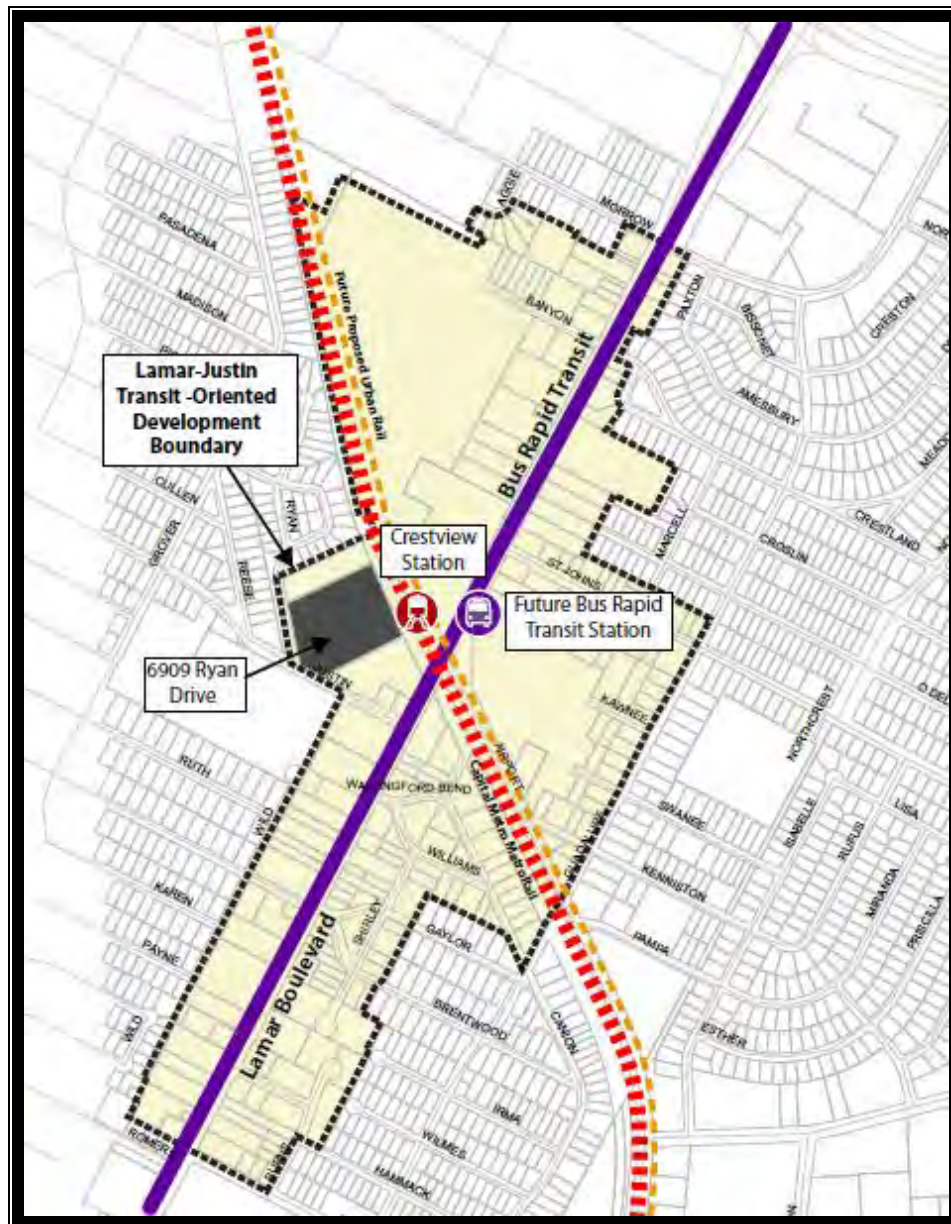




Lamar/Justin Lane Austin Energy Site: 6909 Ryan Drive Development Scenario Report May 10, 2013





