THIRD READING SUMMARY SHEET

ZONING CASE NUMBER: C814-2008-0087 – South Shore PUD

REQUEST: ZONING FROM: MF-3, MF-3-NP, and GR-NP ZONING TO: PUD and PUD-NP

Approve second/third readings of an ordinance amending Chapter 25-2 of the Austin City Code, zoning the property locally known as 1701 S. Lakeshore, 1801 S. Lakeshore, 1414 Arena Drive, 1333 Arena Drive, 1200 Tinnin Ford and 1201 Town Creek from MF-3, MF-3-NP, and GR-NP zoning to PUD and PUD-NP zoning.

Conditions met as follows: The Council approved the rezoning request on 1st reading with conditions that adjusted the allowable height for area 6 on the land use plan to 90 feet, and approved the PUD notes submitted to staff on 9/23/09. Council further instructed the applicant to work with staff to provide a range of affordable housing options for the project by 2nd/3rd readings.

The Ordinance and Restrictive Covenant reflect those conditions imposed by Council on 1st reading.

CITY COUNCIL RECOMMENDATION: 9/24/09 - The public hearing was held open and the first reading of the ordinance for planned unit development-neighborhood plan (PUD-NP) combining district zoning with conditions and accepting the PUD land use plan submitted by the applicant to staff on September 23, 2009 was approved with the following friendly amendment on Council Member Cole's motion, Council Member Shade's second on a 5-2 vote. Those voting aye were: Mayor Pro Tem Martinez and Council Members Cole, Riley, Shade and Spelman. Those voting nay were: Mayor Leffingwell and Council Member Morrison. Direction was given to staff to work with the applicant prior to second reading to analyze and present a menu of affordable housing options for Council to consider on second reading.

A friendly amendment was made by Council Member Riley to reduce the maximum height of area six on the PUD use plan from 120 feet to 90 feet. This was accepted by the maker of the motion and Council Member Shade who seconded the motion.

10/22/09 – 2nd reading – The public hearing was closed and the second reading of the ordinance for planned unit development-neighborhood plan (PUD-NP) combining district zoning with conditions and accepting the PUD land use plan approved on 1st reading was approved with the following friendly amendment on Council Member Cole's motion, Council Member Spelman's second on a 5-2 vote. Those voting aye were: Mayor Pro Tem Martinez and Council Members Cole, Riley, Shade and Spelman. Those voting nay were: Mayor Leffingwell and Council Member Morrison. Direction was given to staff to work with the applicant prior to second reading to continue to analyze and present a menu of affordable housing options for Council to consider on third reading.
A friendly amendment was made by Council Member Spelman to limit the amount of square footage that is able to be used as a cocktail lounge use to 1/3 of the total commercial square footage.

11/5/09 - The motion to postpone this item to December 10, 2009 was made by Council Member Cole and seconded by Council Member Riley. Mayor Pro Tem Martinez subsequently made a friendly amendment to postpone this item to December 17, 2009, which was accepted by the maker of the motion. The amended motion passed on a 7-0 vote. Council Member Cole directed staff to finalize the zoning ordinance by November 16, 2009 and include the following language to address affordable housing: Total package in the amount of $3,148,000. This package includes a combination of a fee and affordable units on-site in the amount of $3,058,000 and a displacement program in the amount of $90,000. * 33% of the amount ($1,009,140) be dedicated to on-site units at 60% of MFI. 33% of the amount ($1,009,140) be paid as a fee to the Austin Housing and Finance Corporation. This fee will be used to provide affordable housing in the area defined in the EROC neighborhood Plan. In addition, a priority will be given to provide home ownership. * 33% of the amount ($1,009,130) be paid as a fee to the Austin Housing and Finance Corporation to provide affordable housing in the City. Priority will be given to providing affordable housing for senior citizens. * The fee shall be paid at the time of site plan approval for each unit. The fee amount per unit is $1,682 ($2,018,280/1,200 units = $1,682 per unit). * All of the on-site units shall be included in the project prior to the approval of the final site plan for the land area within the PUD. Council Member Riley directed the staff to prepare alternate language that would include: 50/50 approach with 50% of the units provided on site at 60% MFI or below and the remaining 50% to be spent within the east Riverside Oltorf combined neighborhood planning area with the priority given to home ownership opportunities.

PROPERTY OWNER: Grayco Town Lake Investments 2007, LP

AGENT: Drenner & Golden Stuart Wolff, LLP (Michele Rogerson)

DATE OF FIRST READING/VOTE: September 24, 2009

CITY COUNCIL DATE: August 27, 2009 (Postponed by Council)
September 24, 2009 (1st reading)
October 22, 2009 (2nd reading)
December 17, 2009 (3rd reading)

CITY COUNCIL ACTION: 9/24/09 -1st reading (5-2; Morrison, Leffingwell; nay)
10/22/09 – 2nd reading (5-2; Morrison, Leffingwell; nay)

ASSIGNED STAFF: Stephen Rye **PHONE:** 974-7604

E-MAIL: stephen.rye@ci.austin.tx.us

ZONING CHANGE REVIEW SHEET

CASE: C814-2008-0087 – South Shore PUD

P.C. DATE: February 10, 2009
February 24, 2009
May 12, 2009
June 9, 2009
June 23, 2009

E.V. BOARD DATE: January 10, 2009
February 4, 2009
February 18, 2009
March 4, 2009

ADDRESS: 1701 S. Lakeshore, 1801 S. Lakeshore, 1414 Arena Drive, 1333 Arena Drive, 1200 Tinnin Ford and 1201 Town Creek

OWNER/APPLICANT: Grayco Town Lake Investments 2007, LP

AGENT: Drenner & Golden Stuart Wolff, LLP (Michele Rogerson)

ZONING FROM: MF-3, MF-3-NP, and GR-NP **ZONING TO:** PUD and PUD-NP

AREA: 20.17 acres (87,843 sq.ft.)

SUMMARY STAFF RECOMMENDATION: Staff recommends Planned Unit Development District Zoning (PUD) and Planned Unit Development – Neighborhood Plan (PUD-NP) with the conditions outlined in the staff recommendation.

ENVIRONMENTAL BOARD RECOMMENDATION: (3/4/2009) – The EV Board recommended the environmental variance for a regional water detention pond to be built in the critical water quality zone and all conditions of the Traffic Impact Analysis (5-2; May, Neely).

PLANNING COMMISSION RECOMMENDATION: (6/24/2009) – The Planning Commission recommended the approval of staff recommendation with the following conditions:

Motion: To Approve Staff recommendation which includes the conditions of the Traffic Impact Analysis, and the recommendations of the Environmental Board, with the following additional conditions: (J. Reddy; C. Small - 2nd)

- 3 star Green Building;
- $1,500,000 (or appropriate amount) affordability contribution to the Austin Housing Finance Corporation (or another designated entity) to provide affordable housing for senior citizens in another location

The following amendments were added to the original motion and approved:

Amendment: (Ewen)

- Before City Council hearing, the Applicant will meet with the Director of the City of Austin Transportation Department regarding transit potential.
- Staff and Applicant will work together to define and apply amenity features to on-site water quality pond, using the Central Market pond as a model, to guarantee superiority in terms of both aesthetics and functionality

- Staff and Applicant will work together to provide street cross-sections detailing bicycle and pedestrian plans, which will meet the intent of the Riverside Corridor Master Plan
- Parkland dedication fees shall be applied to a local project as agreed to by EROC and PARD
- The project's trails and paths will be congruent with others called for in the East Riverside Corridor Master Plan

Amendment: (Anderson)

- Affordable housing funds will be targeted at helping families at 30 – 50% MFI.

Amendment: (Dealey)

- Drive-through services are a prohibited use within the PUD.
- A pervious path will be located across tracts 1, 2 and 3 and will include one drinking fountain
- The ground floor uses for buildings adjacent to Lakeshore Boulevard will be limited to pedestrian uses per compliance with the Waterfront Overlay requirements

(6-3; D. Sullivan, M. Dealey, S. Kirk – Nay)

CITY COUNCIL RECOMMENDATION: 9/24/09 – Approved on 1st reading only (5-2; Morrison, Leffingwell; nay). The request was approved on 1st reading and reduced the height on area 6 of the land use plan to 90 feet. Council further instructed the applicant and staff to provide a range of options for the inclusion of affordable housing in the project to be discussed upon further readings.

10/22/09 - Approved on 2nd reading (5-2; Morrison, Leffingwell; nay). The request was approved on 2nd reading and limited the amount of possible cocktail lounge use to 1/3 of the total commercial square footage. Council instructed the applicant and staff to continue to examine the affordable housing options for providing on-site affordable units on the project.

11/5/09 - The motion to postpone this item to December 10, 2009 was made by Council Member Cole and seconded by Council Member Riley. Mayor Pro Tem Martinez subsequently made a friendly amendment to postpone this item to December 17, 2009, which was accepted by the maker of the motion. The amended motion passed on a 7-0 vote. Council Member Cole directed staff to finalize the zoning ordinance by November 16, 2009 and include the following language to address affordable housing: Total package in the amount of $3,148,000. This package includes a combination of a fee and affordable units on-site in the amount of $3,058,000 and a displacement program in the amount of $90,000. * 33% of the amount ($1,009,140) be dedicated to on-site units at 60% of MFI. 33% of the amount ($1,009,140) be paid as a fee to the Austin Housing and Finance Corporation. This fee will be used to provide affordable housing in the area defined in the EROC neighborhood Plan. In addition, a priority will be given to provide home ownership. * 33% of the amount ($1,009,130) be paid as a fee to the Austin Housing and Finance Corporation to provide affordable housing in the City. Priority will be given to providing affordable housing for senior citizens. * The fee shall be paid at the time of site plan approval for each unit. The fee amount per unit is $1,682 ($2,018,280/1,200 units = $1,682 per unit). * All of the on-site units shall be included in the project prior to the approval of the final site plan for the land area within the PUD. Council Member Riley directed the staff to prepare alternate language that would include: 50/50 approach with 50% of the units provided on site at 60% MFI or below and the remaining 50% to be spent within the east Riverside Oltorf combined neighborhood planning area with the priority given to home ownership opportunities.

