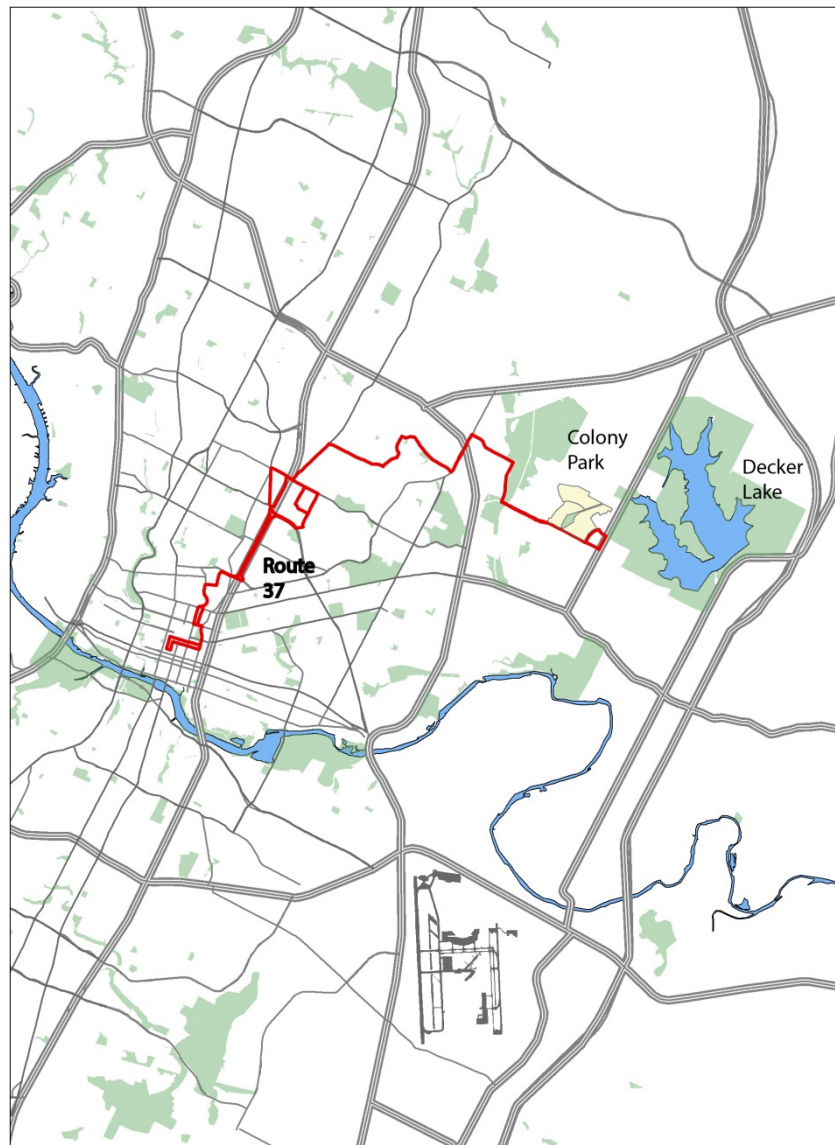


Issues with a Courthouse in Northeast Austin (Colony Park)

Accessibility: Route 37 provides service from downtown Austin to Colony Park. The ride takes approximately 1 hour to 1 hour and 15 minutes.

Riders can also take Route 20 from downtown Austin to the corner of Loyola Lane and Manor Road, where they can transfer to Route 237, the Northeast Feeder. The Northeast Feeder, however, only runs once per hour from 7:30 am to 6:30 pm.

