

City of Austin 5 Sites Considered for Affordable Housing ULI Affordability Strategic Council Ranking July 30, 2018

WHO

The Urban Land Institute (ULI) is a member driven organization providing leadership in the responsible use of land and in creating and sustaining thriving communities worldwide. As the preeminent, interdisciplinary real estate forum, ULI facilitates the open exchange of ideas, information and experience among local, national and international industry leaders and policy makers who are dedicated to creating better places. ULI has long been recognized as one of the world's most respected and widely quoted sources of objective information on urban planning, growth, and development.

Established locally in 1999, ULI Austin is a district council of the Urban Land Institute where real estate professionals from across Central Texas exchange ideas and best practices to serve community needs. ULI Austin brings together leaders from both private and public sectors who share a common interest in responsible land use strategies and a commitment to excellence in development practice. In 2017, ULI Austin created Strategic Councils that bring together regional private, public and non-profit stakeholders and experts to address regional issues. ULI Austin does not advocate; we offer fact-based information through research, education and publishing. ULI Austin collaborates with other industry-leading organizations on many land use initiatives, including but not limited to workforce housing, high-capacity transit and roadways, the reuse of existing infrastructure, and planning healthier environments.

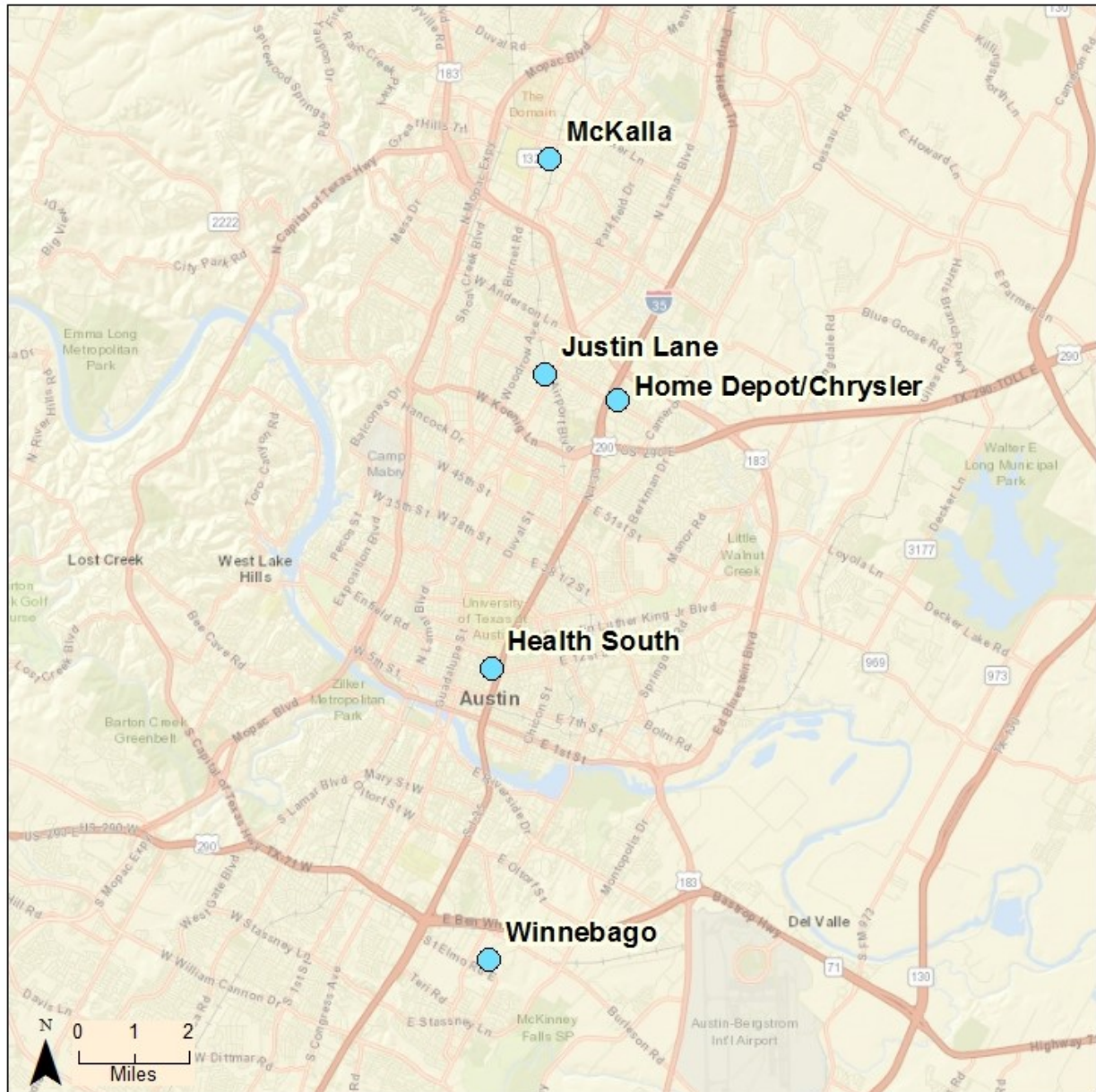
WHAT

The City of Austin Office of Real Estate Services (ORES) presented to City Council twelve “opportunity” sites divided into “initial” and “long term” sites that could be developed to include Affordable Housing. The five sites designated as “Initial Sites” are mapped in Figure 1 and have the following addresses:

1. McKalla - 10414 McKalla Place
2. Justin Lane - 6909 Ryan Drive
3. Home Depot/Chrysler - 7211 N IH 35
4. HealthSouth - 1215 Red River
5. Winnebago - 4711 Winnebago Lane

Utilizing ULI member expertise, ULI Austin's Affordability Strategic Council has ranked the five sites for viability as affordable rental housing. The rankings looked at Low-Income Housing Tax Credit (LIHTC) program criteria, proximity to amenities, and zoning attributes. The two top ranked sites were then further studied to consider unit counts and financial ramifications. This white paper provides the ULI Affordability Strategic Council's findings and recommendations.

Figure 1: Map of 5 “Initial Sites”



WHY

ULI Austin's Affordability Strategic Council has identified Affordable Housing on Government Land as a key initiative to help address Austin's affordability issue. If the City of Austin does make one or more of the five sites available for Affordable Housing, it will be a noticeable investment by the city towards impacting Austin's affordability issue. The Affordability Strategic Council is providing expert opinion on the ranking of the five sites to assist the city in maximizing the impact of their investment.

INITIAL RANKING

Methodology

ULI Members considered five main factors:

- Texas Department of Housing and Community Affairs (TDHCA) scoring criteria for award under the 9% Competitive Low-Income Housing Tax Credit Program (LIHTCP)
- Zoning attributes as provided by the City of Austin
- Proximity to transit
- Proximity to employment
- Proximity to a grocery store. We did NOT look at physical site attributes such as topography, trees, drainage or utility availability for the initial rankings.

Analysis

The ULI Affordability Council analysis of the five sites according to Texas Department of Housing and Community Affairs (TDHCA) scoring criteria under their 2018 rules is included in Table 1 below. This ranking is significant because the LIHTC program is the number one source of funds for affordable housing in the United States. The more tax credits a project can "win", the less additional financing is required. There are two types of credits – 9% credits (awarded on a competitive basis) and 4% credits (noncompetitive). The 4% credit program brings less than half the equity of the 9% credit program to an affordable housing deal and is therefore both less desirable *and* more difficult to finance. A brief explanation of tax credit financing is provided in Appendix A.

TDHCA uses numerous criteria to determine if a project will receive an award of 9% credits. Many of these are related to the proposed project itself – population served, household income levels served, amount of credits requested, ownership structure, etc. ULI did not study these factors since they are dependent on the individual proposed project. Another subset of TDHCA criteria is driven by the location of a proposed project including proximity to the urban core, proximity to other Tax Credit developments (referred to as "underserved"), proximity to amenities ("opportunity index"), and poverty in the census tract. We only considered these variables in this analysis. TDHCA also screens sites for proximity to low opportunity features including blight and poorly performing schools. Brief notes on the potential site issues identified for the sites is also included in Table 1. Zoning information is included in Table 2.