Lamar/Justin Lane Austin Energy Site: 6909 Ryan Drive
Report in Response to Resolution No. 20130117-054
May 10, 2013

Submitted by:

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Introduction

On January 17, 2013, City Council passed Resolution Number 20130117-054 directing staff to evaluate and outline issues associated with redeveloping the Austin Energy (AE) owned property located at 6909 Ryan Drive, also known as the Lamar/Justin Lane site. The resolution asks staff to prepare a report that evaluates development scenarios to include:

- Use of the entire site as a park; and
- Use of the tract as a model energy-efficient, affordable, and family-friendly multi-family development and neighborhood pocket park.

The resolution further asks that the report detail:

- Austin Energy's current use of the site;
- Sites to which those functions could be relocated;
- Any environmental or other assessments that have been performed on the tract and their findings;
- Potential city and private resources that could support such redevelopment; and
- Structures and relationships for achieving the redevelopment scenarios; and
- Strategies for overcoming potential issues.

The following report outlines the community vision, current regulatory authority, site conditions overview, status of current Watershed Protection analysis, current use and potential relocation of Austin Energy activities, open space opportunities, public-private partnership opportunities, existing conditions and development scenarios.

Community Vision

Austin's vision of a family-friendly city is outlined in the City of Austin Families and Children Task Force Report of 2008. The report advocates for parks within a quarter-mile of every residence so that children can safely access play areas by walking or biking. It also cites research that multi-family, mixed-use and higher-density single family developments should be designed to meet children's and parent's needs for outdoor space. The report recommended that the City incorporate best practices to make Austin the most family-friendly city in the country, including creating play places within a quarter mile of central city residences and within a half-mile of those in suburban areas; and requiring family-friendly features in all Planned Unit Development (PUD) and Transit Oriented Development (TOD) districts.

The report also recommended that the City create maps indicating gaps where amenities are lacking in particular neighborhoods. The Parks and Recreation Department (PARD) created a Deficient Areas map. The Deficient Areas map identified the area around the Crestview Station as deficient.

The Crestview Neighborhood has been identified in the Parks & Recreation Long Range Plan (adopted by Council in 2010) as a deficient area for parkland. In addition, the Crestview/Wooten Neighborhood Plan indicates a need for a park in the area. The development of additional parkland was also identified as a high priority of the community during the Station Area Planning process, and thus this site has a TOD requirement that a minimum of half of the total parkland dedication ordinance requirements be fulfilled on-site.

During the development of the Long Range Plan, PARD held over 12 community meetings including at least two in the Crestview Neighborhood area. Their input resulted in a recommendation for locating a park in the TOD as their high priority. In December of 2012, after the passage of the Park Bonds, the Crestview neighborhood stakeholders met with PARD and Austin Energy staff to advocate for developing the City owned parcel within the TOD as a park.

Summary of the Lamar/Justin TOD Regulating Plan

In 2005, the City of Austin adopted Ordinance No. 20050519-008 creating Transit Oriented Development (TOD) districts around identified future transit stops. The TOD districts provide for development that is compatible with and supportive of multi-modal and pedestrian friendly communities. The 2005 ordinance set up a 2 phase process to establishing a TOD and its regulatory framework. Phase I of the process establishes the TOD boundary and the character of the TOD. In 2006, City staff began Phase II of the TOD process for the Lamar/Justin location. This phase was comprised of a Station Area Plan (Master Plan and Vision) followed by a Regulating Plan (rezoning and regulatory framework).

