

# PLANNING COMMISSION COMMENT FORM

File # MP-2009-0001

Planning Commission Hearing Date: January 26, 2010

East Riverside Corridor Master Plan

Comments:

I fully support designating E. Riverside from Pleasant Valley to SH 71 as a Core Transit Corridor. It is a critical point in time as new development comes in to require standards of Subchapter E.

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print)

Shirley Wade

Address

7408 Cayenne Lane



I am in favor

(Estoy de acuerdo)



I object

(No estoy de acuerdo)

## INFORMATION ON PUBLIC HEARINGS

The Planning and Development Review Department is proposing an amendment to the Comprehensive Plan to adopt the East Riverside Corridor Master Plan as an element of the Comprehensive Plan. This notice has been mailed to you because City ordinance requires that all property owners and utility customers within 500 feet of a proposed amendment area and affected neighborhood organizations be notified of this proposed amendment.

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- by attending the Planning Commission hearing and conveying your concerns at that meeting
- by writing to the Planning Commission, using the form provided on the previous page
- by writing to the city contact, listed on the previous page

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You may also wish to contact any neighborhood or environmental organizations that have expressed an interest in cases affecting your neighborhood.

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East Riverside Corridor Master Plan

Comments:

01/19/2010  
Great idea! Keep Austin  
moving forward! ☺

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print)

Rodrigo Joseph Rodriguez / Scott Willett

☒ I am in favor

(Estoy de acuerdo)

Address

1516 Poppy Seed Lane

☐

I object

(No estoy de acuerdo)

Austin, TX 78741-7523

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File # MP-2009-0001  
East Riverside Corridor Master Plan

Planning Commission Hearing Date: January 26, 2010

Comments:

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) Theresa Saucedo  
Address 1601 Faro Drive #2202  
Austin, TX 78741

☒ I am in favor !  
(Estoy de acuerdo)  
☐ I object  
(No estoy de acuerdo)

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East Riverside Corridor Master Plan

Comments:

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P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) Tanna S. Allen

Address 2450 Wickersham Ln. #903 Austin Tx  
78741

☒ I am in favor  
(Estoy de acuerdo)

☐ I object  
(No estoy de acuerdo)

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PLANNING COMMISSION COMMENT FORM

File # MP-2009-0001

Planning Commission Hearing Date: January 26, 2010

East Riverside Corridor Master Plan

Comments: Please add requirement for new construction to have affordable housing for elderly and especially the disabled. near transit should be priority

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) Chad Ballentine

Address 2204 Chestnut Ave

☒ I am in favor  
(Estoy de acuerdo)  
☐ I object  
(No estoy de acuerdo)

INFORMATION ON PUBLIC HEARINGS

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Comments:

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P. O. Box 1088, Austin, TX 78767-8835.

Name (please print)

Brittany Murphy

Address

1400 Woodland Ave Apt B



I am in favor

(Estoy de acuerdo)



I object

(No estoy de acuerdo)

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Name (please print) Alexander Stover

Address 1900 Woodland Ave A

- ☒ I am in favor  
(Estoy de acuerdo)  
☐ I object  
(No estoy de acuerdo)

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December 15, 2009

Ms. Erica Leak  
Senior Planner  
City of Austin  
Neighborhood Planning and Zoning Dept.  
Post Office Box 1088  
Austin, Texas 78767

*Via regular mail and e-mail*

Re: The East Riverside Corridor Master Plan; November 2009 DRAFT

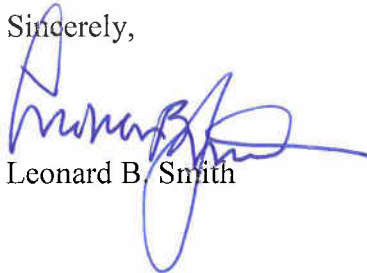
Dear Ms. Leak:

Our client V&S Enterprises owns and operates an automotive service station on East Riverside Drive. V&S Enterprises supports a master planning process for East Riverside Drive and will remain involved in that process as the draft East Riverside Corridor Master Plan (the "Draft Plan") evolves.

V&S Enterprises agrees that East Riverside Drive is an important commercial center serving an economically and socially diverse group of residents living in proximity to the roadway. While V&S Enterprises supports development of a pedestrian-friendly East Riverside Drive, it is clear that automotive uses are and will be very important to the future of East Riverside Drive. The East Riverside Drive community relies on existing neighborhood automotive services, and it will be necessary to maintain those services in the future. New zoning regulations proposed or created for the area, particularly on East Riverside Drive itself, should accommodate existing automotive services that serve the community. We encourage the City, its planners, and its citizen volunteers to ensure that the Draft Plan incorporates these common sense elements as a matter of prudent planning.

Please feel free to contact me if you have any questions or if I can provide any additional information. Thank you for your efforts on behalf of the East Riverside Corridor and the City of Austin.

Sincerely,



Leonard B. Smith

LBS/nb



**Leak, Erica**

**From:** Terry & Barb Fox [REDACTED]  
**Sent:** Sunday, January 17, 2010 12:45 PM  
**To:** sully.jumpnet@sbcglobal.net; jay\_reddy@dell.com; dave.anderson.07@gmail.com; dchimenti@austin.rr.com; amdealey@aol.com; vskirk@att.net; clint\_small@hotmail.com; kbtovo@earthlink.net  
**Cc:** Leak, Erica  
**Subject:** East Riverside Corridor Master Plan

Dear Planning Commission,

As a homeowner and resident in the Crossing Gardenhomes single family PUD located in the East Riverside Dr area and more specifically the Pleasant Valley NPA for more than 24 years, I am very interested in the revitalization of the East Riverside Corridor (ERC) Master Plan and its impact to the neighborhoods in this area.

I want to say upfront that overall I support the East Riverside Corridor Master Plan and look forward to it being actualized. However,

1. I ask the Planning Commission approve this Plan allowing no more than 3-5 story building heights anywhere along the Corridor and especially properties in close proximity of existing single family residential homes.
2. I am not opposed to continuing to provide an "affordable" component along the East Riverside Dr Corridor area (which includes the East Riverside Dr., Pleasant Valley and Montopolis Neighborhood Planning Areas.) but I do ask that the Planning Commission look closely at existing "affordable" housing properties along the Corridor (and within close proximity of the Corridor area) and not approve a Plan that does not fairly disburse the "affordable" housing throughout the three Corridor NPAs and at the same time not overburden our neighborhood with excessive "affordable" rental properties. At the same time, it is important the City identify families with children attending school in the E Riverside Dr area and ensure housing relocation within the current school district allowing the children to continue as students within their current schools.