Table 1: Analysis per TDHCA Scoring Criteria

Site Name	Presumed TDHCA Score	Potential Site Issues	Acreage	TCAD Parcel
McKalla	153	One school did not meet standard. Proximity to rail and transmission lines would need to be addressed.	23.56	547839
Justin Lane	155	Minor blight nearby.	5.47	232150
Home Depot/ Chrysler	153	Part of the site would likely need re-zoning. Minor blight nearby.	19.11	230376 & 231592
HealthSouth	158	Site likely needs re-zoning.	1.38	197049
Winnebago	157	One school did not meet standard.	8.32	292466

The five sites were further analyzed to roughly estimate the number of units the site could accommodate as shown in Table 2. This estimate is based on zoning and density limitations, not on any architectural schematics, including setbacks, Floor to Area Ratios (FAR), height limitations, etc. Where current zoning does not permit multi-family development, a conservative estimate of a possible rezoning is assumed as shown in the table.

Table 2: Analysis Estimating Allowable Units

Site Name	Zoning	Vertical Mixed-Use? (VMU)	Future Land Use Map designation	Density Limitations	Assumed Rezoning	Estimated Units*
McKalla	Limited Industrial Services - Neighborhood Plan	No	High Density Mixed Use	na	MF-4 36-54 units per acre	500+
Justin Lane	Transit Oriented District – Neighborhood Plan (TOD-NP)	Possibly	Specific Regulating District	Standard max 45 units/acre overridden by TOD	na	250+
Home Depot/ Chrysler	Public - NP (HomeDepot) and Mixed Use (Chrysler) St. John & St. John Coronado Hills Combined Neighborhood Planning Area	No	Civic (HomeDepot) & Mixed Use (Chrysler)	established by site area: up to 87 2-bedroom units; 105 1-bed units; or 131 efficiencies	MF-4 36-54 units per acre	500+
HealthSouth	Public	No	None?	na	DMU	200+
Winnebago	Limited Industrial - Conditional Overlay - NP	No	Recreation and Open Space	na	MF-3 36 units/acre	250+

*Unit count based on Estimated Density with Conservative Rezoning where Multi-Family not currently permitted by zoning.

The five sites were also analyzed for proximity to transit and low and middle wage jobs. These findings are included in Table 3 below. This analysis was performed based on current conditions and does not include any proposed or assumed changes. For example, the Kramer Lane stop for the commuter rail is proposed to move closer to the McKalla site. Moving the rail stop would place the McKalla site on a transit corridor, increasing the site's desirability for Affordable Housing development. The table does not consider this change in commuter rail stop location.

Table 3: Analysis of Proximity to Transit and Jobs

Site Name	Transit Corridor?	Transit Stops/ Routes within 1/4 mile	Primary Jobs in Census Tract	Primary Jobs Within 1 mile of Census Tract	Low to Middle Wage (<\$3,333/mo) Jobs in Census Tract	Low to Middle Wage (<\$3,333/mo) Jobs Within 1 mile of Census Tract
McKalla	Not available	7 stops/ 4 routes	25,388	69,313	8,933	29,378
Justin Lane	Lamar/Justin TOD, N Lamar and Airport	10 stops/ 6 routes	1,969	42,369	1,374	25,970
Home Depot/ Chrysler	Not available	10 stops/ 3 routes	4,094	39,372	2,235	25,174
HealthSouth	0.41 mi from MLK	24 stops/ 18 routes	25,559	154,304	7,129	63,430
Winnebago	Not available	2 stops/ 1 route	10,310	27,104	4,733	11,678

Finally, the five sites were analyzed for proximity to food source. The Food Access Research Atlas uses an area-based determination of food access that combines measures for income, household proximity to grocery stores, and vehicle access. Data is provided at the Census Tract level. This is a commonly used tool in food access studies; however, this tool is limited in part because of the scale used. More detailed studies incorporate door to door surveys of residents, consider SNAP (federal food assistance) usage, or use fine-grained mapping of food resources such as farmers markets. These more powerful tools are not available nationally beyond ZIP code level yet. Some notes from analyzing the five sites for proximity to food source are:

- The highest need areas from a food perspective are combined Low-Income and Low Food Access census tracts. None of the City of Austin properties are in these highest need areas.
- 3 of the properties (Health South, Justin, McKalla) are in Low-Access areas (low food access but with sufficient area income).
- 2 of the properties (Home Depot/Chrysler, Winnebago) are in a Low-Income area (Poverty rate over 20% but have sufficient area proximity to supermarkets).
- All five properties are in census tracts bordered by the highest need Low-Income and Low-Access areas. Some properties are so close to the adjacent high need areas that there will presumably be an impact on these areas – i.e. neighborhoods and resident movements don't stop at census tracts lines. Information on these adjacent census tracts are included in the table when the property is within 0.25 miles (1,320 feet) of the high need tract.
- The tool considers different distance-to-supermarket criteria for urban and rural areas so that impacts, and not distances, are normalized across density types. For example, ½ urban mile is considered

comparable to 10 rural miles. Since all of these properties are urban, only the ½ mile description is provided in the summary table below.

- Overall, from the food tool, the highest impact areas for affordable housing are (1) McKalla, (2) Health South, (3) Justin, (4) Home Depot, and (5) Winnebago. This of course is impactful ONLY if the housing encourages food store siting near the housing. Otherwise, the proposed developments would place affordable housing into food deserts.

These findings are summarized in Table 4 below. Further details on each individual site are included in Appendix B.

Table 4: Analysis of Proximity Food Source

Site Name	Food Access Status of Property Site Census Tract	Food Access Status of Tracts within 0.25 miles of Property
McKalla	Low-Access to supermarkets within ½ mile	150 feet from a combined Low-Income and Low Food Access tract
Justin Lane	Low-Access to supermarkets within ½ mile	1,200 feet from a combined Low-Income and Low Food Access tract
Home Depot/ Chrysler	Low-Income tract but food availability is sufficient	250 feet from a combined Low-Income and Low Food Access tract
HealthSouth	Low-Access to supermarkets within ½ mile	750 feet from a combined Low-Income and Low Food Access tract 900 feet from a second combined Low-Income and Low Food Access tract 1200 feet from a third combined Low-Income and Low Food Access tract
Winnebago	Low-Income tract but food availability is sufficient	1,300 feet from a combined Low-Income and Low Food Access tract 1,300 feet from a second combined Low-Income and Low Food Access tract

Rankings

The combined full ranking of the five sites by the ULI Affordability Strategic Council from highest opportunity for impact to lowest are as follows:

1. Health South
2. Justin Lane
3. Home Depot/Chrysler
4. McKalla
5. Winnebago

In terms of desirability purely as a piece of real estate, as well as from a community development perspective, the Health South site in Downtown is the best site. The Health South site provides a rare opportunity to provide affordable housing within the Central Business District, an area of high opportunity. Along with downtown job opportunities, the site is near Dell Medical School and the teaching hospital, the future redeveloped Brackenridge site, and the future Waller Creek parks and developments. The site has excellent access to jobs, transit, and other amenities, scores well by TDHCA standards (158), and could be financially viable under the 4% Tax Credit program because it is located in an area known as a SADDA (difficult to develop area) that qualifies for a “boost” of credits in the 4% program.

From a community development perspective (meaning a site’s ability to provide quality housing in a location that meets the needs of lower-income households), the Justin Lane site and the Chrysler portion of the Home Depot/Chrysler site have the next best opportunity for impact (the only reason the Home Depot portion is excluded is due to its zoning, which is “public” and could be difficult to change). These sites have great connectivity, access to jobs and community assets, and they are zoned to allow for Mixed-Use developments with the potential for Vertical Mixed Use (VMU) designations. The Justin site is on the commuter rail red line and the Chrysler/Home Depot site is adjacent to IH-35.

McKalla and Winnebago are also good sites for affordable housing, but comparatively they are more isolated from public transportation routes and amenities, and they have some issues with zoning and proximity to low opportunity features. None of these issues are insurmountable. McKalla is slated for High Density Mixed Use in the Future Land Use Map (FLUM), putting it ahead of Winnebago, which is designated as Recreation and Open Space on the FLUM.

