ZONING CHANGE REVIEW SHEET
COMBINED REVIEW SHEET:
PLAZA SALTILLO Tracts 1/2/3
PLAZA SALTILLO Tracts 4/5
PLAZA SALTILLO Tract 6

CASES: Plaza Saltillo Tracts 1/2/3 – C14-2016-0050
Plaza Saltillo Tracts 4/5 – C14-2016-0049
Plaza Saltillo Tract 6 – C14-2016-0051

P.C. DATE: January 10, 2017
December 13, 2016
November 8, 2016
October 25, 2016
October 11, 2016
September 13, 2016

CASE NAMES, FILE NUMBERS, ADDRESSES & ACREAGE:

Name	File #	Address	Acreage
Plaza Saltillo 1/2/3	C14-2016-0050	901, 1011, and 1109 E 5th Street	6.819
Plaza Saltillo 4/5	C14-2016-0049	1211 and 1301 E. 5th Street	3.349
Plaza Saltillo 6	C14-2016-0051	413 Navasota Street	0.873
			TOTAL 11.041

DISTRICT: 3

OWNER: Capital Metropolitan Transportation Authority Property & Asset Management (Shanea Davis)

AGENT: Land Use Solutions (Michele Haussmann)

FROM: Transit Oriented Development-Neighborhood Plan (TOD-NP) combining district

TO: Transit Oriented Development-Central Urban Redevelopment- Neighborhood Plan (TOD-CURE-NP) combining district

NEIGHBORHOOD PLAN AREA: East Cesar Chavez

TIA: See attached memorandum

WATERSHEDS: Waller and Lady Bird Lake

CAPITOL VIEW CORRIDOR: Yes

DESIRED DEVELOPMENT ZONE: Yes

SCENIC ROADWAY: No

SUMMARY STAFF RECOMMENDATION:

Staff supports the Applicant's request, with conditions (TOD-CURE- NP). Staff recommends that cases C14-2016-2016-0049 and C14-2016-0050 (Tracts 1-5) cases be subject to the Traffic Impact Analysis (TIA) prepared by the Applicant. Development on the Tracts shall be subject to the recommendations contained in the attached memorandum from the Transportation Review Section of the Development Review Department dated November 2, 2016. The TIA memorandum will be attached to the zoning cases by public restrictive covenant. ***Please see Please see Exhibit A (TIA Memorandum).***

PLANNING COMMISSION RECOMMENDATION:

January 10, 2017: *TO GRANT REZONING FROM TOD-NP TO TOD-CURE-NP, AS RECOMMENDED BY STAFF, (9-4). [M. Wilson- 1st, J. Schissler- 2nd; T. White, T. Nuckols, J. Shieh, N. Zaragosa- Opposed]*
COMMISSION ALSO REQUESTED STAFF INCLUDE THE FOLLOWING ITEMS FOR ADDITIONAL INFORMATION AND REVIEW PRIOR TO REVIEW BY CITY COUNCIL: 1. STAFF SHALL IDENTIFY MECHANISMS THAT WILL ENSURE THAT THE AFFORDABLE HOUSING UNITS ON TRACT 6 ARE CONSTRUCTED IN AN APPROPRIATE TIMEFRAME IN RELATION TO THE REST OF THE OVERALL PROJECT; 2. STAFF SHALL EXAMINE OPTIONS FOR FUTURE PARTICIPATION BY THE CITY IN INCREASING THE NUMBER OF AFFORDABLE HOUSING UNITS UP TO THE 25% LEVEL AS DESCRIBED IN SECTION 4.3 OF THE PLAZA SALTILLO REGULATING PLAN; AND, 3. PLANNING COMMISSION DOES NOT INTEND FOR SUPPORT OF THE HEIGHT INCREASE ON THIS PROJECT TO BE CONSIDERED A GUIDING PRECEDENT FOR THE OVERALL AREA. PLANNING COMMISSION SUPPORTED THE HEIGHT REQUESTS ON THESE ZONING CASES BECAUSE OF THE SPECIFIC ISSUES OF THE CASES, NAMELY: THIS IS THE PLAZA SALTILLO PROJECT OWNED BY CAPITAL METRO, WHICH HAS BEEN PLANNED FOR HIGHER INTENSITY; THE PROJECT IS LOCATED WITHIN A TRANSIT ORIENTED ZONING DISTRICT, WHICH WAS DESIGNED FOR HIGHER DENSITY; THE PROJECT IS LOCATED WITHIN A CENTRAL URBAN RENEWAL COMBINING DISTRICT, WHICH ALLOWS GREATER INTENSITY IN ORDER TO PROMOTE REVITALIZATION; THE LOCATION OF THE PROPOSED 125 FOOT HEIGHT LIMIT IS LOCATED CLOSED TO INTERSTATE 35.

December 13, 2016: *TO GRANT POSTPONEMENT AS REQUESTED BY NEIGHBORHOOD TO JANUARY 10, 2017, ON CONSENT, (8-0) [P. Seegar- 1st, T. White- 2nd; A. Pineyro-DeHoyos, K. McGraw, T. Nuckols, J. Shieh- Absent]*

November 8, 2016: *TO GRANT POSTPONEMENT AS REQUESTED BY PLANNING COMMISSION TO DECEMBER 13, 2016, ON CONSENT, (11-0) [J. Schissler- 1st, N. Zaragosa- 2nd; J. Thompson, J. Shieh- Absent]*

October 25, 2016: *TO GRANT POSTPONEMENT AS REQUESTED BY STAFF TO NOVEMBER 8, 2016, ON CONSENT, (11-0) [J. Schissler- 1st, N. Zaragosa- 2nd; J. Thompson, J. Shieh- Absent]*

October 11, 2016: *TO GRANT A POSTPONEMENT TO OCTOBER 11, AS REQUESTED BY STAFF, ON CONSENT, (12-0) [P. Seeger- 1st, J. Vela -2nd; J. Schissler- Off Dais]*

September 13, 2016: *TO GRANT A POSTPONEMENT TO OCTOBER 11, AS REQUESTED BY STAFF, ON CONSENT, (10-0) [P. Seeger- 1st, A. Pineyro-DeHoyos -2nd; K. McGraw, J. Schissler and J. Vela- Absent]*

ISSUES:

The subject property is an 11-acre property owned by Capital Metro located in the Plaza Saltillo Transit Oriented District (TOD). In response to a request for proposals (RFP) issued by Capital Metro, the Applicant is proposing a mixed use development that includes office, commercial, multifamily and public open space. The proposal also includes participation in the TOD density bonus program to provide onsite affordable housing and fee-in-lieu in order to increase the allowable building height from 40 feet to 60 feet. The Applicant has worked with Planning and Zoning (PAZ) and Neighborhood Housing and Community Development (NHCD) to provide both onsite affordable housing for the residential portions of the development, and a payment of a fee-in-lieu for the commercial parts of the development. PAZ and NHCD support this affordable housing arrangement, as well as the proposed CURE- related modifications.

The Applicant requests rezoning the property from TOD-NP to TOD-CURE-NP. The addition of the CURE combining district to the base TOD zoning district would allow the following:

- Provide a range of Median Family Income (MFI) levels up to 60% MFI, including 30%, 50% and 60% MFI for Tract 6. The TOD density program establishes a maximum MFI level of 50%.
- Increase height from 60 feet (after density bonus) to 70 feet for a portion of Tract 1/2/3

- Increase height from 60 feet (after density bonus) to 125 feet for office building on a portion of Tract 1/2/3
- Increase height from 60 feet (after density bonus) to 68 feet for a portion of Tract 1/2/3, Tract 4/5, and Tract 6

DEPARTMENT COMMENTS:

Background. In 2004, commuter rail service between Austin and Leander was approved by voters, spurring the City of Austin to adopt a Transit Oriented Development (TOD) district ordinance in 2005. This allowed the City to work with neighborhoods and property owners to develop Station Area Plans and Regulating Plans along the rail route. The Station Area Plan and the Regulating Plan together form the base zoning categories and regulations for each TOD. The Plaza Saltillo TOD was created in 2008, and updated in 2013.

Plaza Saltillo TOD. The subject property is located within the boundaries of the Plaza Saltillo TOD. The property is subject to the land use and site development standards identified in the Plan, with land use regulations and general design standards organized into subdistricts. There are three mixed-use subdistricts and one residential subdistrict. The property is located within the "TOD Mixed Use" subdistrict, which allows the highest level of development activity in the TOD, ideally with a mix of ground floor commercial or other active uses with residential, commercial and/or office uses on the upper floors. This land use designation is concentrated near the transit station and along primary streets that lead to it. ***Please see Exhibit B (TOD Station Area Plan).***

As stated above, the TOD establishes site development and design standards. However, building construction standards have changed since 2008, particularly in relation to floor height. Changes in construction standards and techniques, including those for Green Building standards, have resulted in increased heights per floor. The maximum height designated for the TOD Mixed Use subdistrict is 40 feet, but the TOD allows density bonuses, including height up to 60 feet, in exchange for onsite affordable housing or payment of a fee-in-lieu of onsite affordable housing. The proposed rezonings plan to pursue both options, which will be discussed in a later part of this report. ***Please see Exhibit C (TOD Building Height Exhibit).***

CURE Zoning and Capital View Corridor. CURE zoning may only be applied to properties located in specified central urban areas, and the subject property is located within approved CURE boundaries. The proposed rezoning is located within a Capitol View Corridor viewshed, and any proposed site plan/building plan will require formal Capitol View Corridor assessment. Capital View Corridor height limits supersede any height limits established by the TOD or CURE zoning. ***Please see Exhibit D (CURE & View Corridor Exhibit).***

The CURE combining district allows modification of various elements of the base zoning district, which in this case is TOD. The proposed rezonings plan to utilize the CURE overlay for building height increases and allow for a range of affordable housing levels, as described in the Issues section of this report.

Rezoning Tracts. The properties included in the rezoning request are owned by Capital Metro, who posted a request for proposals (RFP) in 2013 for redevelopment of the properties. In 2016, Capital Metro selected Endeavor to act as developer, and approved a master plan for redevelopment of the project under a 99-year lease.

The rezoning of the Plaza Saltillo redevelopment has been filed as three separate cases because traditional zoning applications cannot cross rights-of-way (ROWs). The rezoning cases are all located between East 4th Street and East 5th Street, between IH 35 Northbound frontage road and Onion Street. The organization of the rezoning cases, as well as a generalized description of how the addition of the CURE zoning would affect each tract is below. ***Please see Exhibits E through I (Zoning Maps, Tract Map, and Land Use Plan).***

C14-2016-0050 (Tracts 1/2/3) — The tracts addressed by this rezoning request are located immediately east of IH 35 Northbound frontage road. Tract 1 extends east to San Marcos Street, Tract 2 is located between San Marcos Street and Medina Street, and Tract 3 is located between Medina Street and Waller Street. These tracts are vacant and traversed on the southern end with rail road tracts. This rezoning case utilizes the CURE overlay for height increases on all three tracts. A

height increase from 40 to 70 and from 40 to 125 is proposed on Tract 1, to allow construction of 7 stories of office over ground floor commercial/retail and a parking garage. A height increase from 40 to 70 feet is proposed on both Tracts 2 and 3, to allow construction of 4 stories of residential over ground floor commercial/retail.

