 25-2-691(C) (Waterfront Overlay District Uses) on the first floor of a multi-story commercial or mixed use building:
 - o **Pedestrian oriented uses will be located on the first floor of multi-story commercial or mixed use buildings within the PUD.**

Tier 2 (2.4) – Meeting 12 of 13 applicable items
Open Space

Provides open space at least 10% above the requirements of Section 2.3.1. A (*Minimum Requirements*) Alternatively, within the urban roadway boundary established in Figure 2 of Subchapter E of Subchapter 25-2 (Design Standards and Mixed Use), provide for proportional enhancements to existing or planned trails, parks, or other recreational common open space in consultation with the Director of the Parks and Recreation Department.

- o **Planned to provide for proportional enhancements to existing or planned trails, parks and open space with PARD via a \$200,000 contribution for either a feasibility study of a pedestrian bridge across Lady Bird Lake or for the proposed boardwalk.**

Environment

Does not request exceptions to or modifications of environmental regulations. Provides water quality controls superior to those otherwise required by code. Uses innovative water quality controls that treat at least 25 percent additional water quality volume and provide 20 percent greater pollutant removal, in addition to the minimum water quality volume required by code.

Provides water quality treatment for currently untreated, undeveloped off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code. Provides minimum 50-foot setback for unclassified waterways with a drainage area of five acres or greater. Provides at least a 50 percent increase in the minimum waterway and critical environment feature setbacks required by code. Clusters impervious cover and disturbed areas in a manner that preserves the most environmentally sensitive areas of the site that are not otherwise protected. Provides pervious paving for at least 50 percent or more of all paved areas in non-aquifer recharge areas. Prohibits uses that may contribute to air or water quality pollutants.

- Providing for water quality controls superior to those otherwise required by Code. Water quality treatment for currently untreated off-site areas with drainage and treatment of at least 25% additional water quality (100 acres) that accounts for a 250% increase in pollutant removal. In addition uses that may contribute to air or water quality pollutants are prohibited.

Art

Provides art approved by the Art in Public Places Program in open spaces, either by providing art directly or by making a contribution to the City's Art in Public Places Program or a successor program.

- The PUD is planned to have 3 plaza locations where public art will be provided.

Great Streets

Complies with City's Great Streets Program, or a successor program. Applicable only to commercial, retail, or mixed-use development that is not subject to the requirements of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).

- N/A - the PUD is subject to Design Standards.

Community Amenities

Provides community or public amenities, which may include spaces for community meetings, day care facilities, non-profit organizations, or other uses that fulfill an identified community need.

- Planned to provide up to a maximum of 1,000 square feet of rent free space for either community meetings, day care facilities or non -profit organizations.

Transportation

Provide bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation features not required by code.

- Providing for additional bicycle lanes beyond the PUD boundaries along both sides of Lakeshore from Riverside to Tinnin Ford and along Arena making the connection to Lakeshore from Town Creek when not required by Code
- Providing for a dedicated space for the Austin CarShare Program;

Building Design

Exceeds the minimum points required by the Building Design Options of Section 3.3.2 of Chapter 25-2, Subchapter E (Design Standards and Mixed Use).

- Providing for a 40 foot base wall with 70 degree angle setback for Areas 2, 3 & 4, which exceeds Waterfront Overlay regulations
- Providing for limitations on building coverage when not required by Code
- The PUD intends to exceed the minimum points for building design related to the following points:
 - 2 Star Green Building (2 points)
 - Providing for liner stores in building façade (1+ points)
 - Providing primary entrance design (1 point)
 - Providing for roof design (1 point);
 - Providing for building materials meeting the standards outlined (1 point)

Parking Structure Frontage

In a commercial or mixed-use development, at least 75 percent of the building frontage of all parking structures is designed for pedestrian-oriented uses as defined in Section 25-2-691(C)(Waterfront Overlay District Uses) in ground floor spaces.

- Within mixed-use buildings, at least 75% of the ground floor of the building frontage of the parking structure facing the principal street is designed for pedestrian oriented uses in ground floor spaces;

Affordable Housing

Provides for affordable housing or participation in programs to achieve affordable housing.

- The PUD will be providing for an affordable component at the City's option, either:

- Provide 10% of the MF units (above existing MF-3 density) at 80% of MFI;
- Provide \$1,500,000 in funds to the Austin Housing Finance Corporation or another designated entity to provide affordable housing for senior citizens at another location; or
- A value equivalent combination of either of the options listed above.

Historic Preservation

Preserves historic structures, landmarks, or other features to a degree exceeding applicable legal requirements.

- Preservation of historic trees along Lakeshore Blvd. donated by the LCRA is proposed with a restriction of removal of no more than 5 trees totaling 110 caliber inches for construction of two driveways;
- Existing impervious cover to be removed from Waterfront Overlay setback to allow for better tree growth

Accessibility

Provides for accessibility for persons with disabilities to a degree exceeding applicable legal requirements.

- The PUD is planned to provide for 2.5% of accessible units to be available for persons with disabilities beyond the legal requirements (equates to 25% above standard requirements);

Local Small Business

Provides space at affordable rates to one or more independent retail or restaurant small businesses whose principal place of business is within the Austin metropolitan statistical area.

- Provide a minimum of 10% of the total retail space for a locally-owned small business at a rental rate below market value

**Waterfront Overlay Regulations
Related to the South Shore PUD Proposal**

§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Setback Regulations

- The PUD meets the required 50 foot setback south of Lakeshore Boulevard for Areas 1, 2 3 and 5 and increases the setback to 100 feet for Area 4

§ 25-2-741 Waterfront Overlay South Lakeshore Subdistrict Height Regulations

- The existing PUD area within the Waterfront Overlay includes a base zoning district of MF-3 (40 feet height). The PUD proposes a base district of MF-6, which allows for 90 feet in height. The areas of the PUD within the Waterfront Overlay are proposed as 60 feet in height for Area 1 and 90 feet in height with a 40 foot base wall and 70 degree angle stepback for Areas 2, 3 and 4. PUD zoning is not superseded by the height limitations of the Waterfront Overlay. The PUD proposes several items of superiority as a basis for increased height.

