

# APPENDIX **A**

## **EXISTING CONDITIONS**

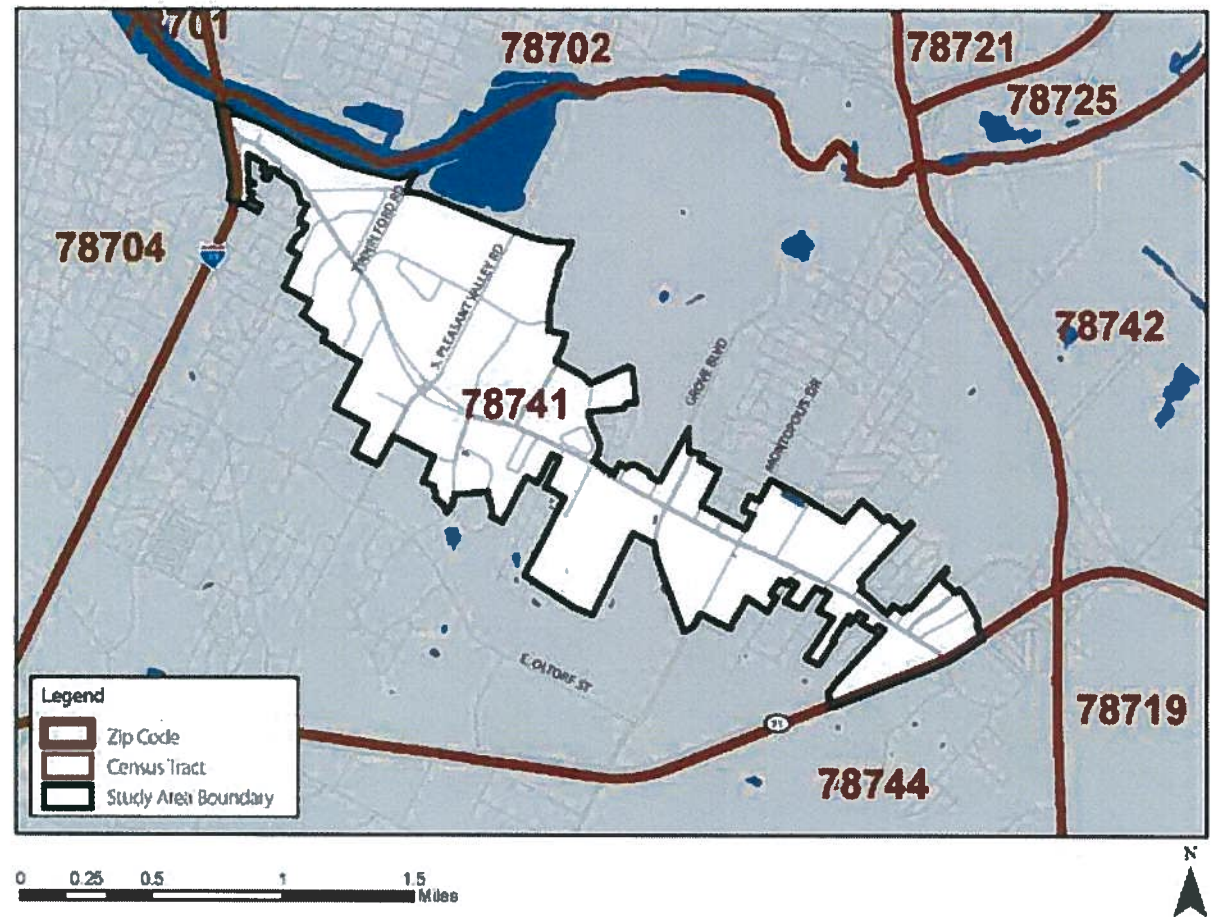
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AUSTIN AREA DEMOGRAPHIC TRENDS  
ERC AREA ELEMENTARY SCHOOLS  
CRIME STATISTICS  
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## East Riverside Corridor Planning Area Demographics

The East Riverside Corridor planning area is defined as the area between I-35, on the West, and Hwy 71/Ben White, on the East, generally including non-single-family residential properties within a ¼ mile to a ½ mile to the north and south of Riverside Drive. The study area is shown in Exhibit A.2, as are the containing and nearby zip code areas.

Exhibit A.2:  
Zip Code Map



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)

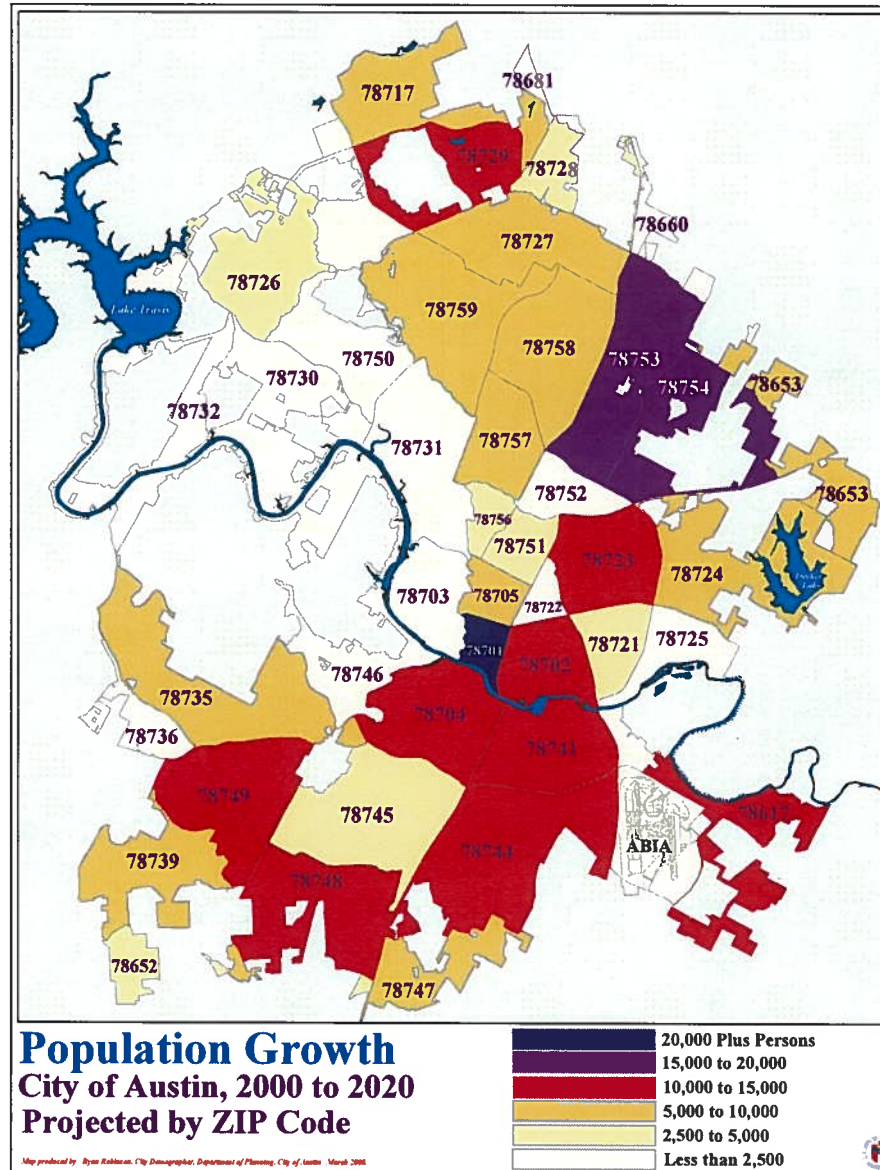


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While it is important to bound the scope of some studies to the precise physical environment, relevant social and economic conditions extend beyond the East Riverside Corridor boundary. As such, where pertinent, the existing social and economic attributes are presented at the metropolitan, city, submarket, zip code, Census tract aggregation, and East Riverside Corridor level.

The Austin-Round Rock metropolitan statistical area (MSA), the City of Austin, and the East Riverside Corridor all encountered population growth since the year 2000, and are expected to continue to grow. This growth exists in spite of economic difficulties the city experienced following the downturn in information and technology sectors in the early part of the decade and the more recent downturn in the economy. Exhibit A.3 notes projected population growth for Austin-area zip codes through 2020.

**Exhibit A.3:**  
**City of Austin Population Growth Map**



**Exhibit A.4:**  
*Basic Population and Household Characteristics*

As shown in Exhibit A.4, the zip code containing the East Riverside Corridor, 78741, grew at a more rapid rate since 2000 than the City as a whole, though it substantially lagged the greater metro area. As shown in Exhibit A.2, the 78741 zip code area is larger than the ERC area and reflects growth in both the ERC area and the rest of the zip code area. This shows that there is a potential demand for housing within and adjacent to the East Riverside Corridor area.

The 2.2% annualized growth rate in the 78741 Zip Code indicates that, if maintained, the population in the study area and immediately adjacent to the study area would double in 32 years. This is faster than the city as a whole, which would require an additional 11 years to double its population, maintaining the same growth rate. This suggests that the ERC possesses a locational advantage for future population growth over other portions of Austin.

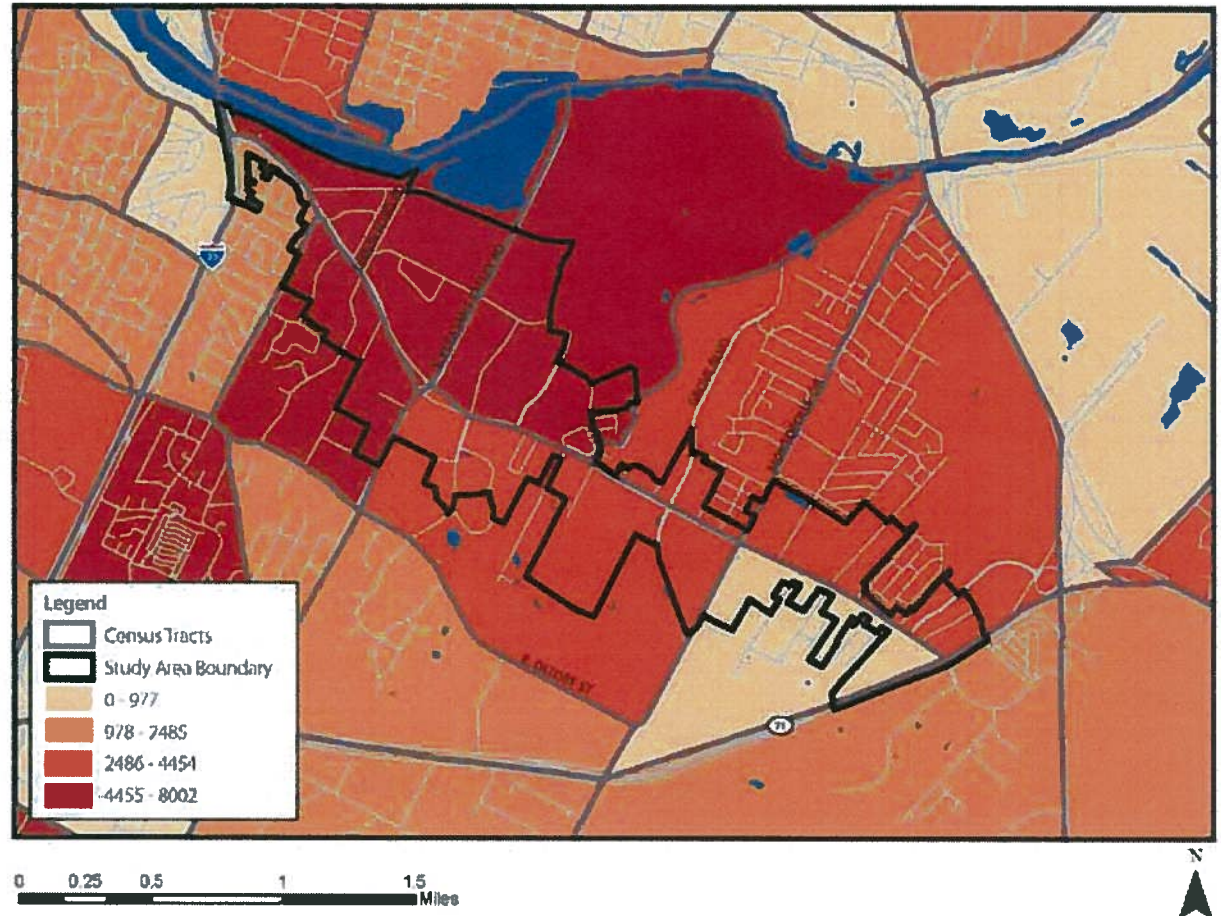
<b>Population</b>				
	<b>2000</b>	<b>2007/2008</b>	<b>Pct. Change</b>	<b>Annual Rate</b>
Zip Code 78741	40,671	48,535	19.3%	2.23%
City of Austin	656,562	749,659	14.2%	1.67%
Austin MSA	1,249,763	1,593,400	27.5%	3.08%
<b>Households</b>				
	<b>2000</b>	<b>2007/2008</b>	<b>Pct. Change</b>	<b>Annual Rate</b>
Zip Code 78741	17,083	20,436	19.6%	2.27%
City of Austin	265,649	306,693	15.5%	1.81%
Austin MSA	471,855	583,598	23.7%	2.69%
<b>Average Household Size</b>				
	<b>2000</b>	<b>2007/2008</b>	<b>Pct. Change</b>	<b>Annual Rate</b>
Zip Code 78741	2.38	2.37	-0.2%	-0.03%
City of Austin	2.47	2.44	-1.1%	-0.14%
Austin MSA	2.65	2.73	3.1%	0.38%

Source: Census, Claritas, and ANA

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The distribution of the population and households along and adjacent to the East Riverside Corridor is illustrated in Exhibits A.5 and A.6. The majority of the population is found between Crossing Place and I-35, North of East Riverside Drive, and South Pleasant Valley Road and I-35 to the South of East Riverside Drive. Nonetheless, substantial population growth occurred between 2000 and 2008 along Montopolis Drive, North of East Riverside Drive, and to the Northwest of Hwy 71.