FURTHER ANALYSIS OF HEALTH SOUTH AND JUSTIN LANE

ULI Affordability Strategic Council further studied the Health South and Justin Lane sites for possible unit counts and financial modeling. These sites were chosen for further study because they were the two highest ranking sites and of manageable size to do initial architectural concept drawings. The Home Depot/Chrysler and McKalla sites are both very large allowing for countless project configurations.

The financial modeling assumes the land is provided to the developer at no cost and General Obligation Bond or other funds from Neighborhood Housing and Community Development and/or Austin Housing Finance Corporation would be used for gap financing. Fee Wavers and SMART Housing Waivers were not included in the financials; however, any inclusion of these help maximize the project's affordability.

Health South

The ULI Affordability Strategic Council is familiar with the existing report, "Economic Analysis of HealthSouth Property Reuse as Housing; EPS #171066" by Economic & Planning Systems, Inc (EPS), dated August 21, 2017. ULI Austin's Affordability Strategic Council studied the site independent of the report but has included some reference within this report to highlight areas needed for consideration. Unlike the EPS report, ULI Austin's Affordability Strategic Council considered including the adjacent city owned parking garage site located at 606 E 12th Street as part of a possible affordable housing project.

Unit Count

The following architectural assumptions were used to determine the possible units at Health South. These assumptions are based on standards for urban development.

- The existing building on the site should be demolished and replaced because the existing building does not lend itself to maximizing unit counts nor desirable units. Using the existing building would not be financially viable or efficient. The EPS report also found the existing building to be "highly inefficient to reuse for housing without a major reconfiguration" and states that such reconfiguration costs surpassed the possible value of the created units.
- 800 sf average unit size (includes some 2-3-bedroom units, but less than a suburban site).
- The adjacent parking garage site would be included with the development of the Health South site to provide parking for the residential units. If this is not available, the Health South site unit count possibilities decrease significantly because parking would have to be developed on the site and there are height restrictions. Moreover, this type of parking would increase the per unit cost of the building.
- 1 space per unit parking, likely accomplished on the adjacent parking garage site.
- The garage parcel will be able to be rezoned from "Public" to "CS-1" or DMU-60, both of which have 60' height caps and allow a mix of residential and commercial uses.

The architectural concept drawings are included in Appendix C. The ULI Affordability Council proposes that the site could provide 207 units (168,700 RSF of residential) and 8,165 RSF of retail space (RSF is Rentable Square Feet). The EPS report included recommendations to sell the Health South site to fund affordable housing at a different site. As the city considers this option, it may be suitable to include the parking garage site to make the site more attractive to developers. As found by ULI's Affordability Strategic Council when working on concepts for the Health South site, providing parking on the Health South site with the height restrictions is expensive and greatly reduces the site's development potential.

Financials

The ULI Affordability Strategic Council ran some initial financial analysis of the site based on the architectural concept unit counts provided herein. Since demolition of the existing building is needed to realize the project's potential, all financials included \$800,000 for demolition as a cost to the developer. The land was assumed to be provided in its current condition. This project would likely be a 9% Tax Credit project rather than a 4% due to its desirable site and subsequent high score under the LIHTC program. There is a manageable financing gap as a 9% deal - under \$3MM, but for a 4% deal the gap grows to \$10MM. This is because the project does not qualify for more credits as a 4% deal, combined with the constraints on the number of units and the 60% affordability. The 9% deal works because it is half market rate. Another way to achieve affordability on the site would be to do a Public Facility Corporation (PFC) transaction in which a local PFC owns the site and provides a property tax exemption. This would also be a mixed-income project and include half of the units for families at 80% of the Median Family Income and below along with market rate units. This option would provide realistic downtown housing for lower income professionals such as nurses. If the PFC also participates as the General Partner/General Contractor, the project could realize a sales tax exemption on the building materials used in the construction of the project that may allow for a greater level of affordability for some of the units.

Justin Lane

Unit Count

The following architectural assumptions were used to determine the possible units at Justin Lane. These assumptions are based on Justin Lane being located near transit and a less urban (but not suburban) site than Health South.

- 925 sf average unit size (includes more 2-3-bed units than Health South).
- 1.4 spaces per unit of parking.
- Accommodating the street connection and small pocket park shown in the neighborhood plan and TOD plan, ftp://ftp.ci.austin.tx.us/npzd/Austingo/lamar_justin_regplan.pdf. If the road were left out, density might be higher.

The architectural concept drawings are included in Appendix D. ULI Affordability Strategic Council proposes that the site could provide 455 units (421,411 RSF of residential) and 18,622 RSF of retail space. The site would be more valuable in terms of density and affordable units provided if the new city street shown in the FLUM, TOD, and Gateway plans was not constructed. The feasibility of adding a new roadway which connects across the rail line in this location is questionable and could mire the project in additional administrative and timing hurdles if not addressed prior to the development of the site.

Financials

Although the architect's analysis of the site at Justin Lane showed an ability to place upwards of 400 units on the site, our team did not find this as attractive at this time. A 9% Tax Credit deal is limited to \$1.5MM in credits, which generally translates into enough equity for 65-100 units in the 2018 9% tax credit funding round. A number of factors go into that calculation, such as building type and parking type. Surface parking costs much less than

podium or structured parking, for example. Therefore, if a design includes surface parking, more units can typically be built under the \$1.5MM credit cap.

Financial modeling for a 9% -funded project at the site, with a mix of larger units for families, including up to 29 3-bedroom and 12 4-bedroom units, shows an ability to place 100 units on the site, surface parked, for total development costs of \$18.6MM. This can be financed with tax credit equity and debt, and a small contribution from the City of Austin GO Bond fund pool in the amount of \$1.2MM. Some scenarios would allow the project to be developed without GO Bonds. Fee waivers, for example could alleviate the need for local funds as could more robust tax credit pricing (the model used a conservative .92 cents).

In this scenario, the City of Austin could promote both affordable housing at the site and leave some open space for use by the entire neighborhood. Site plans have not been developed, but it does seem possible to use only a portion of the site for housing while leaving the remainder for open space and connectivity to the rail station.

A 4% transaction with many more units at this site was not found to be viable at this time. We modeled 408 units, with a significant number of 3 and 4-bedroom units present. The total development costs were projected at more than \$80MM with a gap (after equity raised and debt) at more than \$30MM. This was a cursory analysis and clearly there are ways to change the unit mix, income levels served and building assumptions to lower the gap. However, initial indications showed that a pure 4% bond transaction at this site is not desirable. A mixed-income project at the higher density (408) units may be viable but would require additional analysis.

SUMMARY

The ULI Austin Affordability Strategic Council has identified Affordable and Mixed Income development on Government land as a key initiative to impact Austin's affordability. The five initial sites identified by the City of Austin Office of Real Estate Services are great opportunities for Affordable Housing development. Through analysis, the Affordability Strategic Council has ranked these five sites in decreasing order of impact opportunity as:

1. Health South
2. Justin Lane
3. Home Depot/Chrysler
4. McKalla
5. Winnebago

Initial architectural concept unit counts, and associated financials have been provided for Health South and Justin Lane. The availability of land for Affordable Housing development has a significant impact on the viability of such projects and with these parcels of land, the city has the opportunity to move such projects forward. The ULI Affordability Strategic Council is available to review these findings with staff or council and is available to answer any questions.

APPENDIX A – BRIEF EXPLANATION OF AFFORDABLE HOUSING FINANCE

Overview

The LIHTC program is the number one source of funding for affordable housing in the United States. It is a program authorized under the US Treasury Department and IRS Code and provides tax credits to corporations in exchange for their cash investment in affordable housing development. The program is administered at the state level by the Texas Department of Housing and Community Affairs. There are two types of credits – 9% credits (aka “competitive” tax credits) and 4% credits. For our purposes here, we will consider the 4% credits “unlimited” each year – meaning that if a project would like to use 4% credits, it will obtain an allocation of these credits, assuming the project meets threshold criteria for the program.

Competitive tax credits, or 9% tax credits, are limited. Each year, the IRS provides an allocation of credits to each state based on demographic factors such as population, income and housing need. The State of Texas has one of the largest allocations in the country and receives about \$60MM per year to be used across the state.