§ 25-2-721 Waterfront Overlay Combining District Regulations on Parking Structures and Park Facilities

- The PUD proposes to conform to the primary setback with no parking areas or structures proposed. The PUD does not propose any park facilities within the primary setback.
- The PUD proposes to prohibit surface parking.
- The PUD proposes to provide all parking structures either subgrade, partially subgrade, surrounded by usable space or architecturally integrated. The PUD is not adjacent to Town Lake, the Colorado River, parkland, or a creek named in this part.

§ 25-2-721 Waterfront Overlay Combining District Regulations on Design Standards

- The PUD intends to comply with design standards for buildings per this section. The PUD is across the street from public parkland and proposes to exceed the base wall requirement by requiring a 40 foot base wall with the portion of a structure built above the base wall oriented toward Arena Drive within an envelop delineated by starting at a line along the top of the base wall with the base of the angle being a horizontal plane extending from the line parallel to an away from the surface of Lakeshore Boulevard to a maximum height of 90 feet for Areas 2, 3 and 4.



ENVIRONMENTAL BOARD MOTION 030106 B-2

Date: March 04, 2009

Subject: South Shore District PUD C814-2008-0087

Motioned By: Phil Moncada

Seconded By: Rodney Ahart

Recommendation: The Environmental Board recommends approval with conditions for South Shore District PUD C814-2008-0087 includes exceptions:

1. LDC 25-8-261 (Critical Water Quality Zone) to construct a regional water quality pond within the critical water quality zone;
2. LDC 25-1-21 (Definition of "site") to allow site development to comply with development standards on an overall basis, rather than tract by tract;
3. LDC 25-2-243 (Proposed District Boundaries Must be Contiguous) to allow the PUD area to be considered contiguous;
4. LDC 25-2-491 (Permitted, Conditional, and Prohibited Uses) to allow certain GR uses to be permitted (per Exhibit B);
5. LDC 25-2-492 (Site Development Regulations) to be allowed 120 feet height.

Watershed Protections and Development Review and Neighborhood Planning and Zoning Staff Recommendations:

1. Impervious cover will be restricted to no more than 75% gross site area (15.12 acres);
2. Water quality pond shall be a wet pond or alternative equivalent as approved by Environmental Resource Management;
3. Area around water quality pond will have trees and other appropriate landscaping to enhance aesthetics (at a minimum, overall site will have landscaping provided at 10% above what is required by ECM Section 2);
4. A publicly accessible walking trail will be constructed along water quality pond where feasible;
5. A fence bordering the water quality pond will only be constructed only as required by COA design criteria;
6. At least 80% of landscaping will be from COA GrowGreen Guide, and no invasive plants will be used;
7. 2-star Austin Energy Green Building Standards will be provided for all buildings, with 25% above energy code requirements;

8. Arena Drive will be required to follow the Core Transit Corridor criteria of the Commercial Design Standards;
9. Integrated Management Plan will be provided for entire PUD area; and
10. Tree mitigation at least 10% above standard requirement will be provided.

Board Conditions:

1. Applicant agrees to revise PUD note number 9. This site will participate in the Regional Stormwater Management Program or receive a Detention waiver with no costs participation from the City of Austin.
2. Applicant agrees to reduce impervious cover from 75% down to 74%.
3. Applicant will not remove more than 5 (five) trees totaling 110 caliper inches in order to construct two driveway approaches on South Lakeshore Blvd.

Rationale:

The project has staff support and a reduction in impervious cover. In addition, the regional wet pond will treat over 100 acres of offsite stormwater runoff that was not treated before. This will remove approximately 22,000 lbs. of total suspended solids from runoff that was previously untreated.

Vote: 5-0-0-2

For: Ahart, Beall, Bezanson, Dupnik and Moncada

Against: Maxwell and Neely

Abstain: None

Absent: None.

Approved By



Mary Gay Maxwell, Chair

South Shore District PUD
Meeting with City Staff and Applicant to Discuss Regional Wet Pond as Amenity
August 12, 2009

Attendees:

Ingrid McDonald, Watershed Protection and Development Review
Tom Franke, Environmental Resource Management
Stephen Rye, Planning and Development Review
Gabe Bruehl, Bury + Partners
Daryl Benkendorfer, Land Design Partners
Zac Tolbert, Land Design Partners
Michele Rogerson, Drenner & Golden

Purpose:

The purpose of the meeting was to follow the recommendation issued on June 23, 2009 by the Planning Commission that "Staff and the Applicant work together to define and apply amenity features to the regional water quality pond, using the Central Market pond as a model, to guarantee superiority in terms of both aesthetics and functionality".