DEPARTMENT COMMENTS: The Planned Unit Development (PUD) district is the designation for a large or complex single or multi-use development that is planned as a single contiguous project and that is under unified control. The purpose of a PUD district designation is to preserve the natural environment, encourage high quality development and innovative design, and ensure adequate public facilities and services for development within a PUD. A PUD district designation provides greater design flexibility by permitting modifications of site development regulations. Development under the site development regulations applicable to a PUD must be superior to the development that would occur under conventional zoning and subdivision regulations. A PUD district must include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints.

The South Shore PUD is comprised of approximately twenty acres and the applicant is proposing a high-density mixed-use project that includes land uses permitted in the MF-6 (Multifamily High Density zoning district). This development was analyzed as 1,380 dwelling units of multifamily and 97,000 square feet of commercial use for the purpose of the Traffic Impact Analysis. The number of MF units will be limited to 1,200 through a PUD note on the land use plan. The surrounding land uses and zoning are a mix of commercial and multifamily residential. The MF-6 base zoning and site development regulations are appropriate for this location, which is located along a core transit corridor (East Riverside Drive) and intersects with South Lakeshore Drive, designated as a 2-lane minor arterial.

The PUD proposal is a mixed-use development, including residential and commercial/retail components that will serve existing neighborhoods and future development in the area. The applicant proposes the MF-6 base district land uses and site development regulations. The applicant also seeks the inclusion of additional permitted commercial uses to be permitted within the PUD (Exhibit B). The PUD will also comply with all Compatibility Standards established by the LDC and the South Lakeshore Subdistrict of the Waterfront Overlay.

Staff also supports the bicycle facilities and bicycle end-use-facilities as written in the PUD Land Use Plan related to bicycle facilities and bicycle end-of-use facilities.

ISSUES: The affordable housing component of this project is being offered as two options as requested by Council:

> Council Member Cole directed staff to finalize the zoning ordinance by November 16, 2009 and include the following language to address affordable housing: Total package in the amount of $3,148,000. This package includes a combination of a fee and affordable units on-site in the amount of $3,058,000 and a displacement program in the amount of $90,000. * 33% of the amount ($1,009,140) be dedicated to on-site units at 60% of MFI. 33% of the amount ($1,009,140) be paid as a fee to the Austin Housing and Finance Corporation. This fee will be used to provide affordable housing in the area defined in the EROC neighborhood Plan. In addition, a priority will be given to provide home ownership. * 33% of the amount ($1,009,130) be paid as a fee to the Austin Housing and Finance Corporation to provide affordable housing in the City. Priority will be given to providing affordable housing for senior citizens. * The fee shall be paid at the time of site plan approval for each unit. The fee amount per unit is $1,682 ($2,018,280/1,200 units = $1,682 per unit). * All of the on-site units shall be included in the project prior to the approval of the final site plan for the land area within the PUD. Council Member Riley directed the staff to prepare alternate language that would include: 50/50 approach with 50% of the units provided on site at 60% MFI or below and the remaining 50% to be spent within the east Riverside Oltorf combined neighborhood planning area with the priority given to home ownership opportunities.

Staff has also recommended that a PUD note be added to the Land Use Plan that will require an easement on Area 7 to allow for the future expansion of Elmont Drive:

> Structures or improvements located within Area 7 of the PUD Land Use Plan shall be subject to a setback of 20 feet from the Southern property line. At such time that the City of Austin determines to construct an extension of Elmont Drive, an easement or street deed will be prepared to allow for the connection of Elmont between Arena Drive and Tinnin Ford Road.

STAFF RECOMMENDATION

Staff recommends granting PUD and PUD-NP zoning (Planned Unit Development, Planned Unit Development-Neighborhood Plan district zoning) as requested by the applicant with the following conditions:

- On tracts 2, 3 and 4, for the structures adjacent to Lakeshore Boulevard, a building basewall is required that may not exceed a height of 40 feet. That portion of a structure built above the basewall and oriented toward Arena Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Lakeshore Boulevard to a maximum height of 90 feet on tracts 2, 3 and 4.

- Staff recommends a maximum building height of 120 feet on tract 6, located outside of the Waterfront Overlay district and not included in the adopted East Riverside/Oltorf Neighborhood Plan Future Land Use Map. Staff agrees to a maximum building height of 60 feet on tract 1 and tract 7.

- For the buildings located on tracts 2, 3 and 4, at least 60 percent of the net frontage length of the property within the PUD along Lakeshore Boulevard shall not consist of continuous building façade.

- For tracts 2 and 3 the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 180 feet from the Lakeshore Boulevard property line.

- The setback for tract 4 shall extend 100 feet from the Lakeshore Boulevard property line and the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 300 feet from the Lakeshore Boulevard line.

- The restrictive covenant includes all recommendations listed in the Traffic Impact Analysis memorandum and additional comments for transportation review.

- Staff recommends implementation of bicycle facilities and bicycle end-of-use facilities, as adopted in the City of Austin Bicycle Master Plan.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	GR-NP, MF-3, MF-3-NP	Multi-family
North	MF-3-NP	Condominiums
South	GR-NP, GR-MU-CO-NP	Restaurant, Retail, Service Station
West	CS-1-NP	Retail, Cocktail Lounge
East	MF-3-NP, PUD-NP	Condominiums, Multifamily

NEIGBORHOOD PLANNING STUDY: East Riverside/Oltorf Combined

TIA: Yes

WATERSHED: Town Lake

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

HILL COUNTRY ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:
Southeast Austin Neighborhood Alliance
East Riverside/Oltorf Neighborhood Plan Contact Team
South River City Citizens Association
The Crossing Gardenhome Owners Association
Save Town Lake.Org
Homeless Neighborhood Association
Barton Springs/Edwards Aquifer Conservation District
Austin Neighborhoods Council
Waterfront Condominium HOA
El Concilio, Coalition of Mexican American Neighborhoods Association

SCHOOLS:
Sanchez Elementary School
Martin Middle School
Austin High School

BASIS FOR RECOMMENDATION

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

The Planned Unit Development (PUD) zoning district is intended for large or complex developments under unified control, planned as a single contiguous project. The PUD is intended to allow single or multi-use projects within its boundaries and provides greater design flexibility for development proposed within the PUD. Use of the PUD district should result in development superior to that which would occur using conventional zoning and subdivision regulations. PUD zoning is appropriate if the development enhances preservation of the natural environment; encourages high quality development and innovative design; and ensures adequate public facilities and services for development within the PUD. Staff finds that the South Shore PUD meets the purpose statement.

2. Zoning changes should result in a balance of land uses, provide an orderly and compatible relationship among land uses and incorporates environmental protection measures.

Staff recommends PUD zoning based on the following factors that make this project superior:

- The upgrading of Arena Drive from an urban roadway designation to a core transit corridor standards.
- The extension of Arena Drive to Tinnin Ford for improved neighborhood connectivity.
- A regional wet pond capturing 100 acres of storm water runoff from the existing neighborhood, removing Total Suspended Solids at a rate of 22,000 pounds/year, which exceeds the standard requirement of 9,500 pounds/year;
- 3 star level Green Building with 25% above energy code for the entire PUD ;
- Tree mitigation at 10% above standard requirement;
- Providing an Integrated Pest Management Plan;
- Providing Grow Green/Preferred Native/20% Non-Invasive Plant List practices;
- Landscaping at 10% above standard requirement.

The proposed PUD clusters residential and commercial services, provides additional environmental benefits, incorporates open space, and is located at the intersection of two arterial roadways.

3. Granting of the request should result in an equal treatment of similarly situated properties.

Zoning changes should promote compatibility with adjacent and nearby uses. In 2007, the City Council approved ordinance 20070503-050 for the Lakeshore PUD, a 50 acre adjacent property to the east that mirrors the South Shore PUD in height and mix of uses.

4. Intensive multi-family zoning should be located on major arterials and highways.

The request for MF-6 (Multifamily High Density base district zoning) is appropriate given the location is in close proximity to a major core transit corridor and major arterial (Riverside Drive) and possible location of future light rail expansion and Transit Oriented Development.

5. The following Goals and Objectives of the City of Austin Bicycle Plan are satisfied per the requirements as listed in the Ordinance and/or PUD Plan:

The following Goals and Objectives of the City of Austin Bicycle Plan are satisfied per the requirements as listed in the Ordinance and/or PUD Plan:

Goal 1 – The Bicycle Network
Objective 1: Complete the City's Bicycle Network

Objective 1.0.2 Eliminate gaps in the existing bicycle network to allow continuous bicycle travel in the Austin area.

1.0.2b New development that abuts or includes existing or planned City of Austin bicycle routes shall provide continuity of that route (and existing or planned bicycle facility) through the property, or seek an appropriate amendment to the Bicycle Plan as defined in this Plan (See Appendix H).

Objective 1.0.5 Make key operational improvements to the existing and recommended Bicycle Network.

1.0.5d Utilize innovative options to implement this plan, such as bicycle climbing lanes, lane diets, shared lane markings, colored bicycle lanes, advanced stop lines/bike boxes, road diets, etc.

Goal 3 – End-of-Trip Facilities
Objective 3: Increase Availability of End-of-Trip Facilities

Objective 1.2.4 Require shower and locker facilities in new office developments or redevelopments

East Riverside/Oltorf Combined Neighborhood Plan Goals
Related to the South Shore PUD Proposal

Future Land Use
The neighborhood plan notes (pg. 28) that increases in allowable height, setbacks and/or FAR shall be considered if significant community benefits regarding affordability and open space are met. The current PUD intends to increase open space, provide environmental benefits and the applicant is offering various options related to incorporating a significant affordability component.