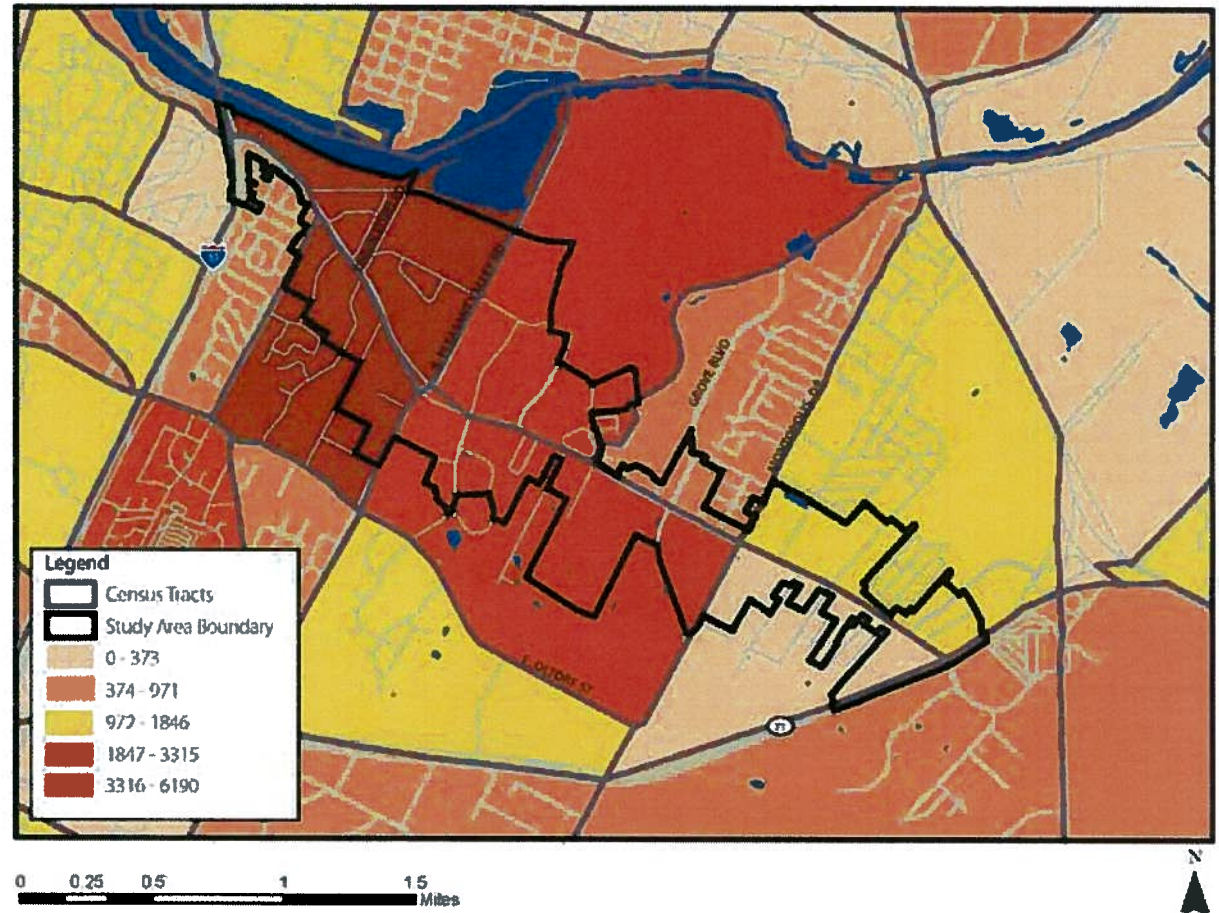
**Exhibit A.5:**  
*Population by Census Tract, 2000*



Source: Census, City of Austin, and ANA



Exhibit A.6:  
Number of Households by Census Tract, 2000



Source: Census, City of Austin, and ANA

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The population pattern and trend, when analyzed with respect to race and ethnicity, reflect citywide trends. The Hispanic population in and adjacent to the East Riverside Corridor grew by almost 7,000 people, or 32%, between 2000 and 2008, as shown in Exhibit A.7. Further, the Hispanic population comprises the majority of the population in the study area, at 57.1%. The population identifying themselves as Black or African American comprises the second largest racial group. Nonetheless, it is the only group of significant size losing an absolute number of people in the area.

Existing demographic trends suggest that the population in the East Riverside Corridor is likely to continue to grow primarily through continued growth in the Hispanic population. Secondarily, the non-Hispanic White and Asian populations are likely to be the source of growth due to migration into the Corridor. Demographic trends indicate that moving forward, even without public investment in infrastructure and aesthetic amenities, the East Riverside Corridor will grow by virtue of natural increase, particularly to the South of East Riverside Drive, and by migration. Migration is likely to be a key element of growth, absent public specific public investment in amenities and services, particularly to the Southeast, between Montopolis and Hwy 71.

**Exhibit A.7:**  
***Race and Ethnicity in Zip Code 78741, 2000***

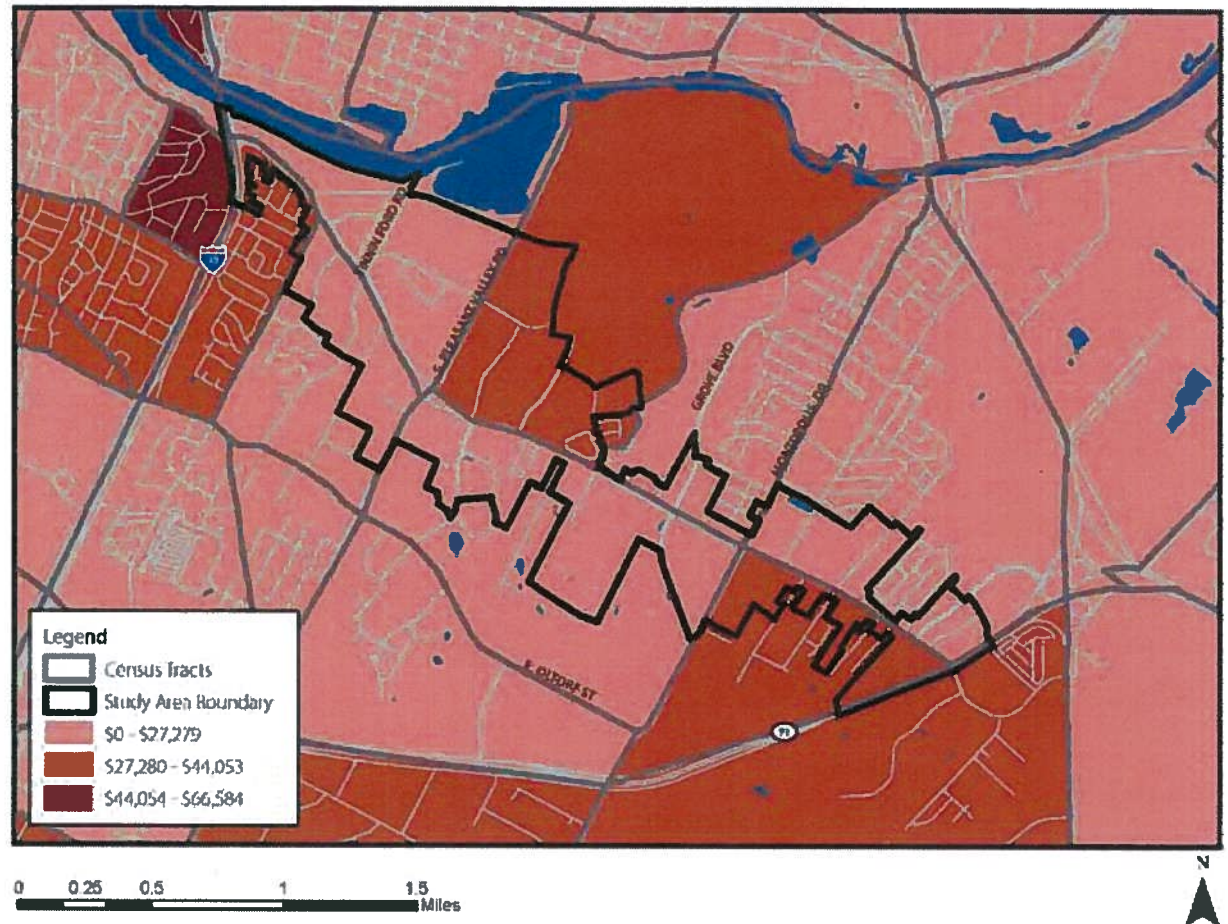
Population		2000	2008
Hispanic		20,972	27,716
Non-Hispanic		19,699	20,819
	White Alone	12,901	13,300
	Black or African American Alone	3,415	3,365
	American Indian and Alaska Native Alone	110	154
	Asian Alone	2,351	2,949
	Native Hawaiian and Other Pacific Islander Alone	30	35
	Some Other Race Alone	76	50
	Two or More Races	816	966
Total		40,671	48,535
Share of the Total Population			
Hispanic		51.6%	57.1%
Non-Hispanic		48.4%	42.9%
	White Alone	31.7%	27.4%
	Black or African American Alone	8.4%	6.9%
	American Indian and Alaska Native Alone	0.3%	0.3%
	Asian Alone	5.8%	6.1%
	Native Hawaiian and Other Pacific Islander Alone	0.1%	0.1%
	Some Other Race Alone	0.2%	0.1%
	Two or More Races	2.0%	2.0%
Percent Change in Population			
Hispanic		32.2%	
Non-Hispanic		5.7%	
	White Alone	3.1%	
	Black or African American Alone	-1.5%	
	American Indian and Alaska Native Alone	40.0%	
	Asian Alone	25.4%	
	Native Hawaiian and Other Pacific Islander Alone	16.7%	
	Some Other Race Alone	-34.2%	
	Two or More Races	18.4%	

Source: Census, ANA



**Exhibit A.8:**  
**Median Personal Income by Census Tract, 2007**

The median personal income throughout most of the study area is below that of the City of Austin as a whole. The median income for an individual, in 2007, by census tract, was just over \$21,000, while for the city as a whole the median income in 2007 was greater than \$27,000, according to City of Austin GIS data. Nevertheless, this is not to imply homogeneity across the study area. Residents northeast of Pleasant Valley Road fare the best with a median income of over \$40,000. Similarly, those in the southeastern most portion of the study area, near the eastern border of the Corridor, have a median income better than that for the City as a whole. Those to the south of East Riverside Drive and adjacent to Pleasant Valley have the most modest incomes.



Source: Census, City of Austin, ANA

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For the study area as a whole, the per capita income has grown at an annualized rate of about a half a percent per year. This slow growth rate masks the fact that incomes across the City actually fell on a per capita basis during the last economic downturn and have only recently approximated previous peaks. As such, even this modest growth rate generally reflects the higher incomes associated with some new residents moving into the area.

Household level statistics illustrate the juxtaposition of relative poverty to wealth in the area, as shown in Exhibit A.9. In 2008, nearly a third of households had a total income below \$15,000 per annum. Forty-seven percent of households have incomes less than \$25,000 per annum. While there exists a sizeable student-aged population, that still leaves somewhere on the order of 10% of households below \$15,000 per annum. So, while the median income figures do not illustrate some of the difficult circumstances existing in the study area, the household numbers do.

These findings demonstrate the range that exists from one end of the East Riverside Corridor to the other. It also reflects the fact that there is a wide range and mix of ages of housing stock in the area. Finally, it illustrates cause for concern that there is not sufficient housing to meet demand.

The economic condition in which the East Riverside Corridor exists is a precarious one. There are a number of assets, and they are increasing. The potential future light rail or streetcar line, spillover from Downtown, and the airport located to the Southeast provides strong assets off of which to grow. Further, even in the absence of public investment, private investment is moving into the area. Concerns have been raised in regards to how

**Exhibit A.9:**  
**Household Income Structure in Zip Code 78741, 2008**

<b>Household Income Trends</b>	<b>2000</b>	<b>2008</b>
Total Household Income - Households	17,121	20,436
Income Less than \$15,000	5,235	6,163
Income \$15,000 - \$24,999	3,203	3,504
Income \$25,000 - \$34,999	2,882	3,265
Income \$35,000 - \$49,999	2,724	3,474
Income \$50,000 - \$74,999	2,068	2,528
Income \$75,000 - \$99,999	621	831
Income \$100,000 - \$149,999	257	508
Income \$150,000 - \$249,999	101	108
Income \$250,000 - \$499,999	27	47
Income \$500,000 or more	3	8
<b>Total Household Income - Share of Households</b>		
Income Less than \$15,000	31%	30%
Income \$15,000 - \$24,999	19%	17%
Income \$25,000 - \$34,999	17%	16%
Income \$35,000 - \$49,999	16%	17%
Income \$50,000 - \$74,999	12%	12%
Income \$75,000 - \$99,999	4%	4%
Income \$100,000 - \$149,999	2%	2%
Income \$150,000 - \$249,999	1%	1%
Income \$250,000 - \$499,999	0%	0%
Income \$500,000 or more	0%	0%
<b>Total Household Income - Annualized Growth in Number of Households</b>		
Income Less than \$15,000	2.1%	
Income \$15,000 - \$24,999	1.1%	
Income \$25,000 - \$34,999	1.6%	
Income \$35,000 - \$49,999	3.1%	
Income \$50,000 - \$74,999	2.5%	
Income \$75,000 - \$99,999	3.7%	
Income \$100,000 - \$149,999	8.9%	
Income \$150,000 - \$249,999	0.8%	
Income \$250,000 - \$499,999	7.2%	
Income \$500,000 or more	13.0%	

Source: Claritas, ANA

## Austin Area Demographic Trends

new development will affect low-income residents from an economic standpoint.

Given the Corridor's location, residents on and adjacent to the area are in a prime position, from an accessibility stand-point, to employment and service opportunities. Nevertheless, that is not a sufficient condition to allow for all residents to enjoy fruitful access to the burgeoning Austin labor market. Concerns over education and skill will prove to be the greatest challenge in assisting the upward progression of those households currently occupying the lower rungs of the income ladder.