- ❖ Tom Franke noted that he has been working on the Central Market pond and is familiar with amenity examples.
- ❖ Based upon the Central Market pond, items discussed for amenities included benches in shade, trash receptacles, a crushed granite trail that is designed to allow for maintenance access and educational signage about the function of the pond.
- ❖ Lighting was discussed but it was noted that on other projects the Parks Department prefers to discourage nighttime usage for safety reasons.
- ❖ Ingrid McDonald noted that John Gleason of Environmental Resource Management was unable to attend but sent correspondence indicating the use of certain plants and an Integrated Management Plan will be desired. Those items are already covered in Notes 12 and 26 respectively. Mr. Gleason also noted that the developer should prepare for a large maintenance budget.
- ❖ Discussion was had regarding the use of makeup water for the pond. Staff would prefer that makeup water not be used for irrigation of landscaping.
- ❖ Discussion of trees was had regarding the majority of the trees in the existing unclassified waterway being of not good quality. The pond will be dug down deeper to preserve the existing floodway and trees within those areas will need to be removed.
- ❖ Stephen Rye noted in a later correspondence that EROC requested that "non-linear, curving edges" and "layered vegetation" be used to describe the pond as an amenity

Based upon the discussion, the following PUD Plan Notes will be revised to further solidify that the proposed regional wet pond will be used as an amenity:

Note 24 will be revised to specifically list amenities such as benches, a trail, landscaping, maintenance, educational signage, non-linear curving edges and layered vegetation subject to City of Austin approval.

Note 29 will be revised to clarify that the proposed publicly accessible trail will be positioned according to accessibility standards per City of Austin approval. The trail will connect through the project from Arena to Lakeshore Drive.



Date: May 7, 2009 (Revised September 15, 2009)
To: Stephen Rye, Case Manager
CC: Kathy Hornaday, P.E., HDR/WHM Transportation Engineering, Inc.
Reference: South Shore PUD TIA, C814-2008-0087

The Transportation Review Section has reviewed the Traffic Impact Analysis (TIA) for the South Shore PUD, dated December 19, 2008, prepared by HDR/WHM Transportation, and offers the following comments:

The South Shore PUD TIA covers a total of 20.17 acres. The site is located in southeast Austin and is bound by E Riverside Drive, Lakeshore Drive and Tinnin Ford Road.

The property is currently zoned Multi-Family Residential (MF-3), Multi-Family Residential – Neighborhood Plan (MF-3-NP), and Community Commercial – Neighborhood Plan (GR-NP). Currently 527 apartment units exist on the property. The applicant has requested a zoning change to Planned Unit Development (PUD) and proposes to redevelop the site with 1,380 apartment units, 87,000 ft² of retail, and 10,000 ft² of high turnover restaurant. The estimated completion of the project is expected in the year 2012.

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 12,601 new unadjusted average daily trips (ADT).

The table below shows the adjusted trip generation by land use for the proposed development:

Table 1. Trip Generation						
			AM Peak		PM Peak	
LAND USE	Size	ADT	Enter	Exit	Enter	Exit
Apartments	1,380 DU	7,372	119	475	441	237
Retail	87,000 SF	3,845	58	37	158	171
High Turnover Restaurant	10,000 SF	688	35	32	33	21
Total		11,905	212	544	632	429

ASSUMPTIONS

1. Based on traffic volumes collected from TxDOT, a two percent annual growth rate was applied to all roadways within the study area.
2. In addition to these growth rates, background traffic volumes for 2012 included estimated traffic volumes for the following projects:

- Libertad Bank SP-05-1381C
- 2237 E Riverside SP-04-0018C
- AutoZone #3069 SP-04-0185C
- Storage USA SP-02-0174F
- El Gran Mercado SP-00-2475C
- Jefferson Commons at Town Lake SP-02-0194C
- Colorado River Park SPC-04-0021C
- HEB Austin #12 SP-05-1260C
- Riverside Plaza C8-06-0022.0A
- Lakeshore Waterfront C14-04-0129
- Lakeshore Blvd C814-06-0109

3. Reductions were taken for pass-by for the following uses:

Table 3. Summary of Pass-By and Internal Capture Reductions		
Pass-By Reductions %		
Land Use	AM	PM
Shopping Center	24%	34%
Hi-Turnover Restaurant	33%	43%
Internal Capture Reductions %		
Land Use	AM	PM
All Land Uses	3%	3%

4. A ten percent transit reduction was assumed for all land uses during both the AM and PM peak periods based on the 27 bus stops in the vicinity of the study area.

EXISTING AND PLANNED ROADWAYS

IH 35 – The AMATP classifies IH 35 as a six-lane freeway between Cesar Chavez Street and US 290 (W). According to TxDOT traffic counts, the 2006 traffic volume on IH 35, north of Riverside Drive, was approximately 153,000 vehicles per day (vpd). According to the AMATP, IH 35 is committed to be upgraded to an eight-lane freeway with High Occupancy Vehicle (HOV) lanes, between Cesar Chavez Street and US 290 (W) by 2025.

Riverside Drive – The AMATP classifies Riverside Drive as a six-lane divided major arterial between IH 35 (S) and SH 71 (E). City of Austin traffic counts indicate that the 2005 traffic volume on Riverside Drive, west of Willow Creek Drive was approximately 47,000 vpd. Per the AMATP, Riverside Drive is committed to be upgraded to an eight-lane divided major arterial between IH 35 (S) and SH 71 (E) by 2025. An additional 60 feet of Right of Way (ROW) is recommended between IH 35 (S) and Lakeshore Drive. The City is currently conducting a corridor study for Riverside Drive. The study, East Riverside Drive Corridor Plan, will include transportation recommendations along Riverside Drive to create an improved vehicular, pedestrian, and transit supportive roadway. The Austin Bicycle Plan recommends Priority 1 Route 60 from IH 35 (S) and SH 71 (E).

Lakeshore Boulevard – The AMATP classifies Lakeshore Boulevard as a two-lane minor arterial between Riverside Drive and Pleasant Valley Road. Lakeshore Boulevard transitions into a four-lane roadway at its intersection with Riverside Drive. City of Austin traffic counts indicate that the 2006 traffic volume on Lakeshore Boulevard, west of Tinnin Ford Dr. was approximately 11,700 vpd. According to the AMATP, Lakeshore Boulevard is committed to be upgraded to a four-lane minor

arterial between Riverside Drive and Pleasant Valley Road. The Austin Bicycle Plan recommends Priority 1 Route 62 from Riverside Drive to Pleasant Valley Road.