Planning Principles
The neighborhood plan (pg. 27) seeks to protect the Lady Bird Lake shoreline and to prohibit the 'walling off' of the area by limiting height, density and massing of buildings along the shore. Staff recommends the utilization of design elements that will address the stepping back of building envelopes from shoreline and primary Waterfront Overlay setbacks.

Multifamily Residential Guidelines
The neighborhood plan (pg. 131) specifies urban design goals for multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking

scheme, provide public open space and include a variety of appropriate landscaping features. The PUD building design will seek to capitalize on open space areas and the protection of existing trees.

Goal 2, Obj. 2.1
Goal 2 seeks to increase home ownership opportunities that are compatible with surrounding properties. The area within the PUD boundaries is developed with apartments and currently does not offer any ownership opportunities. The Neighborhood Plan encourages redevelopment in the form of condos, townhouses, and single-family residences, which are traditionally owner-occupied. Tract 4 of the PUD plan is potentially slated for condominium residential development. The current plan shows a vertical integration of multifamily and retail, which is unlike standard multifamily development construction in the area.

Goal 3, Obj. 3.1 R27
Goal 3 calls for focus study of the East Riverside Corridor. The proposed study is underway and anticipates goals that are comparable with the proposed PUD (see below).

Goal 4, Obj. 4.21
Goal 4 encourages a balanced mix of uses. The PUD incorporates open space and residential uses along with approximately 97,000 square feet of commercial and retail uses to provide a diversity of land uses to the area.

Goal 5, Obj. 5.6 R61
Goal 5 seeks to improve connectivity across high traffic roadways to facilitate pedestrian traffic. The adopted PUD land use plan specifically speaks to the intersections of Lakeshore Boulevard, Town Creek Drive and Tinnin Ford Road, which are included within the PUD boundaries. The plan currently envisions increased connectivity between Riverside Drive, Arena Drive, Lakeshore Boulevard and Tinnin Ford Road, which is currently planned for in the PUD. The applicant plans to extend Arena Drive and connect it with Tinnin Ford Road, and shall be responsible for paying the proportionate share of cost to install a traffic signal with pedestrian crossing at Lakeshore Boulevard and Tinnin Ford Road.

Goal 6, Obj. 6.4
Goal 6 encourages the preservation and promotion of public access to the waterfront. The PUD plan will create several additional pedestrian paths through the interior of the PUD boundaries as well as pedestrian crossings of Lakeshore Boulevard to the waterfront. Public access shall be provided via sidewalks connecting Arena Drive and Lakeshore Boulevard. In addition, the primary public front entrance to buildings in Areas 2, 3 and 4 shall be oriented toward Arena Drive.

Goal 6, Obj. 6.4 R77
The neighborhood plan seeks to support the existing Waterfront Overlay primary setback of 50 feet. The PUD plan meets the 50 foot setback requirement for tracts 1, 2 and 3 and increases the setback to 100 feet for tract 4.

Goal 6, Obj. 6.4 R80
The plan also calls for the stepping up of building height as they move away from the waterfront. Staff recommends the utilization of design elements that will address the stepping back of building envelopes from shoreline and primary Waterfront Overlay setbacks (see below).

Goal 6, Obj. 6.4 R80, R81

This objective recommends the limiting of building heights on properties adjacent to Lakeshore Boulevard to 3 stories or 40 feet. For the PUD structures on tracts 2, 3 and 4, the structures adjacent to Lakeshore Boulevard, a building basewall is required with a minimum height of 40 feet. That portion of a structure built above the basewall and oriented toward Arena Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal plane extending from the line parallel to and away from the surface of Lakeshore Boulevard to a maximum height of 90 feet on tracts 2, 3 and 4.

Goal 6, Obj. 6.4 R86

Goal 6 also speaks to the sight lines of parking structures. The plan requests that parking structures be screened from view or to be placed underground. The PUD proposes both underground parking and structures that are screened from view. All parking for such buildings in the PUD boundaries shall be located either: (i) sub-grade or partially sub-grade; or (ii) wrapped by usable square footage within the project, such as retail or office space, a sales office, management office, leasing office, recreational facilities or other amenities within the building or any other pedestrian oriented use as defined by City Code as long as such garage is architecturally integrated with the associated building.

Goal 6, Obj. 6.4 R87

The neighborhood plan recommends that permitted uses include all uses allowed in MF-6 and below, and any uses permitted in GO (with the exceptions of communications services and communication service facilities, local utility services, hospital service, and off-site accessory parking). The applicant has requested a base zoning of MF-6 and permitted commercial uses allowed in GR. The staff recommends this request to encourage owner-occupied housing and commercial/retail redevelopment.

Goal 6, Obj. 6.4 R89

The plan also calls for the protection of mature trees along the north and south sides of Lakeshore Boulevard. These trees were given to the City of Austin Parks Department in 1990 by LRCA and now provide street canopy for Lakeshore Boulevard within the PUD boundaries. The applicant has agreed to the protection of mature trees and to commit to 10% above the required amount of tree mitigation for smaller trees.

Draft East Riverside Corridor Master Plan Goals Related to South Shore PUD Proposal

Mixed Use

- The adopted East Riverside/Oltorf Combined Neighborhood Plan Future Land Use Map identifies the tracts adjoining Lakeshore Drive as mixed-use.
- The draft version of the East Riverside Corridor Master Plan currently envisions mixed use and multifamily for the PUD tracts

Street Network:

- A connected street network is an important goal of the East Riverside Corridor Plan because it creates a balance between all modes of transportation, including by foot, bicycle, transit, as well as vehicle.
- The plan currently envisions increased connectivity between Riverside, Arena, Lakeshore and Tinnin Ford, which is currently planned for in the PUD. The applicant plans to extend Arena Drive and connect it with Tinnin Ford Road, and shall be responsible for paying the

proportionate share of cost to install a traffic signal at Lakeshore Boulevard and Tinnin Ford Road.

Pedestrian Improvements:

- Streetscape improvements such as following Core Transit Corridor standards are consistent with the E. Riverside Corridor master plan goal of improving pedestrian amenities. The applicant will provide additional pedestrian connection between Arena Drive and Lakeshore Boulevard and bicycle lanes along each side of Lakeshore Boulevard between Riverside Drive and Tinnin Ford Road.
- Recommendation that sidewalk standards for internal drives follow Urban Roadway standards

Height:

Participants in the planning process do seem to be somewhat comfortable with higher heights near potential future transit hubs. As part of a survey that was conducted at public meetings and online, 77% of participants highly support or support the idea that higher concentrated infill/redevelopment should occur in a series of "development nodes" around transit stops focusing new retail, office and residential uses.

Reactions to Existing Conditions in E. Riverside Corridor area:

As part of the East Riverside Corridor master planning process, which is not yet complete, participants in the process were asked to rank images with descriptions from -10 to +10, depending on how appropriate the images are for the East Riverside Corridor area in the future.

A number of images of existing conditions were shown, with these results:
Existing Riverside Drive with Views to Austin -3
Existing Multi-family Rehabbed Housing -1
Existing Garden Apartments -3
There were also images showing conditions that do not exist today in the E. Riverside Corridor area. There are the results for some of those images:
Multi-story buildings at Transit Stop with Views to Downtown (not existing) +6
Sidewalk with Green Buffer (not existing) +7
3-4 Story Residential/Retail (not existing) +5
Traditional Multi-Story Housing (not existing) +5

Summary:

To be consistent with the adopted East Riverside/Oltorf Neighborhood Plan and the initial goals that have been identified as part of the East Riverside Corridor plan, the South Shore PUD should result in development superior to that which would occur using conventional zoning and subdivision regulations. PUD zoning is appropriate if the development enhances preservation of the natural environment; encourages high quality development and innovative design; and ensures adequate public facilities and services for development within the PUD. Staff recommends granting PUD and PUD-NP zoning (Planned Unit Development, Planned Unit Development-Neighborhood Plan district zoning) as requested by the applicant with the following conditions:

For the structures on tracts 2, 3 and 4, the structures adjacent to Lakeshore Boulevard, a building basewall is required that may not exceed a height of 40 feet. That portion of a structure built above the basewall and oriented toward Arena Drive must fit within an envelope delineated by a 70 degree angle starting at a line along the top of the basewall with the base of the angle being a horizontal

plane extending from the line parallel to and away from the surface of Lakeshore Boulevard to a maximum height of 90 feet on tracts 2, 3 and 4.

Staff would not object to a maximum building height of 120 feet on tract 6, located outside of the Waterfront Overlay district and not included in the adopted East Riverside/Oltorf Neighborhood Plan Future Land Use Map. Staff agrees to a maximum building height of 60 feet on tract 1 and tract 7.

Staff further recommends that for the buildings located on tracts 2, 3 and 4, at least 60 percent of the net frontage length of the property within the PUD along Lakeshore Boulevard shall not consist of continuous building façade.

For tracts 2 and 3 the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 180 feet from the Lakeshore Boulevard property line.

The setback for tract 4 shall extend 100 feet from the Lakeshore Boulevard property line and the building coverage shall not exceed 60% from the 50 feet primary Waterfront Overlay boundary to 300 feet from the Lakeshore Boulevard line.

The restrictive covenant includes all recommendations listed in the Traffic Impact Analysis memorandum.