While still further down the line, as the existing housing stock affordable to those modest means is largely of an older vintage, a growing challenge will be to ensure that those unable to move up the income ladder are still greeted with sufficient housing opportunities. As most residents are currently renters, this means that particular attention must be given to either moving households into an ownership position, or maintaining an adequate supply of a rental product type consistent with depressed demand characteristics. For more detail concerning the existing housing stock and demand, interested readers are referred to the Affordable Housing section of this Master Plan.

The demographics and trends of the East Riverside Corridor area are reflective of trends in the city as a whole. Austin is evolving as a city and as an urban area, and is experiencing several large-scale phenomena of urbanization. Austin's quality of life has become its biggest economic development engine and the city's diverse demographic structure serves to support and enrich its quality of life. The City of Austin Demographer, Ryan Robinson, has created a list of the top ten demographic trends in the Austin region, many of which are relevant to the East Riverside Corridor area. In these trends, the theme of ethnic change and diversification is a common one. These trends are briefly described below.

**Number One: No majority.** The City of Austin has now crossed the threshold of becoming a Majority-Minority city. Put another way, no ethnic or demographic group exists as a majority of the city's population. The city's Anglo share of total population has dropped below 50% (which probably occurred sometime during 2005) and will stay there for the foreseeable future. The growth of other ethnic groups has outpaced the growth of Anglo households. For example, the growth rate of Latino and Asian households far exceeds the growth of Anglo households in Austin. This can be seen in the East Riverside Corridor area in the diversity of the residents.

**Number Two: Decreasing families-with-children share in the urban core.** The share of all households within the city's urban core made-up of families-with-children is slowly declining. In 1970, the urban core's families-with-children share was just above 32%, Census 2000 puts the figure at not quite 14%. Moreover, with only a few neighborhood exceptions, portions of the urban core are becoming almost devoid of married-with-children households. Citywide, the trends have been similar in that the overall number of families-with-children has

increased while the share of total households from families-with-children has decreased. This relative loss of families-with-children households has significant implications for the city's several school districts, but AISD will feel the greatest brunt of the effect.

**Number Three: African American share on the wane.** The city's African American share of total population will more than likely continue its shallow slide even as the absolute number of African Americans in the city continues to increase.

**Number Four: Hispanic share of total population is growing.** The Hispanic share of the population will be close to the Anglo share of the population in a short 25 years. Hispanic growth is strong - the city's Hispanic share in 1990 was under 23%, the Census 2000 figure was almost 31%, and this share of total is probably around 35% today. Importantly, the city's stream of incoming Hispanic households is socio-economically diverse. Middle-class Hispanic households have migrated to Austin from other parts of the state and the country for high-tech and trade sector jobs while international immigrant Hispanic and Latino households have come here for construction and service sector jobs.

**Number Five: Asian share skyrocketing.** The Asian share of total population in Austin almost doubled during the nineties, leaping from 3.3% in 1990 to almost 5% by 2000 and stands somewhere near the 6.5% mark today. Like their Hispanic counterparts, the incoming Asians to Austin during the past 15 years are a much more diverse sub-population than what existed in Austin in the past.

**Number Six: Geography of African Americans, dispersion and flight to the suburbs.** The critical mass and historical heavy concentration of African American households in



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east Austin began eroding during the 1980s, and by the mid-1990s, had really begun to break apart. Over the past 25 years, middle-class African American households have left east Austin for the suburbs and other parts of Austin. The level of residential segregation for African Americans has dropped significantly as their level of spatial concentration has diminished.

***Number Seven: Geography of Hispanics, intensifying urban barrios along with movement into rural areas.***

Maps of Hispanic household concentrations from Census 2000 reveal the emergence of three overwhelmingly Hispanic population centers in Austin: lower east Austin (which also serves as the political bedrock of Austin's Hispanic community), greater Dove Springs, and the St. Johns area. The import of this trend is this: at the same time that ethnic minority populations are moving into the middle-class and are more capable than ever to live anywhere they choose, there are parts of the city where ethnic concentration is greatly increasing. However, it is lower-income minority households that are most likely to participate in the clustering phenomenon.

***Number Eight: An increasingly sharp edge of affluence.***

Maps of Median Family Income from Census 2000 show an increasingly hard edge between affluent central Texas and less-than-affluent parts of the urban region. While some forms of residential segregation have decreased markedly over the past few decades in Austin, the degree of socio-economic spatial separation has steeply increased. The center of wealth in Austin has slowly migrated into the hills west of the city. This trend of wealth-creep out of the City creates an even greater burden for citizens funding services and facilities that are used and enjoyed by individuals from across the region.

***Number Nine: Regional indigent health care burden.***

During the foreseeable future, the regional indigent health care burden will continue to grow and the city's disproportionate shouldering of the cost will increase as well.

***Number Ten: Intensifying urban sprawl.***

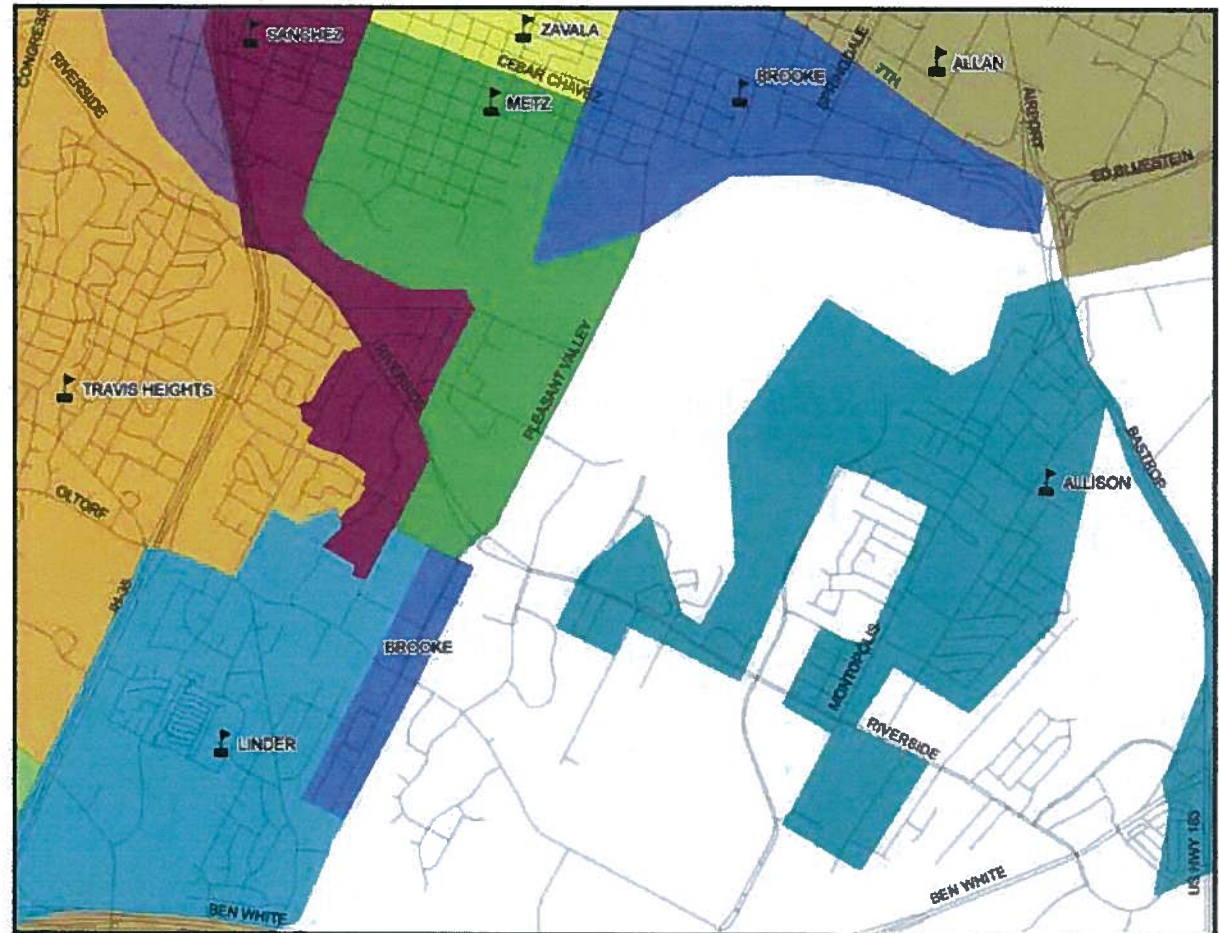
The Austin region will continue to experience intense urban sprawl. Although there is an enormous amount of residential development currently underway within the urban core and in downtown Austin, the thousands of new units being created there will be only a drop in the regional bucket of total residential units created. There simply are very few land availability constraints in the territory surrounding Austin, enabling urban sprawl.

## East Riverside Corridor Area Elementary Schools\*

Seven elementary schools together serve the East Riverside Corridor. Six are within the Austin Independent School District (AISD), one, Baty Elementary, falls within the Del Valle ISD (see Exhibit A.10). The western zone of the corridor, where the densest concentration of apartments is found, is served by Travis Heights, Sanchez, Metz, Linder and Brooke elementary schools. Together, these schools serve an overwhelmingly low income, Hispanic, highly mobile student population as shown in Exhibit A.11.

While the performance of schools serving the East Riverside area varies widely, it is notable that two of the schools (Metz and Brooke) are currently "recognized" under the state accountability system. This means that students at these schools meet state standards for passage of the Texas Assessment of Knowledge and Skills (TAKS). To achieve this status, all sub-groups at the school must meet the standards. Scores are calculated for each racial and ethnic group and also for students categorized as "economically disadvantaged" or "low English proficiency." Schools with large shares of low income students typically have the hardest time meeting the standards for all groups. Yet low income and Hispanic students at these two schools outperform their peers across the city. Only 3 other 'Title I' schools in AISD achieved "recognized" or "exemplary" status in 2008-09 (AISD, <http://www.austinisd.org/schools/campus.phtml?opt=bylevel&slevel=elementary>, accessed 10/29/09). (Title I schools are those whose student population is sufficiently low income to qualify them for additional funds from the national Department of Education, under

Exhibit A.10:  
AISD Elementary School District Map, 2009



\* Elementary school data and analysis provided by Elizabeth J. Mueller, Assistant Professor of Community and Regional Planning and Social Work, University of Texas at Austin.

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Title I of the Elementary and Secondary Education Act of 1965.) These two schools also demonstrate lower rates of student mobility than their peer schools in the area—a significant accomplishment in light of the high mobility of low income households generally.

In the past two years, redevelopment has begun in the western part of the East Riverside Corridor, falling most heavily in the catchment area for Metz Elementary school. As a result, Metz has seen a 27% decline in its student population, falling from 676 students in 2006, to 544 in 2008, to 494 in 2009. While the principal has encouraged parents to keep their children at Metz by applying for within district transfers, many families are unable to do so since they have moved further east into the Del Valle School District, where rents are lower, and are thus not eligible to remain in AISD schools.

Sanchez Elementary, another school located north of the river that serves the western segment of the Corridor, has also been affected by redevelopment. While most of the demolished complexes to date have fallen in the Metz catchment area, Sanchez has seen an increase in movement of children into and out of their school: boundaries for their catchment area have changed 3 times in 8 years, resulting in both sharp increases and turnover in student population. Sanchez has seen its school accountability rating fall from “exemplary” to its current status, “academically acceptable.”

Challenges emerging at these local schools may foreshadow problems that will intensify as the Corridor continues to undergo redevelopment. It will be particularly important that the City and AISD work together to identify solutions and strategies that will support the success that some schools have achieved, built over years of effort.

### Exhibit A.11:

#### *Elementary Schools serving the East Riverside Corridor, Demographics, 2008*

Elementary School (state accountability rating)	Hispanic student population	Economically disadvantaged student population	Limited English Proficiency population	Mobility rate 2006-07
Brooke (Recognized 2008)	87%	93%	29%	23.9%
Allison Elementary (Academically Acceptable)	90%	95%	38%	30.0%
Linder (Academically acceptable)	90%	95%	60%	36.7%
Metz (Recognized 2008)	97%	93%	54%	25.3%
Sanchez (Academically acceptable)	94%	92%	62%	30.8%
Baty (Del Valle ISD)	80%	90%	31%	30.0%
Travis Heights (unacceptable 2008)	68%	77%	24%	21.4%
AISD	57%	60%	24%	25.5%

Source: Demographic data and campus mobility rates are from the Texas Education Agency, Academic Excellence Indicator System, 2007-08 Campus Profile. Campus mobility rates are for 2006-07 (same source).

### Exhibit A.12:

#### *Students meeting Texas reading standards, 2007-08, percent*

School	All students	Hispanic students	Economically disadvantaged students
Brooke	83%	83%	82%
Metz	84%	84%	84%
AISD	83%	78%	76%

Source: Texas Education Agency, Adequate Yearly Progress Campus Data Table, Final 2008 AYP Results. Reports for Brooke and Metz Elementary Schools.



## Crime Statistics

The 78741 zip code, of which the East Riverside Corridor planning area is a part, had the highest crime rate in most of the categories reported by the City of Austin Police Department during the last reporting year of 2007. Based on available statistics from the City Police Department for the period of January 2007 to December 2007, the project area can be considered a high crime rate area (See Exhibit A.13).

## Health and Human Services in the East Riverside Corridor Area

There are a number of government and private agencies providing health and human services in the East Riverside Corridor area. These services are particularly important for low-income residents in the area.

*City of Austin Montopolis Neighborhood Center*, 1416 Montopolis Drive, Austin, TX 78741. The goal of the City of Austin Human Services division is to promote and foster increased self-sufficiency, healthy behaviors, and healthy lifestyles to improve the quality of life for the city's most

vulnerable citizens. Human Services include: child care information and services, homeless assistance, day labor and employment programs, mental health/substance abuse services, programs for at-risk youth, and basic needs services. City of Austin Healthy Neighborhood Centers provide a variety of social services for low and moderate-income families in need. The Austin Health Connection mobile vans provide preventative health services (health screenings and health education) in various community based sites.