Pleasant Valley Road – The AMATP classifies this roadway as a four-lane undivided major arterial from Colorado River to Riverside Drive. City of Austin traffic counts indicate that the 2005 traffic volume on Pleasant Valley Road, north of Riverside Drive was approximately 19,600 vpd. Per the AMATP, Pleasant Valley Road is committed to be upgraded to a four-lane divided major arterial, between Colorado River and Riverside Drive. The Austin Bicycle Plan recommends Priority 1 Route 61 from Lakeshore Boulevard to Riverside Drive.

Arena Drive/Parker Lane – Arena Drive is currently a two-lane undivided roadway in the vicinity of the site. Arena Drive transitions into a four-lane roadway at its intersection with Riverside Drive. As part of the development, Arena Drive is proposed to be extended (to the east) to intersect Tinnin Ford Road, and is proposed to align with a Lakeshore PUD site driveway. The Austin Bicycle Plan recommends Priority 1 Route 59 on Arena Drive from Town Creek Drive to Riverside Drive. Parker Lane is currently a four-lane undivided roadway in the vicinity of the site. The Austin Bicycle Plan recommends Priority 1 Route 59 on Parker Lane from Riverside Drive to Woodland Avenue.

Royal Crest Drive – Royal Crest Drive is currently a two-lane undivided roadway in the vicinity of the site. No improvements are currently planned for this roadway in the vicinity of the site.

Town Creek Drive – Town Creek Drive is currently a two-lane undivided roadway in the vicinity of the site. The Austin Bicycle Plan recommends Priority 1 Route 59 from Lakeshore Boulevard to Arena Drive.

Tinnin Ford Road/Burton Drive – Tinnin Ford Road is currently a two-lane undivided roadway in the vicinity of the site. No improvements are currently planned for this roadway. Burton Drive is currently a two-lane undivided roadway in the vicinity of the site. No improvements are currently planned for this roadway in the vicinity of the site.

Willow Creek Drive – Willow Creek Drive is currently a two-lane undivided roadway in the vicinity of the site. Willow Creek Drive transitions into a three-lane roadway at its intersection with Riverside Drive. No improvements are currently planned for this roadway in the vicinity of the site. The Austin Bicycle Plan recommends Priority 1 Route 68 from Woodland Avenue to Oltorf Street.

Wickersham Lane – Wickersham Lane is currently a four-lane undivided roadway in the vicinity of the site. Wickersham Lane transitions into a five-lane roadway at its intersection with Riverside Drive. City of Austin traffic counts indicate that the 2004 traffic volume on Wickersham Lane, north of Cromwell Circle was approximately 9,000 vpd. No improvements are currently planned for this roadway in the vicinity of the site.

Elmont Drive – Elmont Drive is currently a two-lane undivided roadway in the vicinity of the site. Elmont Drive is proposed to be reconfigured to provide a 90 degree "T" intersection with Tinnin Ford Road as part of the Lakeshore PUD development. Further improvements are recommended for this roadway as part of the South Shore District PUD development.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed 24 intersections, of which 8 are or will be signalized. Existing and projected levels of service are as follows, assuming that all improvements recommended in the TIA are built:

Intersection	2008 Existing		2012 Forecasted		2012 Site + Forecasted	
	AM	PM	AM	PM	AM	PM
IH 35 and Riverside Drive*	F	F	F	F	F	F
Riverside Drive and Lakeshore Boulevard*	B	C	C	D	C	D
Riverside Drive and Arena Drive/Parker Lane*	B	C	C	C	D	C
Riverside Drive and Royal Crest Drive*	A	C	A	B	A	B
Riverside Drive and Tinnin Ford Drive/Burton Drive*	E	C	F	D	F	D
Riverside Drive and Willow Creek Drive*	B	C	B	D	B	D
Riverside Drive and Pleasant Valley Road *	D	D	D	E	D	D
Riverside Drive and Wickersham Lane *	C	C	C	C	C	C
Lakeshore Boulevard and Town Creek Drive	A	A	A	A	A	A
Town Creek Drive and Arena Drive	A	A	A	A	A	B
Riverside Drive and Private Driveway/Town Creek Drive	A	A	A	A	A	A
Lakeshore Boulevard and Tinnin Ford Road	A	A	A	E	B	A
Tinnin Ford Road and Elmont Drive	A	A	D	A	B	A
Tinnin Ford Road and Arena Drive/Private Driveway	-	-	-	-	A	A
Lakeshore Boulevard Driveway A	-	-	-	-	A	A
Lakeshore Boulevard and Driveway B	-	-	-	-	A	A
Lakeshore Boulevard and Driveway C	-	-	-	-	A	A
Arena Drive and Driveway D	-	-	-	-	A	A
Arena Drive and Driveway E/Driveway G	-	-	-	-	A	A
Arena Drive and Driveway F	-	-	-	-	A	A
Town Creek Drive and Driveway H	-	-	-	-	A	A
Town Creek Drive and Driveway I	-	-	-	-	A	A
Tinnin Ford Road and Driveway J	-	-	-	-	A	A
Tinnin Ford Road and Driveway K	-	-	-	-	A	A
Town Creek Drive and Driveway L/Driveway M	-	-	-	-	A	A
Driveway N and Riverside Drive	-	-	-	-	A	A

*SIGNALIZED

RECOMMENDATIONS

1) Prior to City Council approval, fiscal is required to be posted for the following improvements:

Intersection	Improvements	Total Cost	Pro-Rata Share %	Pro-Rata Share \$
IH 35 & Riverside Dr.	Construct NB Right turn lane	\$355,486	6.0%	\$21,329
	Construct NB Through lane	\$50,705	6.0%	\$3,042
	Optimization of Signal Timing	\$5,000	6.0%	\$300
Riverside Dr & Lakeshore Blvd.	Extend EB left turn lane	\$45,725	17.4%	\$7,956
	Optimization of Signal Timing	\$5,000	9.6%	\$480
Riverside Dr. & Tinnin Ford Rd/Burton Dr.	Extend SB right turn lane	\$8,948	13.7%	\$1,226
	Optimization of Signal Timing	\$5,000	4.5%	\$225
Riverside Dr. & Willow Creek	Construct WB left turn lane	\$85,229	4.3%	\$3,665
Riverside Dr. & Pleasant Valley Rd.	Optimization of Signal Timing	\$5,000	2.7%	\$135
Lakeshore Blvd. & Tinnin Ford Rd.	Striping of a WB left turn lane	\$11,101	6.4%	\$710
	Installation of a Traffic Signal	\$112,500	6.4%	\$7,200
Tinnin Ford Rd.	Restripe for two-way center left turn lane w/ left turn bays from S Lakeshore to E Riverside	\$17,968	14.3%	\$2,569
Lakeshore Blvd.	Restripe for bike lane, south side of street, from west site boundary to Tinnin Ford	\$27,103	19.2%	\$5,204
Town Creek Dr.	Restripe for bike lane, from Arena Dr to E Riverside	\$16,287	16.3%	\$2,655
Sub Total		\$751,051		\$56,697

Fiscal estimates provided/sealed by Kathleen Hornaday, P.E. on February 13, 2009.

2) Several revisions have been made to the bicycle facilities that will be provided within and in the vicinity of this site. These additional improvements were agreed to by the Developer after several meetings with the City of Austin staff and the bicycle community. In addition to posting the required fiscal for the above improvements, fiscal is also being posted prior to Council approval for the following:

Intersection	Improvements	Total Cost	Pro-Rata Share %	Pro-Rata Share \$
Lakeshore Blvd.	Restripe for bike lane, from E Riverside to Tinnin Ford,	\$43,365	19.2%	\$8,326

	outside property boundary			
Tinnin Ford Rd.	Stripe for bike lane, from E Riverside to S Lakeshore	\$27,525	14.3%	\$3,936
Town Creek Dr.	Stripe for bike lane, from S Lakeshore to E Riverside, outside of property boundary	\$33,614	16.3%	\$5,479
	Sub Total	\$104,504		\$17,741
	Total Cost	\$715,392		\$74,438

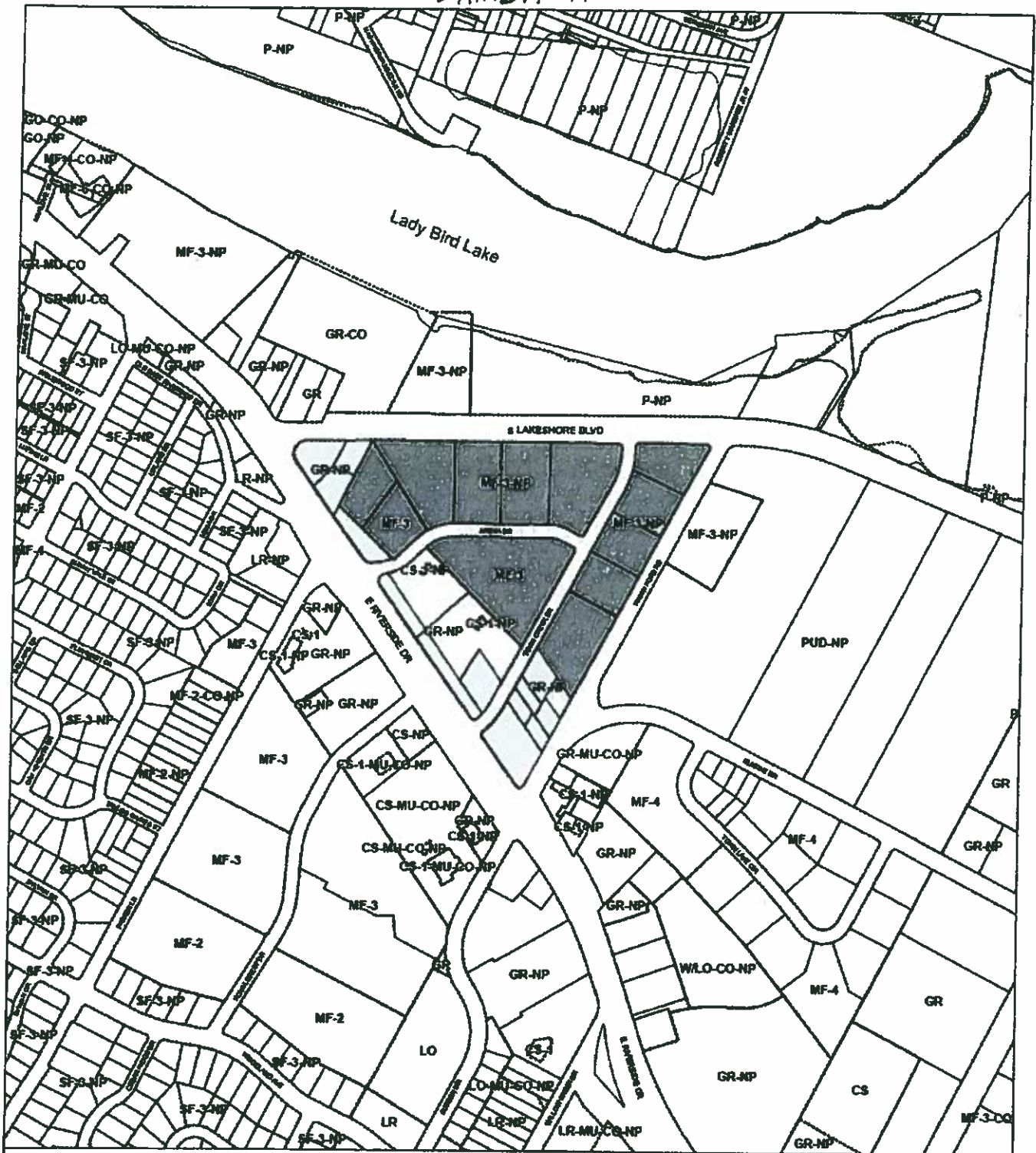
- 3) Assumed in the TIA is the reconstruction of Arena Drive between Riverside Dr and Tinnin Ford Rd to accommodate two 12-foot travel lanes and a six (6) foot bike lane and an eight (8) foot parking lane along each side of the road. The bike lanes will be striped as per City of Austin standards. This improvement will be funded in total by the applicant. Arena Drive will be extended past Town Creek Dr to Tinnin Ford Rd as a private drive. At the time of subdivision or site plan signed and sealed construction plans and cost estimates will be required for staff review and approval.
- 4) All site drives shall be constructed as recommended per the TIA.
- 5) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-3428.