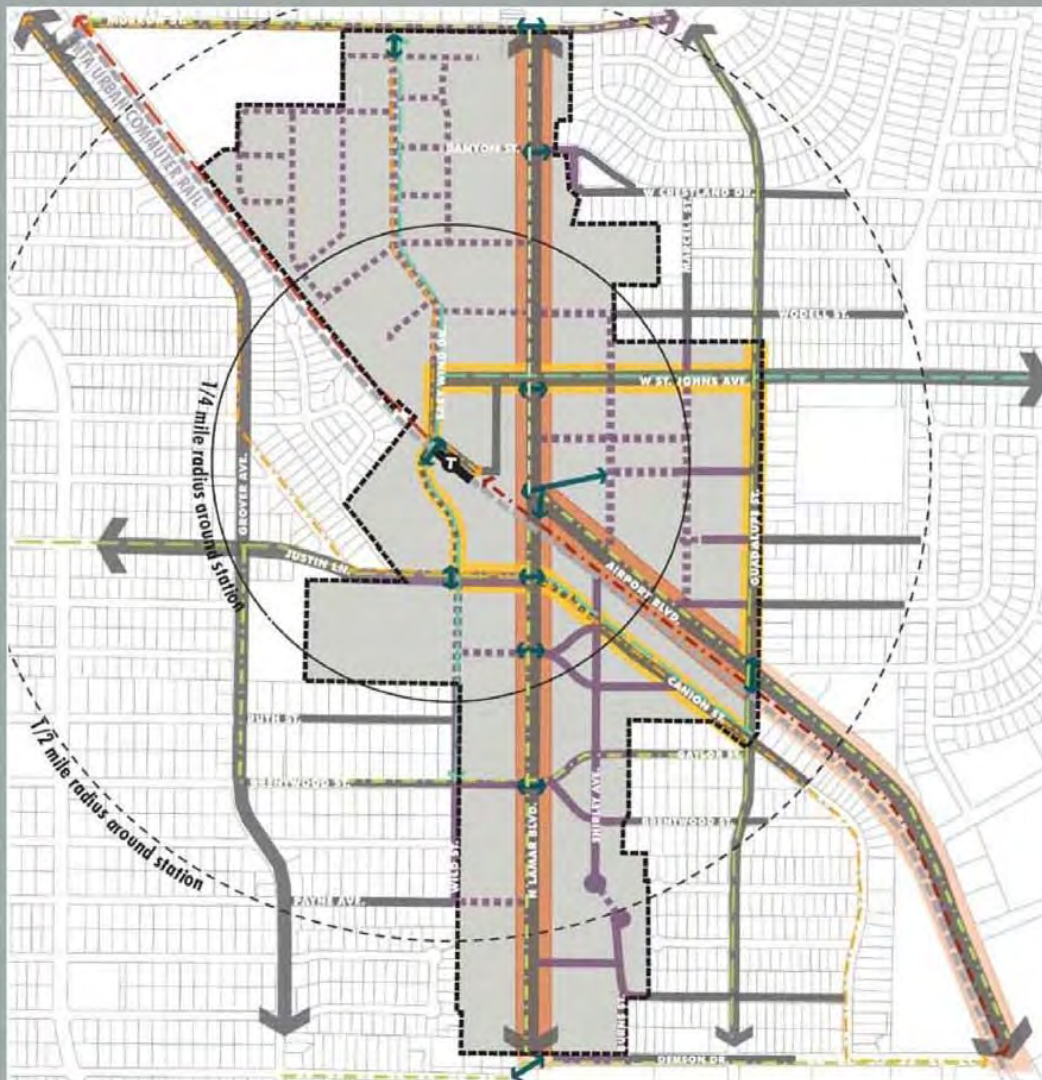
The adopted Lamar/Justin Station Area Plan took into consideration the goals of the Neighborhood Plans, which the TOD boundary overlapped, existing land use and zoning, access

to existing and future transit, as well as market conditions. With these factors as guides, the Station Area Plan provides an overall vision for how the Lamar-Justin TOD could develop into a community that supports multi-mobility and affordability. Staff then developed an accompanying regulatory framework based on this vision to provide site development tools that addressed building height limits, setbacks, density requirements, land use, building design standards, green infrastructure, affordability requirements, and more. Once adopted, the Lamar/Justin TOD Regulating Plan rezoned all properties with the boundary to TOD –NP and the Regulating Plan replaced 25-2 of the City of Austin Land Development Code, including Subchapter E: Commercial Design Standards.