*Montopolis Recreation Center*, 1200 Montopolis Drive, Austin, TX 78741. Montopolis Recreation Center was originally owned by the Dolores Catholic Church and was first known as the Montopolis Community Center. In 1971, the Austin Parks and Recreation Department and the Austin Model Cities Program entered into an agreement whereby the Montopolis Community Center was to be operated as an extension of the Parks and Recreation Center. The Center, while dated and needing improvements, continues to be a vital part of the community. Montopolis Recreation Center and park contains a gymnasium, kitchen, boxing room, two meeting rooms, shower and dressing room facilities, playscape, swimming pool and a lighted softball/

football field. The Center offers the Kids Cafe Program, which is sponsored by the Capital Area Food Bank. The center provides free, hot, nutritious meals for youth ages 1-18 years during the after school time. Center activities include adult sports leagues, weight room and youth after school program, cheerleading, boxing, karate, basketball, flag-football and teen adventure.

*Texas Council for Developmental Disabilities*, 6201 E. Oltorf Street # 600, Austin, TX 78741. The Texas Council for Developmental Disabilities is dedicated to ensuring that all Texans with developmental disabilities, about 437,885 individuals, have the opportunity to be independent, productive and valued members of their communities. Using a variety of methods, the Council works to ensure that the service delivery system provides comprehensive services and supports that meet people's needs, are easy to access and are cost effective. They also work to improve people's understanding of disability issues. The Council uses its information about the service system, disability issues and people's needs to develop projects and activities that are focused on the gaps and barriers in the current array of services and supports and to help Texans with disabilities and their families live in, work in and contribute to their community. These activities are designed to impact the entire state and are developed in close collaboration with consumers, parents, advocate groups, state agencies, service providers, and state and local policymakers.

*Casey Family Programs*, 5201 E. Riverside Drive, Austin, TX 78741. Casey Family Programs is the nation's largest operating foundation entirely focused on foster care. Since 1966, they have worked to provide and improve—and ultimately prevent the need for—foster care in the United States. The Casey Family Program identifies various improvements in child welfare practices, and helps states and counties implement them. The Program promotes these changes by providing nonpartisan

**Exhibit A.13:**  
*City of Austin Crime Statistics, 2007*

Area	Murder	Rape	Robbery	Aggravated Assault	Burglary	Theft	Motor Vehicle Theft	Arson	Total Crimes
78741	6	41	274	212	840	2,951	358	7	4,689
City of Austin	31	334	1,543	1,795	7,995	34,318	3,109	98	49,223
78741 as a % of City	19%	12%	18%	12%	11%	9%	12%	7%	10%

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research to members of congress, state legislators and other policymakers so they may craft laws and policies to better the lives of children in foster care and their families. Their goal is to safely reduce the number of children in foster care and improve the lives of those who remain in care.

*SafePlace*, 1515 Grove Blvd. # A, Austin, TX 78741. SafePlace provides safety for individuals and families affected by sexual and domestic violence; helps victims in their healing so they can move beyond being defined by the crimes committed against them, and become survivors; promotes safe and healthy relationships for the Prevention of sexual and domestic violence; and engages the community in advancing alternatives in attitudes, behaviors and policies to impact our understanding and responses to sexual and domestic violence. SafePlace is ending sexual and domestic violence through safety, healing and prevention for individuals, families and our community.

*Department of Assistive and Rehabilitative Services*, 6101 E. Oltorf Street, Austin, TX 78741. The Department of Assistive and Rehabilitative Services, or DARS, administers programs that ensure Texas is a state where people with disabilities, and children who have developmental delays, enjoy the same opportunities as other Texans to live independent and productive lives. DARS is composed of four divisions focused on people with disabilities and children with developmental delays. The department includes the Division for Rehabilitation Services (DRS), the Division for Blind Services (DBS), the Division for Disability Determination Services (DDS) and the Division for Early Childhood Intervention (ECI). Through these divisions, DARS administers programs that help Texans with disabilities find jobs through vocational rehabilitation, ensure that Texans with disabilities live independently in their communities, and assist families in helping their children under age 3 with disabilities and delays in development reach their full potential.

*WIC*, 1416 Montopolis Drive, Austin, TX 78741. WIC provides Federal grants to States for supplemental foods, health care referrals, and nutrition education for low-income pregnant, breastfeeding, and non-breastfeeding postpartum women, and to infants and children up to age five who are found to be at nutritional risk. The following benefits are provided to WIC participants: supplemental nutritious foods; nutrition education and counseling at WIC clinics; screening and referrals to other health, welfare and social services.

*Big Brothers Big Sisters*, 2211 S. IH 35 Ste. 110, Austin, TX 78741. Big Brothers Big Sisters matches children ages 6 through 18 with mentors in professionally supported one-to-one relationships. Matches come together through Community-based mentoring and school-based mentoring.

*Youth Advocacy Inc.*, 4150 Freidrich Lane, Austin, TX 78741. Youth Advocacy provides substance abuse intervention services to a target population of at-risk youth 13-17 years old and their parents. It does this by using a curriculum that has been scientifically tested and found to produce the desired result of reducing and/or delaying the onset of drug use among the target population. This is known as the Creating Lasting Family Connections (CLFC) program. Youth Advocacy also provides case management services to youth and families receiving substance treatment through the Travis County Juvenile Probation Department. The intent of this program is to increase the possibilities of a successful youth treatment episode and successful reintegration of the youth back into the community. This is accomplished by helping the families of the youth develop and/or enhance their ability to help the youth maintain what they've gained from the treatment episode.

*Austin Travis County Safe Haven Homeless Shelter*, 5307 E. Riverside Drive, Austin, TX 78741. Safe Haven's goal is to ensure a safe and accepting living environment

while providing qualified staff to instill trust, and guide the resident to review the choices in his or her life. Safe Haven offers semi-private rooms for up to 16 people per day, 3 meals daily, laundry facilities, meeting rooms for residents and an actual address and phone number for facilitating service entry and correspondence with friends, family, and employers. This program offers the following services: assertive outreach to single diagnosis of substance abuse and dual diagnosis (substance abuse and mental illness); coordination of services; and increase awareness and case finding in the community through information dissemination.

*Central Texas Veterans Health Care System - Austin Outpatient Clinic*, 2901 Montopolis Drive, Austin, TX 78741. The Central Texas Veterans Health Care System (CTVHCS) has a stand-alone clinic in Austin providing the following services: Urgent Care, Primary Care, Women's Clinic, Mental Health, Laboratory, Optical Shop, Pharmacy, Prosthetics, Radiology, Social Work, OEF/OIF Program, Patient Education, Homeless Veterans Program, Home Based Primary Care, VA Medical Eligibility.

*Montopolis Community Health Center*, Primary Care 1200-B Montopolis Drive, Austin, TX 78741. This Community Health Center provides access to care in one of Travis County's poorest and most underserved areas. The Montopolis clinic enabled the department to provide primary care as well as behavioral health services in an area with little to no available health care resources.

### Asset Creation Programs and Initiatives

NHCD's Housing Smarts Housing Counseling Program is a Homebuyer Education Program that offers homeownership training from pre-purchase and post-purchase classroom instruction to one-on-one counseling for individuals who need information about homeownership.

The NHCD Down Payment Assistance Program (DPA) provides qualified, first-time homebuyers, with a zero interest loan to assist with purchasing a home located within the Austin City Limits. DPA funds cover the down payment and eligible closing costs and pre-paid expenses associated with buying a home.

The mission of the Financial Literacy Coalition of Central Texas (FLCCT) is to foster community prosperity by enhancing the knowledge and skills Central Texans need for improved financial decision-making. The FLCCT recruits and trains volunteers to provide sound money management education to adults and youth throughout the Central Texas community, focusing on community, workplace, and youth education.

Bank On Central Texas is a community initiative led by United Way and PeopleFund to bring together banks, credit unions, financial services providers, government, private sector, community organizations, and nonprofits to bring more people into the financial mainstream. Establishing a relationship with a mainstream financial institution, such as a bank or credit union, can be a crucial first step to provide families with opportunities to save, access affordable credit, and purchase assets. Families with access to basic financial products are more likely to have savings and assets, and are less likely to utilize financial services that charge high fees and interest rates.

## Area Businesses and Small Business Assistance Programs

Current commercial uses of land in the East Riverside Corridor area are dominated by consumer retail and services and also include a community flea market. In addition to these establishments, there are also a few institutional uses, including 12 places of worship and a fire station. Noteworthy is the fact that more than half of establishments along East Riverside Drive are

independent. There are few large employment centers in the area, with only nine employers in the entire 78741 zip code that have more than 100 employees each (See Exhibit A.14).

Although introduction of an urban rail line, redevelopment, and other changes in the East Riverside Corridor may make the area more attractive for employment centers and bring new customers to the area, it will also pose challenges for existing small businesses. Resources available to business owners should be publicized. Two programs serving small business owners are the City of Austin Small Business Development Program and the Texas State University Small Business Development Center.

**Exhibit A.14:**  
***East Riverside Corridor Uses and Establishments***

Establishments by type		
	Places of Worship	12
	Apartments	13
	Independent Establishments	96
	Franchise Establishments	69
	Public Services	1
Establishments by business type		
	Retail Stores	24.3%
	Restaurants	18.8%
	Personal Services	14.4%
	Miscellaneous - Other	11.0%
	Financial	8.3%
	Auto	7.2%
	Business Services	5.5%
	Medical	5.5%
	Entertainment	5.0%

Source: Rz Associates

The main objective of the City of Austin Small Business Development Program is to provide assistance and business solutions to emerging small businesses by offering training and technical assistance to anyone starting, expanding, or managing a small business. It also serves as a clearinghouse of information to directly help business owners or refer them to the "right place." One element of the Small Business Development Program is a Business Solutions Center, which has dedicated space and staff to assist small business owners with technology and resources. The Center provides current information and innovative technology resources to help Austin's small businesses grow and prosper. The Center also has a BizAid Program, which provides customized business solutions and classes to transition entrepreneurs from one growth phase into another.

The City of Austin's Neighborhood Commercial Management Program (NCMP) provides financial assistance in the form of business loans to existing businesses looking to expand their operations. Firms that have been in existence for two or more years can apply for the NCMP loan. The loan provides money for acquisition of land and improvements, construction of a new building, leasehold improvements, and purchasing machinery and equipment. The program is available city wide, but does recognize several priority areas.

The Texas State University Small Business Development Center (SBDC) works with existing and startup small businesses to help them grow and compete in today's global economy. SBDC provides assistance during every phase of the business life cycle. The SBDC's professional staff of counselors, trainers, and researchers provides comprehensive, confidential business counseling services that are at no cost to the client. The improvements that result from the Center's support lead to job creation, investments, and economic growth for communities throughout central Texas.



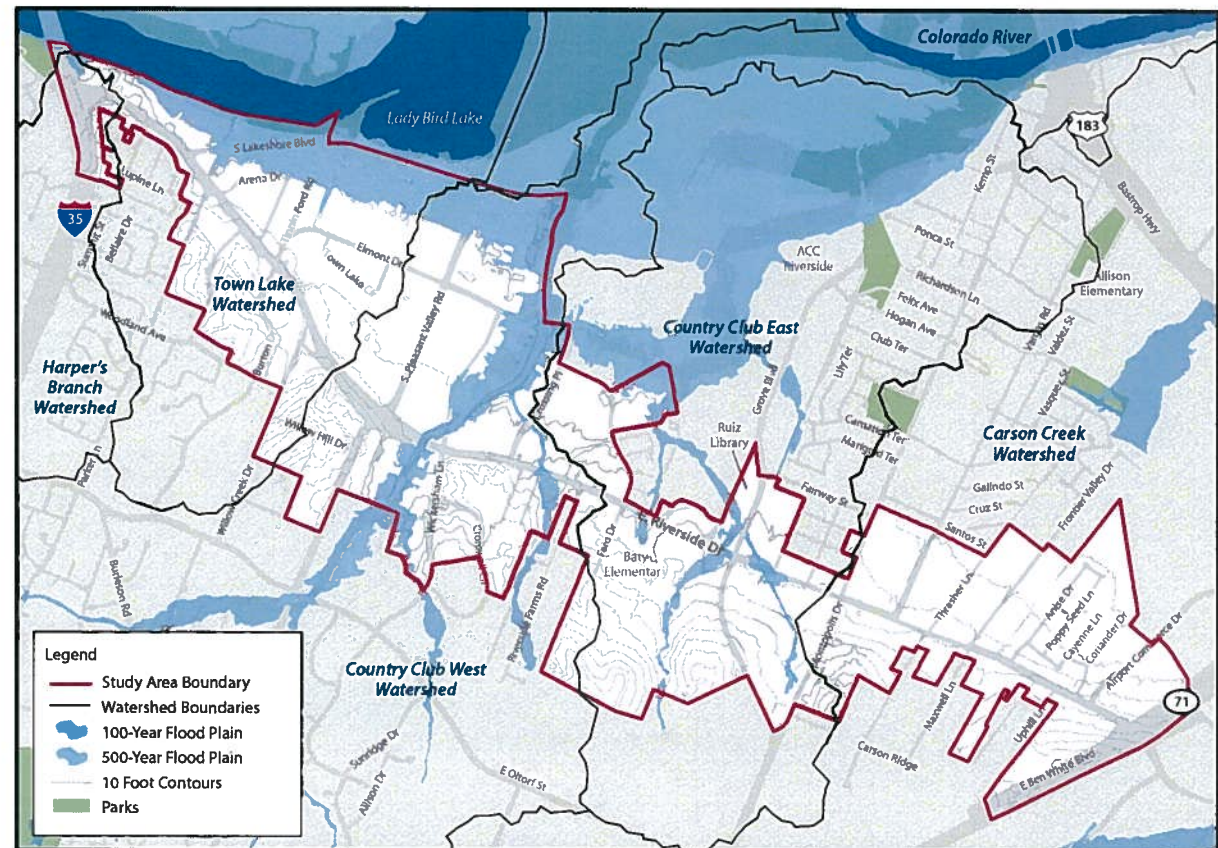
## APPENDIX A: EXISTING CONDITIONS

### Topography & Floodplains

The elevation change along East Riverside Drive provides opportunities to define logical segments and direct views to Lady Bird Lake and the downtown Austin skyline. Topographic contour lines depicted in Exhibit A.15 identify the ways in which the terrain dramatically changes from the hills on the southern side of the Corridor towards the lake to the north.