C14-2016-0049 (Tracts 4/5) — The tracts addressed by this rezoning request are located immediately east of Tract 3. Tract 4 is located between Waller Street and Attayac Street, and Tract 5 is located on the northern half of the block between Attayac Street and Navasota Street. These tracts are vacant and traversed with rail road tracts. The rezoning request anticipates construction of a 1.8 acre public open space and bicycle-pedestrian paseo. A height increase from 40 to 68 feet is proposed on Tract 4 to allow construction of 4 stories of residential over ground floor commercial/retail. No height increase is proposed on Tract 5 where the public open space is located.

C14-2016-0051 (Tract 6) — The tract addressed by this rezoning request is located immediately east of Tract 5. Tract 6 is located on the northern half of the block between Navasota Street and Onion Street. The tract is currently undeveloped except for railroad tracks. The rezoning request anticipates development of primarily affordable housing with a few market rate units on this tract. A height increase from 40 to 68 feet is proposed to allow construction of 4 stories of residential over ground floor surface parking.

Affordable Housing. As stated previously, Plaza Saltillo TOD allows density bonuses in exchange for providing onsite affordable housing or payment of a fee-in-lieu. The Applicant proposes to participate in the density bonus program with both onsite affordable housing and a fee-in-lieu, both of which have been reviewed and are supported by NHCD. ***Please see attached Exhibit J (NHCD Memorandum).*** Instead of being applied on a tract-by tract basis, the onsite affordable housing units will be distributed among the tracts and be mixed throughout the market rate units. Residential or mixed use development is not required in the " TOD Mixed Use" subdistrict, and affordable housing is only required with participation in the density bonus program.

The Applicant's affordable housing proposal for Tracts 1 through 6 includes 141 affordable onsite units and a $660,000 fee-in-lieu. The 141 onsite units include 41 floating affordable onsite units within the market-rate multifamily development at 50% MFI, and 100 affordable onsite units on Block 6 at a combination of 30%, 50%, and 60% MFI.

Transportation. Transportation issues are addressed in the attached TIA memorandum.

Correspondence received regarding the rezoning request is attached with this report. ***Please see Exhibit K (Correspondence).***

Schools. A draft Educational Impact Statement (EIS) report was provided to Planning Commission. A final report has been generated by Austin Independent School District (AISD) and is attached. ***Please see Exhibit L (EIS Memo).***

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	TOD-NP – Mixed Use	Capital Metro rail/facilities
North	TOD-NP – Mixed Use, Corridor Mixed Use	Mixed use: Multifamily, Restaurant, Retail, Automotive repair, Parkland, Warehousing, etc.
South	TOD-NP – Corridor Mixed Use, Live/Work Flex	Mixed use: Limited industrial, Manufacturing, Pedicab storage, Urban farm, Cocktail lounge, etc.
East	TOD-NP – Mixed Use, Plaza Saltillo	Transportation terminal, Cocktail lounge, etc
West	Interstate 35 Northbound frontage road, TOD-NP – Mixed Use	Interstate highway, Capital Metro rail/facilities

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
IH-35	356'-365'	113'	HWY	Yes	No	Yes
E. 5th Street	80-84'	36'	MAU	Yes	No	Yes
E. 4th Street	60'	33'	Collector	No	Yes	Yes
Brushy Street	60'	N/A (unbuilt)	Collector	No	No	Yes
San Marcos St	60'	N/A (unbuilt)	Collector	No	No	Yes
Medina St	60'	N/A (unbuilt)	Collector	No	No	Yes
Waller St	60'	42'	Collector	No		Yes
Attayac Street	60'	N/A (unbuilt)	Collector	No	No	Yes
Navasota Street	40'	31'	Collector	No	No	Yes
Onion Street	60'	N/A (unbuilt)	Collector	No	No	Yes

RELATED CASES:

NUMBER / NAME	REQUEST	COMMISSION	CITY COUNCIL
C14-2015-0054 901 East 901 and 917 E. 6th Street	TOD-NP to TOD-CURE-NP	June 23, 2015: PC approved Staff rec. on consent (8-0) TOD-CURE-CO-NP. 1. max 2,000 v.p.d. 2. Vehicular access to 6th is prohibited 3. Storage rooms and restrooms included 25-2-531	September 10, 2015: CC approved TOD-CURE- CO-NP as rec. on consent (11-0)
C14-2011-0091 Jaylee Limited (Arnold Oil) 1601& 1645 E. 6th Street	TOD-NP to TOD-CURE-NP	August 27, 2013: PC approved Staff rec. on consent (8-0-1) TOD-CURE-NP: 1.The property will be developed as an Office Tract and a MF Tract. 2. The Office Tract and MF Tract will be joined by a UDA and/or Shared Parking Agreement. 3. Parking for both Tracts may be located on the MF Tract.	September 26, 2013: ORD NO. 20130926-100- CC approved TOD-CURE- NP as rec. on consent (11-0)

SCHOOLS:

Sanchez Elementary School Martin Middle School Austin High School

NEIGHBORHOOD ORGANIZATIONS:

Sentral Plus East Austin Koalition (SPEAK)
East Cesar Chavez Neighborhood Association
Guadalupe Neighborhood Development Corporation
Greater East Austin Neighborhood Association
East Cesar Chavez Neighborhood Planning Team
United East Austin Coalition
Saltillo Loft Owners Association
East River City Citizens
Tejano Town
Cristo Rey Neighborhood Association
Organization of Central East Austin Neighborhoods (OCEAN)
Guadalupe Association for an Improved Neighborhood (GAIN)
El Concilio Coalition of Mexican American Neighborhood Associations

CITY COUNCIL DATE:

December 15, 2016: This item was postponed to January 26, 2017 at the request of staff was approved on consent on Council Member Zimmerman's motion, Council Member Gallo's second on an 11-0 vote.

November 10, 2016: This item was postponed to December 15, 2016 at the request of staff was approved on consent on Council Member Renteria's motion, Council Member Garza's second on an 11-0 vote.

October 13, 2016: This item was postponed to November 10, 2016 at the request of staff on consent on Council Member Zimmerman's motion, Council Member Gallo's second on a 9-0 vote. Council Members Renteria and Troxclair were absent.

CASE MANAGER: Heather Chaffin **PHONE:** 512-974-2122
e-mail: heather.chaffin@austintexas.gov

STAFF RECOMMENDATION:

Staff supports the Applicant's request, with conditions (TOD-CURE- NP). Staff recommends that all three cases be subject to the Traffic Impact Analysis (TIA) prepared by the Applicant. Development on the Tracts shall be subject to the recommendations contained in the attached memorandum from the Transportation Review Section of the Development Review Department dated October 20, 2016. The TIA memorandum will be attached to the zoning cases by public restrictive covenant.

The Applicant has worked with NHCD and PAZ to meet the conditions of the TOD density bonus program, to obtain the increase in height from 40 feet to 60 feet. NHCD and PAZ support the proposal to allow a range from 30% to 60% MFI on Tract 6.

The additional height increases (beyond the 60 feet height limit that can be granted by the Director of NHCD through the downtown density program) range from 8 feet to 10 feet for the majority of the Tracts, excepting the additional 65 feet requested for a portion of Tract 1. As part of the overall six tract project, Staff believes the 7-story office over 1-story commercial is an appropriate addition to the Plaza Saltillo TOD. As previously stated, the Applicant's proposal was selected by Capital Metro through the RFP process, demonstrating their support for the proposed height and density increases.

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

Staff believes the proposed rezoning, with conditions, meets the purpose of the CURE combining district as stated in the Land Development Code:

"The purpose of a central urban redevelopment (CURE) combining district is to promote the stability of neighborhoods in the central urban area.

(B) A CURE combining district may be used:

(1) for sustainable redevelopment of homes, multifamily housing, and small businesses;

(2) to accommodate high priority projects that enhance the stability of urban neighborhoods including the development of affordable housing and small businesses along principal transportation routes that serve a neighborhood;

(3) to improve the natural environment; and

(4) to encourage high quality development with architectural design and proportion compatible with the neighborhood."

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

As shown in the Related Cases section of this report, the City has added the CURE overlay district to the two other properties in the Plaza Saltillo TOD that have made the request since the creation of the TOD.

3. Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.

The proposed development is participating in the density bonus program, which requires affordable housing provisions. The Applicant is providing both onsite affordable housing and fee-in-lieu in order to satisfy density bonus requirements—a program that was specifically designed to encourage affordable housing development in the area.

SITE PLAN

SP2. There are two site plans currently under review for properties on Tracts 1/2/3 and on Tracts 4/5 (SP-2015-0480C and SP- 2015- 0479C). If the rezoning request is denied, the site plans must comply with current TOD-NP requirements for development. If the rezoning is granted, the site plans must comply with the modifications proposed in this rezoning request (as intended by the Applicant).

SP3. A license agreement will be required for any streetscape improvements in the right of way at the time of site plan.

SP 2 Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

SP 4 The site is in a Capitol View Corridor. In a Capitol view corridor, a structure may not exceed the elevation of the plane delineating the corridor. The height limitation exceptions of Section 25-2-531 (Height Limitation Exceptions) do not apply to this subsection. A formal Capital View Corridor determination application will be required.

SP 5 The site is within the Plaza Saltillo TOD. Per the regulating plan, it is designated as TOD Mixed Use and shall be subject to design guidelines for the TOD Mixed Use subdistrict.

TRANSPORTATION

TIA:

TR1. A traffic impact analysis is required and has been received with site plan SP-2015-0479C and SP-2016-0480C. These are administrative site plans that do not require Planning Commission approval. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC, Sec. 25-6-142]. Comments will be provided in a separate memo.

TR2. If the requested zoning is granted, it is recommended that sidewalks (built to City of Austin standards) shall be built along the western side of Navasota Street between E. 4th and E. 5th Street as a condition of zoning.

TR3. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
IH-35	356'-365'	113'	HWY	Yes	No	Yes
E. 5th Street	80-84'	36'	MAU	Yes	No	Yes
E. 4th Street	60'	33'	Collector	No	Yes	Yes
Brushy Street	60'	N/A (unbuilt)	Collector	No	No	Yes
San Marcos St	60'	N/A (unbuilt)	Collector	No	No	Yes
Medina St	60'	N/A (unbuilt)	Collector	No	No	Yes
Waller St	60'	42'	Collector	No		Yes
Attayac Street	60'	N/A (unbuilt)	Collector	No	No	Yes
Navasota Street	40'	31'	Collector	No	No	Yes
Onion Street	60'	N/A (unbuilt)	Collector	No	No	Yes

CAPITAL METRO

Concerning all proposed development within 500-feet of the Capital Metro Rail Tracks- Capital Metro runs freight service on these tracks, and is required to continue to do so as a matter of federal law. Since March 22, 2010, we are operating passenger rail service, primarily, but not limited to, weekday hours. With the start of passenger rail service, we have shifted freight rail service to other times, particularly the hours after the last passenger train has run. This shift is in accordance with Federal regulations and safety procedures. All concerned parties need to be aware of the freight service in planning any development. The freight trains generate some noise as they move through. At many urban street crossings, there are upgraded signal systems with crossing arms to block the roadway. This allows the City of Austin the ability to apply for a "quiet zone" meaning that the train will not blow its horn, under normal operations, as it moves through the street. At other crossings, the freight train will blow the horn, which is approximately 96 decibels. At any

time, if the engineer judges it to be prudent, the horn will be sounded as needed for safe operation. Please consider this information in planning developments near the Capital Metro rail lines.