Texas divides its allocation among 13 regions (geographic areas) and 26 sub regions (urban or rural). Austin is located in Region 7 Urban and receives an allocation each year that translates into 3-4 Tax Credit Projects. It is important to note that a single project under Texas’ 9% program rules may receive a maximum award of \$1.5MM in credits. However, an allocation of credits is good for 10 years, meaning a \$1.5MM award is actually worth \$15MM (\$1,5MM x 10 years = \$15MM) in potential sources to the proposed project.

How the Financing Works

A project with an award of credits sells that award to an investor at a discount. Pricing might be anywhere from .86 cents to .98 cents per tax credit dollar. This brings equity, *that does not have to be repaid*, into the project. In turn, this allows the developer to reduce the amount of debt (mortgage financing) on the project. In return for this equity, the developer provides units at a discounted rental rate from market rents. Specifically, to people at 60% or less of the median income and/or to households earning 50% and 30% of the median income or less under current Texas rules.

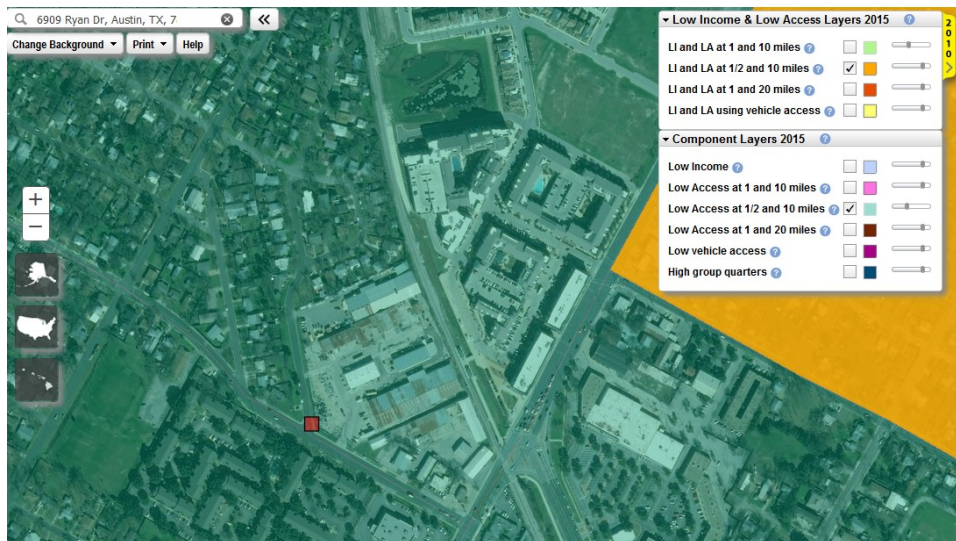
In general, a market rate development might be financed with 20% equity (cash) and 80% debt. A tax credit development is the opposite, with 80% of the costs financed by equity and 20% by debt. Finally, gap funding is also often required to make a tax credit it deals “whole” because the restricted rents do not support higher debt and credits per project are limited by TDHCA. General Obligation Bonds (GO Bonds) provides gap funding on most Affordable Housing projects.

APPENDIX B – DETAILED ANALYSIS OF FOOD SOURCE BY PROPERTY

Justin Lane - 6909 Ryan Drive is in Census tract 48453001504.

This tract is scored as **low-access (LA) at 1/2 mile** area – this means at least 500 people or 33% of the population lives farther than 1/2 mile (urban) from the nearest supermarket. The tract is green in the picture below. The red square marks the property site address.

Approximately 1,200 feet from a **low-income (LI) and low-access (LA) at ½ mile tract** (census tract 48453001804) – this means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the census tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This tract has a 35.3% poverty rate. This tract is yellow/orange in the picture below.



**Note: Screenshots all at same scale*

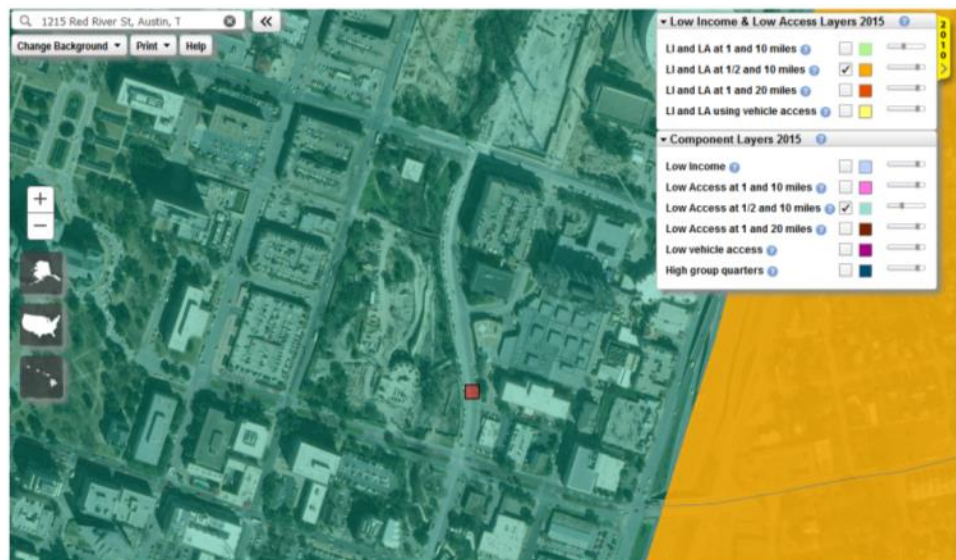
HealthSouth - 1215 Red River is in Census Tract 48453001100.

This tract is scored as **low-access (LA) at 1/2 mile** area – this means at least 500 people or 33% of the population lives farther than 1/2 mile (urban) from the nearest supermarket. The tract is green in the picture below. The red square marks the property site address.

Approximately 800 feet (across I-35) from a **low-income (LI) and low-access (LA) at ½ mile tract** (census tract 48453000803) – this means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the census tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This tract only has 16% poverty rate but lower than 80% median family income. This tract is included as yellow/orange in the picture below.

Approximately 950 feet (across I-35) from a **low-income (LI) and low-access (LA) at ½ mile tract** (census tract 48453000804) – this means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the census tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This tract has 48% poverty rate. This tract is included as yellow/orange in the picture below.

Approximately 1200 feet (across I-35) from a **low-income (LI) and low-access (LA) at ½ mile tract** (census tract 48453000901) – this means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the census tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This tract has 20.1% poverty rate. This tract is included as yellow/orange in the picture below.



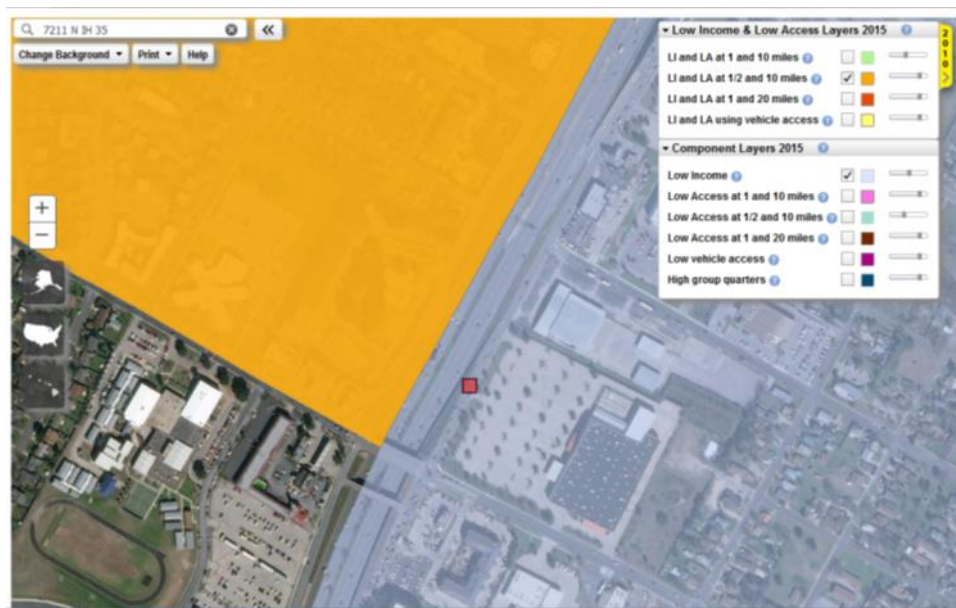
***Note:** Screenshots all at same scale

Home Depot/Chrysler - 7211 N IH 35 is in Census Tract 48453001812

No food access flag for this tract. Though low-income (see below) grocery availability is good.