In conjunction with the elevation changes that occur, several areas in the Corridor lie within the 100 year floodplain. These floodplains primarily run in a north-south direction from the center of the Study Area into Lady Bird Lake and the Colorado River further east.

**Exhibit A.15:**  
*Natural Features Map*



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)

## Natural Gas and Electrical Services

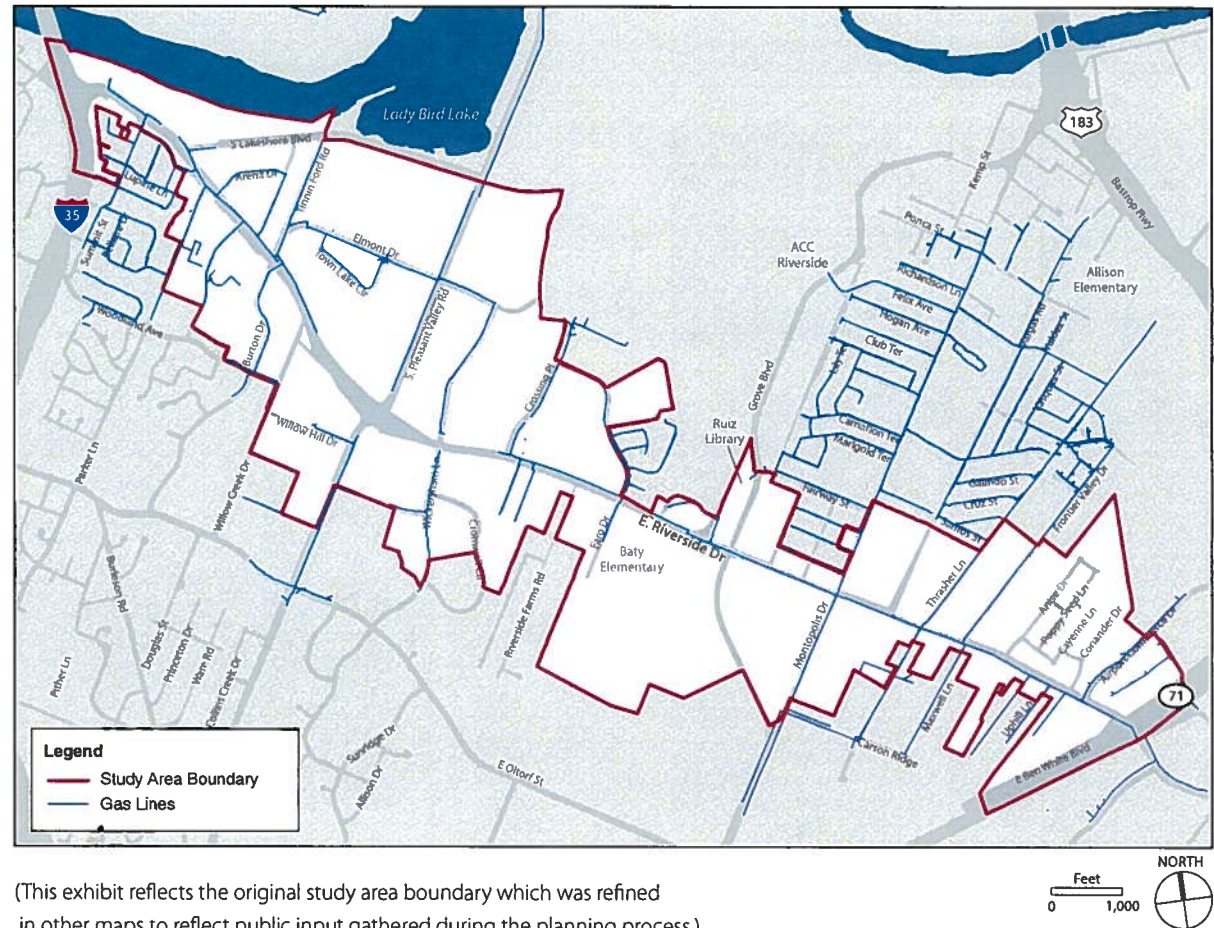
Natural gas service in this portion of East Austin is provided by Texas Gas Service. The transmission lines range from 2 inch to 6 inch wrapped steel pipes along East Riverside Drive. The natural gas transmission lines are located generally on the north of East Riverside Drive from IH 35 to Country Club Road and on the south from Country Club Road to SH 71 (as can be seen in Exhibit A.16). The gas pipe network extending through the remaining Study Area not adjacent to East Riverside Drive ranges in size from 1-1/4 inches to 6 inches.

All of the natural gas transmission lines along East Riverside Drive are within the ROW. Utility easements located perpendicular (i.e. north/south) to East Riverside Drive also exist to provide additional natural gas lines that tie into the lines located along the East Riverside Drive.

Electrical Service along the East Riverside Corridor is provided by Austin Energy. Transmission lines along East Riverside Drive are generally over-head and on the north side of the roadway in the sections between IH 35 and Faro Dr. and also between Montopolis and SH 71. The electrical service is on the south side along East Riverside Drive from Faro to Montopolis. Two electrical relay towers are located in the median at the intersection of Riverside and South Pleasant Valley. There are underground and overhead electric lines branching from East Riverside Drive to the remaining Corridor at most street intersections.

There are currently no electrical substations located in the existing East Riverside Drive ROW. However, based on Austin Energy information, there are transformers and other electrical infrastructure within the ROW. All of the electrical transmission lines along the East Riverside Corridor are located within the street ROW.

**Exhibit A.16:**  
*Natural Gas Utilities Map*



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)



## APPENDIX A: EXISTING CONDITIONS

### Infrastructure Conditions

#### *Water Distribution System*

The City of Austin water distribution network in the East Riverside Corridor is composed of various pipe materials and range in sizes from 6 inches to 24 inches. The transmission pipes follow the alignment of the East Riverside Drive and are generally located under the existing Riverside Drive travel lanes or within the right-of-way. The water system is currently adequately serving existing development in the area.

#### *Wastewater Collection System*

The East Riverside Corridor Study Area is served by the South Austin Interceptor (SAI) of the City of Austin wastewater collection system. The SAI is a large diameter pipe that runs underneath the south edge of Lady Bird Lake. An assessment provided by the City states that the SAI is "loaded to near capacity at present" and that "It is the only well defined capacity concern for the Study Area." It is the only part of the wastewater system that may constrain potential future development. The City has plans for and has funded a Downtown Wastewater Tunnel that will run underground from Shoal Creek Lift station south under Auditorium shores and east connecting to the existing Govalle tunnel. This project could solve capacity problems in the study area by receiving the upper SAI flows and allowing for additional capacity in the Corridor area.

The wastewater pipes, ranging in size from 4 inches to 54 inches in diameter, with 8" diameter pipe being the most common, transfer wastewater generally to the north and east through the Corridor to the South Austin Regional (SAR) treatment plant. The majority of these pipes were installed in the 1950's and 1960's. According to the City's assessment, this aging infrastructure is the reason peak

flows occur during large storm events (4 to 6 inches of rain). Infiltration and inflow that enters the collection system during storm events increases flow rates by 4 to 6 times the average flow.

#### *Reclaimed Water System*

Reclaimed water is non-potable water that is used for irrigation, cooling, and manufacturing. In Austin, the reclaimed water distribution system is growing from the east, where the reclaimed water originates, toward central Austin, where more customers are located. Existing reclaimed water mains are to the east and north of the East Riverside Corridor. Construction projects, one in design and another in planning, will extend a reclaimed water main to the periphery of the Corridor. Ultimately reclaimed water mains will extend into and beyond the Corridor.

#### *Storm Drainage System*

The Storm Drainage system in the East Riverside Corridor Study Area is not fully mapped by the City. There are some areas of concern due to undersized or insufficient culverts under East Riverside Drive and downstream of the Study Area, as evidenced by drainage flooding complaints noted by City staff and area residents. There are also a few erosion concerns noted by City staff due to high channel velocities and erosive soils. The City has regional detention ponds upstream and downstream of the Study Area that currently serve commercial and/or residential development areas located outside the East Riverside Corridor. These ponds were sized under old drainage criteria; further analysis would be required to determine capacity. There are presently no detention structures specifically for drainage generated by East Riverside Drive located within the right-of way (ROW).

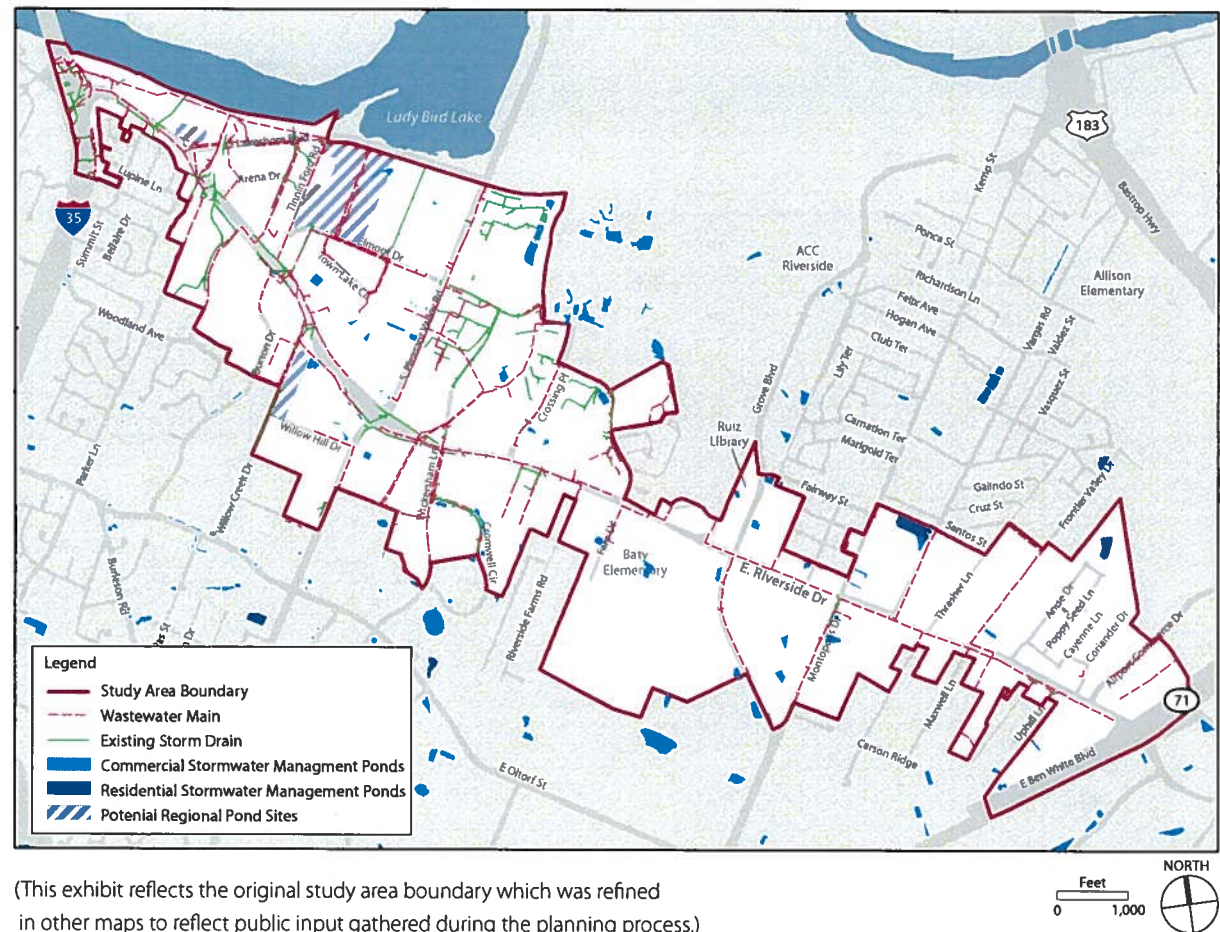


**Exhibit A.17:**  
**Stormwater/Wastewater Map**

However, staged storage detention and discharge facilities will be required for improvements made to East Riverside Drive in the event of expanding the impervious cover of the roadway. There is a proposed Santos Street Drainage Improvement Capital Improvement Project (CIP) to improve drainage in one specific location near the intersection of Montopolis and Riverside Drive. This project has been recommended to address existing drainage problems and has been identified in the long range CIP plan, but is not funded at this time.

Redevelopment in the Corridor will require new runoff control and drainage structures located at each development site and/or regional detention structures (i.e. detention/bio-filtration ponds). These ponds generally are the responsibility of the property developer and are site specific. However, at the discretion of the City of Austin, a regional detention facility could be constructed if a suitable site is available, perhaps as a public-private partnership.

Exhibit A.17 identifies existing wastewater mains and storm drains within the Study Area.