CITY COUNCIL DATE:	August 27, 2009 September 24, 2009 October 22. 2009 November 4, 2009	**ACTION:**	Postponed by Council Approved 1st reading Approved 2nd reading Postponed by Council

ORDINANCE READINGS: 1st 9/24/09 2nd 10/22/09 3rd 12/17/09

ORDINANCE NUMBER:

CASE MANAGER: Stephen Rye **PHONE:** 974-7604
stephen.rye@ci.austin.tx.us

PUD Superior Items

Connectivity/Commercial Design Standards

- Upgrading of Arena Drive from an urban roadway designation to a core transit corridor standards
- Extension of Arena Drive to Tinnin Ford Road for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of driveways connecting Arena Drive to Lakeshore Boulevard for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of Elmont Drive to Lakeshore Boulevard as a driveway for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of bicycle lanes along both sides of Arena Drive and along both sides of Lakeshore Boulevard beyond the boundaries of the PUD
- Providing for a bicycle and pedestrian trail as a feature of the proposed regional wet pond
- Promotion of access to the waterfront by prohibiting gates within the PUD
- Providing for a pedestrian crosswalk on Lakeshore Drive (subject to City of Austin approval)

Water Quality

- A regional wet pond capturing 100 acres of storm water runoff from the existing neighborhood, removing Total Suspended Solids at a rate of 22,000 pounds/year, which exceeds the standard requirement of 9,500 pounds/year
- Regional wet pond designed as an amenity with required landscaping
- Providing for partial onsite treatment via wet pond and water quality controls such as vegetative filter strips, rain gardens and berms

Trees/Landscaping

- Tree mitigation at 10% above standard requirement;
- Preservation of 21 of 26 LCRA trees along Lakeshore Boulevard with remaining to be transplanted
- Landscaping at 10% above standard requirement
- Providing Grow Green/Preferred Native/20% Non-Invasive Plant List practices
- Providing an Integrated Pest Management Plan

Open Space/Parkland

- Increasing Waterfront Overlay primary setback from 50 feet to 100 feet for Area 4
- Providing 20% open space
- Parkland Dedication ($897,000 based upon 1,380 units)
- Providing for a $200,000 donation to either fund a study of a bridge across Lady Bird Lake or fund the proposed boardwalk
- Capping impervious cover to the existing level of 74%
- Expanding urban open space with pedestrian and bicycle connections and plazas throughout the PUD

Green Building

- 3 star level Green Building with 25% above energy code for the entire PUD

Affordability

- Three options proposed by applicant to be determined by Council:

    1. 10% of units at 80% MFI
    2. $1,500,000 contribution to the Austin Housing Finance Corporation (or another designated entity) to provide affordable housing for senior citizens in another location
    3. An equivalent value of options 1 and 2

Community Amenities/Public Facilities/Art

- Providing for a minimum of 1,000 square feet of rent free space for either fire protection, emergency services or police facilities
- Providing for a minimum of 1,000 square feet of rent free space for either community meetings, day care facilities or non-profit organizations
- Providing for three public plazas with public art approved by the Art in Public Spaces Program

Local Small Business

- Providing for 10% of the total retail square footage at below market value to a locally-owned or small business

Historic Preservation

- A contribution of $25,000 to the Austin Parks Foundation is proposed for the preservation of the Norwood House on Riverside Drive

Building Design/Parking/Accessibility

- A building basewall of 40 feet with a 70 degree angle step-back is required for Areas 2, 3 & 4
- Building coverage is limited to 60% for portions of Areas 2, 3 & 4
- The minimum building design points required by the Commercial Design Standards will be exceeded
- Pedestrian oriented uses will be provided on the ground floor of mixed uses buildings
- Surface parking lots are prohibited
- Parking structures will be either subgrade, partially subgrade, surrounded by usable space or architecturally integrated
- 75% of the ground floor of the building frontages of the parking structure facing the principal street will contain a pedestrian oriented use
- Exceeding accessibility requirements by providing for 2.5% of the total units to be available for persons with disabilities (25% increase above requirement)

Transportation

- Providing for 3 dedicated parking spaces for use by the Austin CarShare Program

Austin Bicycle Plan

- Providing approximately $18,000 for bicycle facilities beyond code requirement
- Bicycle Program signoff for bicycle rack location
- Providing additional bicycle routes not in adopted Bicycle Plan
- Providing shower facilities to encourage bicycle commuting
- Providing additional 5% bicycle parking beyond code requirement

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

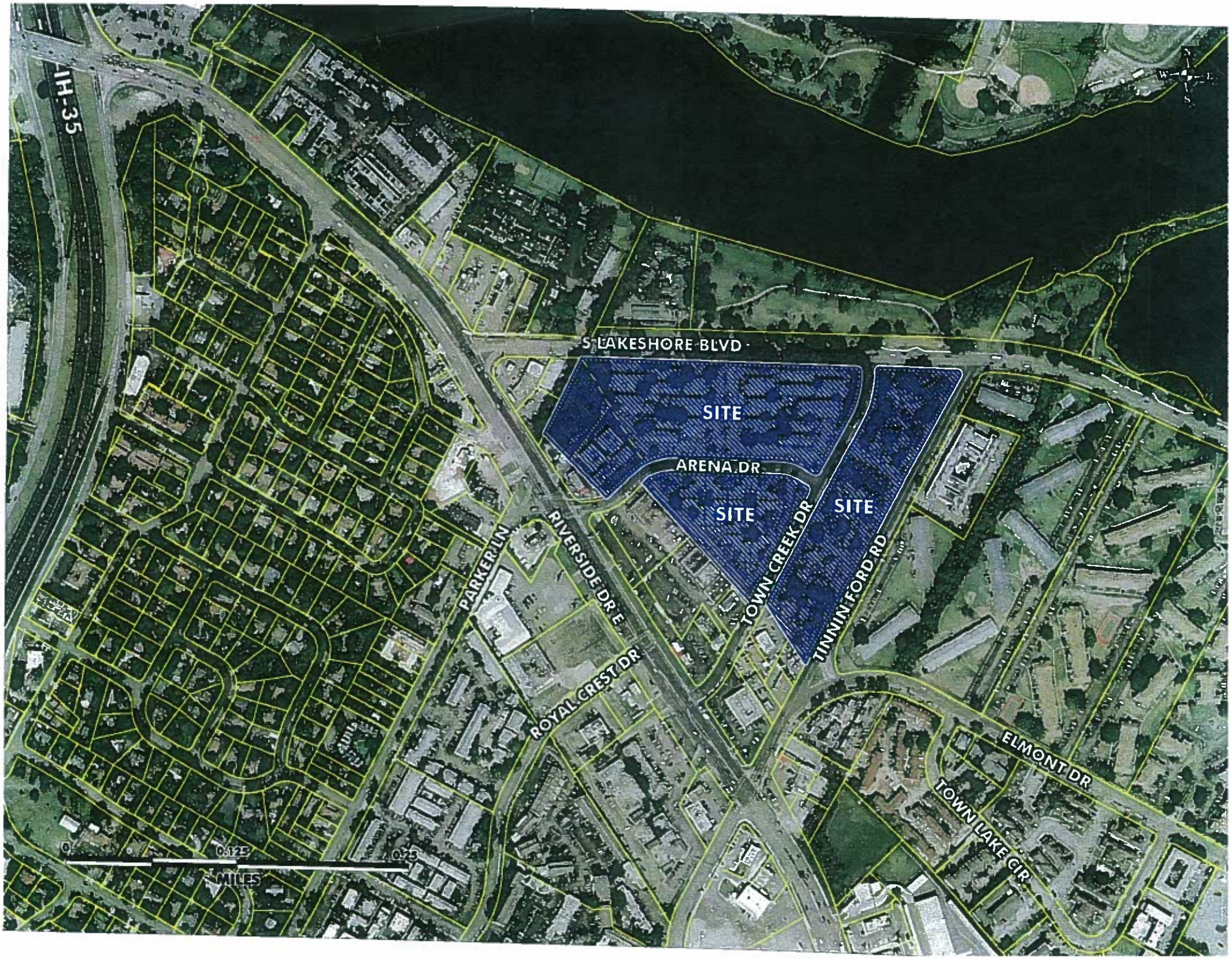
- The existing PUD area within the Waterfront Overlay includes a base zoning district of MF-3 (40 feet height). The PUD proposes a base district of MF-6, which allows for 90 feet in height. The areas of the PUD within the Waterfront Overlay are proposed as 60 feet in height for Area 1 and 90 feet in height with a 40 foot basewall 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 of 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 basewall requirement by requiring a 40 foot basewall with the portion of a structure built above the basewall oriented toward Arena Drive within an envelop delineated by starting at a line along the top of the basewall 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.


IH-35
S LAKESHORE BLVD
SITE
ARENA DR
SITE
SITE
TOWN CREEK DR
TINNIN FORD RD
PARKER LN
RIVERSIDE DR E
ROYAL CREST DR
ELMONT DR
TOWN LAKE CIR
0
0.125
0.25
MILES