The Lamar/Justin Station Area Plan re-envision this TOD as a thriving urban center with a distinctly neighborhood feel that reflects the surrounding community. Heavy traffic will still flow down Lamar and Airport Boulevard, but the considerations to the built environment will allow drivers to understand the multi-modal nature of the area. The intersection at Lamar and Airport will be transformed to accommodate increased foot and bicycle traffic between the Highland Mall development to the south Highland Village to the east, and Crestview Station to the north. The area will be retrofitted with a secondary street network that provides street calming and streetscape improvements. Pocket and linear parks, street trees, and other green elements are interspersed among the new development to soften the edges, to integrate the natural with the built environment, and to provide places for the TOD and TOD adjacent residents to recreate. The TOD will contain open space that is appropriate for community gatherings like a Farmer’s Market. The area will have a distinct urban and mixed use feel without feeling too dense or crowded. As Austin looks ahead over the next 20 years with the help of its comprehensive plan, “[Imagine Austin](#)”, the Lamar-Justin Regulating Plan is one tool already in place for growing as a compact and connected city and developing as an affordable and healthy community.

The following two maps illustrate the circulation and open space concept plans for the Lamar/Justin Lane Station Area Plan.

CIRCULATION CONCEPT PLAN



LEGEND

- | | |
|---|---|
| STREETS | EXISTING BIKE LANES |
| TOD CORE TRANSIT STREETS | RECOMMENDED BIKE FACILITY IN AUSTIN BIKE PLAN |
| TOD PEDESTRIAN PRIORITY STREETS | RECOMMENDED ADDITIONAL BIKE FACILITY |
| TOD LOCAL STREETS | PLANNED OFF-STREET BIKE FACILITY |
| POTENTIAL TOD LOCAL STREETS | POTENTIAL 'RAILS WITH TRAILS' ROUTE (Easement Required) |
| POTENTIAL NEW STREETS | (Alternate on-street alignments) |
| DESIGN STANDARDS CORE TRANSIT/FUTURE CORE TRANSIT STREETS | TOD DISTRICT BOUNDARY |
| PEDESTRIAN CONNECTIONS | METRORAIL STATION |

0 200 400 800 FEET

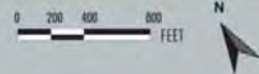


Lamar/Justin Lane Station Area Plan Circulation Concept Plan

[illegible]

- EXISTING STREETS
- POTENTIAL STREETS
- PRIVATE OPEN SPACE
- POTENTIAL PARK/OPEN SPACE
- 100 YEAR FLOODPLAIN
- 500 YEAR FLOODPLAIN
- EXISTING BIKE LANES
- PLANNED OFF-STREET BIKE FACILITY

-  PEDESTRIAN CONNECTIONS
-  RECOMMENDED BIKE FACILITY
IN AUSTIN BIKE PLAN
-  ADDITIONAL RECOMMENDED BIKE FACILITY
-  POTENTIAL 'RAILS WITH TRAILS' ROUTE
Easement Required
Alternate on-street alignments
-  TOD DISTRICT BOUNDARY
-  METRORAIL STATION



Lamar/Justin Lane Station Area Plan Open Space and Trails Concept Plan

Summary of TOD Public Outreach

In 2007, the City of Austin hired PB Placemaking to conduct station area planning activities for the Lamar/Justin TOD as well as the MLK and Plaza Saltillo TODs. With the help of City staff, the consultant hosted and shared a series of events with community members. In addition to community input, the Station Area Planning process was assisted by the Technical Advisory Group (TAG) made up of staff from several City departments including planning, transportation, public works, water resources, and emergency services representatives. Other stakeholders such as Capital Metro were also a critical part of discussions. The public involvement process took place over a two year period and included public meetings, hearings, and presentations to Planning Commission and City Council. Below is a summary of public involvement events during the station area planning process.