Blue overlay below shows that the site tract is a **low-income tract** with poverty rate at 37%. The red square marks the property site address.

Approximately 250 feet (across I-35) from a **low-income (LI) and low-access (LA) at ½ mile tract** (census tract 48453001804) – this means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the census tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This adjacent tract has a 35.3% poverty rate. This tract is shown as yellow/orange in the picture below.

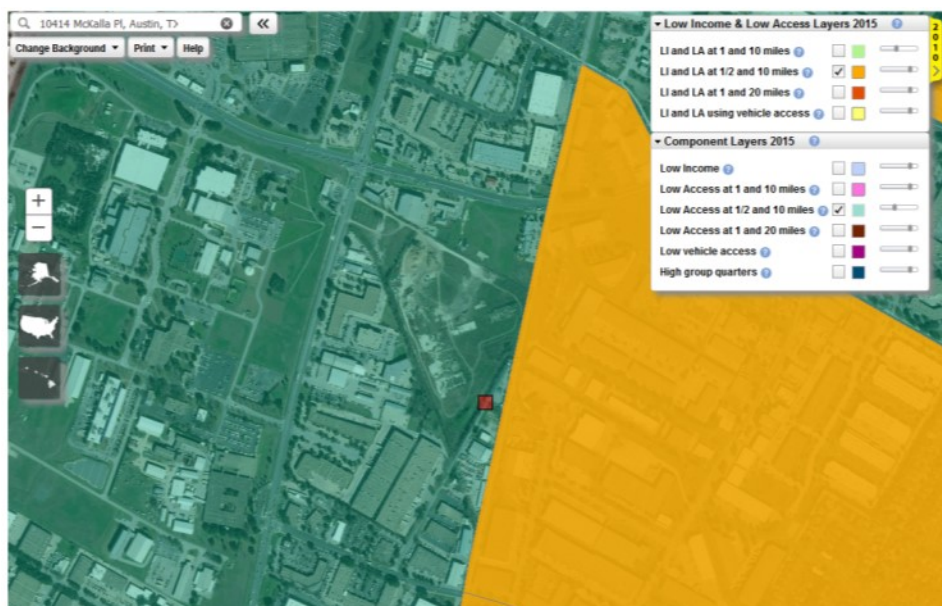


***Note:** Screenshots all at same scale

McKalla - 10414 McKalla Place is in Census Tract 48453001849.

This tract is scored as **low-access (LA) at 1/2 mile** – this means at least 500 people or 33% of the population in the tract lives farther than 1/2 mile (urban) from the nearest supermarket. The tract is green in the picture below. The red square marks the property site address.

Approximately 150 feet from a **low-income (LI) and low-access (LA) at ½ mile tract** (census tract 48453001821). This means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This adjacent tract has a 24% poverty rate. This tract is shown as yellow/orange in the picture below.



***Note:** Screenshots all at same scale

Winnebago - 4711 Winnebago Lane is in Census Tract 48453002431.

No food access flag for this tract. Though low-income (see below) grocery availability is good.

Blue overlay below shows that the site tract is a **low-income tract** with poverty rate at 22.1%. The red square marks the property site address.

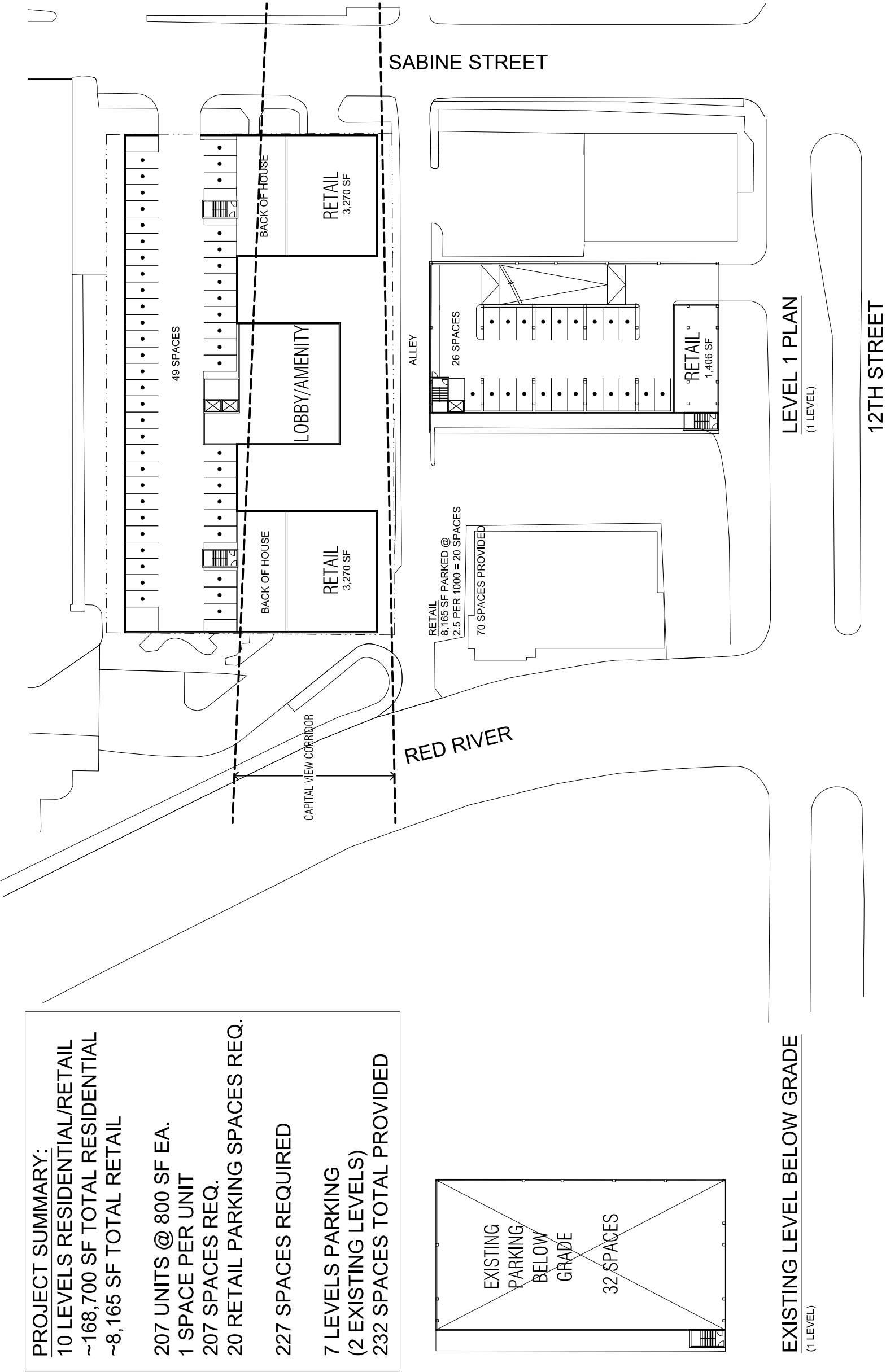
Approximately 1300 feet from a **low-income (LI) and low-access (LA) at ½ mile** tract (census tract 48453002411). This means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This adjacent tract has a 41.5% poverty rate. This tract is included as yellow/orange in the picture below.

Approximately 1300 feet from a **low-income (LI) and low-access (LA) at ½ mile** tract (census tract 48453002413). This means that in addition to the criteria above (500 people or 33% of population farther than ½ mile from supermarket) the tract also has either 20% poverty or median family income less than 80% of median family income for the state or metropolitan area. This adjacent tract has a 48% poverty rate. This tract is included as yellow/orange in the picture below.