ENVIRONMENTAL

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Waller Creek Watershed and Ladybird Lake Watershed, which are classified as Urban Watersheds by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

2. Zoning district impervious cover limits apply in the Urban Watershed classification.

3. According to floodplain maps there is no floodplain within or adjacent to the project location.

4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

5. Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.

WATER UTILITY

1. The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility for compliance with City criteria. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

EXHIBIT A - TIA MEMO

INTERNAL MEMORANDUM

TO: Heather Chaffin, Case Manager
Planning and Zoning Department

FROM: SJJ Scott A. James, P.E., PTOE, Land Use Review/Transportation
Sangeeta Jain, AICP
Development Services Department

Eric Bollich, P.E., PTOE, Traffic Engineering Division
Anna Martin, P.E., PTOE
Austin Transportation Department

DATE: November 2, 2016

SUBJECT: Traffic Impact Analysis for Plaza Saltillo – TOD
Zoning Case C14 – 2016 – 0049/0050
Site Plan Case SP – 2015 – 479C/SP 2015 – 480C

The Plaza Saltillo redevelopment proposal is a combined zoning application with two site plans, spanning approximately five city blocks (~10 acres in total). The project site is located between East 4th and East 5th Streets running eastward from Interstate Highway 35 (IH – 35) to Navasota Street. The development lies within the boundaries of the Plaza Saltillo TOD regulating plan and is subject to the conditions and requirements therein. A traffic impact analysis (TIA) was provided in support of this site redevelopment, in accordance with Section 25-6-113 of the Land Development Code which requires TIA for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips.

Staff from the Austin Transportation and the Development Services Departments have reviewed the October 5, 2016 *"Traffic Impact Analysis, Plaza Saltillo, Austin, Travis County, Texas"* with the following comments:

Project Description

The land uses proposed include up to 700 apartments, 37,500 sq. ft. of restaurant, 32,000 sq. ft. of general retail, 120,000 sq. ft. of office space, 36,000 sq. ft. of supermarket, 9,000 sq. ft. of specialty retail and up to 100 units of senior housing. The development includes realignment (via off-street extension) of the Lance Armstrong Bikeway from IH-35 to Navasota Street along with the inclusion of pedestrian spaces (called 'paseos') at Medina and Attayac Streets.

Site access will be provided via (private) extensions of Medina and San Marcos Streets. These private streets will include public access easements and are designed to TOD standards. The only direct vehicular site access will be to East 5th Street.

The applicant states that Blocks 1 thru 6 will be built concurrently, with 50% to 75% of the development built out by the end of 2017. For the purposes of the TIA, Plaza Saltillo development assumed complete build out by the end of 2017, in two separate phases.

A summary of the proposed land uses, by phase and location is listed below:

- Phase I will include Block 1 thru 5: Apartments, Supermarket, Shopping Center, General Office, Specialty Retail, and High-Turnover (Sit-Down) Restaurant land uses.
- Phase II will include Block 6 as indicated in the Site Plan and the land use will include Senior Housing.

Description of surrounding roadways

IH-35 is classified as a six-lane freeway with two to four-lane frontage roads in each direction. The posted speed limit along the IH-35 northbound frontage road is 50 mph. According to the 2010 Annual Average Daily Traffic (AADT), the main lanes near East 6th Street serve 185,000 vehicles daily, also referred to as vehicles per day (vpd).

7th Street is currently classified as a four-lane undivided major arterial (MAU 4). The posted speed limit along 7th Street is 35 mph. According to the City of Austin 2006 Annual Average Daily Traffic (AADT) volumes, East 7th Street near Navasota Street serves approximately 23,500 vpd.

6th Street is currently classified as a two-lane undivided major arterial (MAU 2). Based on the 2010 TxDOT Saturation Counts, East 6th Street near Chicon Street serves approximately 6,500 vpd. The posted speed limit along 6th Street is 30 mph.

5th Street is currently classified as a two-lane undivided minor arterial (MNR 2). The posted speed limit along 5th Street is 30 mph. According to the 2010 TxDOT Saturation Counts, East 5th Street near IH-35 Street serves approximately 6,500 vpd.

4th Street is currently classified as a two-lane undivided roadway. The assumed speed limit along East 4th Street is 30 mph. According to 2010 TxDOT Saturation Counts, East 5th Street near IH-35 Street serves approximately 1,000 vpd.

Cesar Chavez Street is currently classified as a two-lane undivided minor arterial (MNR 2). The posted speed limit along Cesar Chavez Street is 30 mph. According to 2010 TxDOT saturation counts, Cesar Chavez Street near Comal Street serves approximately 18,500 vpd.

San Marcos Street is classified as a local street. The prima facie speed limit is 30 mph. According to the 2005 City of Austin Annual Average Daily Traffic counts (AADT), the daily volume along San Marcos Street near East 7th Street is approximately 600 vpd.

Waller Street is currently classified as a collector street. The assumed speed limit along Waller Street is 30 mph. Per the 2010 TxDOT saturation counts, Waller Street near East 5th Street serves approximately 2,500 vpd.

Navasota Street is currently classified as a local street. The assumed speed limit along Navasota Street is 30 mph. Per the 2010 TxDOT saturation counts, Navasota Street near East 5th Street serves approximately 500 vpd.

Comal Street is currently classified as a collector. The assumed speed limit along Comal Street is 30 mph. Per the 2010 TxDOT saturation counts, Comal Street near East 5th Street serves approximately 3,500 vpd.

Chicon Street is currently classified as a two-lane undivided minor arterial (MNR 2). The posted speed limit along Chicon Street is 30 mph. Per the 2010 TxDOT saturation counts, Chicon Street near East 5th Street serves approximately 6,000 vpd.

Site Trip Generation Estimates

Based on the ITE publication Trip Generation, 9th Edition, the proposed development will generate up to 18,673 net new trips daily. The following table presents the estimated number of daily trips anticipated from the (re)development of the site.

Table 1 (con't) –Estimated Trip Generation for the proposed land uses

Block	ITE Code	Land Use	Size		24-Hour Two-Way Volume
1	220	Apartments	160	d.u.	1,093
	850	Supermarket	36,000	s.f.	3,681
	820	Shopping Center	32,000	s.f.	3,238
	710	General Office	120,000	s.f.	1,508
				Block 1 Subtotal	**9,520**
2	220	Apartments	191	d.u.	1,281
	826	Specialty Retail	3,000	s.f.	133
	932	High-Turnover (Sit-Down) Restaurant	12,500	s.f.	1,589
				Block 2 Subtotal	3,003
3	220	Apartments	191	d.u.	1,281
	826	Specialty Retail	3,000	s.f.	133
	932	High-Turnover (Sit-Down) Restaurant	12,500	s.f.	1,589
				Block 3 Subtotal	**3,003**
4	220	Apartments	158	d.u.	1,081
	826	Specialty Retail	3,000	s.f.	133
	932	High-Turnover (Sit-Down) Restaurant	12,500	s.f.	1,589
				Block 4 Subtotal	**2,803**

Table 1 (con't) –Estimated Trip Generation for the proposed land uses

Block	ITE Code	Land Use	Size		24-Hour Two-Way Volume
5	-	-	0	s.f.	0
				Block 5 Subtotal	**0**
				Phase 1 (Block 1 thru 5) Subtotal	**18,329**
6	252	Attached Senior Housing	100	d.u.	344
				Phase 2 (Block 6) Subtotal	**344**
				Total Proposed Development	**18,673**

As stated within the TIA scoping document, certain reductions were permitted for the site generated traffic to reflect the local transportation travel and transportation access patterns. Accordingly, pass-by reductions were allowed for the supermarket and high turnover restaurant land uses in the PM peak period as well as an overall 15% reduction in trips due to the multimodal modes of transportation (bicycle, pedestrian, and transit) available near the site. This site is located within the Plaza Saltillo Transit Oriented District (TOD) and adjacent to the transit station.

Table 2 – Adjusted Estimated Trip Generation for the proposed land uses

Block	ITE Code	Land Use	Size		24-Hour Two-Way Volume
1	220	Apartments	160	d.u.	929
	850	Supermarket	36,000	s.f.	3,129
	820	Shopping Center	32,000	s.f.	2,752
	710	General Office	120,000	s.f.	1,282
				Block 1 Subtotal	**8,092**
2	220	Apartments	191	d.u.	1,089
	826	Specialty Retail	3,000	s.f.	113
	932	High-Turnover (Sit-Down) Restaurant	12,500	s.f.	1,351
				Block 2 Subtotal	**2,553**
3	220	Apartments	191	d.u.	1,089
	826	Specialty Retail	3,000	s.f.	113
	932	High-Turnover (Sit-Down) Restaurant	12,500	s.f.	1,351
				Block 3 Subtotal	**2,553**
4	220	Apartments	158	d.u.	919
	826	Specialty Retail	3,000	s.f.	113
	932	High-Turnover (Sit-Down) Restaurant	12,500	s.f.	1,351
				Block 4 Subtotal	**2,383**

Table 2 (con't) – Adjusted Estimated Trip Generation for the proposed land uses

Block	ITE Code	Land Use	Size		24-Hour Two-Way Volume
5	-	-	0	s.f.	0
			Block 5 Subtotal		**0**
			Phase 1 (Block 1 thru 5) Subtotal		**15,580**
6	252	Attached Senior Housing	100	d.u.	292
			Phase 2 (Block 6) Subtotal		**292**
			Total Proposed Development		**15,872**

Trip Distribution

The applicant assigned site related trip to the existing roadway network with respect to the current traffic volumes and travel patterns. The table below presents the assumed choice of access route to and from the site:

Table 3 – Revised Directional Distribution of Site Traffic

Direction	% of Site Traffic
North IH-35	26%
South IH-35	18%
North San Marcos	1%
South San Marcos	1%
North Waller Street	1%
South Waller Street	2%
North Navasota Street	1%
South Navasota Street	1%
East Cesar Chavez Street	6%
West Cesar Chavez Street	5%
East 4th Street	1%
West 5th Street	7.5%
West 6th Street	7.5%
East 7th Street	11%
West 7th Street	11%
Total	**100%**

Data Collection

For this study, manual turning movement counts (TMC) for the peak travel periods were performed between 7:00 a.m. to 9:00 a.m. and 4:00 p.m. to 6:00 p.m. in May and June 2015. Traffic volumes collected in June 2015 were adjusted by 10% (as defined within the Scoping Agreement with the City of Austin). The summer adjustment factor was confirmed as appropriate by comparing total traffic

volumes at two neighboring intersections: Comal and East 7th Street and Waller and East 7th Street, which indicated a percentage shift of between 7% and 11%.