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)





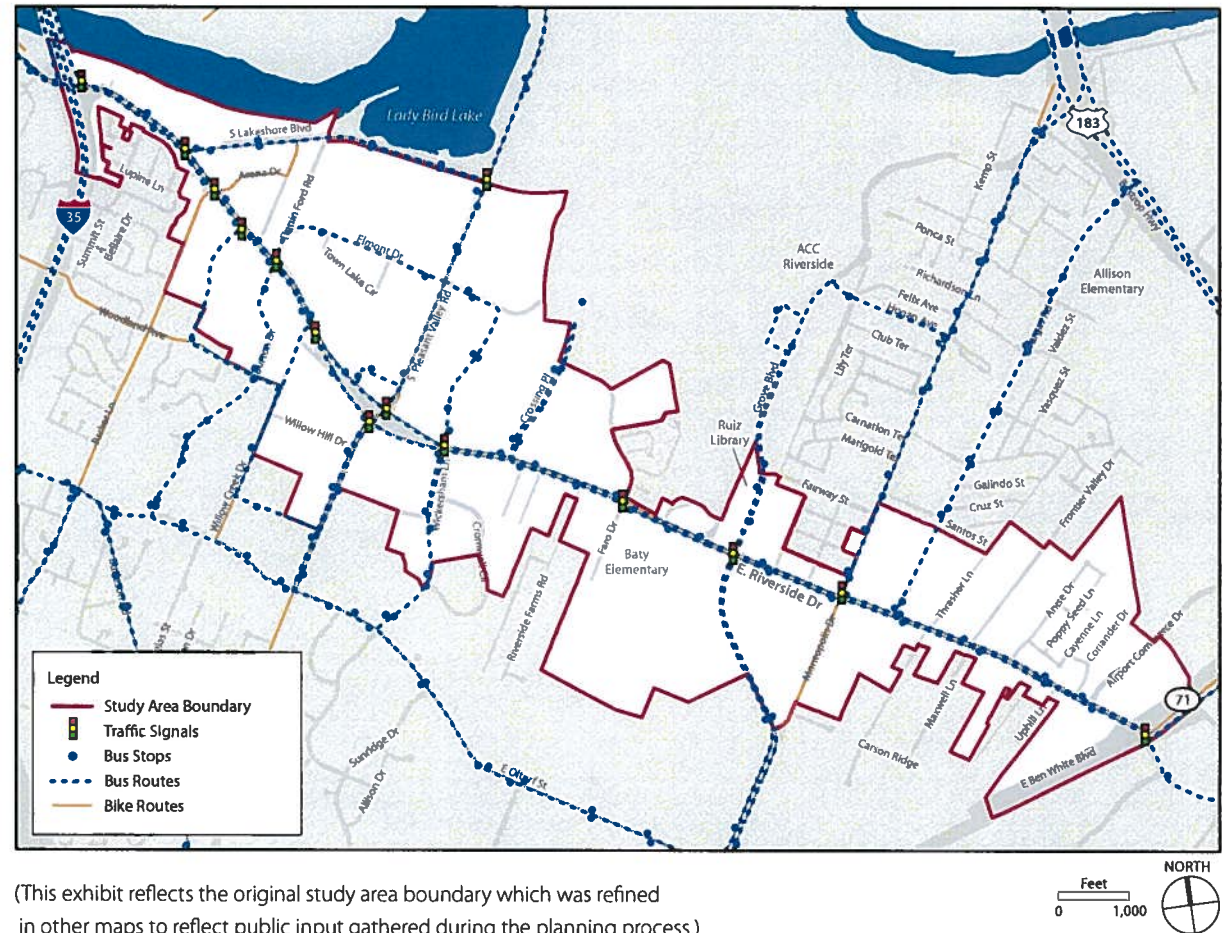
## Local Transit Routes

Several bus lines currently run along the East Riverside Corridor, creating numerous connections between the Study Area and the rest of the city. Several local service buses serve the area along East Riverside Drive including Grove Boulevard, Montopolis Drive, and Vargas Road. These routes connect the study area to Downtown Austin, University of Texas (UT) and Springdale Shopping Center. The "Airport Flyer" route connects UT to the Austin-Bergstrom Airport with limited stops. The University of Texas students in the area have many options to get to campus via bus routes on Lakeshore Boulevard, Pleasant Valley Road, Crossing Place, etc. Exhibit A.19 Local Transit and Bicycle Routes Map identifies the location of bus stops along the Corridor. Typical bus stops for the Corridor range from covered structures with seating, to uncovered seating, to stand alone bus stop signs.

## Bicycle Network

Several bike routes exist within the Study Area providing a basic network for bicycles. Most of the facilities in this area are shared lane bike routes; however, there are separated bicycle lanes on Pleasant Valley Rd. and Woodland Ave, and a trail through Roy G. Guerro Colorado River Park. The main existing bicycle routes are on the following roads: East Riverside Drive, Arena Dr/Parker Lane, Pleasant Valley Road, Wickersham Lane, Grove Boulevard, Montopolis Boulevard, and Vargas Road.

Exhibit A.19:  
Local Transit and Bicycle Routes Map



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)

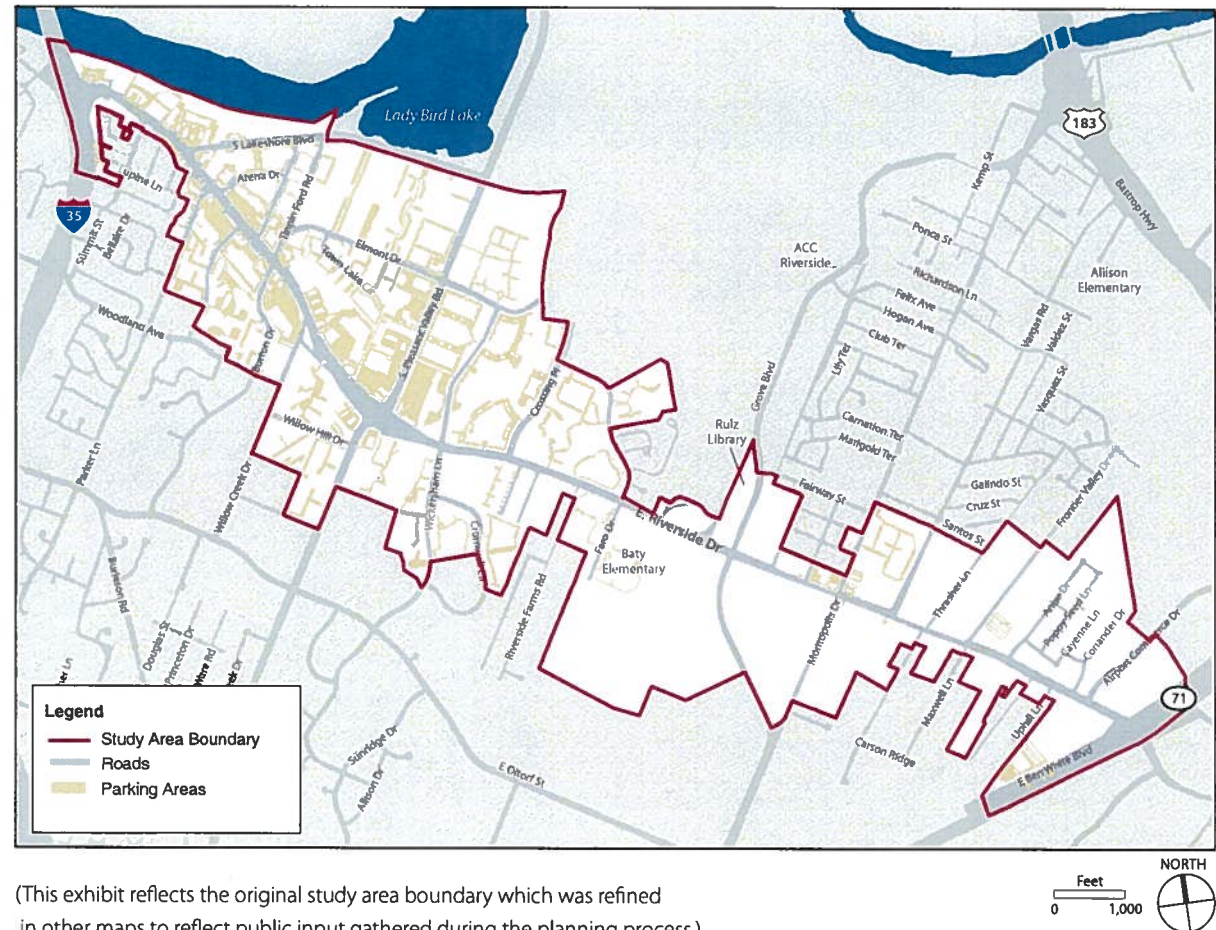
## APPENDIX A: EXISTING CONDITIONS

### Roads and Surface Parking

Large surface parking lots, poor sidewalk conditions, and excessive curb cuts characterize Riverside Drive and can contribute to an uninviting pedestrian realm. Analysis of the Study Area's pedestrian experience was determined through in-field evaluation and GIS analysis. The results of the research indicate a current lack of continuity and a generally poor condition of the pedestrian realm all along East Riverside Drive.

This discontinuity exists because a significant portion of the Corridor is covered by surface parking lots or roads, especially in the western portion of the Study Area (see Exhibit A.20). A majority of the land uses along the Corridor have surface parking areas, lots or facilities that are located in front of buildings next to sidewalks. In a walking survey performed in the Study Area, very few buildings were located within 60 feet of the curb. In general, the conditions for pedestrians in the corridor are minimally adequate but in need of repair and the addition of streetscape improvements to create a more pleasant pedestrian environment.

**Exhibit A.20:**  
*Roads & Surface Parking Map*



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)



## Regional and Citywide Planning Efforts

There are several planning studies of note which affect the Study Area directly. These planning efforts range from regionally-oriented (Envision Central Texas) to localized (Montopolis Neighborhood Plan and East Riverside/Oltorf Combined (EROC) Neighborhood Plan).

The following are key regional- and City-oriented planning efforts that directly affect the Study Area.

### *ECT – Envision Central Texas*

The mission of Envision Central Texas is to assist in the public development and implementation of a regional vision addressing the growth of Bastrop, Caldwell, Hays, Travis and Williamson counties, with an emphasis on land use, transportation and the environment.

ECT has adopted several guiding principles. These principles provide a statement of values about policy choices that involve land use in Central Texas. The guiding principles state that:

- The region's transportation system, environmental planning and preservation goals, social equity aspirations, and economic foundation should be coordinated to support a sustainable regional community.
- Regional policy choices should support choices of housing, transportation and employment.
- Central Texas values diversity in all policy choices.
- All decisions should promote enhanced quality of life for the residents of Central Texas.

ECT's Preferred Growth Scenario 2003 identified two types of transit, Potential High Capacity Transit and Potential Express Bus, as potentially appropriate for East Riverside Drive, showing that the Corridor has the need for high capacity, frequent transit service.

### *Capital Metro*

Capital Metro, the City of Austin's regional transit provider, carries 130,000 riders daily and has 14 routes for University of Texas students. The Capital Metro "All Systems Go" Long Range Transit plan shows Riverside to have express and local service currently, and includes a recommendation to have a Rapid Bus route in the future. The Rapid Bus route would be reconsidered if the community decides to build a rail line along East Riverside Drive with the necessary level of development to support rail.

### *Downtown Austin Plan (DAP)*

The Downtown Austin Plan/Urban Rail Connections Study has the potential to affect the East Riverside Corridor Plan, as rail is proposed in it from Austin Bergstrom International Airport (ABIA) to the Central Business District (CBD) along E. Riverside Drive. Estimated average weekly ridership in 2030 from ABIA to CBD would be 19,100. These ridership estimates do not assume any zoning changes. The urban rail study estimates that this rail project could also be a catalyst for redevelopment along the corridor. This portion of the proposed urban rail line would be 8.3 miles from downtown to the airport and would stop at several locations along the Corridor.

The Austin Urban Rail Corridors report was presented to City Council and to the CAMPO-Transit Working Group (TWG) in November of 2008. The TWG endorsed the

Urban Rail recommendations and requested further information regarding design and financing be brought back when the information becomes available. As a result of these discussions, city staff will initiate preliminary engineering, environmental studies and begin to develop financing strategies for the project. In addition, the rail project will continue to be discussed and refined as part of the ongoing Downtown Austin Plan – Phase II.

## APPENDIX A: EXISTING CONDITIONS

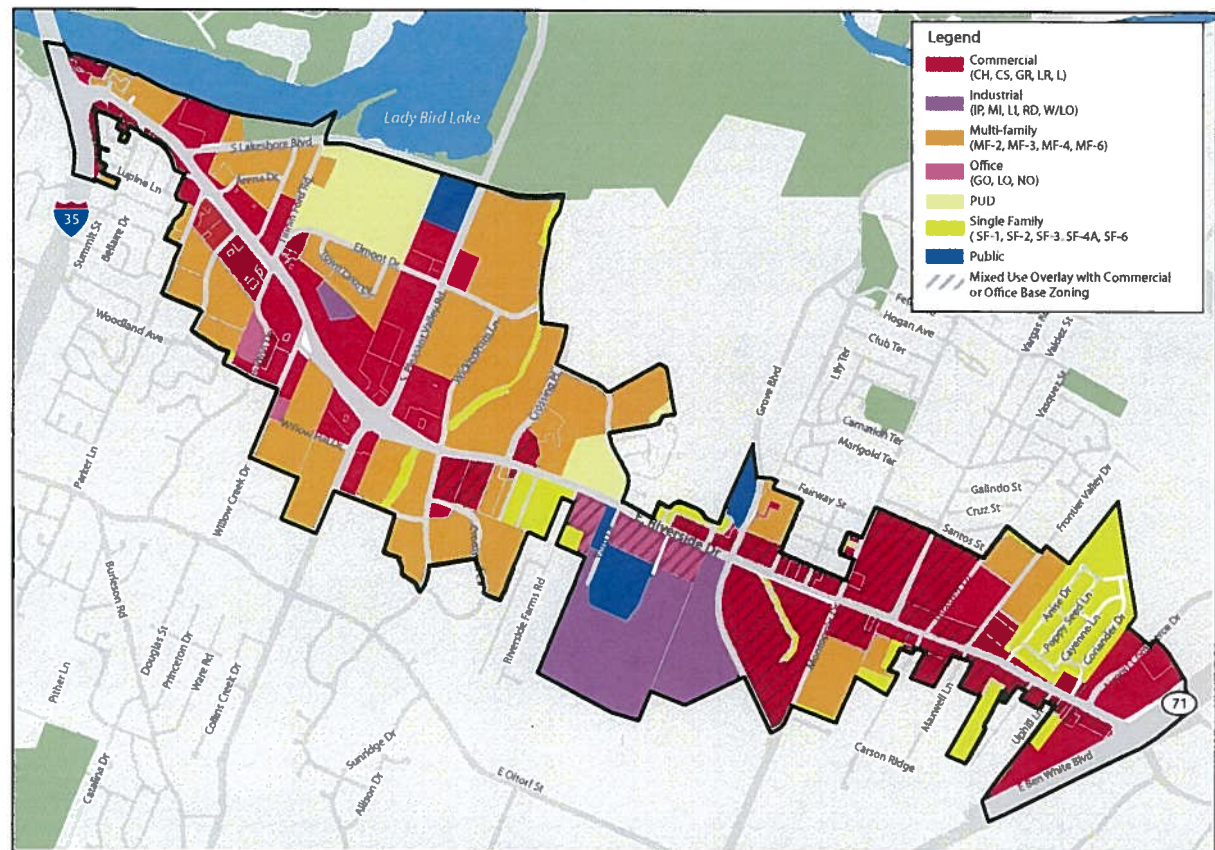
### Existing Zoning

There are 12 general zoning categories currently found within the East Riverside Corridor (see Exhibit A.21). Most zoning within the western portion of the Study Area consists of Commercial and Multi-family. The eastern portion of the Study Area ranges from Single Family to Commercial, and several properties also include a Mixed Use overlay.