Having reviewed the East Riverside Corridor Master Plan (ERCMP) drafts regarding "affordability", I want to thank the Planning Commission Neighborhood Planning Subcommittee members for:

- Including the detailed review of and data on the existing affordable housing in the ERC which more clearly depicts the residential components/mix of our neighborhood
- Noting the "Corridor currently contains a high percentage of market-rate affordable housing, which unfortunately is affordable in part due to aging multi-family housing stock and a history of economic disinvestment and crime in the area."
- Noting there are a total of 32 affordable housing multifamily properties with more than 50 units in the Corridor area  
Comment: please keep in mind this does not include the many additional properties within the East Riverside/Oltorf NPA nor Montopolis NPA that do not directly fall along the East Riverside Corridor that are affordable and ask that Corridor "affordability" decisions take into account the additional existing "affordable" housing (and age of the housing) in the neighborhood and not overburden portions of the neighborhood areas with "affordability"
- Noting there are 16,185 subsidized housing units in our 78741 zip code which equates to 19% of the City of Austin's subsidized housing and this does not include the other low rental complexes or homes in our neighborhood that are not subsidized
- Noting subsidized multifamily housing in the East Riverside Corridor comprises approximately 11% of the total subsidized multifamily housing in the City of Austin, while the estimated population in the same area is 1% of the population of the City of Austin
- Noting the Corridor already contains 16% of the units in Austin created through the Housing Tax Credit program, a total of 1,440 units
- Noting that of the 8 subsidized affordable housing currently within the Corridor:
  - 1 is located in the East Riverside Dr NPA and at the far eastern end close to the intersection of East Riverside Dr and Pleasant Valley Rd
  - 3 are located on or close to Montopolis Dr
  - 4 are located in the Pleasant Valley NPAComment: The draft says the City will continue to work with housing agencies to ensure that when possible, federally subsidized contracts be renewed providing for the preservation of affordable housing – this concerns me as a homeowner impacted by the crime in our neighborhood and the data for just 2 of the 4 subsidized affordable housing currently in the Pleasant Valley NPA from January 01, 2009 through December 31, 2009 (data from the Krimelabb – Austin City Wide Crime Data)
  - o Country Club Creek Apartments – 2100 Wickersham/4501 E Riverside Dr has had **144 police reported crimes with 32 arrests**

o Paradise Oaks Apartments – 1500 Faro Dr has had **129 police reported crimes with 37 arrests**

Additional data (from SpotCrime) – total crimes reported in the Pleasant Valley Neighborhood in September 2009 = 517 and in October 2009 = 553.

Adding a 5<sup>th</sup> “affordable” complex in the Pleasant Valley Transit Plaza (as noted in the draft) does not fairly distribute “affordable” housing and its negative impacts to the neighborhood along the Corridor. In fact, the Country Club Creek Apartments is already on the south side of E Riverside Dr across the street from the proposed Pleasant Valley Transit Plaza.

When defining locations within the Corridor for preservation of existing “affordable” housing and more affordable housing, please consider the location of the existing affordable housing and ensure the affordable component is spread throughout the Corridor and concentrated in areas of the Corridor with existing affordable housing.

- Don't continue to overburden certain portions of the Corridor and surrounding neighborhoods with affordable housing (i.e., the Pleasant Valley NPA) be it rental or homeownership – please diversify the locations within the Corridor as to not concentrate and cluster specific areas of the Corridor
- Have Austin Housing Finance Corporation invest allocated subsidized affordable housing funds in areas that currently have minimal if any such housing i.e., the front end of East Riverside by Lakeshore Blvd and other Corridor locations that currently do not have subsidized affordable housing to avoid further gentrification as the East Riverside Corridor develops

I ask that those approving this Plan truly look at the existing spread of affordable housing in our area and what is a fair proportion this area should carry for the City of Austin then be specific as to how and where an affordable component should be applied and please don't further burden certain portions of the Corridor area and truly mix the affordability throughout the Corridor and neighborhood from IH35 to Ben White Blvd.

Respectfully,

Barb Fox  
1615 Whiney Way  
Austin, TX 78741

## CONGRESS FOR THE NEW URBANISM CENTRAL TEXAS CHAPTER

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5819 Mount Bonnell Rd.  
Austin, Texas 78731  
Tel: 512-633-7209  
info@centraltexascnu.org  
www.centraltexascnu.org

### BOARD OF DIRECTORS

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NATIONAL OFFICE  
140 S. Dearborn St.  
Suite 404  
Chicago, IL 60603  
Tel: 312-551-7300  
Fax: 312-346-3323  
cnuinfo@cnu.org  
www.cnu.org

February 9, 2010

### Members of the City of Austin Planning Commission

Mr. Dave Sullivan, Chair	Mr. Benjamin De Leon
Ms. Danette Chimenti, Parliamentarian	Ms. Saundra Kirk
Mr. Jay Reddy, Secretary	Mr. Clint Small
Ms. Mandy Dealey, Vice Chair	Ms. Kathryne Tovo
Mr. Dave Anderson	

City Hall Council Chambers  
301 W. 2nd Street,  
Austin, TX 78701

RE: February 9, 2010 Agenda Item – East Riverside Corridor Master Plan

Dear Planning Commission Members,

Please accept this letter of support for the East Riverside Corridor (ERC) Master Plan from the Congress for the New Urbanism (CNU) Central Texas Chapter. The concepts and vision expressed in this plan are consistent with many of CNU's charter principles – including advocating for well-planned transit corridors and compact, pedestrian-friendly, and mixed-use districts. Further, we applaud the plan's recommendations for a streetcar or rail line along East Riverside Drive, the establishment of a gridded street network, the addition of dedicated bicycle lanes, and numerous pedestrian enhancements to improve mobility and transportation options for all those who live and work in and visit this corridor.

CNU encourages the Planning Commission to recommend the ERC Master Plan for approval to the Austin City Council. We also ask the City to commit the necessary resources to retain an outside consultant with the expertise to craft the subsequent regulating plan. During this next phase of the planning process, important details will need to be addressed, including the balance between density and transit service, the design of the Pleasant Valley transit plaza, coordination with the Strategic Mobility Plan, and an enhanced process for neighborhood and community engagement and support. Finally, we advocate for the portion of East Riverside Dr. between Pleasant Valley Blvd. and Hwy. 71 to be designated a Core Transit Corridor as an interim step while the next phase of this process is underway.

We stand ready to help and appreciate the opportunity to comment on the ERC Master Plan.