For riders not originating downtown, the vast majority would need to transfer in downtown Austin to Route 37 to reach Colony Park (or North Lamar Transit Center from points north), meaning transit riders should anticipate no less than 2 hours travel time from many areas of Austin and Pflugerville. **This is in stark contrast to the site at 3rd and Guadalupe, which provides central access to all parts of the county by vehicle, 54 Capital Metro transit routes, as well as biking and walking for many.**

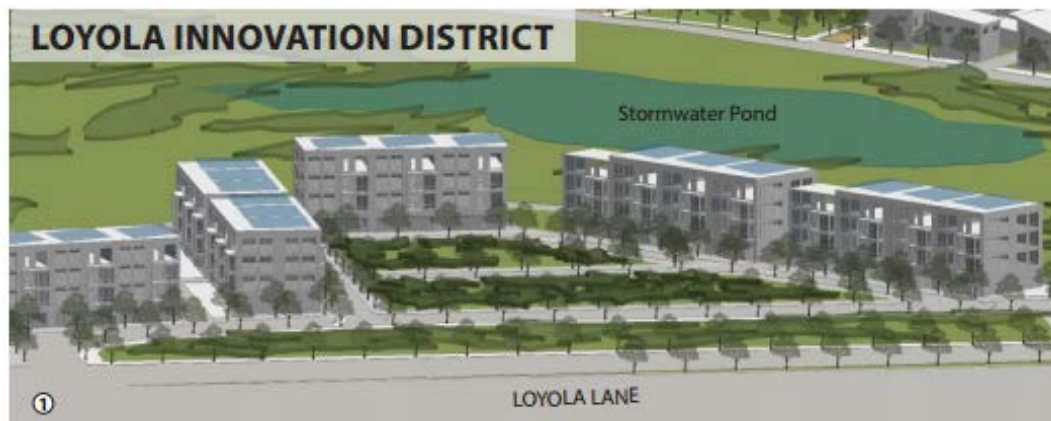


Office Separation and Traffic: Legal support, traveling from county offices in downtown Austin as well as law offices overwhelming located in downtown Austin, would be forced to travel longer distances and completely by personal vehicle to a civil courthouse at a site near Colony Park. The impact to work productivity and to highways and feeder roads would be significant.

Land Needs and Non-Conformity with Master Plan: A downtown site allows Travis County to construct over 500,000 square feet of court and support space and more than 500 parking spaces on less than one city block. This is due to the nature of locating in a central business district. For compatibility, and based on lower land value outside the core, a civil courthouse in Colony Park would require at least 5 acres of land (more if surface parking is used rather than structured parking). While the Loyola Innovation Zone is slated to include institutional and civic uses on the southern edge of the district along Loyola Lane, the approximate 438,000 square feet of development it claims to have in capacity is spread across six multi-story buildings and four surface parking lots.

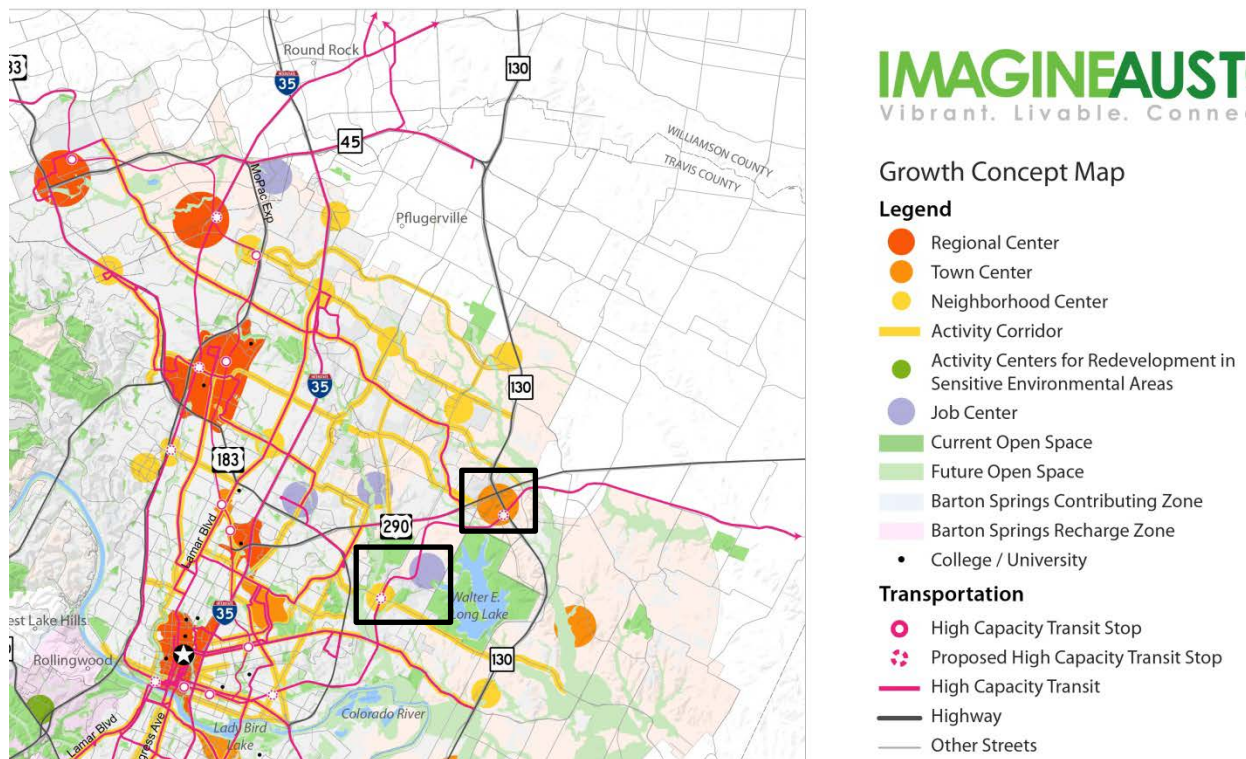
Constructing six separate court buildings at this site would be extremely inefficient and higher in cost than building on a single downtown block. It would also preclude the development of a true “Loyola Innovation District” that is intended to be a “center for learning and economic development” with jobs in the STEM fields and other research and technology.