Amber Mitchell
Sr. Planner ~ Transportation Review Staff
Watershed Protection and Development Review

Exhibit A



The following Overlay Districts exist within the geographic extent of this map.

* Overlay Districts present within Subject Tracts

- * Residential Design Standards
- * Waterfront Overlay Districts
- * Waterfront Overlay Setbacks
- * Scenic Roadways
- Neighborhood Planning Areas
- Capital View Corridors



Date Placed: August 21, 2006

Subject Tracts

This map has been prepared by the City of Austin as a general study map and is not intended for any other use. The accuracy is not guaranteed without permission from the City of Austin - GIS - Regional Mapping. 06-0723

Exhibit B
Proposed Additional Permitted Commercial Uses

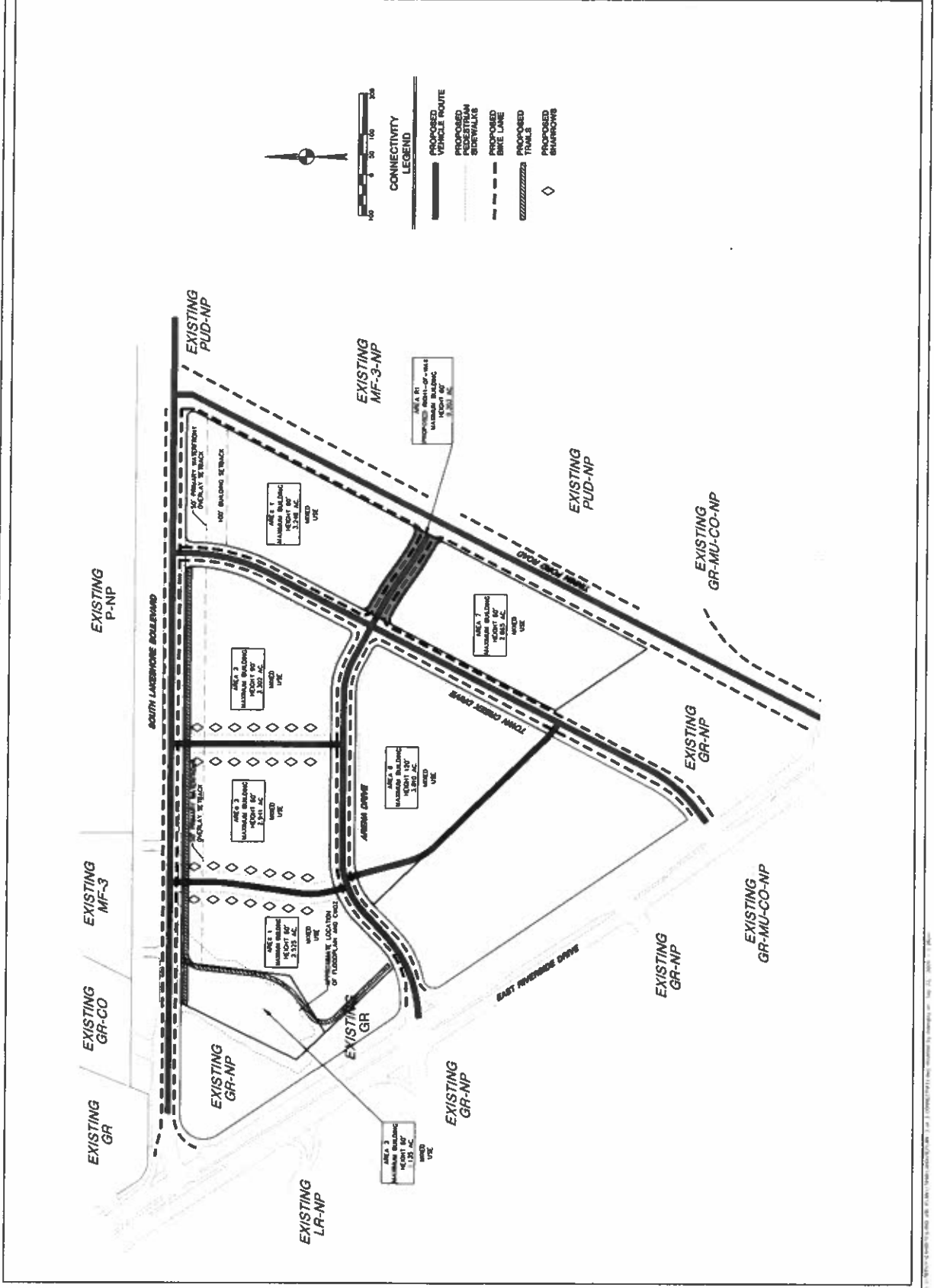
Bed & Breakfast (Group 1)	Professional Office
Bed & Breakfast (Group 2)	Research Services
Administrative & Business Offices	Restaurant (General)
Administrative Services	Restaurant (Limited)
Art Gallery	Software Development
Art Workshop	Theater
Business or Trade School	College and University Facilities
Business Support Services	Communication Service Facilities
Cocktail Lounge	Community Recreation (Private)
Commercial Off-Street Parking	Community Recreation (Public)
Communications Services	Counseling Services
Consumer Convenience Services	Cultural Services
Consumer Repair Services	Day Care Services (Commercial)
Financial Services	Day Care Services (General)
Food Sales	Day Care Services (Limited)
General Retail Sales (Convenience)	Family Home
General Retail Sales (General)	Group Home, Class I (General)
Hotel-Motel	Group Home, Class I (Limited)
Indoor Entertainment	Group Home, Class II
Indoor Sports and Recreation	Guidance Services
Medical Offices (not exceeding 5,000 sq.ft)	Hospital Services (Limited)
Medical Offices (exceeding 5,000 sq.ft)	Local Utility Services
Off-Site Accessory Parking	Private Primary Educational Facilities
Outdoor Sports and Recreation	Private Secondary Educational Facilities
Personal Improvement Services	Public Primary Educational Facilities
Personal Services	Public Secondary Educational Facilities
Pet Services	Religious Assembly
Printing & Publishing	Safety Services