#### *Design Standards and Mixed Use*

The Study Area is subject to the Design Standards and Mixed Use Subchapter of the Austin Land Development Code. In these regulations, adopted in August 2006, East Riverside Drive is identified as a Core Transit Corridor (CTC) from IH 35 to South Pleasant Valley Road. Properties along a CTC have higher sidewalk standards and generally require buildings to be placed closer to the street. These properties may also have the option to utilize the Vertical Mixed Use (VMU) standards of this subchapter if recommended by the neighborhood and/or approved by the City Council. The process to determine which properties may utilize the VMU standards on Riverside has been put on hold pending this Corridor Plan. The development of VMU buildings can allow for some development bonuses for the site if various standards are met.

**Exhibit A.21:**  
**Current Zoning Map**

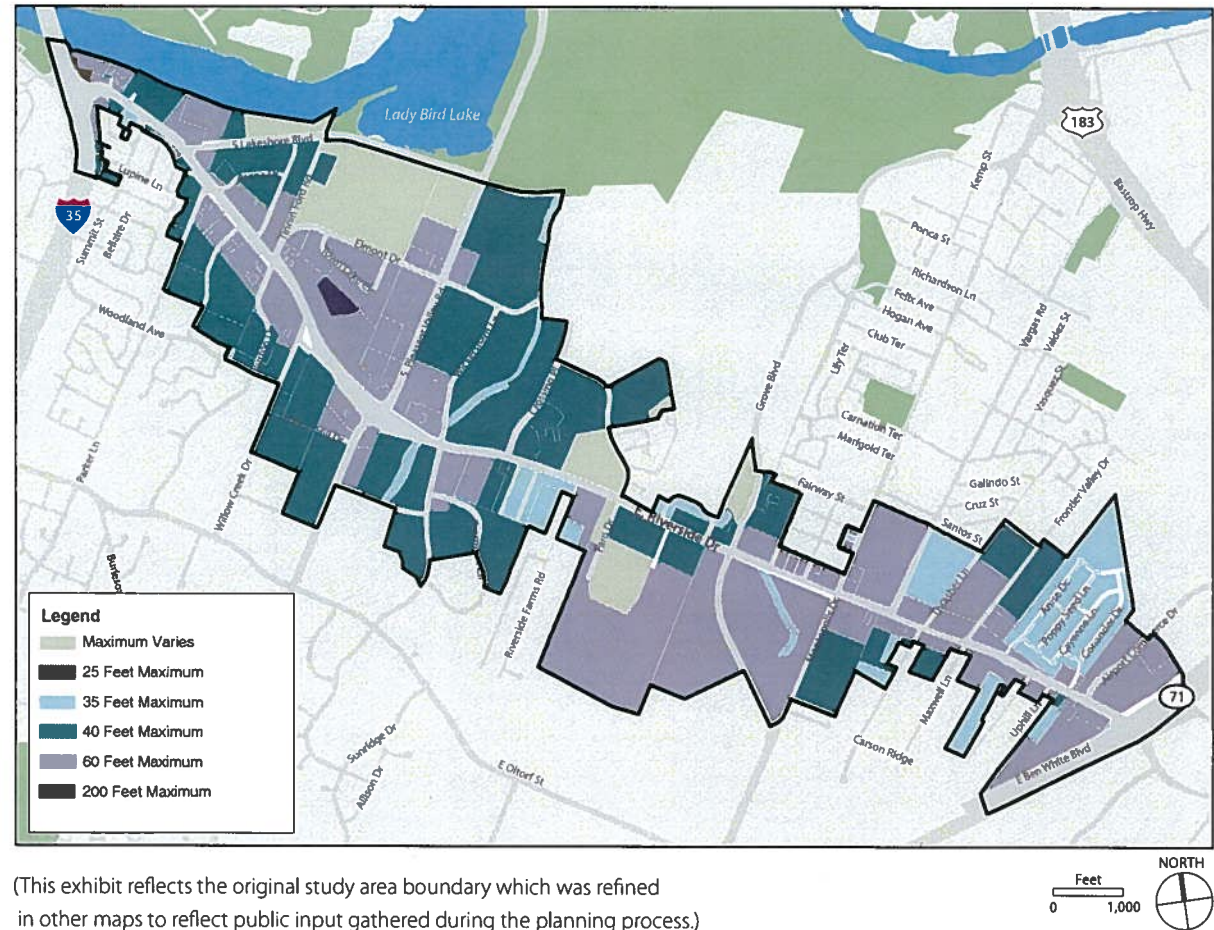


(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)

## Study Area Building Heights

The existing zoning regulations establish maximum permitted heights for properties within the Study Area. These maximums are indicated in Exhibit A.22. Generally, along East Riverside Drive, the current maximum allowable height for buildings is 60 feet (approximately 5-6 stories). In the study area, there are also properties with 25, 35, 40, and 200 feet height limits.

**Exhibit A.22:**  
*Maximum Building Heights Map*





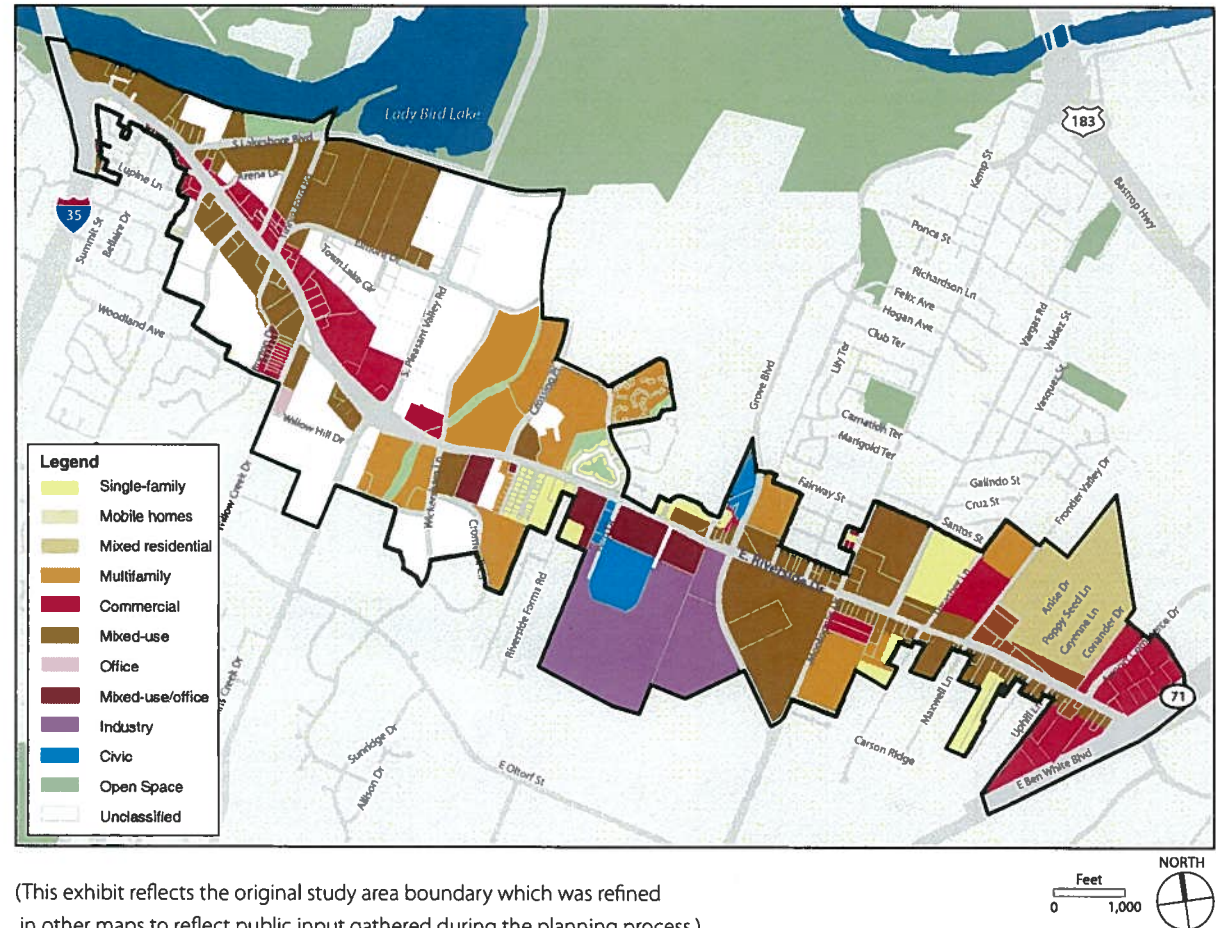
## APPENDIX A: EXISTING CONDITIONS

### Neighborhood Plan Future Land Use

The East Riverside-Oltorf Combined (EROC) and Montopolis Neighborhood Plans include desired future land uses for their respective planning areas. The purpose of the Future Land Use Maps (FLUMs) is to guide City Council decisions regarding land use and zoning. The combined FLUM's of each of the Plans as they overlap with the East Riverside Corridor study area are shown in Exhibit A.23.

The most prevalent suggested future land use in the Corridor is Mixed Use, which is recommended along much of the length of East Riverside Drive. In addition, many parcels in the Corridor were designated as Commercial along Ben White Boulevard and East Riverside Drive near South Pleasant Valley Road. A number of parcels were not designated on the EROC NP future land use map because staff was directed to develop a new zoning tool to address those parcels.

**Exhibit A.23:**  
*Neighborhood Plan Future Land Use Map*



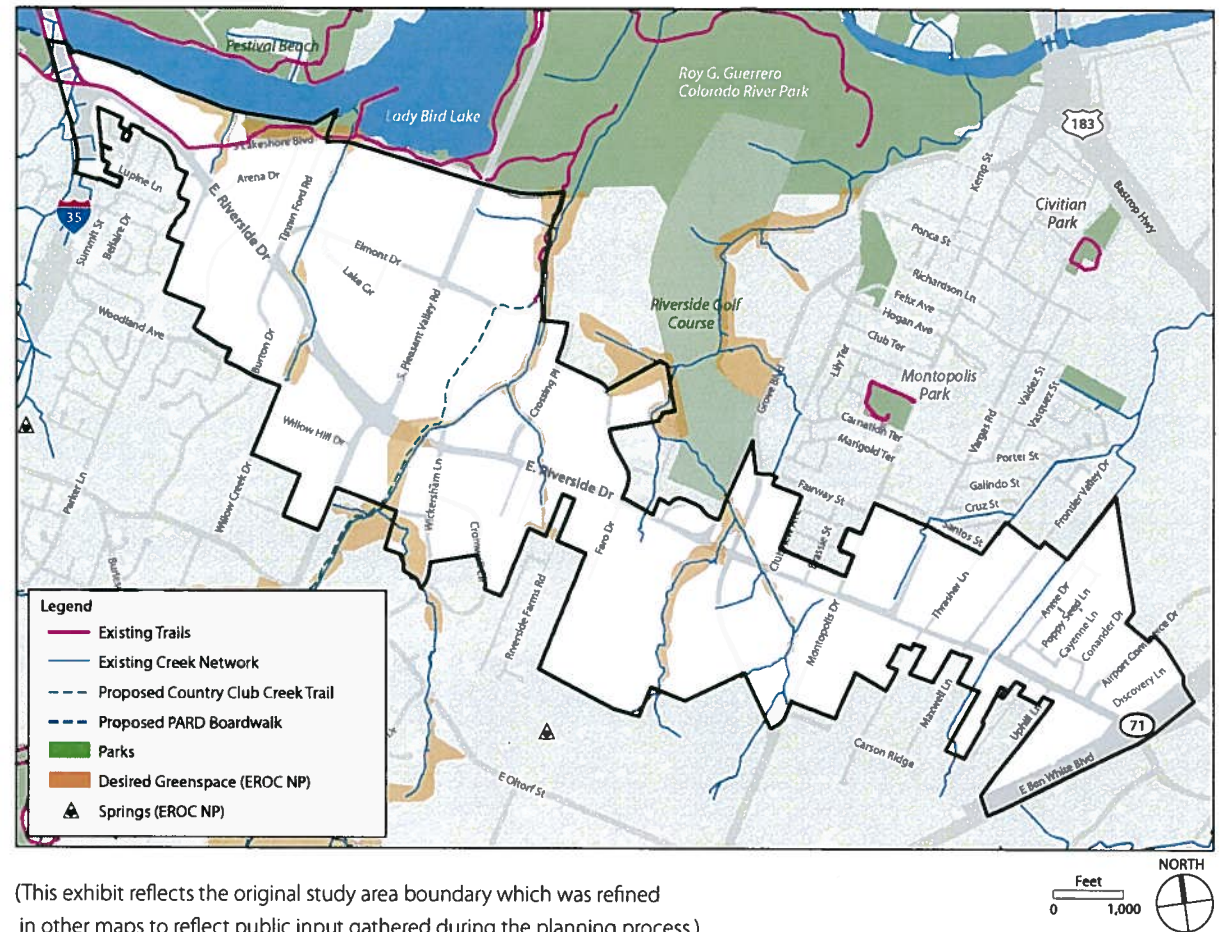
(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)



## Community Open Space & Amenities

Numerous parks and open space amenities are located near or within the East Riverside Corridor area or have already been proposed for the Study Area in previous planning efforts (see Exhibit A.24). Lady Bird Lake and the trails along the Lake continue to be a major attraction to the public. Another open space attraction in the area is the publicly accessible Riverside Golf Course. A few neighborhood parks exist within the Montopolis neighborhood. These parks contain a pool, recreation center, playgrounds and open space. In addition, the Roy Guerrero Colorado River Park, located to the north of the Study Area, includes several ball fields, walking and biking trails, creek systems, and natural open spaces. Major future improvements include additional sports fields, a children's play area, trails, and river overlooks. In addition, the East Riverside/Oltorf Combined Neighborhood Plan (EROC NP), also identified areas of desired green space for the area, which correspond with the existing 100-year floodplain. The proposed Country Club Creek Trail and Lady Bird Lake Boardwalk would provide the Corridor with natural access to existing outdoor amenities near to the Study Area and beyond. Creek systems are located in several locations within and beyond the Corridor. The existing open space amenities were reviewed and the desired open spaces incorporated as much as possible in the East Riverside Corridor Plan.