Traffic Analysis Methodology

The applicant reviewed the traffic operations, both existing and forecasted to determine potential capacity deficiencies at the study area intersections. The results of the analyses provide the output values (as derived from the traffic simulation software) used to determine the estimated delay per vehicle during the peak periods of travel. The software applies the methodology of the Transportation Research Board/Highway Capacity Manual, which is the industry standard for the calculation of delay as experienced by individual motorists while driving.

The following table presents the HCM definitions of 'levels of service' for both *signalized and* unsignalized intersections. Within the City of Austin, LOS "D" is considered the threshold for acceptable operations for signalized intersections. For intersections where the LOS is projected at "E" or lower, mitigation should be proposed.

Table 4 – Summary of Level of Service as defined by Highway Capacity Manual

Level of Service	Signalized Intersection Average Total Delay (Sec/Veh)	Unsignalized Intersection Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The following tables present a summary of the analysis performed within the TIA. Table 5 shows the estimated delays (in seconds per vehicle) for the AM and PM peak travel periods for each phase of the project:

Table 5 – Intersection Level of Service (in delay seconds per vehicle)

Intersection	2015 Existing LOS		2017 Forecasted LOS		2017 Site + Forecasted Phase 1 LOS		2017 Site + Forecasted Phase 2 LOS	
	AM	PM	AM	PM	AM	PM	AM	PM
Waller Street and Cesar Chavez Street	13.4	16.2	15.5	18.0	19.2	23.6	19.1	23.7
Comal Street and East 7th Street	10.3	23.8	10.2	33.1	9.7	22.1	9.7	22.1
Comal Street and East 6th Street	21.8	32.3	25.3	32.9	25.6	29.8	25.6	29.8
Comal Street and Cesar Chavez Street	16.1	20.4	20.5	23.1	22.2	23.5	22.2	23.5
Chicon Street and East 7th Street	24.9	32.2	25.1	55.8	24.9	34.8	24.9	34.8
Chicon Street and East 6th Street	25.2	36.3	25.9	43.2	25.9	37.9	25.9	37.9
Chicon Street and Cesar Chavez Street	16.1	18.4	17.7	20.9	15.3	17.0	15.3	17.1
IH-35 NBFR and U-turn b/t East 4th and East 5th Streets	13.6	62.2	67.1	657.4	Err.	Err.	Err.	Err.
IH-35 NBFR and East 5th Street	12.3	17.6	18.4	31.3	86.6	500.4	89.9	508.7
5th Street and Brushy Street	9.0	9.1	9.7	9.7	11.7	12.3	11.7	12.3
IH-35 NBFR and East 4th Street	11.2	14.3	14.5	25.9	26.8	538.6	26.9	541.6
San Marcos Street and East 7th Street	41.6	109.1	1375.3	1647.7	Err.	Err.	Err.	Err.
San Marcos Street and East 5th Street	8.8	9.1	9.7	10.5	13.1	19.9	13.2	20.1
San Marcos Street and East 4th Street	8.7	8.8	8.7	8.8	15.9	28.1	15.9	28.3
San Marcos Street and Cesar Chavez Street	28.9	34.9	55.1	111.0	790.6	2232.7	794.3	2243.7
Waller Street and East 7th Street	49.3	1721.1	180.5	Err.	218.9	Err.	218.9	Err.
Waller Street and East 6th Street	14.7	46.1	21.7	195.8	56.5	266.6	57.7	274.4
Waller Street and East 5th Street	10.6	13.7	12.1	21.9	20.2	66.3	20.5	69.8
Waller Street and East 4th Street	10.1	11.7	10.5	12.2	12.3	15.7	12.4	15.7
Navasota Street and East 5th Street	9.1	10.4	10.1	12.6	10.2	12.4	10.3	12.7
Navasota Street and East 4th Street	9.3	9.6	9.5	9.9	9.6	10.0	9.9	10.2
Comal Street and East 5th Street	9.5	12.6	22.5	150.6	25.5	752.0	25.5	752.0
Comal Street and East 4th Street	10.7	14.5	13.0	29.2	13.9	44.7	13.9	44.7

Table 6 shows the estimated delays for the current traffic conditions during the PM peak hour. The City of Austin assumes the evening peak hour traffic will occur between 4 and 6 PM during the regular workweek (Monday – Friday). The analysis below is used to estimate the current conditions without site related traffic.

Table 6 – Summary of Intersection Level of Service

Intersection	2015 Existing LOS		2017 Forecasted LOS		2017 Site + Forecasted Phase 1 LOS		2017 Site + Forecasted Phase 2 LOS	
	AM	PM	AM	PM	AM	PM	AM	PM
Waller Street and Cesar Chavez Street	B	B	B	B	B	C	B	C
Comal Street and 7th Street	B	C	B	C	A	C	A	C
Comal Street and 6th Street	C	C	C	C	C	C	C	C
Comal Street and Cesar Chavez Street	B	C	C	C	C	C	C	C
Chicon Street and 7th Street	C	C	C	E	C	C	C	C
Chicon Street and 6th Street	C	D	C	D	C	D	C	D
Chicon Street and Cesar Chavez Street	B	B	B	C	B	B	B	B
IH-35 NBFR and U-turn between 4th and 5th Street	B	F	F	F	F	F	F	F
IH-35 NBFR and 5th Street	B	C	C	D	F	F	F	F
5th Street and Brushy Street	A	A	A	A	B	B	B	B
IH-35 NBFR and 4th Street	B	B	B	D	D	F	D	F
San Marcos Street and 7th Street	E	F	F	F	F	F	F	F
San Marcos Street and 5th Street	A	A	A	B	B	C	B	C
San Marcos Street and 4th Street	A	A	A	A	C	D	C	D
San Marcos Street and Cesar Chavez Street	D	D	F	F	F	F	F	F
Waller Street and 7th Street	E	F	F	F	F	F	F	F
Waller Street and 6th Street	B	E	C	F	F	F	F	F
Waller Street and 5th Street	B	B	B	C	C	F	C	F
Waller Street and 4th Street	B	B	B	B	B	C	B	C
Navasota Street and 5th Street	A	B	B	B	B	B	B	B
Navasota Street and 4th Street	A	A	A	A	A	A	A	B
Comal Street and 5th Street	A	B	C	F	D	F	D	F
Comal Street and 4th Street	B	B	B	D	B	E	B	E

Summary of Existing Conditions

As shown in the tables above, certain intersections already exhibit LOS at "E" or below. These analyses reflect the baseline conditions to which site traffic (and proposed mitigations) will be added. Other intersections where found to operate at LOS "E" or "F" after development occurs. Staff interprets intersections which operate at LOS "E" or below as in need of mitigation.

Mobility35

Mobility35 is a partnership between TxDOT, the City of Austin, and the Capital Area Metropolitan Planning Organization was created in 2011 with the goal of improving IH-35 in the Capital area between Georgetown and San Marcos. Proposed IH-35 improvements as seen in the Concept Layout Plans for Mobility-35 adjacent to the proposed Plaza Saltillo development are as follows:

Concept Plan A

- Removal of at-grade crossing between 6th Street and IH-35 Frontage Road
- Conversion of East 7th Street to two-way and provide two-way at grade crossing between IH-35 Frontage Road
- Removal of entrance/exit ramps at 6th Street
- Removal of entrance/exit ramps at Cesar Chavez Street
- Installation of southbound U-turn north of Cesar Chavez Street

Concept Plan B

- Conversion of East 7th Street to two-way and provide two-way at grade crossing between IH-35 Frontage Road
- Removal of entrance ramp at 6th Street and modification to exit ramp at 6th Street
- Relocation of the southbound U-turn between 4th and 5th Street to Cesar Chavez
- Removal of entrance/exit ramps at Cesar Chavez Street

Per conversations with the Mobility35 team and TxDOT, the applicant assumed the southbound-to-northbound improvements near Cesar Chavez and improvements near East 5th Street and East 4th Street would be in place prior to factoring in the need for mitigation. Additionally, the IH-35 northbound approach traffic volumes at East 4th and East 5th Street intersections were adjusted to reflect the anticipated relocation of the southbound U-turn north of Cesar Chavez.

Transportation System Improvements

Public transportation and pedestrian transportation improvements will be built within the limits of the site development. The improvements include public access and connection from south of East 4th Street and establishments north of East 5th Street.

Public access will be provided at the following locations:

- San Marcos Street between 4th and 5th Street;
- Medina Street between 4th and 5th Street; and
- Attayac Street between 4th and 5th Street

In addition, the development is to include a two way cycle track parallel to the proposed rail re-alignment (Lance Armstrong Bikeway) and sidewalks along the perimeter of the development.

Developer Recommended Transportation Improvements

The TIA identified improvements to the surrounding public infrastructure which would serve to mitigate the calculated impact to traffic resulting from this development. The following is a summation of the proposed improvements:

IH-35 Northbound Frontage Road and U-turn between East 4th and East 5th Street
The intersection of IH-35 Northbound Frontage Road and U-turn between 4th and 5th Street is currently yield control. The current plans provided by the Mobility35 committee indicate this U-turn will be relocated to just north of the Cesar Chavez intersection with IH-35. With the reconstruction of the Cesar Chavez Bridge and the relocation of the southbound-to-northbound U-turn, the applicant suggests consideration for a dedicated lane to serve the u-turning vehicles traveling northbound along the frontage road (creating three lanes).

IH-35 Northbound Frontage Road and East 5th Street
The intersection of IH-35 Northbound Frontage Road and East 5th Street is currently a stop controlled intersection. Discussions with TxDOT and Mobility 35 have recommended improvements to the pedestrian access in this location, and due to right-of-way constraints, will take precedence over vehicular capacity improvements.

IH-35 Northbound Frontage Road and East 4th Street
The intersection of IH-35 Northbound Frontage Road and East 4th Street is currently a stop controlled intersection. Discussions with TxDOT and City of Austin have recommended a signal at the intersection of IH-35 Northbound Frontage Road and East 4th Street to promote vehicular, pedestrian, and bicycle safety.

San Marcos Street and East 7th Street
The intersection at San Marcos Street and East 7th Street is currently a stop controlled intersection with the roadway alignment for San Marcos Street north of East 7th Street approximately 130 feet offset from the southern leg. The applicant proposes consideration to restripe East 7th Street between IH-35 to Attayac Street to match the existing five (5) lane cross section east of Attayac Street. In addition, this intersection would benefit from signalization, with split phasing on the north and southbound approaches, and protected-permitted movements for the eastbound and westbound approach left-turns.

San Marcos Street and Cesar Chavez Street
The intersection at San Marcos Street and Cesar Chavez Street is currently a two-way stop controlled intersection with free flowing movements along Cesar Chavez Street. The applicant suggests restriping Cesar Chavez to provide eastbound and westbound left turn bays. In addition, this intersection would benefit from signalization, with protected-permitted eastbound and westbound approach left-turns.