S LAKESHORE BLVD
SITE
SITE
SITE
TOWN CREEK DR
TINNIN FORD RD
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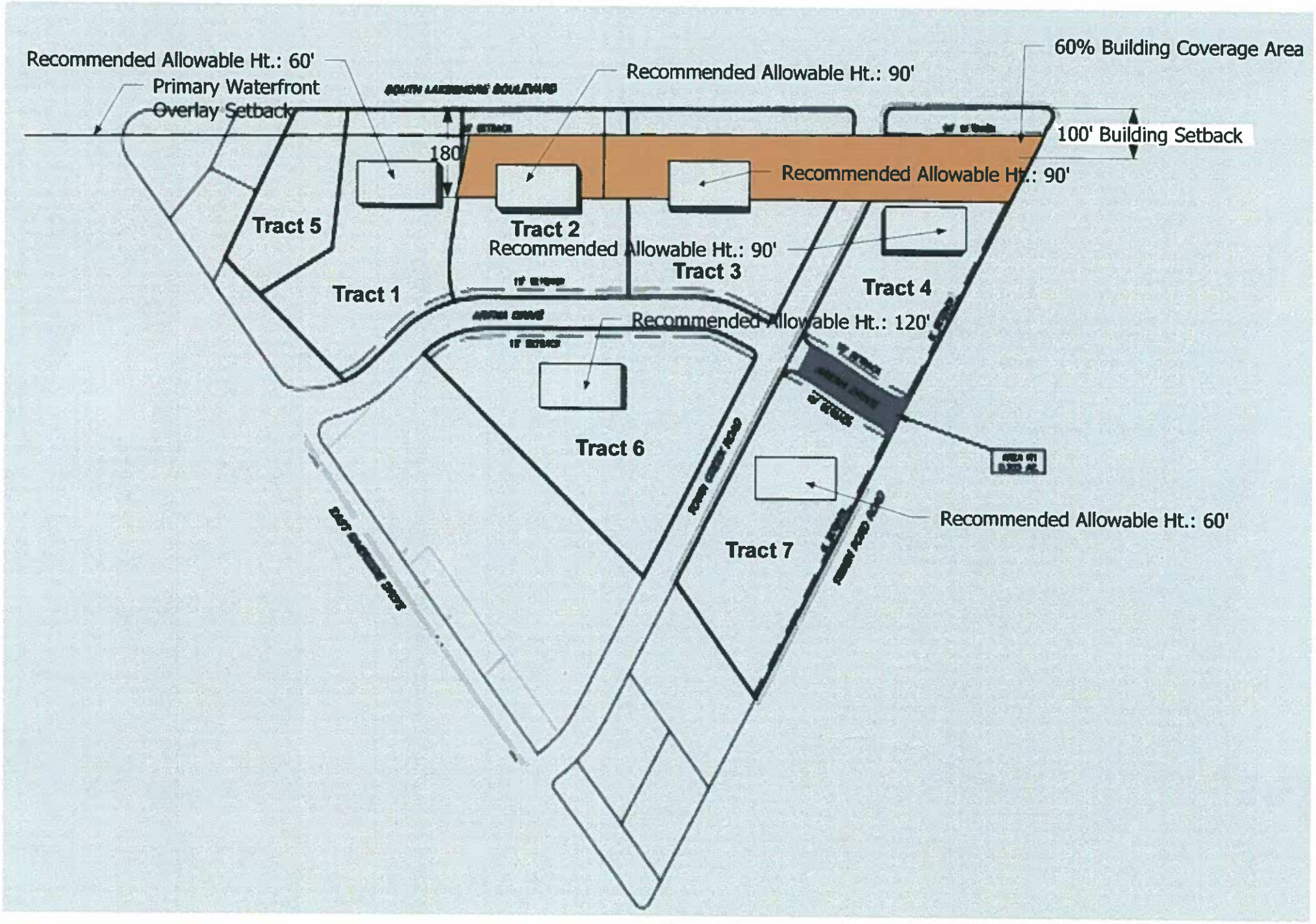
120′


Recommended Allowable Ht.: 60'
Primary Waterfront
Overlay Setback
Recommended Allowable Ht.: 90'
60% Building Coverage Area
100' Building Setback
180'
Recommended Allowable Ht.: 90'
Tract 5
Tract 2
Recommended Allowable Ht.: 90'
Tract 3
Tract 1
Tract 4
Recommended Allowable Ht.: 120'
Tract 6
Recommended Allowable Ht.: 60'
Tract 7

PUD Superior Items

Connectivity/Commercial Design Standards

- Upgrading of Arena Drive from an urban roadway designation to a core transit corridor standards
- Extension of Arena Drive to Tinnin Ford Road for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of driveways connecting Arena Drive to Lakeshore Boulevard for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of Elmont Drive to Lakeshore Boulevard as a driveway for improved neighborhood connectivity for pedestrians, bicycles and vehicles
- Extension of bicycle lanes along both sides of Arena Drive and along both sides of Lakeshore Boulevard beyond the boundaries of the PUD
- Providing for a bicycle and pedestrian trail as a feature of the proposed regional wet pond
- Promotion of access to the waterfront by prohibiting gates within the PUD
- Providing for a pedestrian crosswalk on Lakeshore Drive (subject to City of Austin approval)

Water Quality

- A regional wet pond capturing 100 acres of storm water runoff from the existing neighborhood, removing Total Suspended Solids at a rate of 22,000 pounds/year, which exceeds the standard requirement of 9,500 pounds/year
- Regional wet pond designed as an amenity with required landscaping
- Providing for partial onsite treatment via wet pond and water quality controls such as vegetative filter strips, rain gardens and berms

Trees/Landscaping

- Tree mitigation at 10% above standard requirement;
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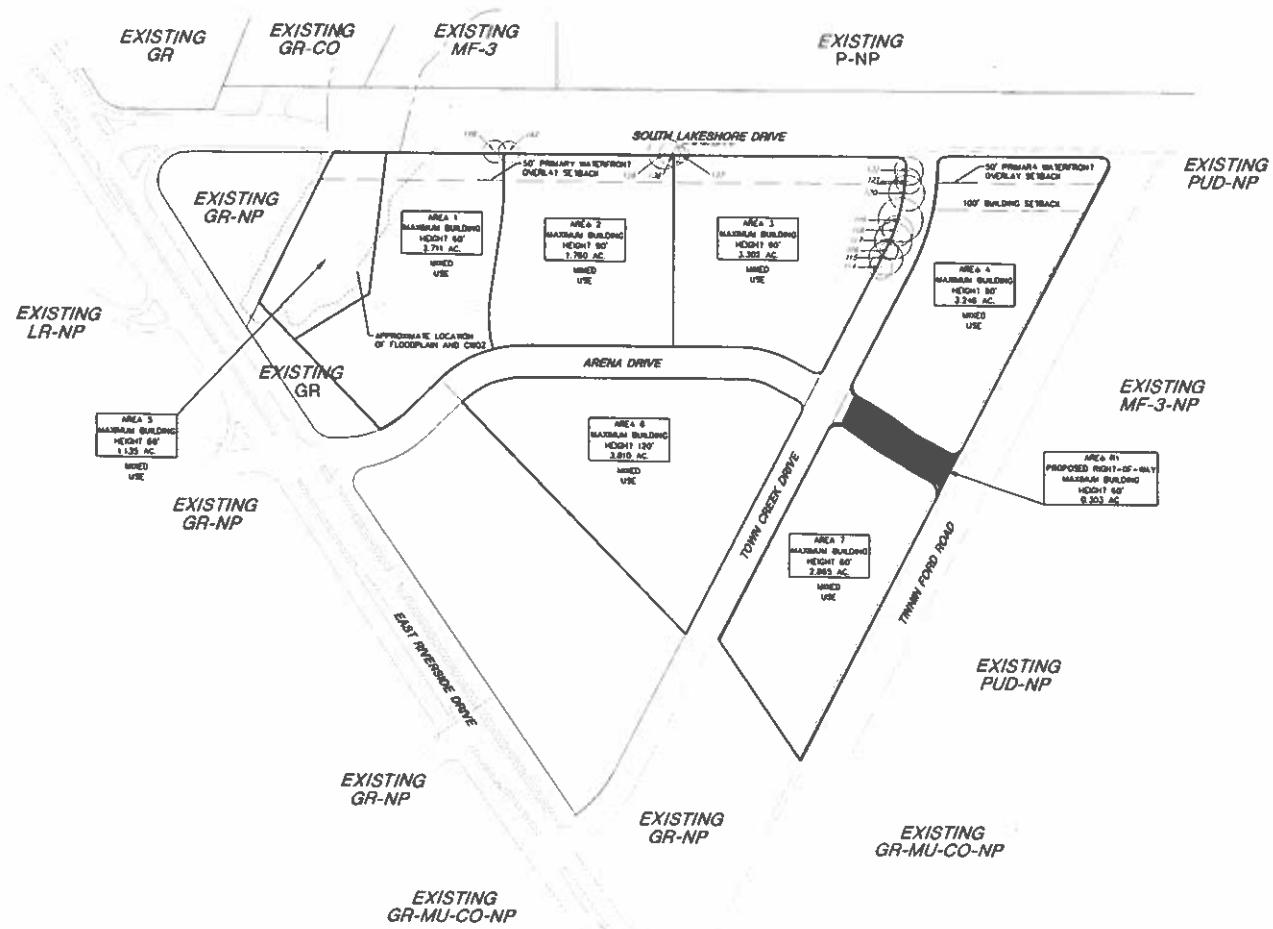
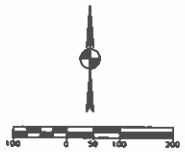


HEIGHT TABLE

AREA NO	BUILDING HEIGHT (FT.)	AREA NO
1	60	2.711
2	90	1.760
3	90	3.303
4	90	3.246
5	60	1.135
6	120	3.810
7	60	2.865
4A PROPOSED RIGHT-OF-WAY		0.303
TOTAL		20.13



Burry+Partners

LAND USE PLAN

SOUTH SHORE REDEVELOPMENT P.U.D.

GRAYCO PARTNERS

PLOTTING SCALE: 1" = 1'
DATE PLOTTED: 09/15/06
FILE: S:\Projects\1786\Dwg\1786-LU.dwg
DRAWN BY: MJC
DESIGNED BY: RJR
REVIEWED BY: RJR
PROJECT NO: 1786-01.00

SHEET 1 OF 3

PUD NOTES:

[illegible]

MODIFICATIONS TO CODE:

[illegible]

Additional Permitted Uses

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

SITE DEVELOPMENT CRITERIA TABLE

	MF-6
MINIMUM LOT SIZE (square feet):	8,000
MINIMUM LOT WIDTH:	50
MAXIMUM DWELLING UNITS PER LOT	
MAXIMUM HEIGHT	*
MINIMUM SETBACKS:	
FRONT YARD:	**
STREET SIDE YARD:	**
INTERIOR SIDE YARD:	**
REAR YARD:	**
MAXIMUM BUILDING COVERAGE:	70%
MAXIMUM IMPERVIOUS COVER:	***
MAXIMUM FLOOR AREA RATIO:	

* SEE TABLE ON SHEET 1 OF THE LAND USE PLAN FOR PARCEL HEIGHTS.