Exhibit A.24:  
Existing & Proposed Area Amenities Map



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)

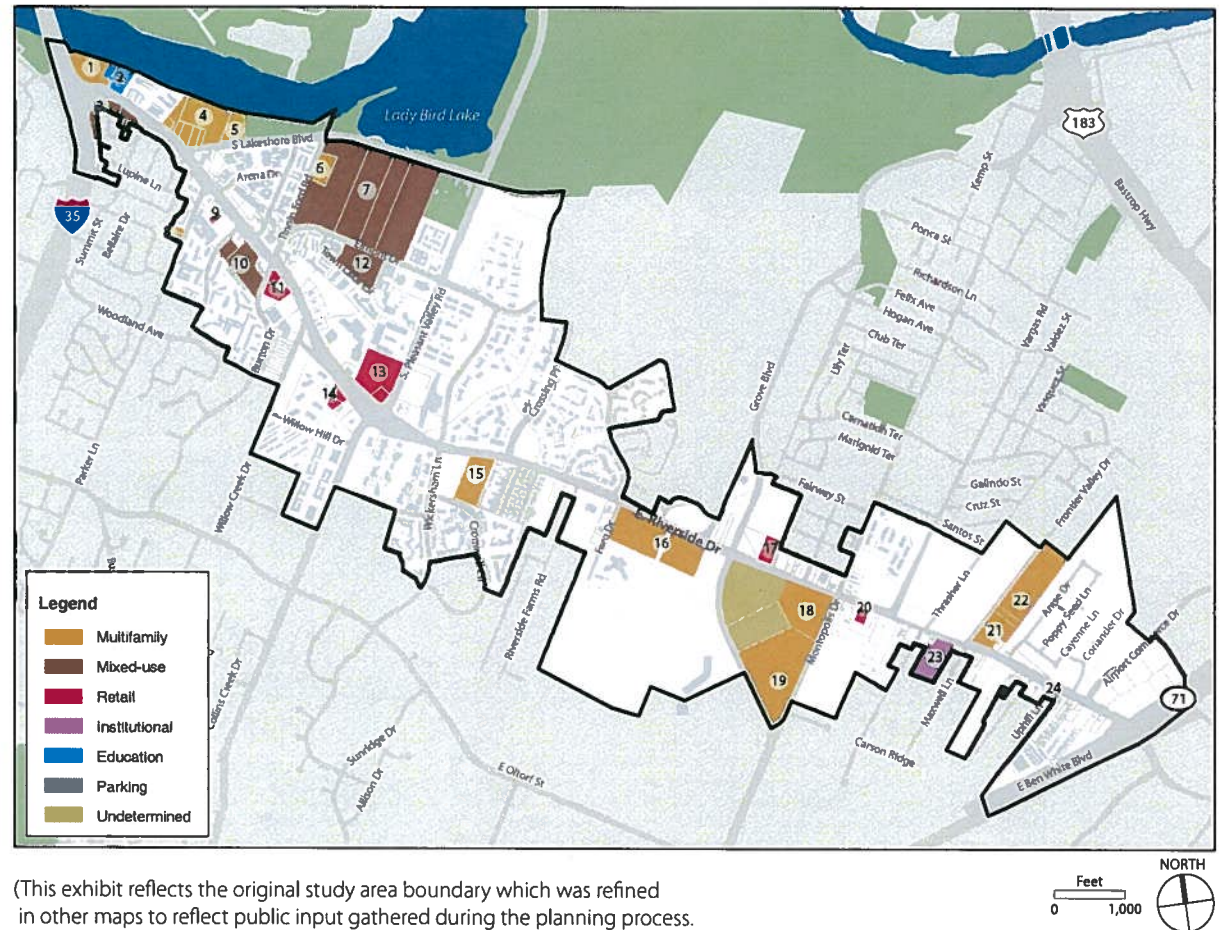
## APPENDIX A: EXISTING CONDITIONS

### Area Development/ Proposed Development

Numerous new developments are underway in the East Riverside Corridor Study Area (as can be seen in Exhibit A.25). Most of these projects are close to the IH 35 intersection of Riverside Drive, near Lady Bird Lake. These projects range from retail and educational facilities to mixed use development, condos, and apartments. Some of these projects are in the construction process while others are still in the design and permitting stage. The following information is based on information available at the time of plan research in 2008 and is subject to change.

- |   |   |
|---|---|
| 1. Star Riverside - 251 condos, retail first floor of one building  | 11. Long John Silvers and Autozone  |
| 2. Acton School of Business – 10,000 sq. ft. school for MBA program   | 12. Cypress Plan 2 – demolish London Square Apartments and redevelop property   |
| 3. Schuler Family Trust - Mixed Use Development, 60 condos, 45,000 sq. ft. of commercial/retail, 30,000 sq. ft. of office and multi level parking garage                        | 13. HEB – Demolish existing store and build a new 100,000 sq. ft. store   |
| 4. AMLI -375 apartments and condos  | 14. La Hacienda   |
| 5. Mac Pike and Wally Scott of the Sutton Co. - Convert 48 apartments to condos and add additional 40-50 condos   | 15. Mirada Condos   |
| 6. Town Lake Village-Apartments - Converted to 74 condos  | 16. Riverside East and West - Multi-Family development with 22 townhouses and 105 apartments                                      |
| 7. Cypress Plan 1 - Demolish Lakeview Apartments and Chelsea on Town Lake Apartments Homes and build a mixed use development with up to 2,500 apartments, condos, and townhomes | 17. Dollar General  |
| 8. Parker Lane Condos   | 18. Rivermont Place – Mixed use development to include 142 rental units and 2,000 sq. ft of retail and 20,000 neighborhood retail |
| 9. Libertad Bank  | 19. Grand Tract Loft Apartments   |
| 10. Rivertown Mall - Mixed use building to include 300 apartments plus condos or townhomes  | 20. Restaurant and Storefront   |
|   | 21. Arbors at Riverside - Four 2-story buildings with 32 units, mostly 1 bedroom  |
|   | 22. Santora Apartments - Multi-Family development with 192 apartments   |
|   | 23. Riverside Nursing Home  |
|   | 24. Riverside Parking Lot   |

**Exhibit A.25:**  
*Development Projects & Proposals Map*



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process. These projects were current at time of plan research in 2008 and are subject to change)



## APPENDIX A: EXISTING CONDITIONS

### Overlay Districts

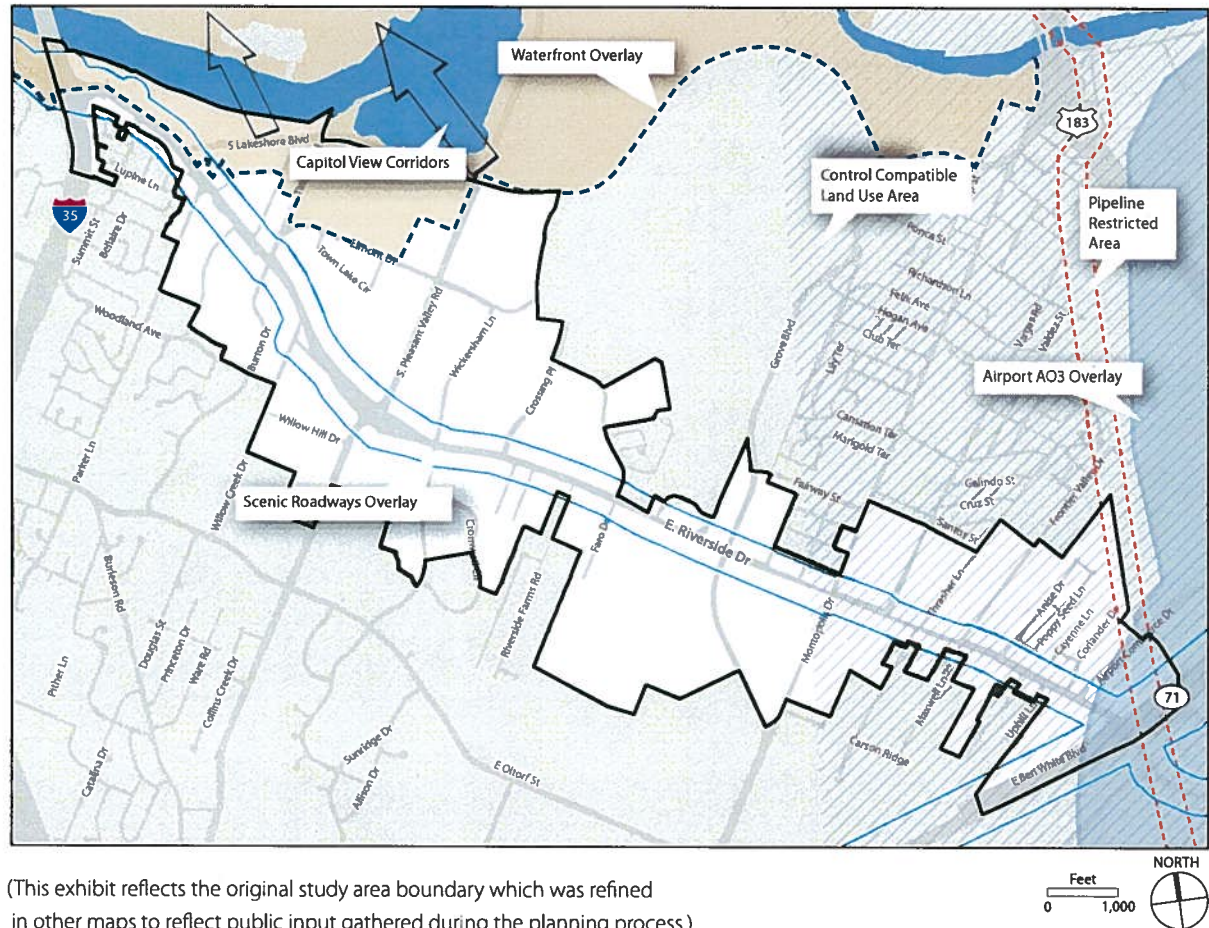
The East Riverside Corridor area contains several existing zoning overlay districts, including the Waterfront, Capitol View Corridor, Airport AO3 and Controlled Compatible Land Use Area, and Scenic Roadway Overlay districts. The overlay districts that apply to the Corridor are shown in Exhibit A.26.

In general the Waterfront Overlay District regulates the height of a building and setbacks from Lady Bird Lake. A portion of the Study Area along Lady Bird Lake and the Colorado River is located in the Waterfront Overlay district. Recently, Austin City Council created a Waterfront Overlay Task Force, which developed recommendations on the implementation of the Waterfront Overlay. City staff is tasked with translating these recommendations into draft ordinances.

The portion of the Capitol View Corridor (CVC) Overlay District's purpose is, "to preserve the view of the State Capitol Building by limiting the height of structures located in the capitol view corridors." In a capitol view corridor, a structure may not exceed the height of the plane delineating the view corridor. The ERC study area includes two points from which views of the Capital building must be preserved: the intersection of S. Pleasant Valley Rd. at Lakeshore Dr. and at Lakeshore Dr. west of Tinnen Ford Dr. Because these points are on the north edge of the study area on public parkland, the capitol view corridors would not limit development heights within the ERC study area.

In addition to the various Overlay Districts that apply to the Corridor, the eastern most portion of the Study Area also contains a Pipeline Restricted Area. A Pipeline Restricted area includes an area within 25 feet of a hazardous pipeline and an area within a hazardous pipeline easement. This overlay restricts the use and

**Exhibit A.26:**  
**Overlay Districts Map**



(This exhibit reflects the original study area boundary which was refined in other maps to reflect public input gathered during the planning process.)



location of new structures in proximity to the Pipeline Restricted Area.

The Airport Controlled Compatible Land Use Area (CCLUA) is subject to certain limitations to eliminate hazards to airport operations. Hazards to airport operations include any land use, structure, or object of natural growth located within the CCLUA that exceeds height limitations, creates electronic interference with aircraft navigation or radio communications, inhibits a pilot's ability to distinguish airport lighting from other lighting, results in glare in the eyes of a pilot, impairs visibility in the vicinity of the airport, creates a wildlife hazard (i.e., bird attractants), or otherwise endangers or interferes with the landing, taking off, or maneuvering of aircraft is prohibited. Residential use is permitted.

The Scenic Roadway Overlay in general regulates the qualities of signage that is allowable within the overlay.

Properties within the Corridor are bound by all applicable Overlay Districts and Restricted Areas.

## APPENDIX A: EXISTING CONDITIONS