Date	Event
July 1, 2006	Capital Metro holds an Open House to display Station Shelters
October 2, 2006	PB Placemaking (consultant) provides presentation of Station Area Plans to Land Use and Transportation Subcommittee of City Council
February 28, 2007-March 3, 2007	The first TAG meeting is held with the project consultants and City staff present.
March 5, 2007	Kick-Off Meeting Community Meeting
April 26, 2007	First Community Charette held
April 27, 2007	TAG Meeting held
May 21, 2007 – May 23, 2007	TAG Meeting: Developer Input
June 28, 2007	Second Community Charette held
July 17, 2007	TAG Meeting: Affordable Housing Meeting
November 13, 2007	Public Meeting: Lamar/Justin Station Area Plan Public Meeting and Presentation to Land Use and Transportation Subcommittee of City Council

Summary of TOD Zoning Requirements for 6909 Ryan Drive

The property was rezoned from CS-NP to TOD-NP in 2008 via ordinance No. 20081211-086.

TOD Mixed Use Subdistrict: TOD Mixed-Use is the most intensively developed land use zone and will typically be expressed as high density residential over active ground floor uses, such as retail. This land use designation is concentrated near the Crestview Metro Rail station and along primary streets that lead to it.

Density:

- Minimum Density: None, but two-story minimum requirement
- Maximum Density: 45 DU/Acre, can be waived with a density bonus

Connectivity: Because the site is over 5 acres, the TOD requires the site to be broken with streets into smaller blocks not to exceed a 660 ft. block face length or 1800 ft. block perimeter. Justin lane is designated as a Pedestrian Priority Roadway requiring a 12' sidewalk consisting of a 7' planting area and 5' hardscaped clear zone.

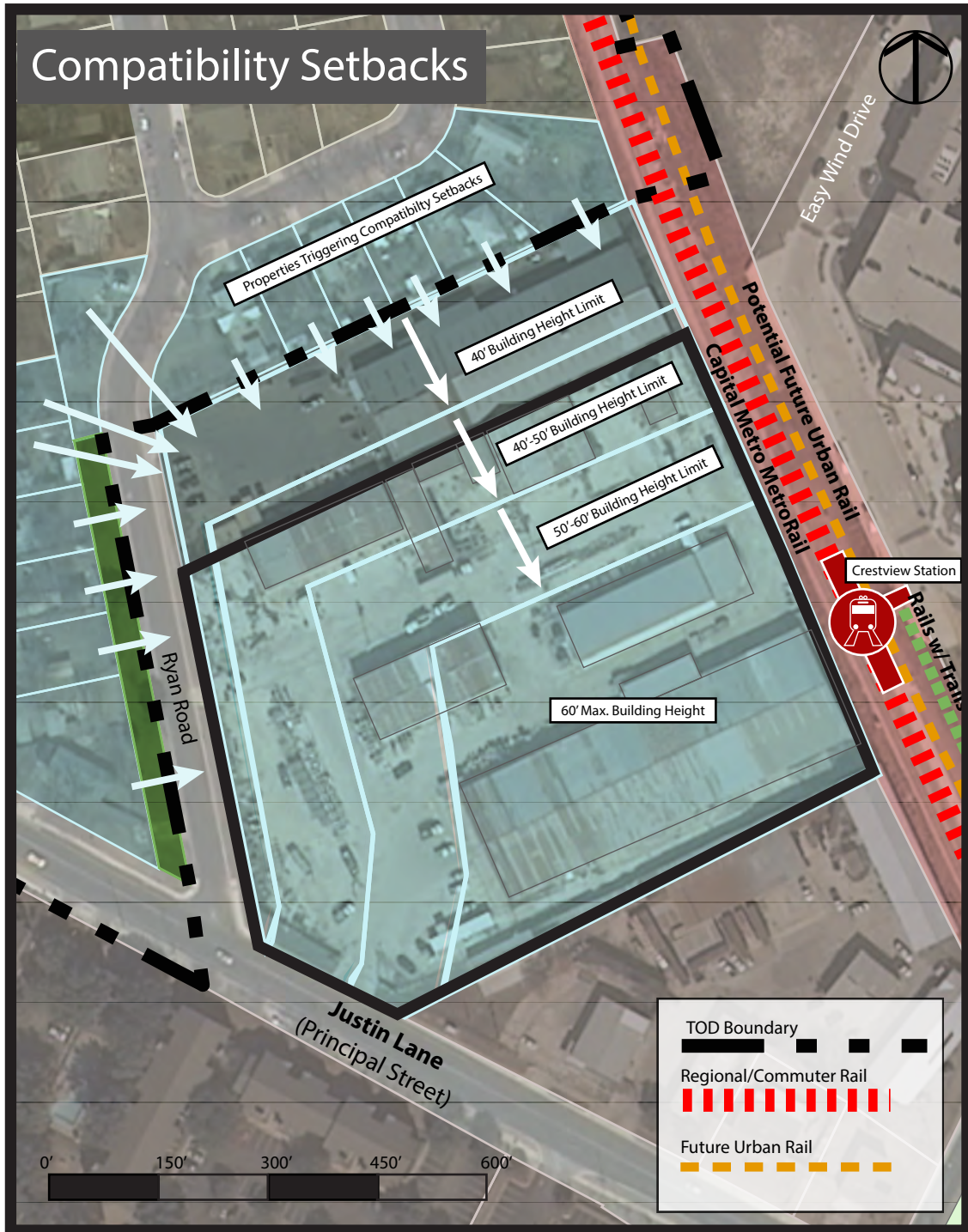
General Site Development Standards:

- Impervious Cover: 95%
- Setbacks: No minimum or maximum rear, interior, side, or street side yard setbacks except as required to comply with streetscaping, building height, and compatibility requirements. Compatibility can be waived with a Density Bonus (See Compatibility Map below).
- FAR: 2:1, but can waive with a Density Bonus
- Maximum Building Height: 60'
- Principal Street: Justin Lane
- Building Frontage: 50%
- Minimum Parking: 40% reduction of LDC Appendix A requirement. Can reduce an additional 10% by providing bicycle and shared parking amenities on site.

Green Infrastructure: Minimum of 75% of required Water Quality Volume (WQV) must be treated on-site using green infrastructure.

Open Space: Minimum of 2% of net site area shall be devoted to private common open space or pedestrian amenities as described in the Regulating Plan. Also requires a pocket park with a minimum area of 0.5 acres. **NOTE:** The development of additional parkland was identified as a high priority of the community during the Station Area Planning process, and thus this site has a TOD requirement that a minimum of half of the total parkland dedication ordinance requirements be fulfilled on-site.

Compatibility Setbacks



Site Overview

The Austin Energy owned site at 6909 Ryan Drive is 5.602 acres, located at the northeast corner of Justin Lane and Ryan Drive, just west of the intersection at Airport Boulevard and North Lamar Boulevard. This site is adjacent to the Crestview Metrorail Station and in the Lamar Boulevard/Justin Lane TOD. The property is also near Brentwood Elementary School, an academically recognized school and in what has been identified as a “very high opportunity” area.

The topography of the site is relatively level with minimal landscaping. It contains eight industrial structures, perimeter chain link fencing and 100% impervious cover from buildings and asphalt covered parking/driveway/yard areas. The site is served by City of Austin water, wastewater and electric utilities, gas through TXU Corporation and telephone service through AT&T.