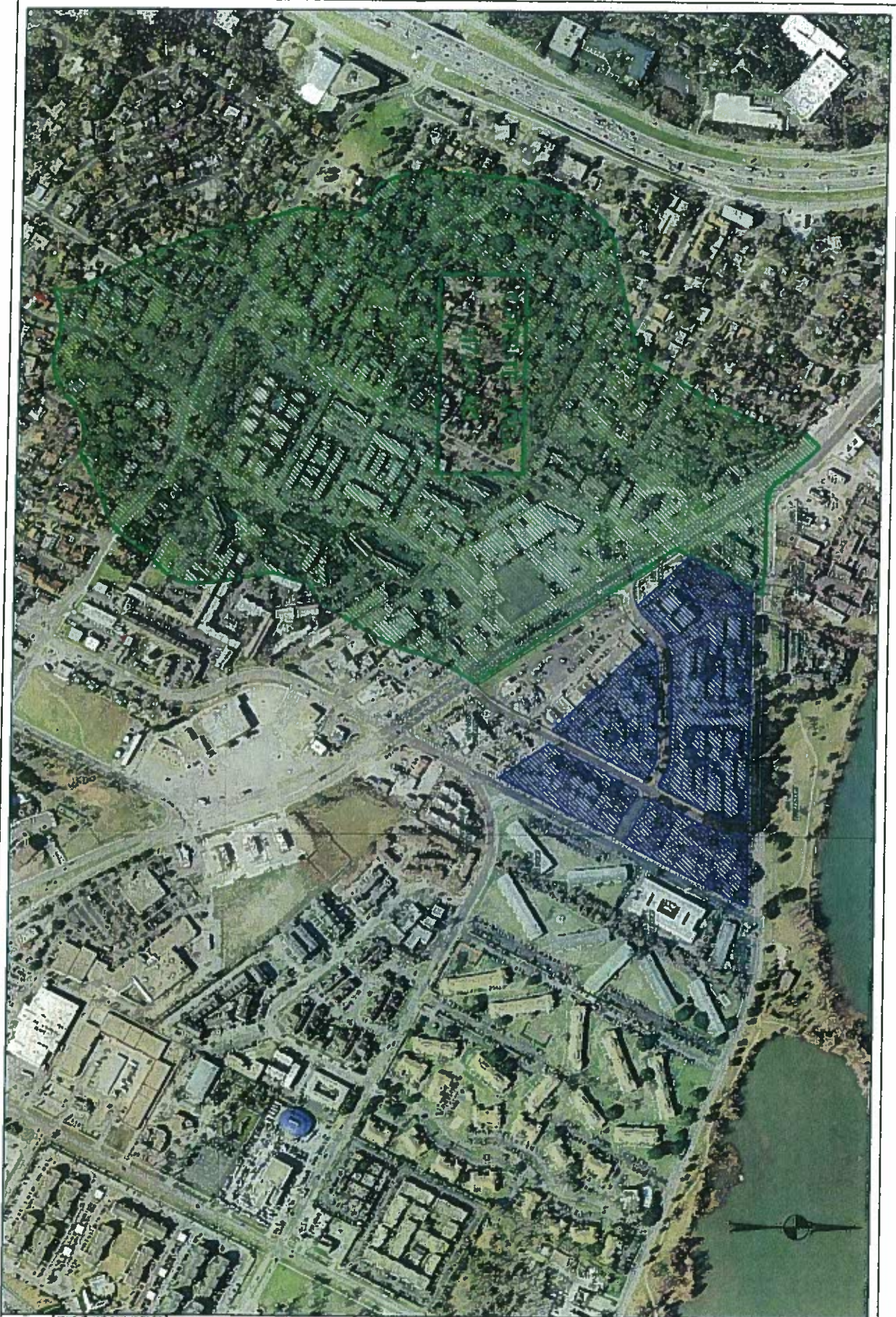
Prohibited Uses
(per Planning Commission Recommendation)

- Drive Through Services

LAND USE PLAN
CONNECTIVITY

Bury + Partners
INCORPORATING TOLSTOYS
115 Five South Street, Suite 100
Boston, Texas 77001
The Bury + Partners Building
1000 Bayview Avenue, Suite 1000
Bury + Partners, Inc. 201-201-2000





EXH
SHEET

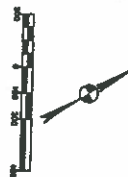
SCALE 1"=400' DATE 10/10/08
DRAWN BY: BJK
CHECKED BY: JR
PROJECT NO: 1788-01.02

SOUTH SHORE DISTRICT P.L.D.