Sincerely,

The CNU Central Texas Chapter Board of Directors



Dave Sullivan, Chair  
City of Austin Planning Commission  
Planning & Development Review Department

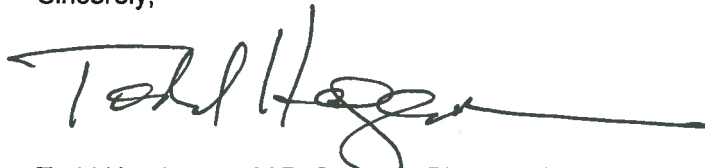
February 9, 2010

  
Dear Mr. Sullivan:

Please find attached Capital Metro's comments on the proposed East Riverside Corridor Plan. We are sincerely appreciative of the opportunity to comment on the City's positive approach to coordinating the planning land use and transportation. The result is a good plan that raises the bar for such efforts. We look forward to more such collaborative efforts in the future.

We do have some specific concerns related to the transit proposed for that corridor; it is not clear that the development planned would support such a high level of transit services. These are explained fully in the attached document. It is our hope that these issues can be resolved so that this plan meets the goals expressed at the beginning of this process, and that the community's vision of East Riverside corridor can become reality.

Sincerely,



Todd Hemingson, V.P. Strategic Planning & Development  
Capital Metropolitan Transportation Authority

cc: Greg Guernsey, Planning and Development Review Department  
Erica Leak, Senior Planner, Planning and Development Review Department

### **Capital Metro comments on the draft East Riverside Corridor Plan**

Overall, this plan would create urban walkable neighborhoods that can be well-served by transit. Transit-supportive elements in the Riverside plan include the dense street networks, a redesigned Riverside, and concentrated development around transit stops. The proposed plan rises to meet the challenges of the region, and exemplifies the CAMPO Growth Centers concept.

Capital Metro would like to be on record in support of the proposed plan, with one significant concern. That concern is the apparent mismatch between the transit and the density of development. The plan calls for a very high level of transit service, providing a lot of transit capacity in this corridor. To use that capacity efficiently, the development along the corridor needs to provide ridership, both by providing residential density and destination density. The draft plan appears to entitle less density than is needed for efficient transit. Under fairly reasonable assumptions, the rail transit would need a minimum of 1140 households living within the 1/4 mile circle of each stop to have enough passengers. (Assumptions include household size averaging 2 people using transit 5 times more often than the regional average. Of course, if the household size is larger, the total number of households may be fewer. Similarly, if the transit trips per person are fewer, the total number of households may be greater.)

If the sites for those households occupy 30% of the area of the 1/4 mile circle, then the minimum density is 30 DUA. This is a minimum density; obviously the plan should entitle more than the minimum. It should also be noted that this is the estimated need for only one of the transit modes planned for this corridor; each mode needs additional development to generate ridership.

Capital Metro provides transit to support the community; the plan the community supports and the city adopts will be taken as the basis for transit planning. If medium density is the community desire, then transit can be tailored to support that level of development. However, it is not an efficient use of transit funds to provide more capacity than the area development would support. We would caution anyone against planning for high-capacity transit and lower-density development patterns that are unlikely to provide sufficient ridership for that transit. (We would also caution against building very dense development without planning for high-capacity transit, should that be proposed.)

In addition to the major concern about matching land use and transit plans, we have some specific comments on transit details in the plan:

- The proposed transit plaza at Riverside & Pleasant Valley consists of two small areas for intermodal connections. These areas will have transit infrastructure such as benches and ticket vending machines and must have adequate clearance for people to make transit connections. The artistic rendering and the language of the report seem to indicate an open-air market with multiple vendors on the plaza itself; this is not consistent with the area shown in the drawings. The market could be more successfully located on the sites shown as buildings in the draft plan. Those sites would be convenient for anyone using the transit plaza.
- All stops should be shown as areas, not specific locations. Locations for secondary stops should not be indicated on maps; these are determined by demand over time and subject to site-specific conditions.
- It should be noted in the plan that additional stops increase trip time for anyone traveling through this district. Increased trip time is likely to affect ridership from Downtown to ABIA.

In summary, it is recognized that there are many factors that come into play when determining future land uses, including social, environmental, and economic considerations. There is also an integral connection between land uses and transportation and mobility issues. The comments above are limited to transit-specific issues, while recognizing that these issues are interconnected to the broader quality of life objectives of the plan.

***Explanation of density calculations:***

*Determining how many riders are needed starts with defining the transit. The urban rail proposed for this corridor could use several vehicles; for estimating needed ridership, a streetcar with capacity for 100 people is used.*

*Each stop needs to generate enough ridership to justify its location. Assuming that the transit operates at 10-minute intervals for 20 hours on weekdays, at 15 minute intervals for 18 hours on Saturdays, and at 20 minute intervals for 16 hours on Sundays, there would be 1440 trips per week, and so there would be 74,880 trips per year (Assuming more hours of service or higher frequency service would increase the number of trips per week.)*

*Given a vehicle capacity of 100, there would be 7,488,000 seats going through each stop every year. Each stop should have at least 5 people getting on every time the vehicle stops, for all trips. This means that 374,400 boardings are a minimum at each stop. For planning purposes, the development around the stop should be entitled to provide at least that minimum number of boardings.*

*To translate boardings needed into development is complex. It is illustrative to use one simplified scenario in which all of the development is residential, the average household size is two people, and travel behavior is based on Austin regional averages.*

*In 2007, the Austin metro region had a population of 1,035,000 and transit ridership of 34,000,000 unlinked trips. The average number of transit trips per person in the region was therefore 32.85 trips per year; for a household of 2 people, the average is then 65.7 trips per year. People who live in TOD areas use transit are 2-5 times more likely to use transit than other people in the region, so the average 2-person TOD household would be expected to have 131.4 to 328.5 transit boardings per household per year.*

*If the average transit trips per household are in this range, then the number of households needed around each Riverside stop is between 1140 and 2849. (Households needed = 374,400 boardings needed divided by boardings per household)*

*If these households are all located within the ¼ mile walk circle, and 30% of the land is used for the residential buildings, then the minimum density needed is between 30 and 75 DUA.*

*It should be noted that these estimates of development needed to support transit are the minimums needed for the urban rail proposed for Riverside. The development needed to support all of the other planned transit needs to be added to these estimates.*



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Planning Commission Hearing Date: January 26, 2010

East Riverside Corridor Master Plan

Comments:

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) Kent Byus

Address 1705 Crossing Place # 116A



I am in favor

(*Estoy de acuerdo*)



I object

(*No estoy de acuerdo*)

PLANNING COMMISSION COMMENT FORM

File # MP-2009-0001

Planning Commission Hearing Date: January 26, 2010

East Riverside Corridor Master Plan

Comments: Perhaps these design standards should be increased because currently E. Riverside from Parker Lane to 71 is a real eye sore & in my opinion a horrible example of how one of Austin's main means of traffic leads visitors from our airport. Beautification of this corridor is beyond past due. Hopefully "Long-term" verbiage can become Short-Term solutions.