** SETBACKS WILL BE GOVERNED BY COMMERCIAL DESIGN STANDARDS FOR BUILDING PLACEMENTS OR STANDARD MF-6 IF NOT APPLICABLE

*** SEE NOTE 4 FOR MAXIMUM IMPERVIOUS COVER

Prohibited Uses

Drive Thru Services

VICINITY MAP

N.T.S.

Bury+Partners
engineering solutions

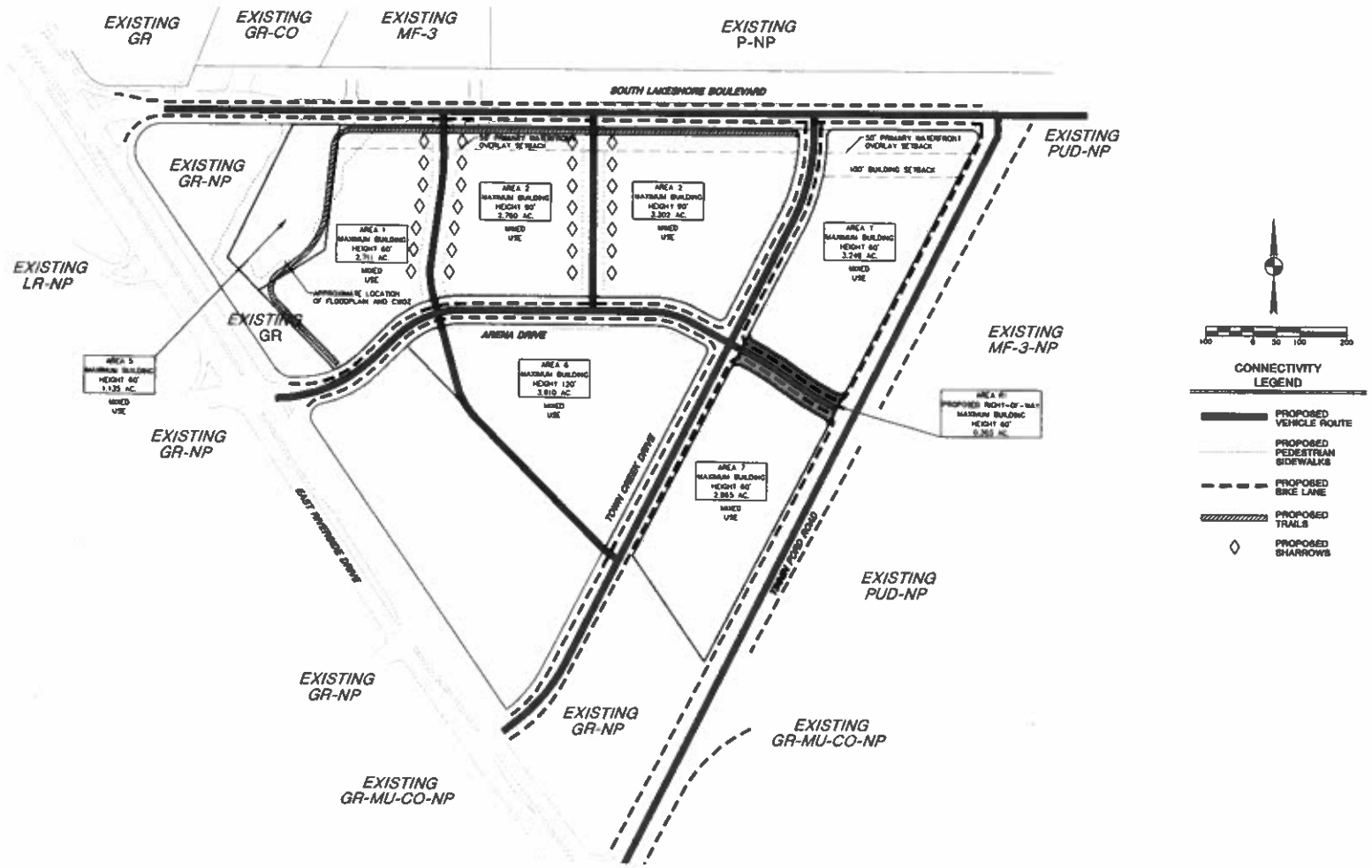
LAND USE PLAN NOTES

SOUTH SHORE DISTRICT P.U.D.

GRAYCO PARTNERS

PLOTTING SCALE: 1" = 1'
DATE PLOTTED: 11/20/06
DRAWN BY: DBK
DESIGNED BY: RJR
REVIEWED BY: RJR
PROJECT NO.: 1780-01.22

SHEET 2 OF 3



Burry+Partners

LAND USE PLAN CONNECTIVITY

SOUTH SHORE REDEVELOPMENT P.U.D.

GRAYCO PARTNERS

SHEET 3 OF 3

SOUTH SHORE PUD – C814-2008-0087
Basis for Superiority and Recommendation

Item	Code Requirement	PUD Proposal	Superiority
Connectivity (Vehicular)	▪ Commercial Design Standards	1. Extension of Arena Drive to Tinnin Ford 2. Extension of Elmont Drive (via driveway) to Lakeshore Blvd. 3. Additional driveways connecting Arena Drive to Lakeshore Blvd. 4. Orientation of the Arena Drive extension to coordinate with the major driveway on the 50 acre PUD to the east	▪ Extending vehicular connections when not required (beyond standard CDS compliance) ▪ Orienting extension of Arena Drive to major driveway within 50-acre project to the east, greatly assisting connectivity between the two properties (70 acres total)
Connectivity (Bike) **TIA** **PUD Note 29**	▪ 2009 Bike Master Plan ▪ Not Required Note: 2008 PUD Tier 1i	1. Extension of bike lanes (dual) along Arena Drive to Town Creek 2. Extension of bike lanes (dual) along Lakeshore Blvd. from Riverside Drive to Tinnin Ford 3. Extension of bike lanes (dual) along Town Creek from Arena Drive to Lakeshore Blvd. 4. Creation of bike and pedestrian trail from Arena Drive along eastern edge of wet pond to Lakeshore Blvd.	▪ Extending bike connections when not required (beyond property boundaries and along both sides of Lakeshore Blvd. from Riverside Drive to Tinnin Ford) ▪ Extending bike connections along both sides of Arena Drive and northern portion of Town Creek to Lakeshore Blvd.
Connectivity (Pedestrian) **PUD Notes 17, 20 & 27**	▪ Not Required Note: 2008 PUD Tier 1i	1. Gated community prohibited 2. Extension of sidewalks along Arena Drive from Riverside to Town Creek (dual) 3. Dedication of ROW and extension of sidewalks along Arena Drive from Town Creek to Tinnin Ford 4. Extension of sidewalks from Arena Drive to Lakeshore Blvd. along two	▪ Extending pedestrian connections when not required (beyond Commercial Design Standards for Urban Roadways)

		driveways 5. Extension of bike and pedestrian trail from Arena Drive along eastern edge of wet pond to Lakeshore Blvd. 6. Pedestrian crossing on Lakeshore Blvd. to be provided (if allowed by COA)	
Water Quality **PUD Notes 15, 21, 23, 24 & 29** **Need one for onsite**	▪ Sed/Fill Pond (on-site capture only) ▪ Environmental Preservation Not Required Note: 2008 PUD Tier 1F	1. Regional wet pond capturing 100 acres of offsite drainage removing TSS of approximately 22,000 lbs/yr (exceeds on-site standard of 9,500 lbs/yr) 2. Partial on-site capture with wet pond and Innovative Water Quality Methods (ECM 1.6.7) 3. Wet pond designed as an "amenity" with required landscaping	▪ Providing for a regional wet pond when not required (and not seeking cost recovery funds from the City) ▪ Exceeds TSS removal by more than 250% ▪ Providing for partial on-site treatment via wet pond, vegetative filter strips, raingardens and berms ▪ Wet pond required to be landscaped as an "amenity" with fencing by Code only
Trees **PUD Notes 22 & 28**	▪ 1,097 inches required to be mitigated ▪ Environmental Preservation Not Required Note: 2008 PUD Tier 1F & K	1. Exceed mitigation/replacement requirement by 10% 2. Preservation of LCRA trees along Lakeshore Blvd. A. All trees will remain in place except for 110 inches B. 110 inches to be transplanted if recommended by City Arborist	▪ Increasing inches to be mitigated beyond standard requirement by 10% ▪ 21 of 26 LCRA trees to be preserved in place. Other 5 LCRA trees to be transplanted if recommended by City Arborist ▪ Existing impervious cover removed from primary setback to allow for better tree growth
Austin Green Builder Program **PUD Note 13**	▪ Not Required Note: 2008 PUD Tier 1D	▪ 2-Star Green Builder	▪ Meeting Green Building regulations that are only required by new PUD ordinance
Grow Green Landscaping	▪ Not Required	1. 80% of the site will be native species with a prohibition of invasive plants on	▪ Applying Grow Green regulations when not required

PUD Note 12	▪ Exceed Landscaping Code Not Required Note: 2008 PUD Tier 1H	the remaining 20% 2. Providing for 10% above minimum landscaping requirements	▪ Exceeding landscaping code when not required
Integrated Pest Management Plan **PUD Note 26**	▪ Not Required	▪ IPM Plan to be provided	▪ Applying an IPM Plan when not required
Impervious Cover **PUD Note 4**	▪ 80% Gross for MF-6 in Urban Watershed	▪ 74% Gross	▪ Limiting impervious cover to existing level when not required
Open Space **PUD Notes 19 & 24**	▪ Waterfront Overlay ▪ 2% Open Space Required by Commercial Design Standards ▪ Pre and Post 2008 PUD (Tier 1C and Tier 2) requires: 10% Residential 15% Industrial 20% Commercial	1. Wet pond area (landscaped as an amenity) shall serve as open space 2. Increased setback (100 feet instead of 50 feet) from Lakeshore Blvd. on Area 4 shall serve as open space 3. Additional useful urban open space is provided by the following: A. New driveways, sidewalks and bike routes (Arena Drive to Tinnin Ford; 2 driveways connections from Arena Drive and Lakeshore Blvd.) B. Expanded activity nodes at the intersections of Arena Drive and (i) the 2 driveways to Lakeshore Blvd. and (ii) Town Creek	▪ Providing for increased waterfront overlay setback ▪ Providing for increased open space with pedestrian, bike and road connections ▪ Providing for 20% open space for mixed use despite loss of open space for access and connections to Lady Bird Lake
Affordability **PUD Note 30**	▪ Not Required Note: 2008 PUD Tier 2	1. At the City's option, either: A. Provide 10% of the MF units (above existing MF-3 density) at 80% of MFI;	▪ Providing for affordable housing when not required