Waller Street and East 7th Street
The intersection at Waller Street and East 7th Street is currently a stop controlled intersection with the roadway alignment for Waller Street north of East 7th Street approximately at a 75 feet offset from the alignment south of East 7th Street. For the purposes of this analysis, the intersection was

analyzed as a two-way-stop controlled intersection, although this intersection is suggested for signalization, with split phasing on the north and southbound approaches, protected-permissive on the eastbound and westbound approach left-turns.

Waller Street and East 6th Street
The intersection at Waller Street and East 6th Street was a two-way stop controlled intersection with free-flowing movements along East 6th Street, at the time of analysis. The Austin Transportation Department installed all-way stop control in February of 2016. The applicant suggests restriping the northbound and southbound approaches and considering signalizing this intersection.

Waller Street and East 5th Street
The intersection at Waller Street and East 5th Street is currently a two-way stop controlled intersection with free flowing movements along Waller Street. The applicant suggests signalizing this intersection.

Comal Street and East 7th Street
The intersection at Comal Street and East 7th Street is currently a two-phase signalized intersection. The applicant proposes restriping the westbound and eastbound left turn bays to 200 ft and revising the signal timing to protective-permissive for the eastbound and westbound left turns.

Comal Street and East 6th Street
The intersection at Comal Street and East 6th Street is currently a two-phase signalized intersection. The applicant proposes to restripe the northbound and southbound approaches (to provide for left turn lanes and shared thru-right turn lanes) and revise the signal timing for this intersection to protective-permissive for the eastbound and westbound left turns.

Comal Street and East 5th Street
The intersection at Comal Street and East 5th Street is currently a two-way stop controlled intersection with free flowing movements along Comal Street. The applicant does not make recommendations due to right-of-way limitations and close proximity of the rail line.

Comal Street and East 4th Street
The intersection at Comal Street and East 4th Street is currently a two-way stop controlled intersection with free flowing movements along Comal Street. The intersection is not proposed for signalization, however, due to right-of-way limitations, no suggested striping changes are proposed.

Comal Street and Cesar Chavez Street
The intersection at Comal Street and Cesar Chavez Street is currently a two-phase signalized intersection. The applicant proposes to restripe the northbound and southbound approaches to provide for left and shared thru-right lanes.

Chicon Street and East 7th Street
The intersection at Chicon Street and East 7th Street is currently a two-phase signalized intersection. The applicant proposes to restripe the left turn bays and revise the signal timing to protective-permissive for the eastbound and westbound left turns.

Chicon Street and East 6th Street
The intersection at Chicon Street and East 6th Street is currently a two-phase signalized intersection. The applicant proposes to revise the signal timing to protective-permissive for the northbound and southbound left turns.

Chicon Street and Cesar Chavez Street
The intersection at Chicon Street and Cesar Chavez Street is currently a two-phase signalized intersection. The applicant proposes to revise the cycle length for the traffic timing.

Neighborhood Traffic Analysis (NTA)

The site traffic travelling south or west within the neighborhood from the proposed site will access one of the segments in the NTA area. For purposes of the study, site traffic using any one of these street segments is estimated to be 1% of the total site generated weekday daily traffic. This is based on the trip distribution percentage assumptions made for these roadways as previously discussed in this report. Table 7 below provides a summary of each roadway segments, various roadway characteristics, and the site related traffic anticipated to utilize these roadways.

Table 7 – Summary of Neighborhood Traffic Study Results

Roadway Segment	Pavement Width (ft)	Maximum Desirable Volume (vpd)	Existing Volume (vpd)	Forecasted Volume (vpd)	Site Volume (vpd)	Total Site+ Forecasted Volume (vpd)	% Site
Brushy Street between East 3rd and East 6th Streets	40	4,000	624	637	159	795	20%
San Marcos Street between East 3rd and East 6th Streets	36	1,800	1,171	1,195	159	1,353	12%
Medina Street between East 3rd and East 6th Streets	26	1,200	436	445	159	603	26%
Waller Street between East 3rd and East 6th Streets	40	1,800	2,514	2,565	159	2,723	6%
Attayac Street between East 3rd and East 6th Streets	32	1,800	562	573	159	732	22%
Navasota Street between East 3rd and East 6th Streets	30	1,800	1,184	1,208	159	1,367	12%
Onion Street between East 3rd and East 6th Streets	28	1,200	578	590	159	748	21%

Neighborhood Traffic Study Results and Recommendations

Based on the results of the Neighborhood Traffic Study (NTS), the maximum desirable volumes was only exceeded by one (1) street out of the seven (7) roadway segments which were evaluated. All other roadways were below the maximum desirable volume as set forth in the LDC.

Waller Street is currently exceeding the maximum desirable volumes. As presented in the TIA, the traffic volume associated with the redevelopment is a small percentage increase to the existing traffic on Waller Street.

The intersection improvements recommended for failing intersections along Waller Street should reduce the intersection delays and improve travel times. If addition, the applicant suggests considering the following mitigation measures:

- Revise roadway markings and signage;
- Traffic calming devices (i.e. speed cushions, etc.); and
- Speed enforcement.

City of Austin Staff Recommended Improvements

Staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Staff recognized and acknowledged the need to distinguish site related traffic congestion from larger (or preexisting) regional traffic concerns. Therefore, after review and acceptance of the TIA findings, the following goals were identified:

1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.

2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in the place of several partial funded elements.

3) Texas Department of Transportation facilities also serve the interests of the general traveling public and are therefore incorporated into City of Austin objectives for site mitigation.

Conclusions and Recommendations

While not all of the identified improvements necessary will be constructed as part of this site development, review staff are in agreement that the applicant will satisfactorily mitigate the impact determined in the TIA document if certain critical improvements are made as a part of site development. Therefore, staff recommends approval of this zoning application subject to the following conditions:

1) Prior to the 3rd Reading of City Council, the applicant shall commit to the design and construction of the following as part of the first site development application:

   Signalization of the following intersections:

   a. East 7th Street and San Marcos Street

   b. San Marcos Street and East Cesar Chavez

   c. East 7th Street and Waller Street

2) Thirty feet (30) of right-of-way shall be dedicated from the centerline of Navasota Street in accordance with the Transportation Criteria Manual at the time of the adjacent site plan approval.

3) Vehicular access to I-35 frontage road be prohibited due to limited frontage.

4) Per the Texas Dept. of Transportation (TxDOT), design of all elements which access the frontage road of Interstate IH 35 is subject to review for compliance with safety standards and requirements.

5) Development of this property should not vary from the approved uses, nor exceed the approved intensities and estimated traffic generation assumptions within the TIA document (dated October 5, 2016), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

6) The findings and recommendations of this TIA memorandum remain valid until November 2, 2021, after which a revised TIA or addendum may be required.

If you have any questions or require additional information, please contact me at (512) 974 – 2208.

Thank you.

Scott A. James, P.E., PTOE
Land Use Review/Transportation
Development Services Department

Future Land Use – TOD Mixed Use

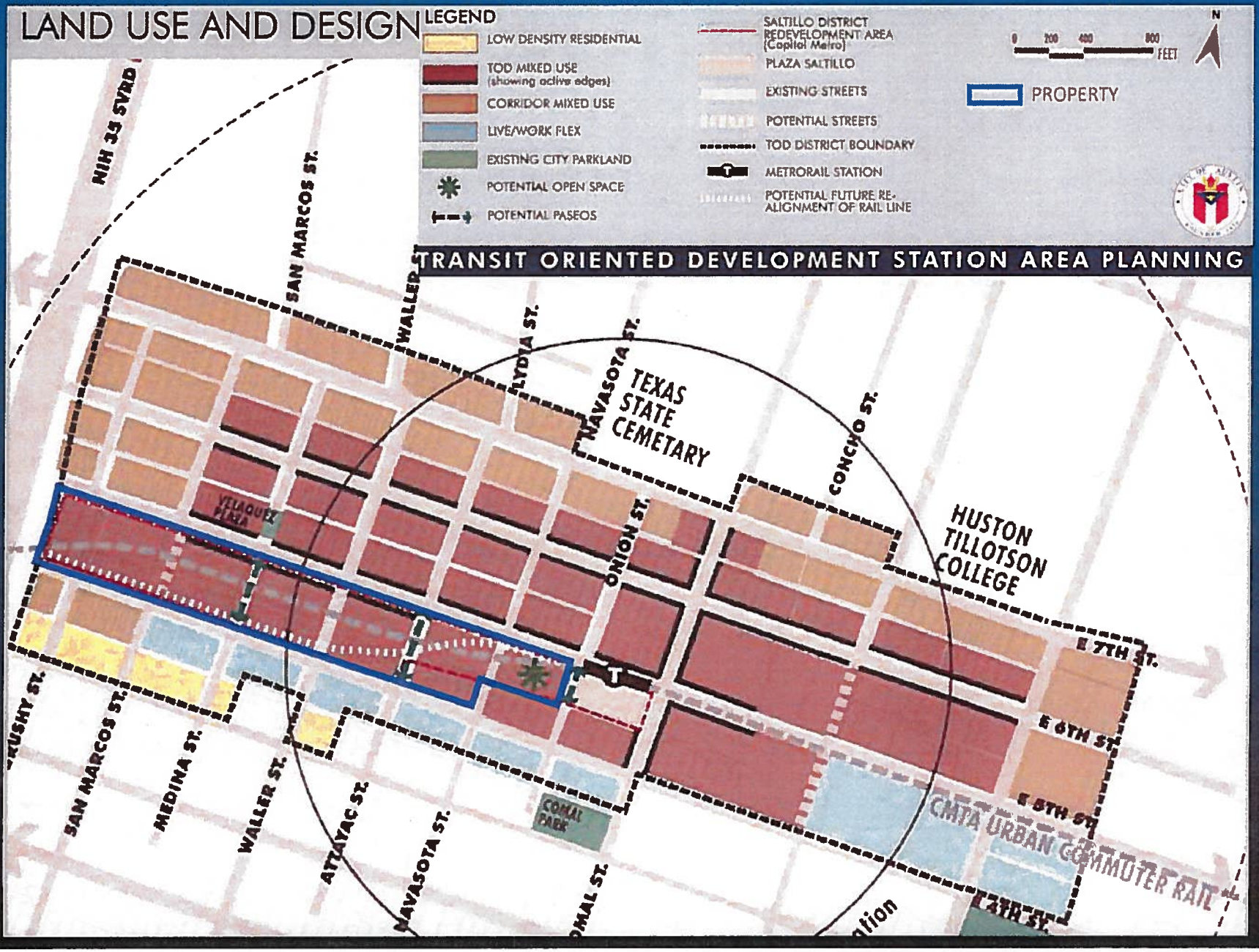
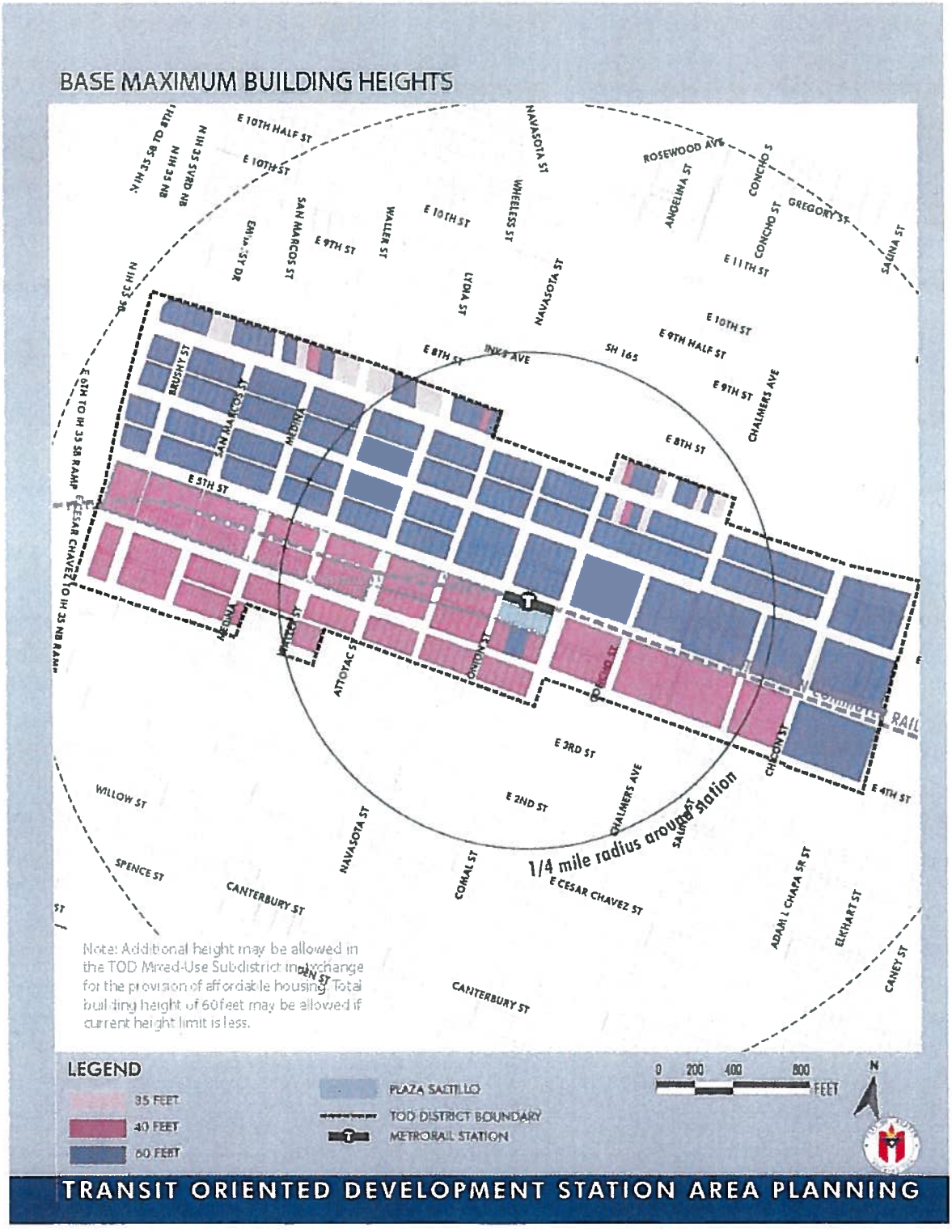