Adopted parameters for the civic/institutional functions of the future Loyola Innovation District also restrict maximum floor heights of 14 feet, which are inadequate for courthouse purposes. Use restrictions are for “office” functions, which do not explicitly permit public services like courtrooms.



This view of the Loyola Innovation District from the air shows the institutional development potential of the land fronting along Loyola. This frontage has the capacity to accommodate more than 438,000 s.f. of development

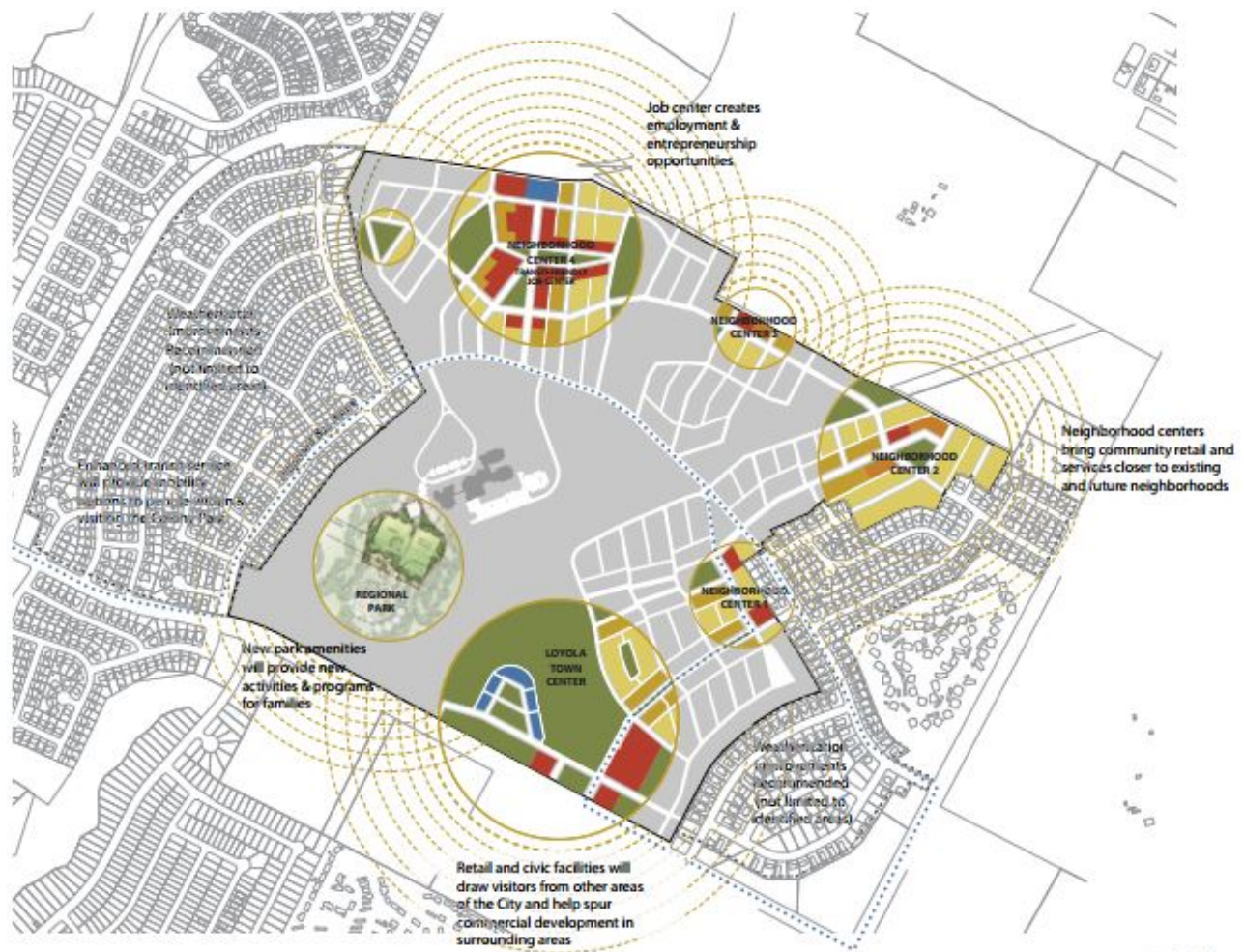
Economic Development Strategies in Northeast Austin