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) RICK PRICE

Address 1618A ELMHURST DR.

☒ I am in favor  
(Estoy de acuerdo)  
☐ I object  
(No estoy de acuerdo)

FOR SOME REASON, I DID NOT RECEIVE THIS INFORMATION UNTIL 2/3/10?

INFORMATION ON PUBLIC HEARINGS

The Planning and Development Review Department is proposing an amendment to the Comprehensive Plan to adopt the East Riverside Corridor Master Plan as an element of the Comprehensive Plan. This notice has been mailed to you because City ordinance requires that all property owners and utility customers within 500 feet of a proposed amendment area and affected neighborhood organizations be notified of this proposed amendment.

This request for an amendment to the Comprehensive Plan will be reviewed and acted upon at two public hearings: First, before the Planning Commission and then before the City Council. After a public hearing, the Planning Commission reviews and evaluates City staff recommendation and public input and then sends its own recommendation on the request to the City Council. Meeting dates and locations are shown on this notice.

If you have any questions concerning this notice, please contact the City of Austin Planning and Development Review Department at the number shown on the first page. If you would like to express your support or opposition to this request, you may do so in several ways:

- by attending the Planning Commission hearing and conveying your concerns at that meeting
- by writing to the Planning Commission, using the form provided on the previous page
- by writing to the city contact, listed on the previous page

As a property owner or utility customer within 500 feet, you are not required to attend these hearings, but if you do attend, you will be given an opportunity to speak FOR or AGAINST the change.

You may also wish to contact any neighborhood or environmental organizations that have expressed an interest in cases affecting your neighborhood.

PLANNING COMMISSION COMMENT FORM

File # MP-2009-0001

Planning Commission Hearing Date: January 26, 2010

East Riverside Corridor Master Plan

Comments:

You may also send your written comments to the Planning and Development Review Department,  
P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) Eva Marroquin

Address 1801 S. Lakeshore Blvd. apt. 15-178

- ☒ I am in favor  
(Estoy de acuerdo)  
☐ I object  
(No estoy de acuerdo)

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Austín Tx. 1 de febrero 2010.

Este es mi comentario: ¿Para q' RIVERSIDE SEA BELLO necesita?

- \*- Cambiar las cantinas hacia otro lado, como la Rumba, La moviola, el carnaval. y otros. etc.
- \*- Que todas las personas q' buscan trabajo en la esquina tengan o se les asigne un lugar, porq' allí muchas veces se juntan para vender drogas, vender cosas robadas, y hasta prostitución, y las personas q' estan en esa esquina (Gualgreens). respeten, y no falten respeto.
- \*- y que hagan Oficinas Publicas Como del Gobierno y mejoren los apartamentos.
- \*- Seria bueno que la policia ponga control en lo antes mencionados, q' que tome control con los choferes borrachos.
- \*- Ala Orilla del lago. deberia de Haber otro Parq' para niños, y q' haya control con los jovenes q' llegan a pasear, porque usan Drogas, se Prostituyen.
- \*- La prioridad de todo es que ya no se talen los arboles, que se conserve, mucho la fauna, la flora, que es lo que embellece nuestra ciudad. u
- \*- Seria bueno q' la venta de pollo, q' afecta nuestra Capa de Ozono, y Contamina <sup>sea cambiada</sup> nuestra ciudad.

\*— Agradesco por haber tomado en cuenta.  
mi persona.

Atentamente.

Eva Marroquín.

## **Translation of Comments from Eva Marroquin**

Austin, TX  
Feb. 1, 2010

This are my comments so that Riverside become a beautiful place:

- Move the bars to another area, like La Rumba, La Movida, El Carnaval and others.
- The people on the street looking for work should have an assigned place to wait for work because many time groups form where drugs are sold, stolen goods are sold, and even prostitution. The people on the Corner of Walgreen should be respectful.
- There should be public government offices to improve the apartments.
- It would be good if the police take control of the situation mentioned above and that they control drunk driving.
- Along the lakeshore there should be another park for kids that has security from the adolescents that hang around there since they use drugs and prostitute themselves.
- The number one priority is that the City no longer cut down trees. They should be preserved, the fauna and the flora, because that is what makes our city beautiful.
- It would be a good idea to change the rules regarding the sale of chicken because it affects the ozone layer and pollutes our city.

Thank you for taking my opinions into account.

Sincerely,  
Eva Marroquin



## Leak, Erica

---

**From:** Jan's Special Mail Account [REDACTED]  
**Sent:** Friday, February 05, 2010 3:52 PM  
**To:** Leak, Erica  
**Subject:** FW: Draft East Riverside Corridor Master Plan

**Attachments:** 1. Proposed Land Use Districts1.pdf; 2. Existing Single Family Property1.pdf; 3. Property with Low Susceptibility to Change1.pdf; 4. Property Affected by Loss of Compatibility Standards1.pdf



1. Proposed Land Use Districts...



2. Existing Single Family Prop...



3. Property with Low Susceptib...



4. Property Affected by Loss o...

-----Original Message-----

**From:** Jan's Special Mail Account [mailto:[REDACTED]]  
**Sent:** Thursday, February 04, 2010 8:09 PM  
**To:** Benjamin De Leon; Clint Small; Danette Chimenti; Dave Anderson; Dave Sullivan; Jay Reddy; Kathryn Tovo; Mandy Dealey; Sandra Kirk  
**Cc:** Barb Fox; Carl Braun; Dawn Cizmar; Fred Krebs; Gayle Goff; Jan Long; Jean Mather; John Harms; John Harms; Linda Land; Linda Watkins; Linda Watkins; Malcolm Yeatts; Mike May; Toni House; Toni House; Wayne Gronquist  
**Subject:** Draft East Riverside Corridor Master Plan

Planning Commission Members:

It should come as no surprise that the East Riverside/Oltorf Combined (EROC) Neighborhood Planning Area has a serious lack of single-family development. In 2000 the area total for single-family structures, including duplex and triplex development, was 21.3%. Multi family structures totaled 78.6%, or over three and one-half times that of single-family. Since 2007 there has been an explosion of multi family rezoning and development in our planning area, making the disparity even greater.