***Note:** Screenshots all at same scale

*SITE IS LOCATED WITHIN CAPITAL VIEW CORRIDOR, WHICH IS INDICATED ON THE PLANS. HEIGHT CAPPED @ 65'

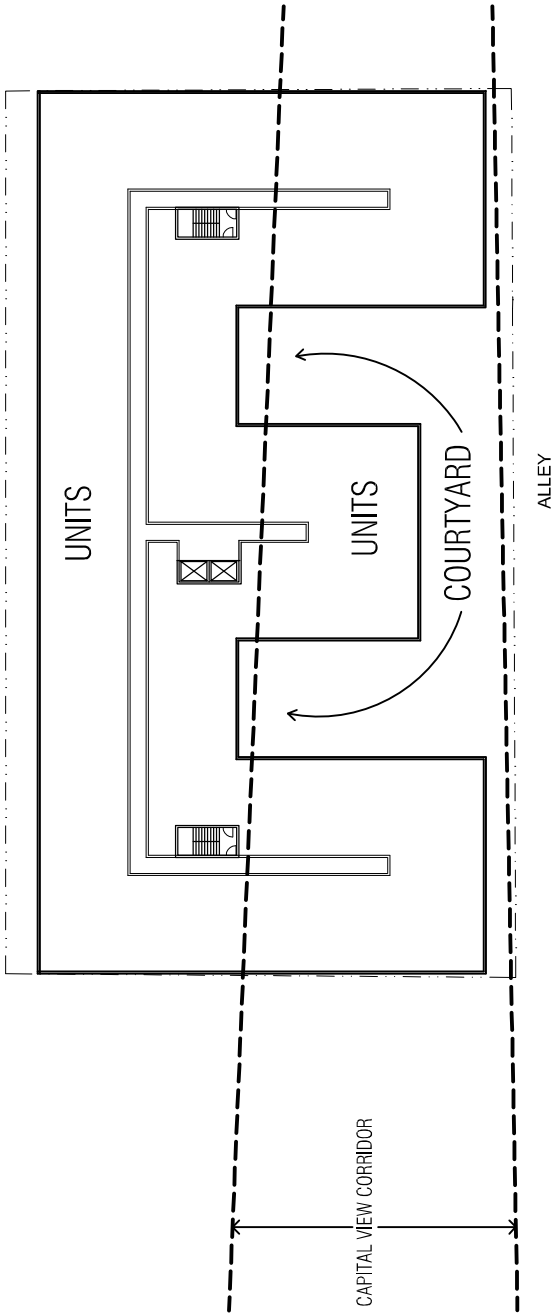


TYPICAL PLANS

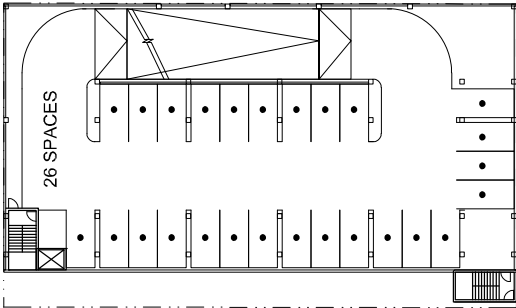
SCALE : 1" = 60'

CONCEPT DRAWING

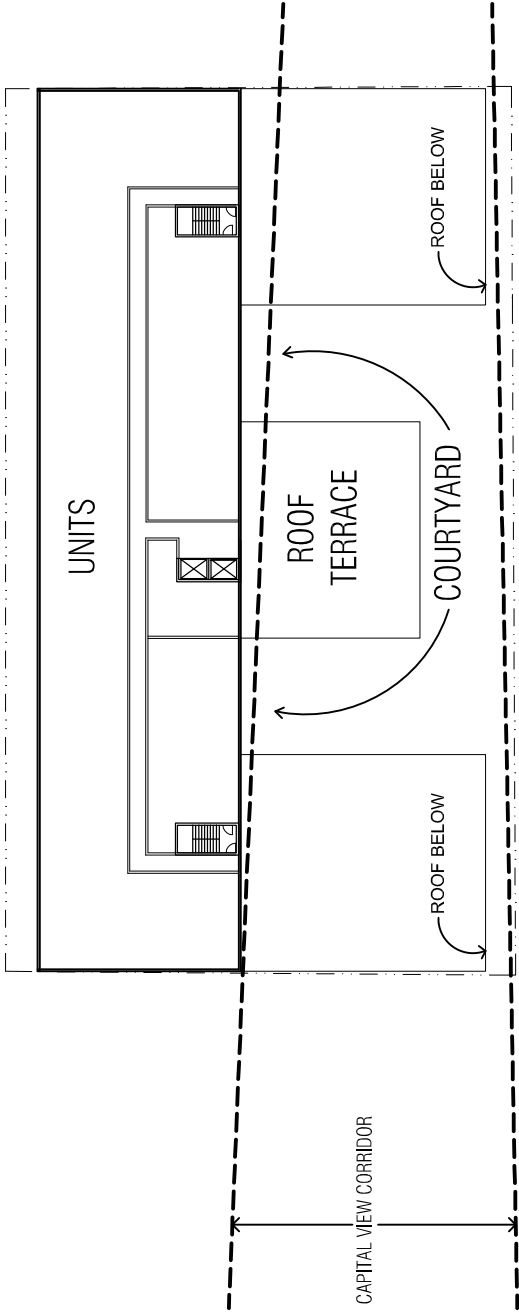
*SITE IS LOCATED WITHIN CAPITAL VIEW CORRIDOR, WHICH IS INDICATED ON THE PLANS. HEIGHT CAPPED @ 65'



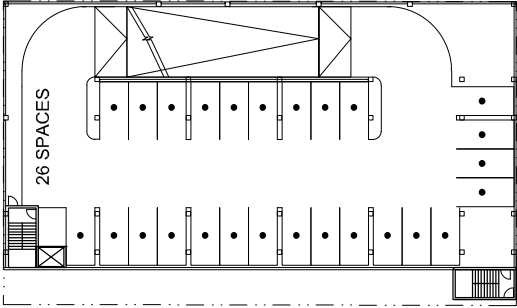
UNITS
26,857 SF PER LEVEL
33 UNITS @ 800 AVE SIZE
PERKED @ 1 PER UNIT
33 SPACES REQ. PER LEVEL
26 SPACES PROVIDED PER LEVEL



LEVEL 2 - LEVEL 4 TYPICAL PLAN:
(3 LEVELS)



UNITS
14,692 SF PER LEVEL
18 UNITS @ 800 AVE SIZE
PARKED @ 1 PER UNIT
18 SPACES REQ. PER LEVEL
26 SPACES PROVIDED ON LEVEL 5,
NO PARKING ABOVE LEVEL 5



LEVEL 5 - LEVEL 10 TYPICAL PLAN:
(6 LEVELS, PARKING GARAGE STOPS AT LEVEL 5)

TYPICAL PLANS

SCALE : 1" = 60' CONCEPT DRAWING

LEVEL 1:

RETAIL
18,622 SF PARKED @
4 PER 1000 = 75 SPACES

UNITS
68,676 SF
74 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
112 SPACES

185 SPACES PROVIDED
PLUS 74 SPACES IN 1 LEVEL OF
UNDERGROUND PARKING
IN SOUTH BUILDING

18,622 SF PARKED @
4 PER 1000 = 75 SPACES

68,676 SF

74 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
112 SPACES

~~(SEE L5 FOR OVERALL
PROJECT SUMMARY)~~

SCALE: 1" = 60'