EXHIBIT B-STATION AREA PLAN

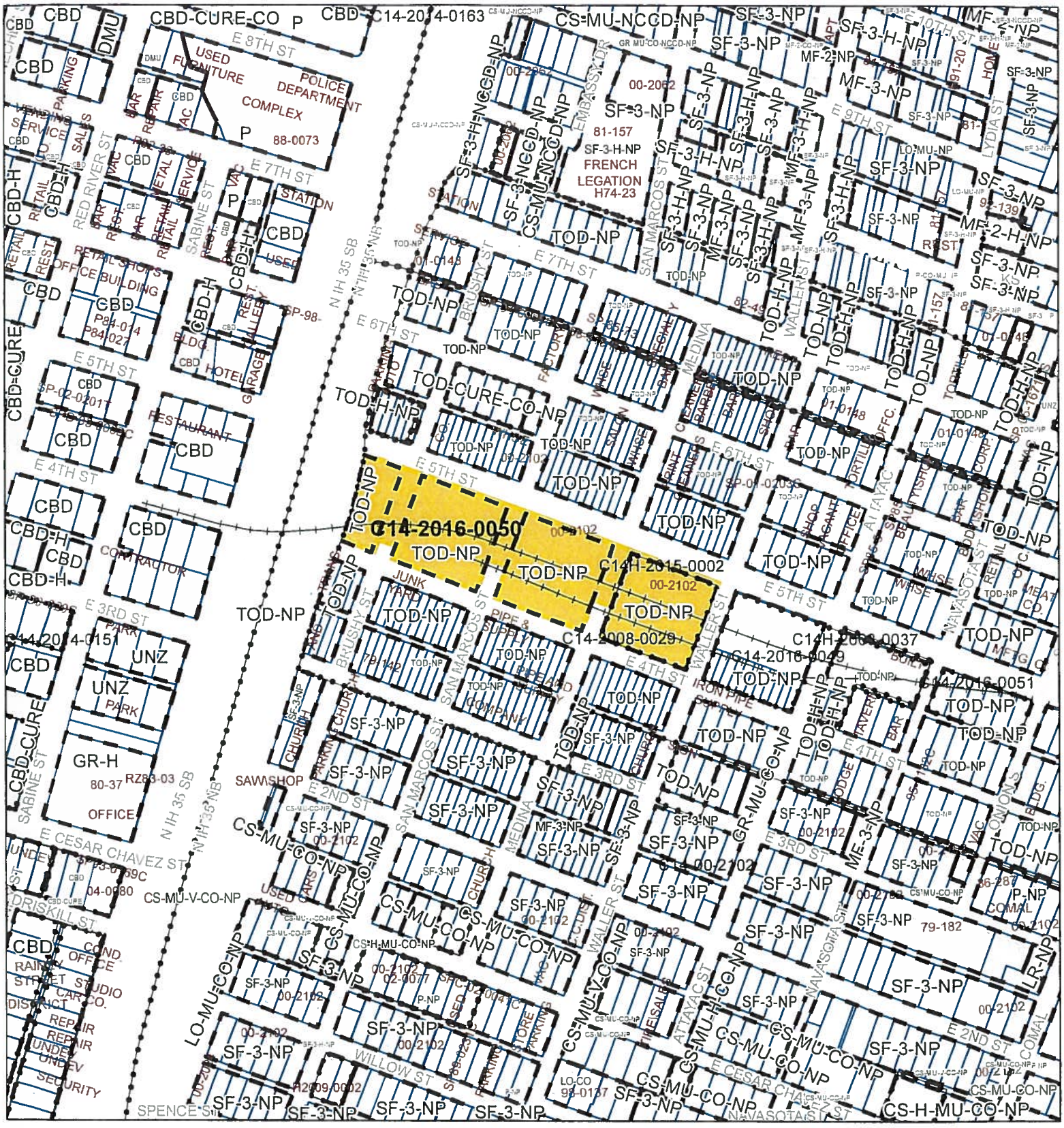
EXHIBIT C - TOD BUILDING HEIGHTS

Figure 4-1: Base Maximum Building Height (with no development bonus)





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ZONING

Case#: C14-2016-0050

TRACTS 1/2/3

EXHIBIT E

N

- Subject Tract
- Pending Case
- Zoning Boundary
- Railroads

Feet

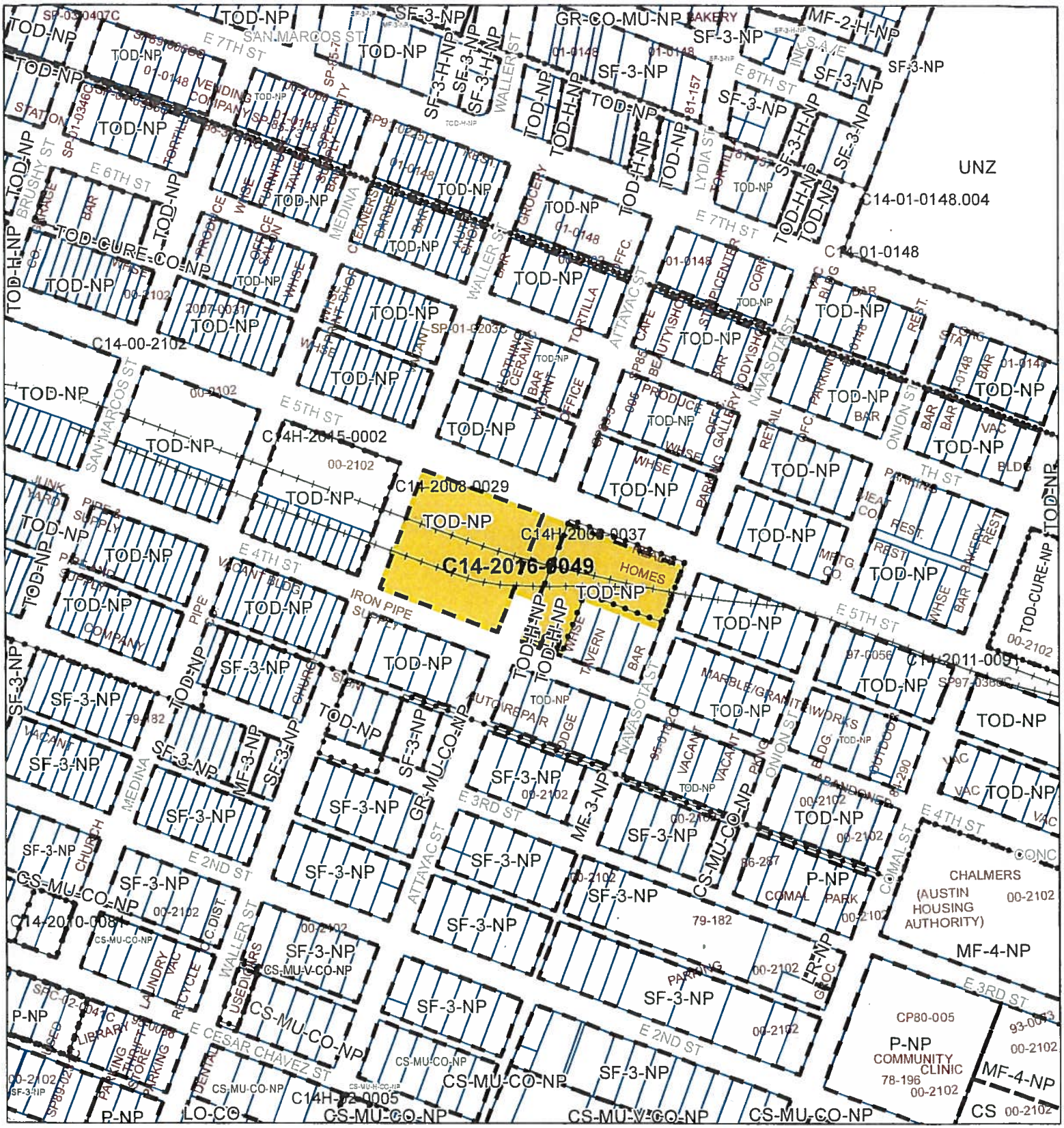
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ZONING