Since the beginning of the Neighborhood Planning process in 2003, the protection of single-family residential property has been of primary concern. On pg 10 of the EROC Neighborhood Plan document, our vision statement begins "We who live, work and own property in the East Riverside/Oltorf Area wish to preserve and improve the quality of life in our residential neighborhoods..." On the same page our number one goal is to "Preserve and enhance the character of existing residential neighborhoods." A notation on the Plan FLUM states our desire to "Maintain a hard edge between the traditional single-family neighborhoods...and all adjacent properties with more intense uses."

I have read the latest East Riverside Corridor Master Plan draft and realize that we stand to lose not only existing single-family property but also the compatibility standards that help protect what little we have.

### Loss of Single-Family Property:

The Corridor Plan draft Land Use Districts Map (Attachment 1) labels a large swath of existing (Attachment 2) single-family property as Urban Residential. Such designation PROHIBITS, by definition, single-family detached development. This designation has one of two results. It either informs the owner of an existing single-family detached home that his use is now non-conforming OR it prevents him from building a home on land that he purchased with that intent. These tracts are outside the radius of all primary transit hubs and, according to the input gathered during the Corridor Study visioning process (Attachment 3) have a low susceptibility to change. There is no need for this drastic rezoning. If rezoning is absolutely necessary, these tracts (AND ALL SUCH PROPERTY ALONG THE

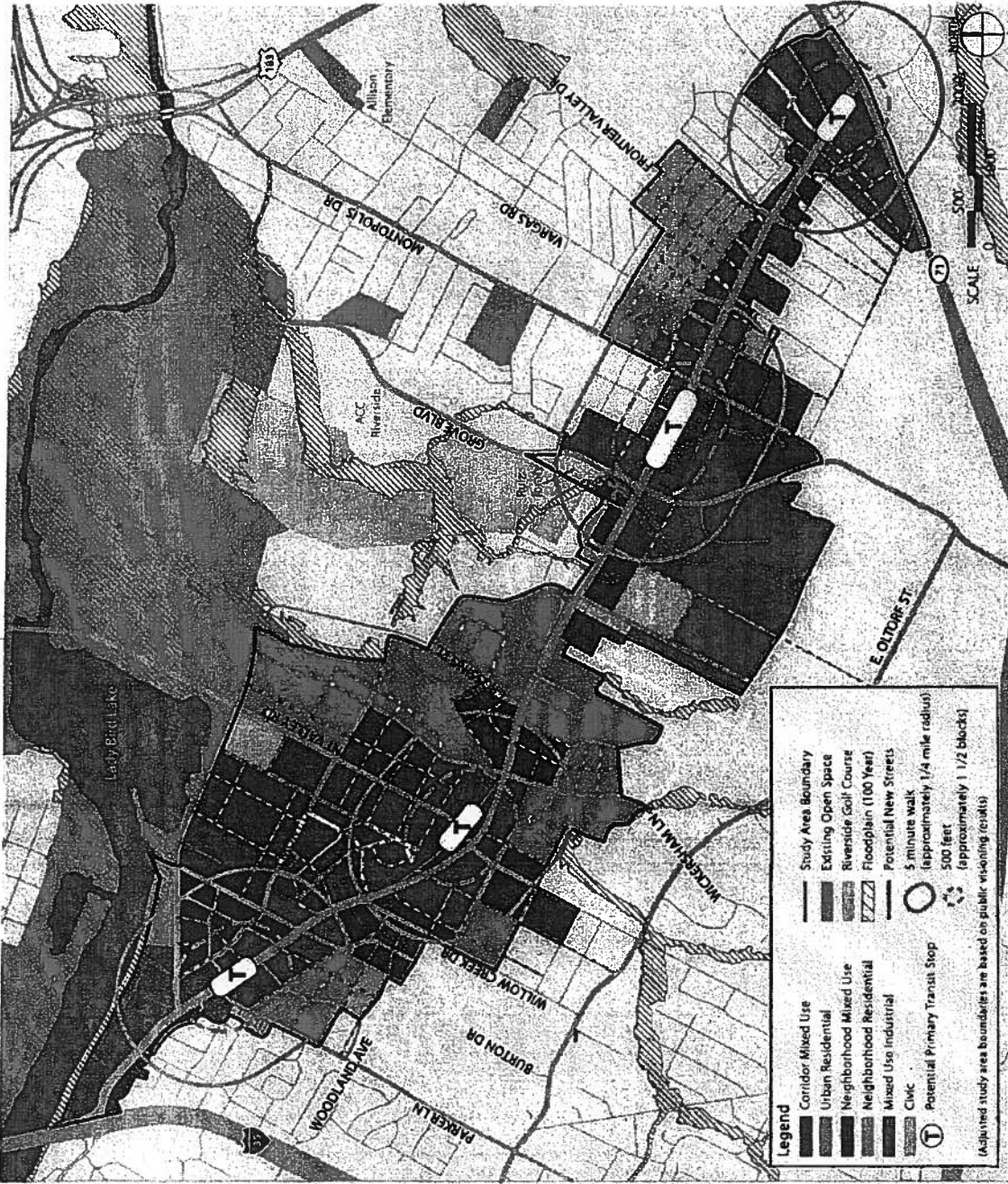
CORRIDOR) should be Neighborhood Residential, a designation that allows single-family detached development. We do not need to lose any additional single-family property in an area that demonstrates a serious lack of it.

**Loss of Compatibility Standards:**

The reliance upon the enforcement of single-family compatibility standards is important to the protection of our single-family neighborhoods. I did not see mention of such enforcement in the draft plan. On pg 28 of the EROC Plan document (objective 1.1, R5) is stated our desire to "Minimize the negative effects between differing intensities of uses by: Requiring strict adherence to compatibility standards." Attachment 4 shows the property surrounding a long-established single-family neighborhood that will be impacted by a loss of such standards; fully 80% of the boundary will be affected. Compatibility standards should not be open to discussion during the Regulatory Phase of the Master Plan but should be stated as a given in the Plan document. A denial of such standards sets a bad precedent for the protection of single-family neighborhoods throughout Austin.

Jan Long  
EROC NPCT

# SECTION 4: LAND USE & DENSITY



**Exhibit 4.3:**  
**Land Use Districts Map**

Note: This Corridor Plan shall not constitute zoning regulation or establish zoning district boundaries.