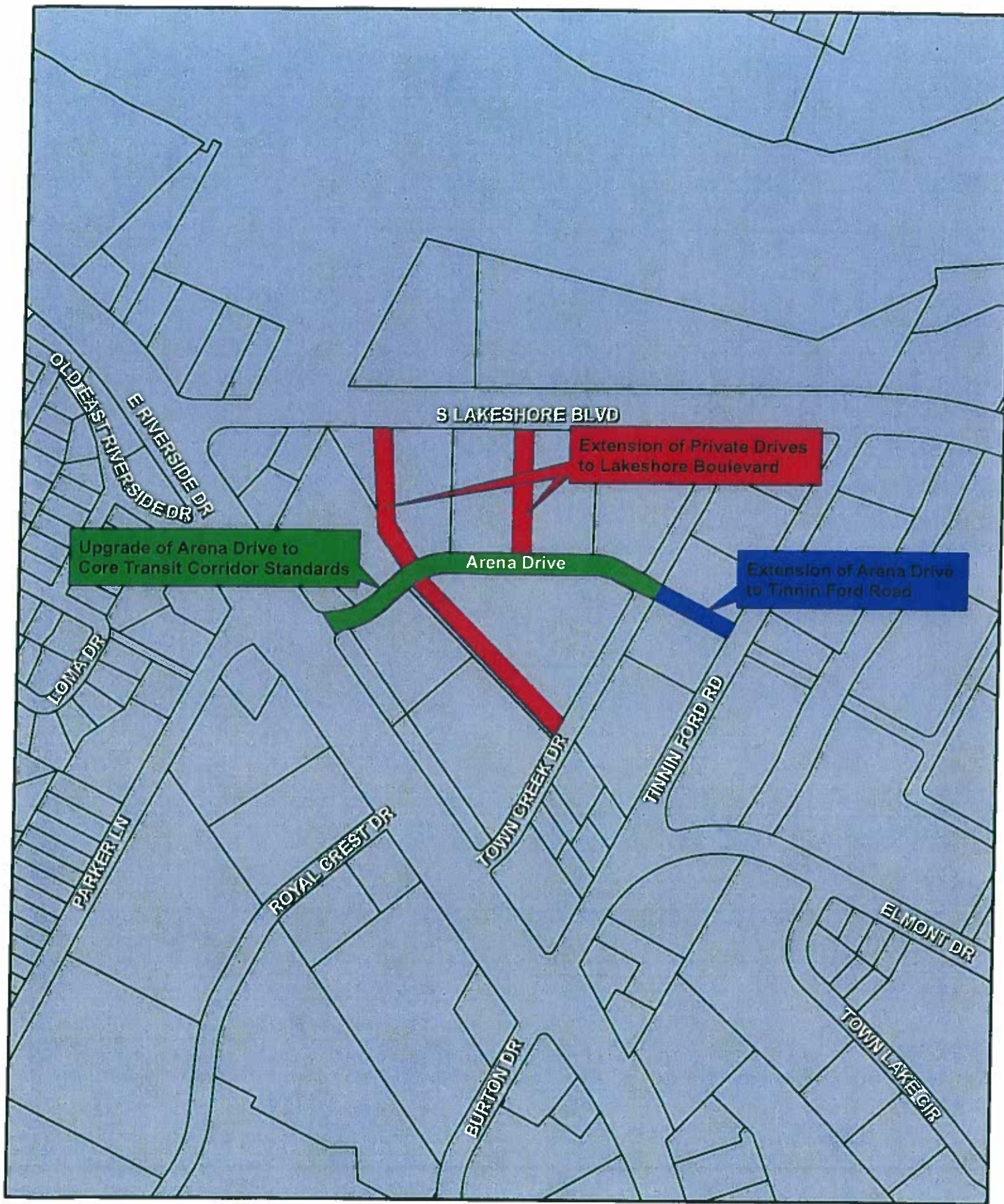
GRAYCO PARTNERS

DRAINAGE AREA EXHIBIT

Bury+Partners
ENGINEERING SOLUTIONS
201 West North Street, Suite 600, Seattle, Texas 75706
Tel. (817) 228-0011 Fax (817) 228-0325
Bury+Partners, Inc. ©Copyright 2008



OF 1	SHEET	DATE: 10/1/01	SOUTH SHORE DISTRICT	ELEVATION EXHIBIT	DATE: 10/1/01	REVISION:	DRAWN BY: JAC
		DRAWN BY: JAC					
		CHECKED BY: JAC					
		PROJECT NO.: 1003-DL-02					
RUTHERFORD T. Y. SANITARY ENGINEER P.E. LICENSE NO. 1003-DL-02	GRAYCO PARTNERS	 Bury+Partners ENGINEERING PARTNERS 221 East Main Street, Suite 800 Seattle, WA 98101 Tel. (206) 467-1000 Fax (206) 467-1001 BuryPartners.com ©Copyright 2002					



Southshore PUD Road Connectivity Exhibit





South Lakeshore Sub-District of the Waterfront Overlay