Case#: C14-2016-0049

TRACTS 4/5
EXHIBIT
F

N

- Subject Tract
- Pending Case
- Zoning Boundary
- Railroads

Feet
0 200

1 " = 300 '

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ZONING

Case#: C14-2016-0051

TRACT 6
EXHIBIT
G

N

- Subject Tract
- Pending Case
- Zoning Boundary
- Railroads

Feet

0 200

1 " = 200 '

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Created: 4/28/2016

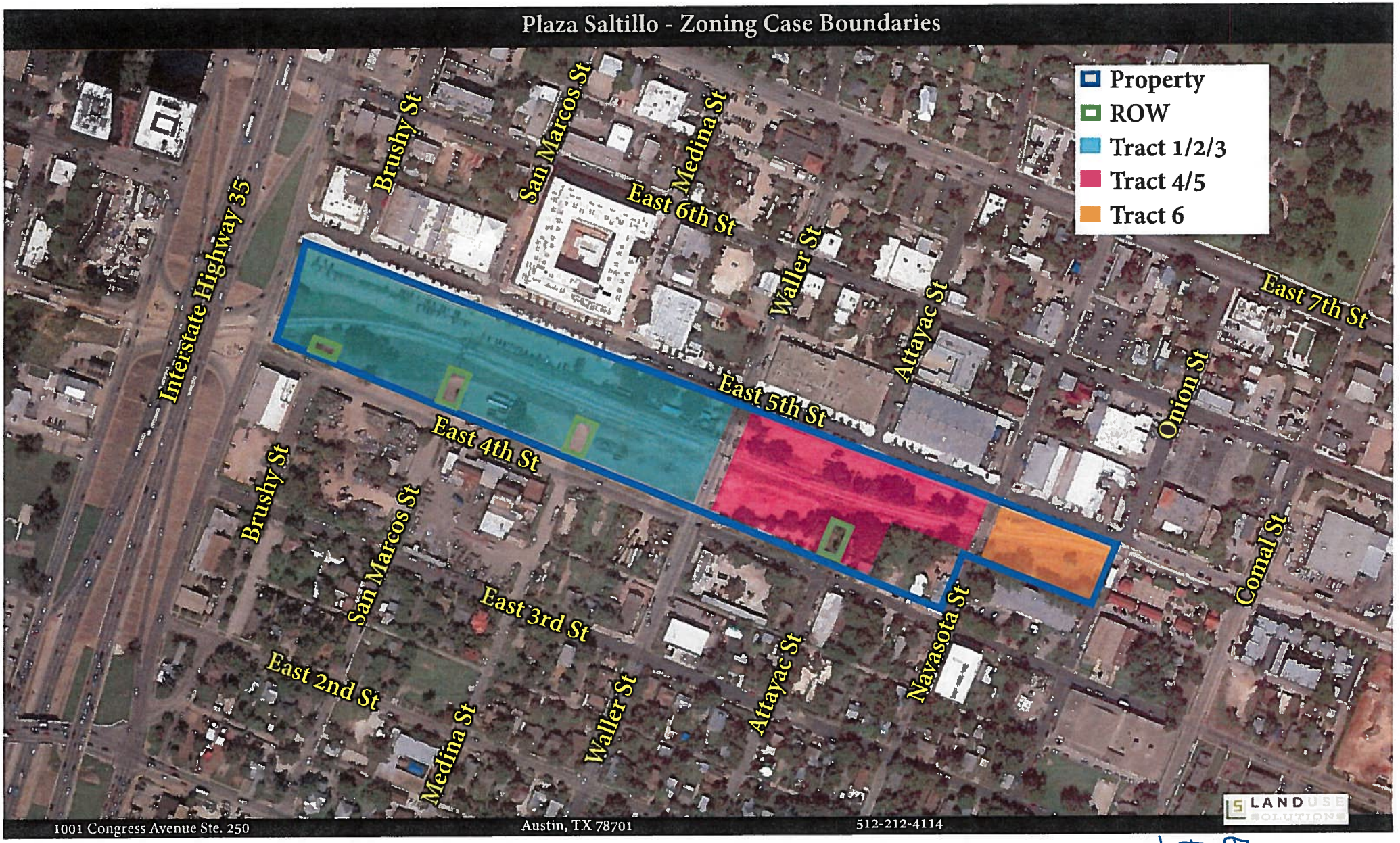
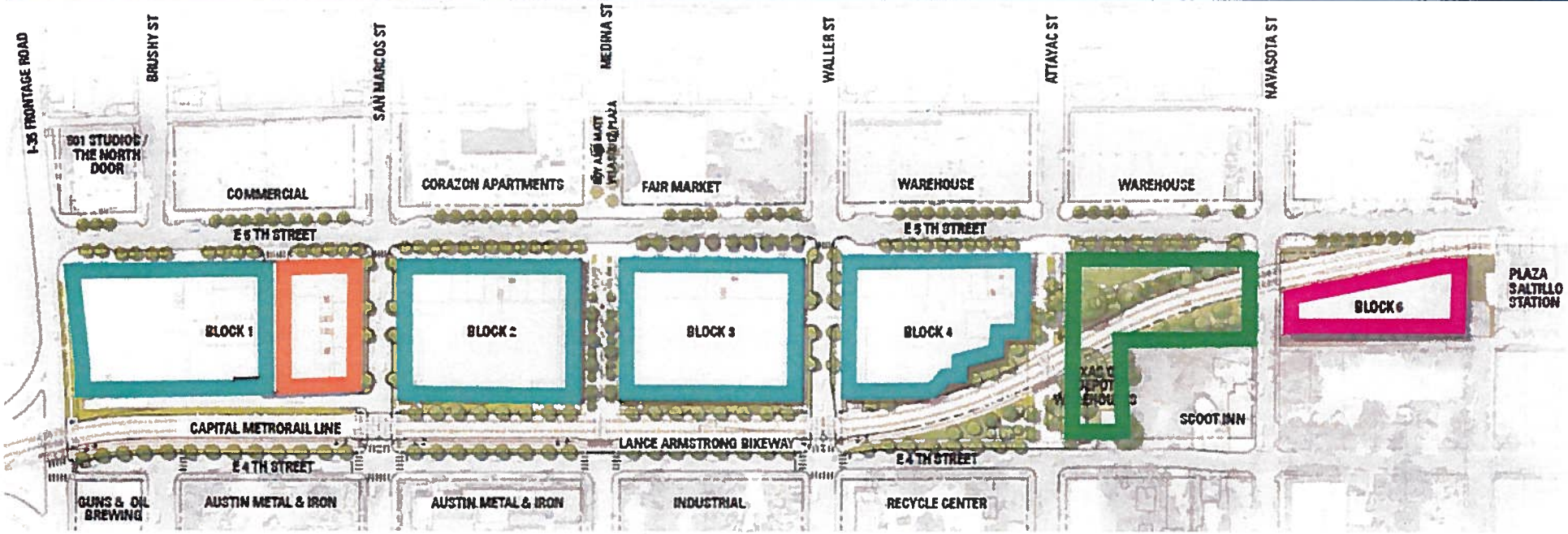


EXHIBIT A - TRACT MAP

Land Use Plan for Property



Retail &Residential Retail & Office Park Affordable Senior Housing

EXHIBIT I-LAND USE PLAN

EXHIBIT J
NHCD MEMO

Neighborhood Housing and Community Development

Staff Recommendation

Date: October 19, 2016

Re:	**Plaza Saltillo Tract 1/2/3**	**C14-2016-0050**
	Plaza Saltillo Tract 4/5	**C14-2016-0049**
	Plaza Saltillo Tract 6	**C14-2016-0051**
	Affordable Housing Proposal	

The Neighborhood Housing and Community Development Office (NHCD) has reviewed the Affordable Housing Proposal dated August 4, 2016, received by the owner, Endeavor Real Estate Group and their partner Columbus Realty Partners, Ltd. NHCD staff has worked closely with the owner and their representatives over the past year in the development of the proposal. This proposal is for an 11 acre site that runs 6 blocks east of IH 35 between East 4th and 5th Streets. This project is in Plaza Saltillo Transit Oriented Development Regulating Plan area (TOD Regulating Plan). The mixed-use project will include residential components with market and affordable housing units, office, retail and open space. The proposal request is to provide a fee-in-lieu for the non-residential square footage and to allow for a range of Median Family Income (MFI) from 30% - 60% with an average of 50% MFI for the on-site affordable units planned in Tract 6.

Fee-In-Lieu

The Regulating Plan allows a density bonus to be utilized through providing either (1) on-site affordability, or (2) a fee-in-lieu of on-site affordability under Section 4.3.2(D)(1). The Regulating Plan states that a fee-in-lieu of on-site housing must be approved by City Council and the property owner/developer must demonstrate a compelling reason not to provide the required housing on-site. The TOD regulating plan established a fee of $10 per square foot of bonus area. The total bonus non-residential square footage is 60,000 square feet at $10 per square foot is $600,000. The fee-in-lieu is to be paid into the Housing Assistance Fund to further affordable housing goals. The fee-in-lieu must be spent within the Plaza Saltillo area.

The owner/developer has requested to pay a fee-in-lieu and offers the following justifications for a compelling reason to grant the fee-in-lieu:

1. The fee-in-lieu request is for the non-residential (commercial) square footage only. It is necessary due to the large proportion of commercial space being provided in accordance with Plaza Saltillo TOD Station Area Plan vision.

    - Development includes increased active edges and a 30,000 - 60,000 square foot retail space appropriate for a grocery store achieved by pushing all parking below grade.
        - Typical individual mixed use buildings have 1-2% commercial space whereas this multi-building, multi-block development is approximately 30% commercial space, and
        - Providing on-site residential square footage for a development that is such a high proportion of commercial space would not feasible.

2. In addition to the fee-in-lieu payment the developer/owner will reserve 15% of the entire "residential square footage" to be on-site affordable units. This results in 141 affordable on-site units.
3. Council has approved request for fee-in-lieu in the past.
4. Project would not be feasible to develop voluntarily under the density bonus policy if fee-in-lieu is not granted.
    a. If no fee-in-lieu is granted, it could result in the developer reducing the project FAR to 2:1, constructing at 40' in height, providing no onsite affordable housing, providing no fee-in-lieu and providing no additional assistance to further affordable housing goals.

The developer has demonstrated a compelling reason to grant a fee-in-lieu based on the above justifications. The TOD Regulating Plan language has challenges for the development of mixed use projects. Currently, the TOD requires the affordable units to be calculated on the total square footage of the development, which includes commercial / retail space. In projects with a large amount of commercial space, the required affordable units is not proportional to the economic value of the increased density. Based on upon these justifications, NHCD staff recommends the request for fee-in-lieu.