*Proposed Land Use Districts*

## APPENDIX A: EXISTING CONDITIONS

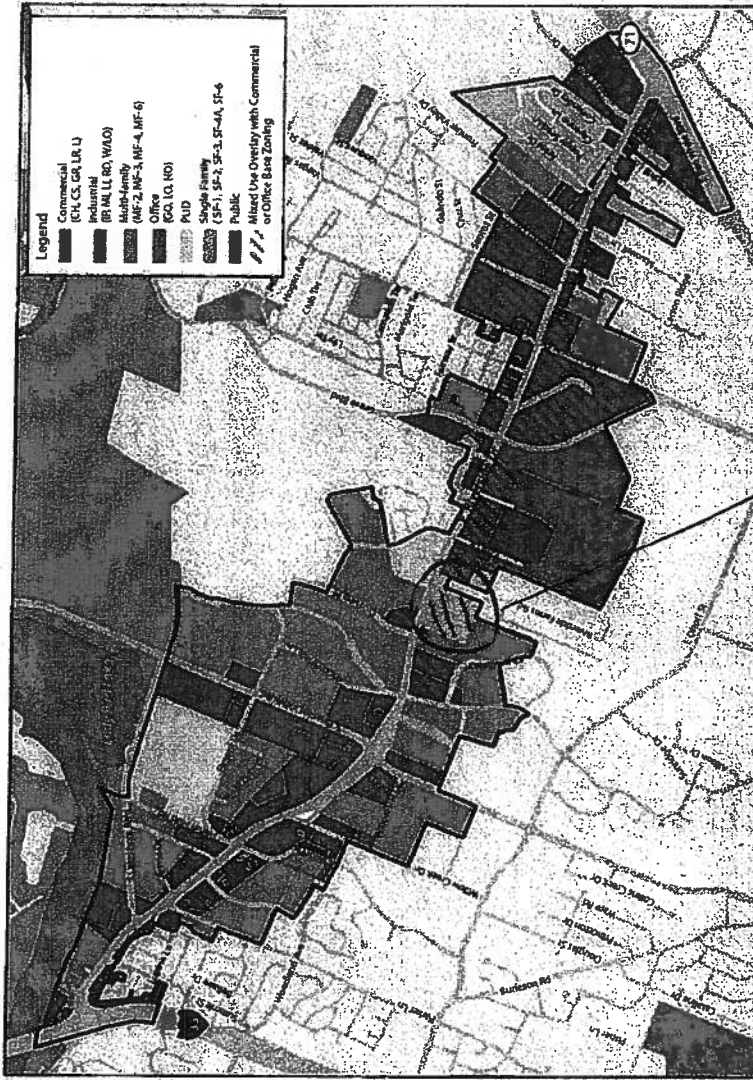
### Existing Zoning

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.)

Existing Single Family Property

## APPENDIX B: VISIONING PROCESS

### Susceptibility to Change Map

The map shown on the following page represents a synthesis of the input gathered during the Workshops. The susceptibility to change map indicates four broad categories: high, moderate, low, and none.

#### 1. High Susceptibility to Change (Colored Red)

Areas identified as highly susceptible to change, colored red on the map, were noted by participants as having the highest priority for development and redevelopment. These are locations where the majority of participants thought change from the existing conditions was imminent and necessary. The highly susceptible to change areas on this map typically include buildings in deteriorating condition, older single story buildings, under utilized surface parking lots, aging and vacant commercial buildings, or empty lots.

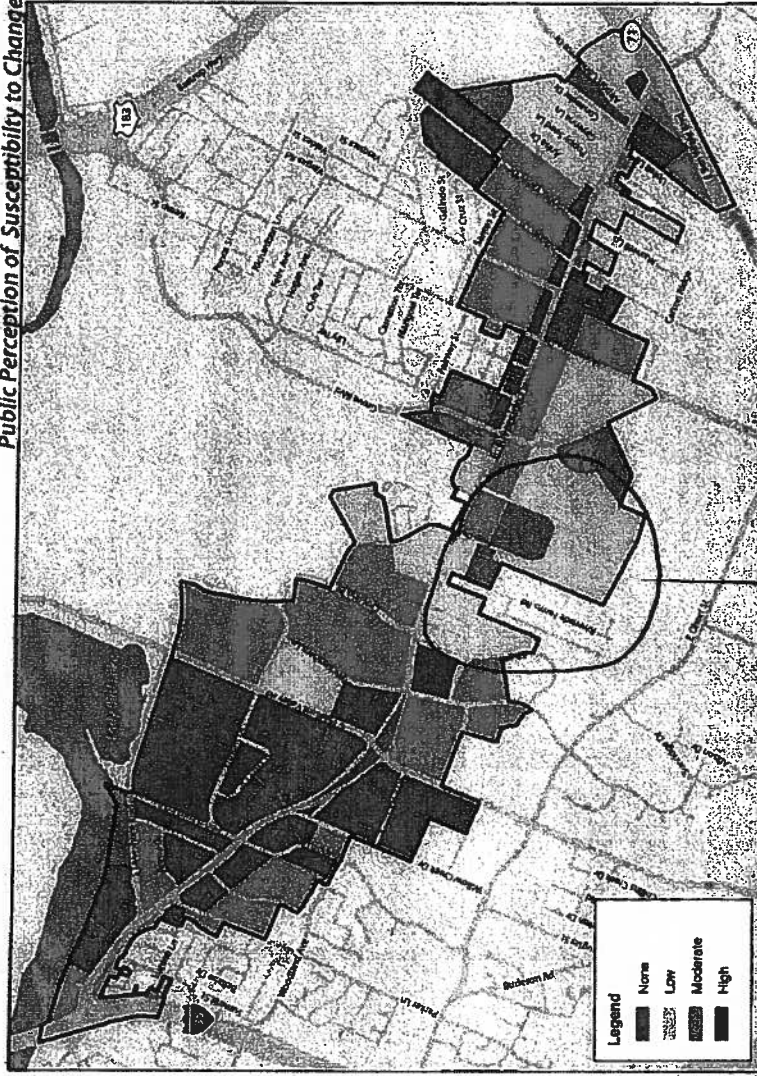
#### 2. Moderate Susceptibility to Change (Colored Orange)

The second highest priority redevelopment areas are identified as moderately susceptible to change. These areas are colored orange and redevelopment would require major changes including removal of some existing buildings, rehabilitation of others and targeted infill.

#### 3. Low Susceptibility to Change (Colored Yellow)

Areas perceived by participants as needing only minor improvements and rehabilitation are indicated in yellow on the maps. Little or no growth is expected in low susceptibility to change areas. While these buildings may not be redeveloped for many years, it is our recommendation that any remodeling or rehabilitation that happens in this area should conform to the streetscape design standards outlined in this

Exhibit B.2:  
Visual Translation Workshop  
Public Perception of Susceptibility to Change



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

plan. The Areas colored yellow are lots or buildings that are expected to go through minor changes but will substantially remain the same for the next couple of decades.