		B. 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 C. A value equivalent combination of either of the options listed above.	
Public Facilities **PUD Note 31**	▪ Not Required Note: 2008 PUD Tier 1 G	▪ Provide, on a rent-free basis, a minimum of 1,000 square feet of usable space for either fire protection, emergency service or police facilities	▪ Providing for public facilities when not required
Community Amenities **PUD Note 32**	▪ Not Required Note: 2008 PUD Tier 2	▪ Provide, on a rent-free basis, a minimum of 1,000 square feet of usable space for either community meetings, day care facilities or non-profit organizations	▪ Providing space for community amenities when not required on a rent free basis
Local Small Business **PUD Note 33**	▪ Not Required Note: 2008 PUD Tier 2	▪ Provide a minimum of 10% of the total retail space for a locally-owned small business at a rental rate below market value	▪ Providing for space at below market rent for a local small business when not required
Historic Preservation **PUD Notes 28 and 34**	▪ Not Required Note: 2008 PUD Tier 2	1. Preserve LCRA trees, as described above under Trees Section 2. Contribute $25,000 to the Austin Parks Foundation for the preservation of the Norwood House	▪ Commitment to preserve LCRA trees when not required ▪ Financial commitment to the renovation of a nearby historic structure located on parkland when not required
Building Design **PUD Notes 18, 19, 36 & 37**	▪ Waterfront Overlay ▪ Commercial Design Standards Basic Points ▪ Exceeding Design	1. Proposed 40 foot basewall with 70 degree angle stepback for Areas 2, 3 & 4 2. Building Coverage shall not exceed 60% from the 50 foot setback to 180 feet from Lakeshore Blvd for Areas 2 & 3	▪ Exceeding Commercial Design Standards and Waterfront Overlay Design Standards when not required

	Points – Not Required Note: 2008 PUD Tier 2 ▪ Ped Oriented Uses on Ground Floor of Mixed Use Buildings -Not Required Note: 2008 PUD Additional Tier 1C)	3. Building Coverage shall not exceed 60% from 50 foot setback to 300 feet from Lakeshore Blvd. 4. Exceed the minimum points for building design by: A. 2 Star Green Building (2 points) B. Providing for liner stores in building façade (1+ points) C. Providing primary entrance design (1 point) D. Providing for roof design (1 point); E. Providing for building materials meeting the standards outlined (1 point) 5. Providing for pedestrian oriented uses on the ground floor of mixed use buildings	
Parking Structure Frontage **PUD Notes 18 & 19**	▪ Waterfront Overlay ▪ Not Required Note: 2008 PUD Tier 2	1. No surface parking lots shall be allowed 2. Other than on-street parking, all parking shall either be sub-grade, partially sub-grade, surrounded by usable space or architecturally integrated 3. 75% of the ground floor of the building frontage of the parking structure facing the principal street must contain a pedestrian oriented use	▪ Committing to increased design and use of parking structures when not required
Accessibility **PUD Note 38**	▪ Standard TAS Required	▪ Providing for 2.5% of the units to be available for persons with disabilities (a 25% increase above the requirements)	▪ Providing for additional accessible units beyond standard requirement

	▪ Exceeding – Not Required Note: 2008 PUD Tier 2		
Art **PUD Note 39**	▪ Not Required Note: 2008 PUD Tier 2	▪ Providing for 3 public plazas along Arena Drive where public art will be provided as approved by Art in Public Places Program	▪ Providing for multiple locations for public art to enhance community space
Transportation **TIA**	▪ TIA Improvements ▪ Additional Transportation Features – Not Required Note: 2008 PUD Tier 2	1. Shall participate in transportation improvements on 6 intersections including 1 traffic signal and striping on 3 roads; 2. The frontage along Riverside Drive was removed from the PUD to allow future planning of such area following further City planning on a possible future rail corridor along Riverside Drive 3. Providing for a dedicated parking space for use by the Austin CarShare program	▪ Providing for transportation improvements required by traffic generated ▪ Providing for a dedicated CarShare space when not required
Commercial Design Standards **PUD Note 25**	▪ Urban Roadway	▪ Arena Drive to be Core Transit Corridor (15-feet vs. 12-feet in width)	▪ Upgrading an Urban Roadway to a Core Transit Corridor when not required
Parkland **PUD Note 35**	▪ Land or Fees Required based upon Residential Units ▪ Exceeding – Not Required	In addition to all required parkland dedication fees (approximately $897,000 based upon 1,380 units) generated by this project, a $200,000 donation will be made to either: 1. Fund a study to determine the	▪ Providing for additional funding for PARD initiatives beyond commitment to required parkland fees

	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	▪ Exempt	▪ 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)	▪ 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**
   - **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:
   - **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:
   - **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:
   - **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:
   - **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;**

l) Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints:
   - **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):
   - **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)
   - **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:
   - **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.

- **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 indentified community need.

- **Planned to provide up to a maximum of 1,000 square feet of rent free space for either community metetings, 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 basewall with 70 degree angle stepback 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 caliper 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 basewall 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 of 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 basewall requirement by requiring a 40 foot basewall with the portion of a structure built above the basewall oriented toward Arena Drive within an envelop delineated by starting at a line along the top of the basewall 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".

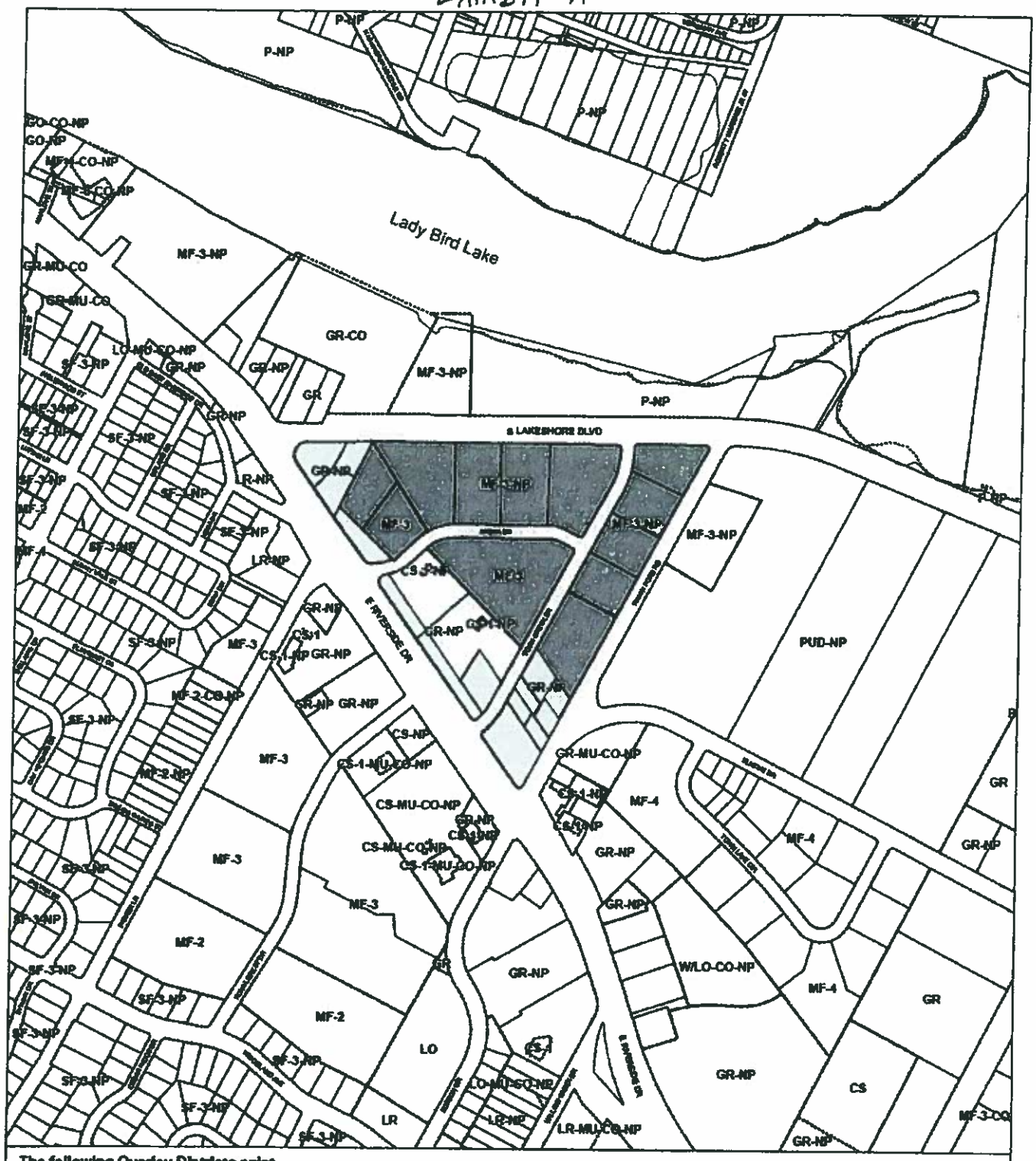
- Tom Franke noted that he has been working on the Central Market pond and is familiar with amenity examples.
- Based upon the Central Market pond, items discussed for amenities included benches in shade, trash receptacles, a crushed granite trail that is designed to allow for maintenance access and 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.