Range of Median Family Income

Section 4.3.3(C)(4)(b)(ii) requires the affordable units be reserved for rental by households earning no more than 50 percent of the Annual Median Family Income.

The owner/developer will provide a total of 141 on-site affordable units. They have requested to reserve a portion of the affordable units to households earning up to 60 percent of the Annual Median Family Income and has offered the following for the justification:

1. The affordable housing project on Tract 6 will be developed by DMA Development Company, LLC. They will be seeking 4% or 9% competitive tax credits for the development on Tract 6. In order to maximize the highest score the developer is seeking approval to allow the range of income levels up to 60% MFI.

    - Range of MFI for the 100 affordable units on Tract 6 will be between 30%, 50% and 60% MFI with an average of 50% MFI. The breakdown of the affordable units is as follows:
    - 10% @ 30% MFI
    - 40% @ 50% MFI
    - 50% @ 60% MFI

2. The remaining 41 affordable units will be dispersed within the market-rate multifamily developments at 50% MFI on Tracts 1, 2, 3 and 4.

3. Mixed affordability levels provide greater economic diversity and affordable housing options for a wider range of citizens, which are more inclusive, and have social benefits for all tenants in the development while also benefiting transit ridership.

Based on the above justifications, NHCD staff recommends the request to have the range of MFI incomes up to 60% MFI for Tract 6.

City Council must approve the above recommendations. If City Council chooses to approve all or some of the above requests, NHCD staff recommends that the Council resolution and/or ordinance include language that highlights the approval of this Affordable Housing Proposal. The recommended Affordable Housing Proposal is contingent upon the buildout of the development as originally proposed by the owner/developer. If the development adds more residential square footage instead of the non-residential (commercial) square footage, the owner/developer will be responsible for meeting the on-site affordable housing requirements as set by the Plaza Saltillo Regulating Plan or request City Council approval of additional fee-in-lieu for commercial square footage.

If you have any questions, contact Sandra Harkins by email at Sandra.harkins@austintexas.gov or by phone at 512.974.3128.

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.austintexas.gov/planning.

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: C14-2016-0051
Contact: Heather Chaffin, 512-974-2122
Public Hearing: September 13, 2016, Planning Commission
October 13, 2016, City Council

Kim Johnson Theresa Johnson

Your Name (please print)

☑ **I am in favor**
☐ **I object**

1305 E. 6th

Your address(es) affected by this application

Kim Johnson 09/04/16

Signature *Date*

Daytime Telephone: 913-4371

Comments: THIS CHANGE SUPPORTS IMAGINE AUSTIN COMP PLAN

If you use this form to comment, it may be returned to:
City of Austin
Planning & Zoning Department
Heather Chaffin
P. O. Box 1088
Austin, TX 78767-8810

EXHIBIT K - CORRESPONDENCE

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: C14-2016-0049
Contact: Heather Chaffin, 512-974-2122
Public Hearing: September 13, 2016, Planning Commission
October 13, 2016, City Council

KIT + DEBRA JOHNSON
Your Name (please print)

☑ **I am in favor**
☐ **I object**

1305 E. 6th ST #1
Your address(es) affected by this application

Signature 09/04/16 *Date*

Daytime Telephone: 913-4371

Comments: THIS CHANGE HELPS SUPPORT EMERGING AUSTIN COMP PLAN

If you use this form to comment, it may be returned to:
City of Austin
Planning & Zoning Department
Heather Chaffin
P. O. Box 1088
Austin, TX 78767-8810

PUBLIC HEARING INFORMATION

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www.austintexas.gov/planning.

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: C14-2016-0050
Contact: Heather Chaffin, 512-974-2122
Public Hearing: September 13, 2016, Planning Commission
October 13, 2016, City Council

KIT + PEGGY JOHNSON

Your Name (please print)

☑ **I am in favor**
☐ **I object**

1305 E. 6th ST #1

Your address(es) affected by this application

Signature 09/04/16 *Date*

Daytime Telephone: 512-913-9371

Comments: THIS DEVELOPMENT SUPPORTS THE AUSTIN COMP PLAN

If you use this form to comment, it may be returned to:
City of Austin
Planning & Zoning Department
Heather Chaffin
P. O. Box 1088
Austin, TX 78767-8810



January 4, 2017
Planning Commission, CC: Austin City Council

City of Austin
RE: Capital Metro / Endeavor Saltillo Development: Case Nos. C14-2016-0049, C14-2016-050, C14-2016-061 set for discussion January 10, 2017

Dear Planning Commissioners:

I am writing on behalf of the East César Chavez Neighborhood Planning Team ("ECCNPT") in regards to the rezoning request of Capitol Metro Transportation Authority and Endeavor Development Corporation set forth in Case Nos. C14-2016-0049, C14-2016-050, C14-2016-061.

At the January 4, 2017 special-called ECCNPT meeting dedicated to discussion of this issue, the ECCNPT voted overwhelmingly to OPPOSE the request put forth by Capitol Metro Transportation Authority and Endeavor Development Corporation to rezone the following properties from TOD-NP to TOD-CURE-NP.

901, 1011, 1109 East 6th Street
1211 and 1301 East 6th Street
413 Navasota Street.

These are Saltillo Tracts 1, 2, 3, 4, 5, and 6 set forth in Case Nos. C14-2016-0049, C14-2016-050, C14-2016-061.

Additionally, moving forward, the ECCNPT voted to direct Endeavor and Capitol Metro to work with a special affordable housing committee consisting of Endeavor, Capitol Metro, a representative from the affordable housing advocacy Austin Housing Coalition group, a representative from Council Member Sabino "Pio" Renteria's office, a representative from Mayor Adler's office, and an ECCNPT representative to discuss and negotiate increasing the affordable housing component in Endeavor's existing Plaza Saltillo proposal (in exchange for any requested entitlements). We urge the Planning Commission to direct Endeavor and Capitol Metro to form such a committee with said stakeholders if it is in the Commission's power to do so.

Sincerely,

Jose Valera

Jose Valera
Chair, ECCNPT

MEMORANDUM

****

TO: Mayor and City Council

FROM: Heather Chaffin, Case Manager
Planning and Zoning Department

DATE: January 19, 2017

RE: Plaza Saltillo Tract 1/2/3 C14-2016-0050
Plaza Saltillo Tract 4/5 C14-2016-0049
Plaza Saltillo Tract 6 C14-2016-0051
District 3
Educational Impact Statement (EIS) Determination

As required, the Planning and Zoning Department (PAZ) has requested an Educational Impact Statement (EIS) Determination from Austin Independent School District (AISD). The EIS determination is intended to estimate the potential impact a residential project may have on the surrounding schools.

For the combined Plaza Saltillo projects (Tracts 1 through 6), one EIS determination was evaluated, since the residential units on all tracts would all feed into the same schools: Sanchez Elementary, Martin Middle School, and Austin High School. The estimate of 807 residential units was based on the site plans that are currently under review for Tracts 1/2/3 and Tracts 4/5, as well as information provided by the Applicant for Tract 6.

AISD review concludes that Sanchez Elementary, Martin Middle School, and Austin High School will be able to accommodate the number of students generated by 807 residential units. Please see attachment for more information.

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

PROJECT NAME: Plaza Saltillo Tracts 1-6
ADDRESS/LOCATION: 901, 1011, 1109, 1211, 1301 E. 5th Street; and 413 Navasota Street
CASE #: C14-2016-0049, C14-2016-0050, C14-2016-0051

☐ NEW SINGLE FAMILY
☒ NEW MULTIFAMILY
☐ DEMOLITION OF MULTIFAMILY
☒ TAX CREDIT

SF UNITS: _____ STUDENTS PER UNIT ASSUMPTION
Elementary School: _____ Middle School: _____ High School: _____

MF UNITS: 807 STUDENTS PER UNIT ASSUMPTION
Elementary School: 0.126 Middle School: 0.044 High School: 0.049

IMPACT ON SCHOOLS

The student yield factor for the east region (across all grade levels) is 0.219 for apartment homes. The 807 multifamily unit development is projected to add approximately 178 students across all grade levels to the projected student population. It is estimated that of the 178 students, 102 will be assigned to Sanchez Elementary School, 36 to Martin Middle School, and 40 to Austin High School. However, it should be noted, because approximately 707 of the units (88%) are proposed to be one-bedroom, it is highly unlikely that this development will generate the projected number of students (using the standard calculation).

The percent of permanent capacity by enrollment for SY 2021-22, including the additional students projected with this development, would be within the target range of 75-115% for Austin HS (107%), assuming the mobility rates remain the same. The projected additional students at Sanchez ES and Martin MS would not offset the anticipated decline in enrollment. Sanchez (54%) and Martin (47%) would continue to be below the target range of permanent capacity, assuming the mobility rates remain the same. All of the schools will be able to accommodate the projected additional student population from the proposed development.

TRANSPORTATION IMPACT

Sanchez ES and Martin MS are located within 2 miles of the proposed development; therefore students would not qualify for transportation unless a hazardous route condition was identified. Students within the proposed development attending Austin HS will qualify for transportation due to the distance from the proposed development to the schools. One additional bus would be added to accommodate the number of projected students.

SAFETY IMPACT

There are no known safety impacts at this time.

Date Prepared: 1/17/2017 **Director's Signature:** Paul Turner

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Sanchez — **RATING:** Met Standard

ADDRESS: 73 San Marcos Street — PERMANENT CAPACITY: 580

% QUALIFIED FOR FREE/REDUCED LUNCH: 94.8% — MOBILITY RATE: +5.7%

POPULATION (without mobility rate)

ELEMENTARY SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	335	202	304
% of Permanent Capacity	58%	35%	52%

ENROLLMENT (with mobility rate)

ELEMENTARY SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	354	213	315
% of Permanent Capacity	61%	37%	54%

MIDDLE SCHOOL: Martin — **RATING:** Met Standard

ADDRESS: 1601 Haskell Street — PERMANENT CAPACITY: 804

% QUALIFIED FOR FREE/REDUCED LUNCH: 93.1% — MOBILITY RATE: -56.3%

POPULATION (without mobility rate)

MIDDLE SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,008	780	816
% of Permanent Capacity	125%	97%	101%

ENROLLMENT (with mobility rate)

MIDDLE SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	440	340	376
% of Permanent Capacity	55%	42%	47%

EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin Independent School District

HIGH SCHOOL: Austin	RATING: Met Standard
ADDRESS: 1715 W. Cesar Chavez Street	PERMANENT CAPACITY: 2,247
% QUALIFIED FOR FREE/REDUCED LUNCH: 29.1%	MOBILITY RATE: +10.1%

POPULATION (without mobility rate)

HIGH SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,982	2,176	2,216
% of Permanent Capacity	88%	97%	99%

ENROLLMENT (with mobility rate)

HIGH SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	2,182	2,396	2,436
% of Permanent Capacity	97%	107%	108%

*The 5-Year Projected Enrollment (with and without the proposed development) is an estimate calculated with the assumption that the stated mobility rates (transfers in and out of the school) remain the same over the 5-year period. These estimates are for the sole purpose of the Educational Impact Statement and should not be used for any other purposes.