#### 4. No Susceptibility to Change (Colored Green)

The green areas on the maps illustrate where participants feel change should not occur. Included in this category

are newer buildings in excellent condition. Buildings within these areas are not expected to change in the foreseeable future (20-30 years).

In terms of the master plan, the susceptibility to change study helped guide the formulation of land use districts, neighborhood hubs, potential redevelopment around transit stops and revision of the study area boundary.

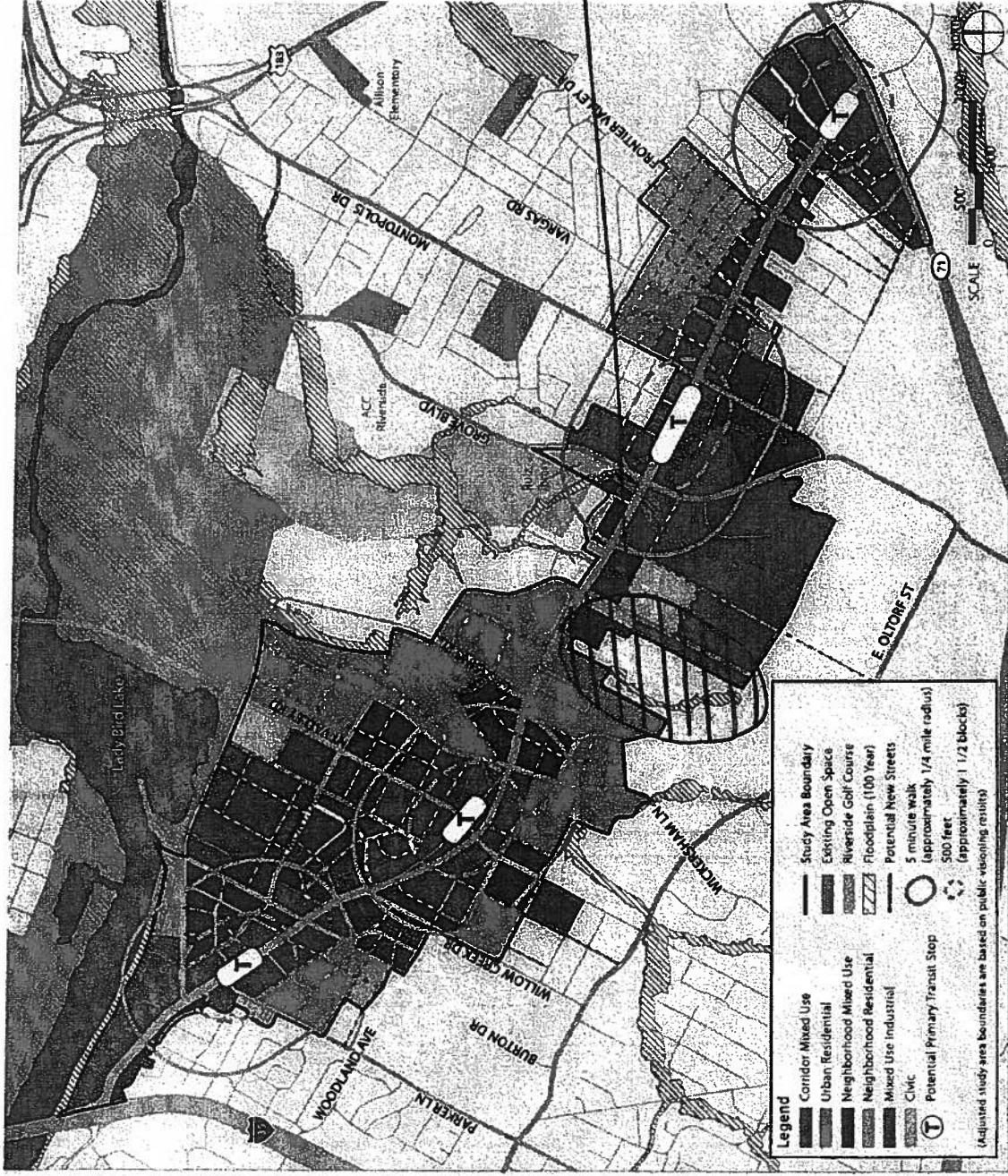
*Property With Low  
Susceptibility to Change*



# SECTION 4: LAND USE & DENSITY

## Exhibit 4.3: Land Use Districts Map

Note: This Corridor Plan shall not constitute zoning regulation or establish zoning district boundaries.





## Leak, Erica

---

**From:** Lawrence Sunderland [REDACTED]  
**Sent:** Tuesday, February 09, 2010 1:02 PM  
**To:** Leak, Erica  
**Cc:** Swartzendruber, Tonya; sully.jumpnet@sbcglobal.net; dchimenti@austin.rr.com; Jay Reddy; amdealey@aol.com; dave.anderson.07@gmail.com; bdeleon@dwlawtx.com; vskirk@att.net; clint\_small@hotmail.com  
**Subject:** East Riverside Its really about jobs.

### Planning Commission Members

My name is Larry Sunderland and I live on Summit St. south of Riverside Dr.. I wish I could be there tonight to speak but I am out of town working.

I am one of the fortunate ones. I live in a single family home on 1/3 acre with a beautiful view of downtown. Many of my neighbors are not so fortunate. Many live in substandard "affordable" housing. I love this neighborhood because of its diversity, its proximity to downtown, and its potential for becoming a model for the best vision of an all inclusive Austin.

I am happy to see a nod to affordability in the draft but I am disturbed by the total focus of neighborhood representatives on how to limit increased density and building height. We demand affordability yet they wish to put in place constraints that guarantee that we will not have it. We are what we are and we will never be "Circle C". Our neighborhood is under assault, not by taller buildings or connected housing but by crime, lack of jobs, and aged substandard housing.

Greater focus needs to be on how to streamline (Predictability and Certainty) SUSTAINABLE development with an emphasis on job creation and job training. (I will expand on this thought in another email.) As long as we take an adversarial approach to growth we cannot free ourselves to consider the solutions that come from looking at the bigger picture and the bigger needs.

How we move forward here is critical to our special neighborhood and to the lives of those who do not have the luxuries that we in single family homes have.