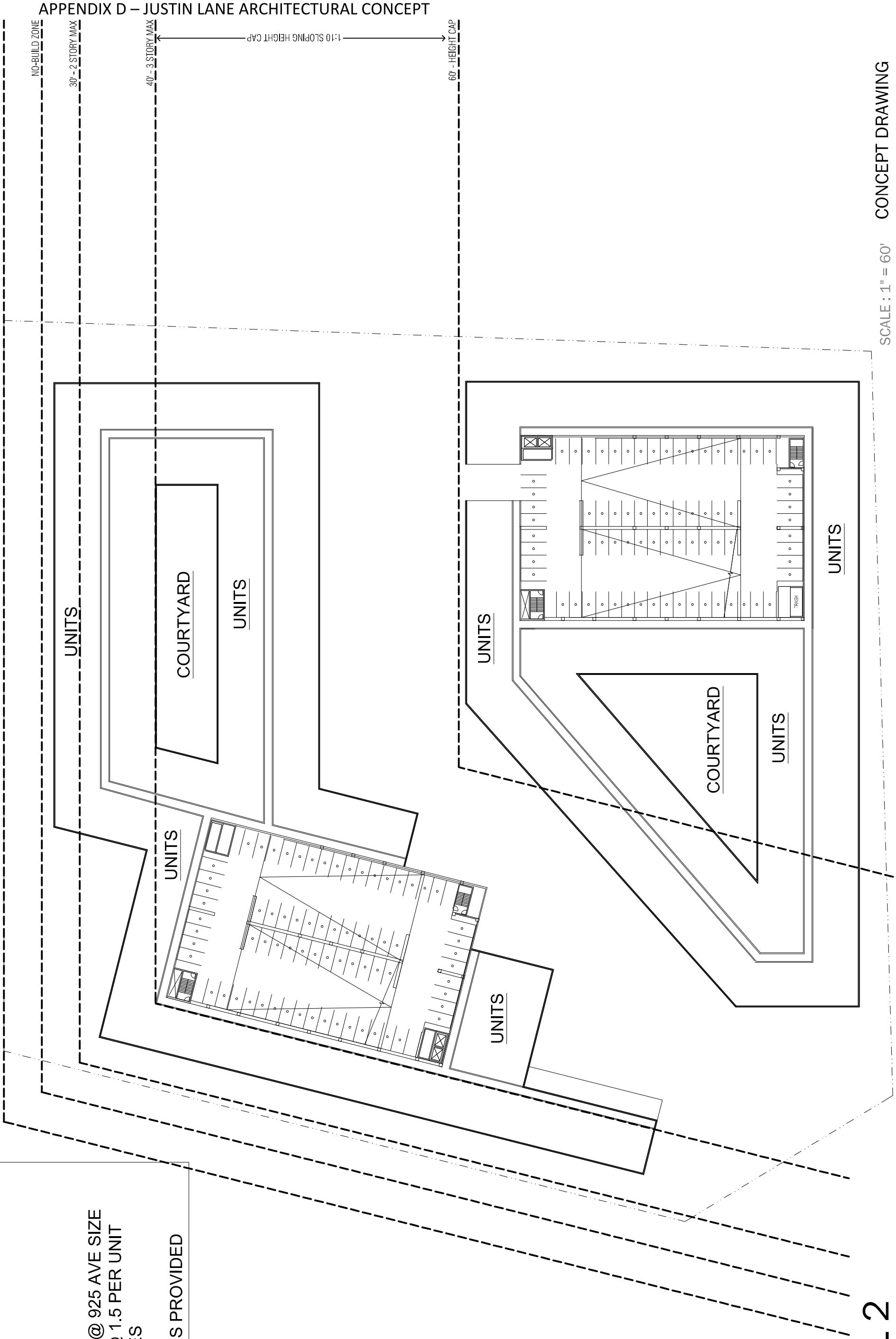
6909 Ryan Drive ULI Site Study

LEVEL 2:

UNITS

127,981 SF
137 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
205 SPACES

146 SPACES PROVIDED



LEVEL 2

SCALE : 1" = 60'

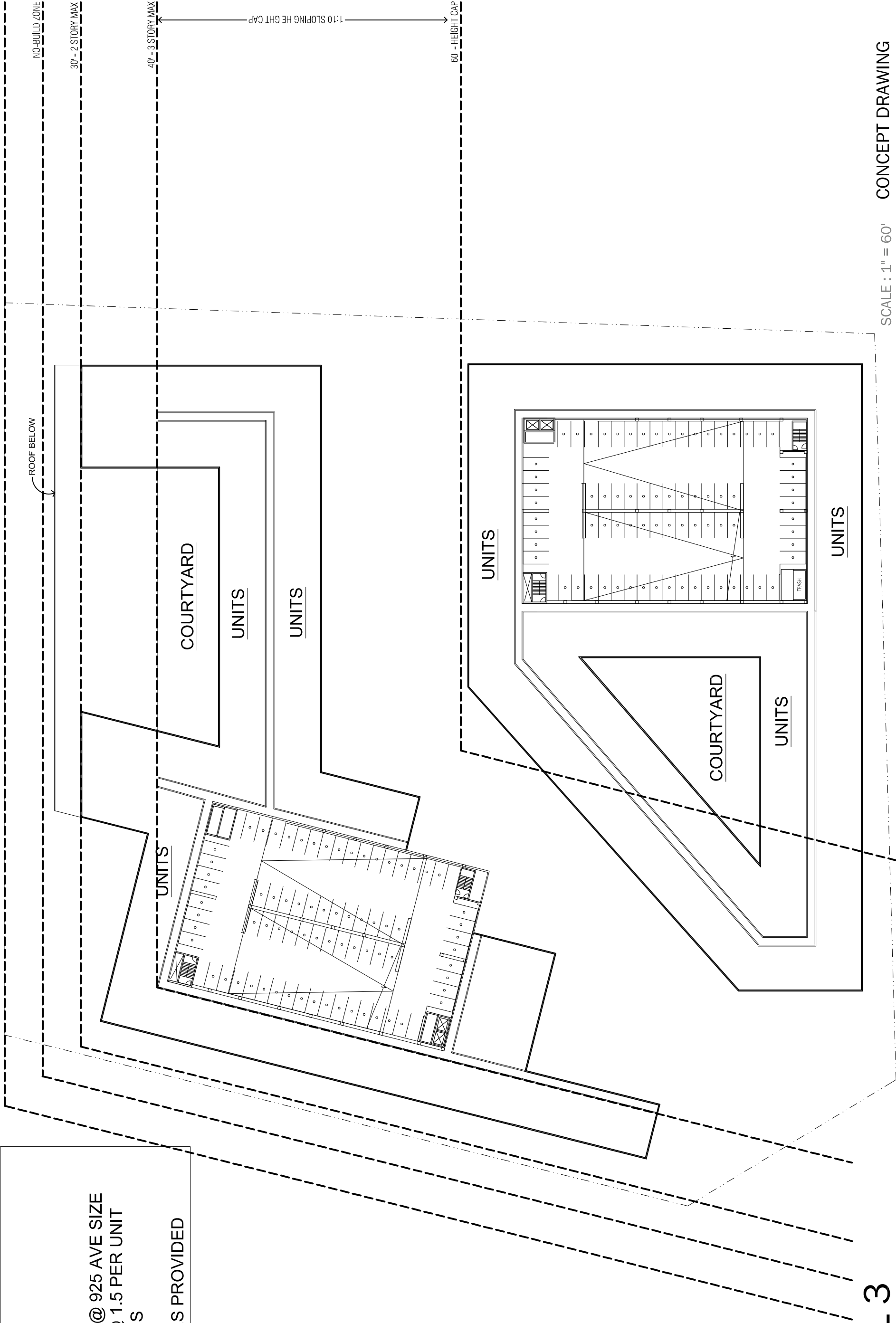
CONCEPT DRAWING

LEVEL 3:

UNITS

116,582 SF
125 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
188 SPACES

146 SPACES PROVIDED



LEVEL 3

SCALE : 1" = 60'