1. Implement the Colony Park Master Plan

A Master Plan was completed in December 2014 for Colony Park (yellow and purple circles) as part of the Colony Park Sustainable Communities Initiative, a 3-year community engagement planning process. Colony Park's Master Plan provides a path for how to develop 208 currently vacant acres into mixed-income housing with retail and job opportunities while reinventing 93 acres of park to better serve residents and visitors. The plan calls for its transformation from single-family homes and publicly-owned open space into a mixed-use center with diverse housing options, local retail, employment centers, and better developed park spaces with fields, a pool, and hiking trails.

Colony Park represents the most sustainable and appropriate development plan for Northeast Austin, promoting sustainable growth on available space in an area of existing development, in close proximity to the Walter E. Long Metropolitan Park, existing bus routes, and a potential future rail corridor, all within 2 miles of Route 183.



This view of the LTC from the air shows the economic development potential of the land fronting along Loyola. Proposing more than half a dozen multi-story buildings, this frontage has the capacity to accommodate hundreds of jobs and more than 203,000 s.f. of development.

Loyola Town Center along Loyola Lane could provide hundreds of jobs and more than 200,000 square feet of commercial development. This would provide much needed jobs and services- like groceries- in close proximity to current residents in Colony Park and Northeast Austin. The adjacent Loyola Innovation District could accommodate more than 438,000 square feet of development.

2. Invest in the transformation of Walter E. Long Metropolitan Park

Walter E. Long Metropolitan Park, which neighbors and stakeholders have envisioned as a “Zilker Park East” in recent neighborhood meetings with Travis County, currently lacks recreational amenities, hiking trails, play space, and lake access that can transform it into a treasured amenity for Northeast Austin and neighboring Manor. While there have been several plans proposed to lease park land for special uses- like a golf course- this very large park is an opportunity to create a truly accessible, multi-functional open space that could become a major destination in its own right.

Travis County and the City of Austin are wrapping up an Expo Center Feasibility Study as well that will provide us with information on how best to invest into the facility to make it a better venue for both the local community and the region at large.

3. Plan for a second town center (“West Manor”)near Highway 290 & 130 Intersection

The Imagine Austin Comprehensive Plan envisions a new town center (orange circle) near the intersection of Highway 290 and State Highway 130. This area, just 2 miles from the center of Manor, represents an opportunity for new, context-sensitive development. This town center encompasses a 4-square mile “blank canvas” large enough to provide the community with more housing, jobs, services, and open space that supports the health and well-being of both people and the environment.