Larry Sunderland

**Leak, Erica**

**From:** Terry & Barb Fox [REDACTED]  
**Sent:** Monday, February 08, 2010 1:08 PM  
**To:** Leffingwell, Lee; Riley, Chris; Morrison, Laura; 'Mike Martinez'; Shade, Randi; 'sheryl.cole@ci.austin.tx.us'; Spelman, William  
**Cc:** Leak, Erica  
**Subject:** East Riverside Corridor Master Plan

Dear Mayor, Mayor Pro Tem, and City Council Members,

As a homeowner and resident for more than 24 years in the Crossing Gardenhomes single family PUD located in the East Riverside Dr area and more specifically the Pleasant Valley NPA, I am very interested in the revitalization of the East Riverside Corridor (ERC) Master Plan and its impact to the neighborhoods in this area.

I have actively participated throughout this planning process and want to say upfront that overall I support the East Riverside Corridor Master Plan and look forward to it being actualized.

However,

1. I would ask the maximum building height along the Corridor not exceed 5 stories and less height near single family residential properties. Clearly throughout this planning process the majority of the participants continued to voice maximum building heights of 4-5 stories. Please remove from the Plan support for granting higher density development along any portion of the Corridor.
2. I am not opposed to continuing to provide an "affordable" component along the East Riverside Dr Corridor area (which includes the East Riverside Dr., Pleasant Valley and Montopolis Neighborhood Planning Areas.) but I do ask that you look closely at existing "affordable" housing properties along the Corridor (and within close proximity of the Corridor area) and do not approve a Plan that does not fairly disburse the "affordable" housing throughout the three Corridor NPAs and at the same time not overburden our neighborhood with excessive "affordable" rental properties.  
 At the same time, it is important the City identify families with children attending school in the E Riverside Dr area and ensure housing relocation of these families within the current school district; thus, allowing the children to continue as students at their current schools.

Having reviewed the East Riverside Corridor Master Plan (ERCMP) drafts regarding "affordability", I am pleased "affordable" housing data is contained within the Plan and that the data reflects density and excessive amount of "affordable" rental properties currently within our neighborhood, associated crime, and negative impact to our neighborhood:

- The Plan includes data on the existing affordable housing in the ERC and more clearly depicts the residential components/mix of our neighborhood
- The Plan notes the "Corridor currently contains a high percentage of market-rate affordable housing, which unfortunately is affordable in part due to aging multi-family housing stock and a history of economic disinvestment and crime in the area."
- The Plan notes there are a total of 32 affordable housing multifamily properties with more than 50 units in the Corridor area  
 Comment: please keep in mind this does not include the many additional properties within the East Riverside/Oltorf NPA nor Montopolis NPA that do not directly fall along the East Riverside Corridor that are affordable. I do ask that the Corridor "affordability" decisions in this Plan take into account the additional existing "affordable" housing (and age of the housing) in the neighborhood and not overburden portions of the neighborhood areas with "affordability"
- The Plan notes there are 16,185 subsidized housing units in our 78741 zip code which equates to 19% of the City of Austin 's subsidized housing and this does no include the other low rental complexes or homes in our neighborhood that are not subsidized  
 Comment: I would ask that review of the number of police reported crimes and number of arrests are made at these complexes and based on the data really evaluate if maintaining or increasing the number of subsidized housing units are the right thing to support when correlated to the crime factor in our neighborhood.
- The Plan notes subsidized multifamily housing in the East Riverside Corridor comprises approximately 11% of the total subsidized multifamily housing in the City of Austin, while the estimated population in the same area is 1% of the population of the City of Austin  
 Comment: I would ask that review of the number of police reported crimes and number of arrests are made at these complexes and based on the data really evaluate if maintaining or increasing the number of subsidized housing units are the right thing to support when correlated to the crime factor in our neighborhood.
- The Plan notes the Corridor already contains 16% of the units in Austin created through the Housing Tax Credit program, a total of 1,440 units
- The Plan shows there are 8 subsidized affordable housing currently within the Corridor (see Map on page 70 of Corridor Draft – January 2010):
  - 3 are located on or close to Montopolis Dr

- 1 is located in the East Riverside Dr NPA and at the far eastern end close to the intersection of East Riverside Dr and Pleasant Valley Rd

- 4 are located in the Pleasant Valley NPA

Comment: The Plan says the City will continue to work with housing agencies to ensure that when possible, federally subsidized contracts be renewed providing for the preservation of affordable housing – this concerns me as a homeowner impacted by the crime in our neighborhood and the data for just 2 of the 4 subsidized affordable housing currently in the Pleasant Valley NPA from January 01, 2009 through December 31, 2009 (Data from the Krimelabb – Austin City Wide Crime Data)

o Country Club Creek Apartments – 2100 Wickersham/4501 E Riverside Dr has had **144 police reported crimes with 32 arrests**

o Paradise Oaks Apartments – 1500 Faro Dr has had **129 police reported crimes with 37 arrests**

Additional data (from SpotCrime) – total crimes reported in the Pleasant Valley Neighborhood in September 2009 = 517 and in October 2009 = 553.

- As noted in the Plan, adding a 5<sup>th</sup> “affordable” complex in the Pleasant Valley Transit Plaza does not fairly distribute “affordable” housing and its impacts to the neighborhood along the Corridor. In fact, it further overburdens the Pleasant Valley NPA. Additionally, the Country Club Creek Apartments is already on the south side of E Riverside Dr across the street from the proposed Pleasant Valley Transit Plaza.

Comment: I would ask that adding a 5<sup>th</sup> “affordable” complex in the Pleasant Valley Transit Plaza be removed from the Plan and if still compelled to identify a new “affordable” complex along the Corridor that the location not be within the Pleasant Valley NPA (which already has 4 such complexes) nor that the identified property be in close proximity to the Pleasant Valley NPA.

Don't continue to overburden certain portions of the Corridor and surrounding neighborhoods with affordable housing (i.e., the Pleasant Valley NPA) be it rental or homeownership – please diverse the locations within the Corridor as to not concentrate and cluster specific areas of the Corridor.

Have Austin Housing Finance Corporation invest allocated subsidized affordable housing funds in areas that currently have minimal if any such housing i.e., the west end of East Riverside Dr., Lakeshore Blvd, and other Corridor locations that currently do not have subsidized affordable housing to avoid further gentrification within the East Riverside Corridor.

3. With the Pleasant Valley Transit Plaza being “the primary focal point of activity on East Riverside Drive” and with the high crime rate in the East Riverside Drive area, I would ask that a Police substation be located in this Transit Plaza area.

Respectfully,  
Barb Fox  
1615 Whiney Way  
Austin, TX 78741