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

Subject Tracts

Date Plotted: August 21, 2008

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

EXH SHEET

SCALE: 1"=400' DATE: 12/05/05
FILE: [illegible]
DRAWN BY: DBK
DESIGNED BY: RR
REVIEWED BY: RR
PROJECT NO.: 1799-01.02

SOUTH SHORE DISTRICT P.U.D.

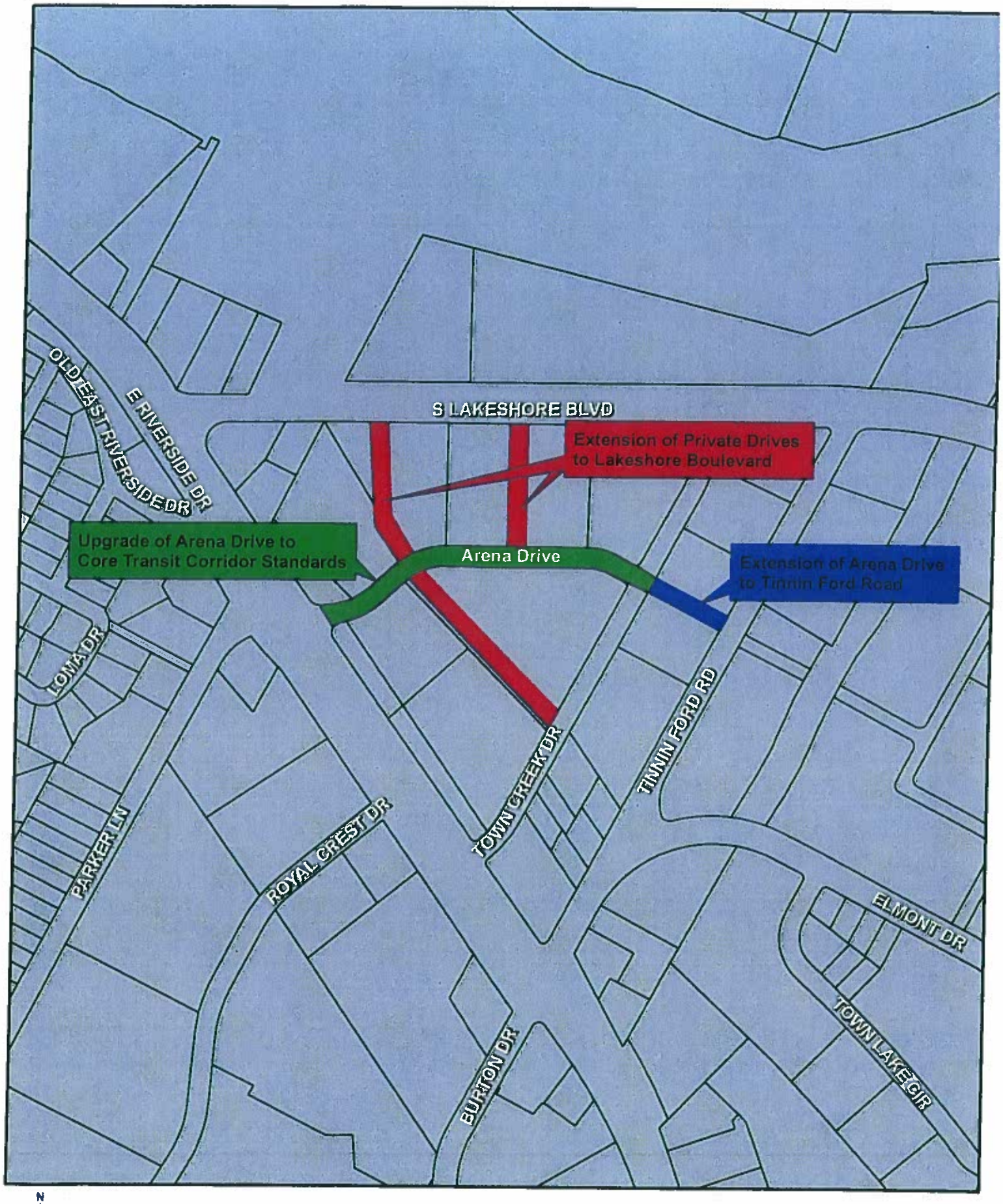
GRAYCO PARTNERS

DRAINAGE AREA EXHIBIT

Bury+Partners
ENGINEERING SOLUTIONS
221 West Sixth Street, Suite 600, Austin, Texas 78701
Tel. (512)328-0011 Fax (512)328-4535
Bury+Partners, Inc. ©Copyright 2005

SHEET 1 OF 1	SOUTH SHORE DISTRICT	ELEVATION EXHIBIT
	GRAYCO PARTNERS	

Bury+Partners



Southshore PUD Road Connectivity Exhibit

FIGURE 1

SOUTH SHORE PUD TIA
BIKE LANE CONSTRUCTION

South Lakeshore Sub-District of the Waterfront Overlay

§ 25-2-741 SOUTH LAKESHORE SUBDISTRICT REGULATIONS

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

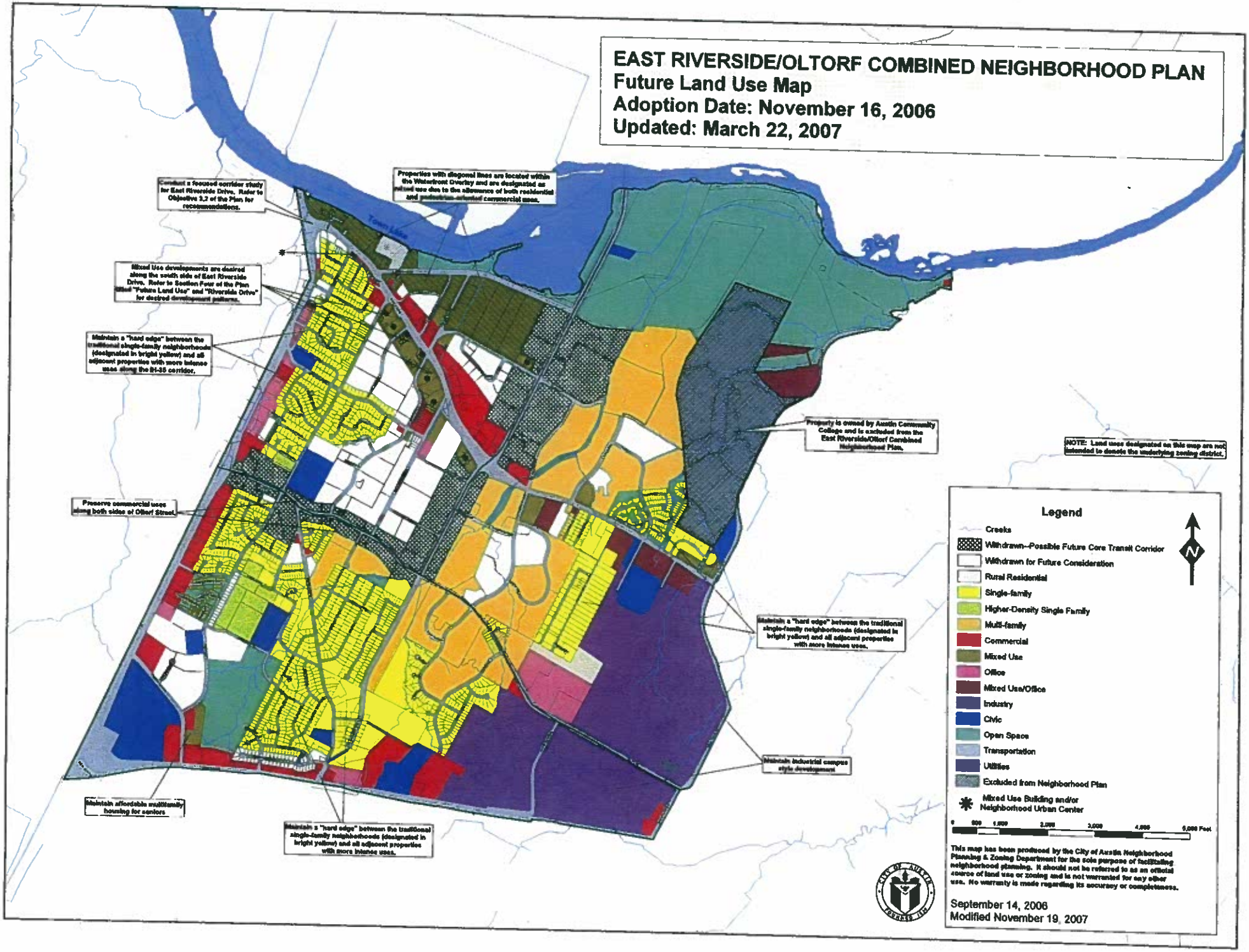
(B) The primary setback lines are located:

(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
Elmont Dr
East Riverside Dr
Royalgate Dr
Parkside Ln
Elmhurst Dr
Summit St
Lomar Dr
Riverview St
Anthony St
Shiloh St
Pedernales St
S Pleasant Valley Rd
©2009 Tele Atlas
Google

Lady Bird Lake
S Lakeshore Blvd
Arena Dr
Elmont Dr
East Riverside Dr
Royal Crest Dr
S Pleasant Valley
Southshore PUD
Lakeshore PUD
Google

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

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
Google

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application's hearing to a later date, or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

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

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

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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

09/24/08
Date

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

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

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

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application's hearing to a later date, or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

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

Carol Ann Cederstrom
Your Name *(please print)*

1801 S. Lakeshore Blvd #261 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 1500 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 barn swallow 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 they are cannot afford higher rent - some had no place to go even though they worked. You will never see 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?

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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 Avenue #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