CONCEPT DRAWING

LEVEL 4

UNITS

80,695 SF

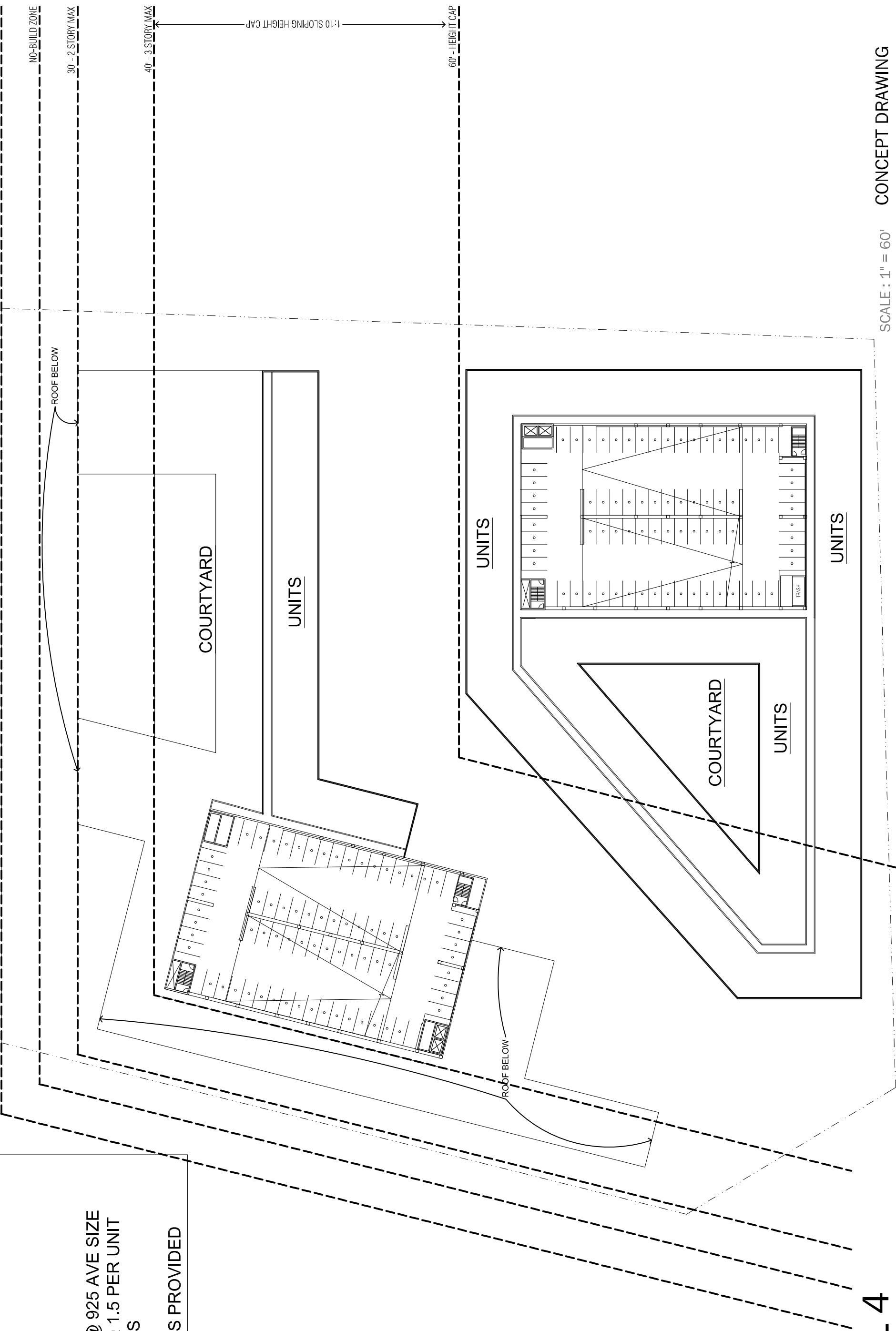
87 UNITS @ 925 AVE SIZE

PARKED @ 1.5 PER UNIT

130 SPACES

146 SPACES PROVIDED

APPENDIX D – JUSTIN LANE ARCHITECTURAL CONCEPT



LEVEL 4

SCALE : 1" = 60'

CONCEPT DRAWING

LEVEL 5
UNITS
27,478 SF
29 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
43 SPACES
74 SPACES PROVIDED

UNITS
27,478 SF
29 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
43 SPACES

74 SPACES PROVIDED

27,478 SF
29 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
43 SPACES
74 SPACES PROVIDED

29 UNITS @ 925 AVE SIZE
 PARKED @ 1.5 PER UNIT
 43 SPACES

74 SPACES PROVIDED

**PARKED @ 1.5 PER UNIT
43 SPACES**

43 SPACES
74 SPACES PROVIDED

74 SPACES PROVIDED

NO-BUILD ZONE

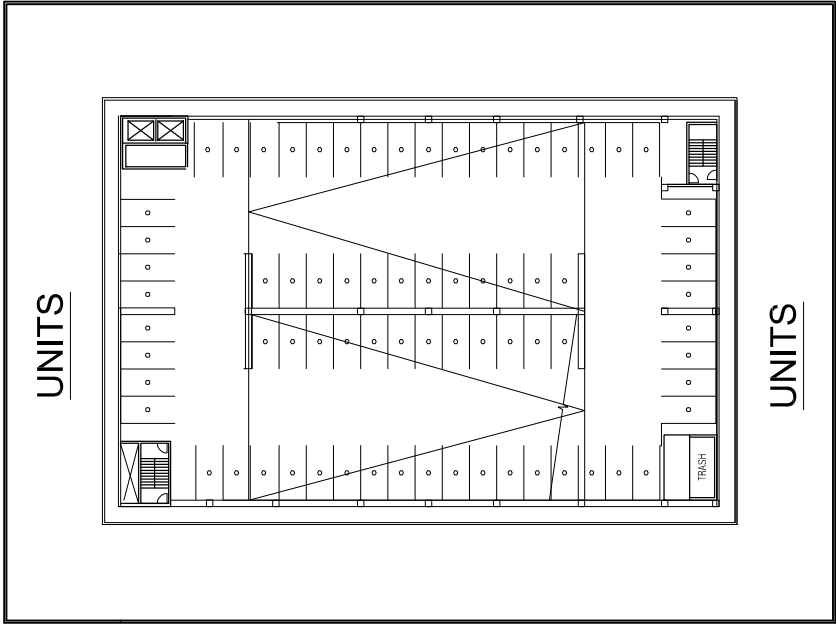
30' - 2 STORY MAX

30' - 2 STORY MAX

40' - 3 STORY MAX

→ 1:10 SLOPING HEIGHT CAP-

60' - HEIGHT CAP



TOTAL IN PROJECT;

RETAIL
18,622 SF PARKED @
4 PER 1000 = 75 SPACES REQ'D

UNITS
421,411 SF
455 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
683 SPACES REQ'D
758 TOTAL SPACES REQUIRED

771 SPACES PROVIDED

RETAIL
18,622 SF PARKED @
4 PER 1000 = 75 SPACES REQ'D

UNITS
421,411 SF
455 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
683 SPACES REQ'D
758 TOTAL SPACES REQUIRED

771 SPACES PROVIDED

18,622 SF PARKED @
4 PER 1000 = 75 SPACES REQ'D

UNITS
421,411 SF
455 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
683 SPACES REQ'D
758 TOTAL SPACES REQUIRED

771 SPACES PROVIDED

4 PER 1000 = 75 SPACES REQ'D

UNITS

421,411 SF

455 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT

683 SPACES REQ'D

758 TOTAL SPACES REQUIRED

771 SPACES PROVIDED

UNITS
421,411 SF
455 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
683 SPACES REQ'D
758 TOTAL SPACES REQUIRED

771 SPACES PROVIDED

421,411 SF
455 UNITS @ 925 AVE SIZE
PARKED @ 1.5 PER UNIT
683 SPACES REQ'D
758 TOTAL SPACES REQUIRED
771 SPACES PROVIDED

455 UNITS @ 925 AVE SIZE
 PARKED @ 1.5 PER UNIT
 683 SPACES REQ'D
 758 TOTAL SPACES REQUIRED
 771 SPACES PROVIDED

PARKED @ 1.5 PER UNIT
683 SPACES REQ'D
758 TOTAL SPACES REQUIRED
771 SPACES PROVIDED

683 SPACES REQ'D
758 TOTAL SPACES REQUIRED
771 SPACES PROVIDED

758 TOTAL SPACES REQUIRED	771 SPACES PROVIDED
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771 SPACES PROVIDED

SCALE: 1" = 60'

SCALE: 1" = 60'

LEVEL 5

SCALE: 1" = 60'

CONCEPT DRAWING