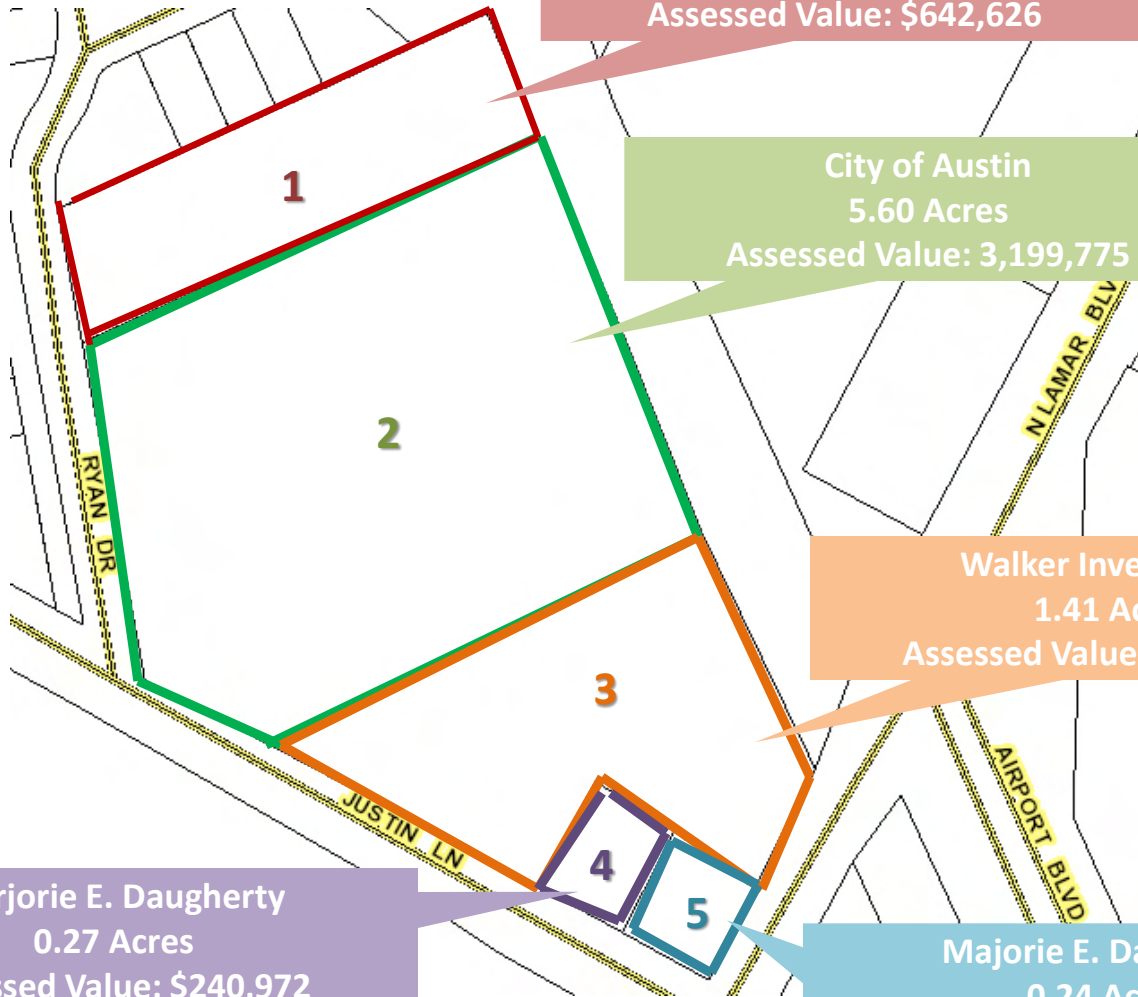
There are no known environmental hazards on the site however; it is recommended that an Environmental Assessment be prepared that includes environmental/soil testing prior to any development of either parks or housing.

The eight buildings on the site are primarily wood frame with metal siding exteriors. Six of the buildings were built in the late 1940's and two in the late 1960's. All are in relatively poor condition and would need to be tested for asbestos and lead based paint prior to removal of the structures. Removal of the structures, chain link fencing and asphalt will be an additional cost to the project.

The following map and photos show the location of the existing AE property and identifies adjoining properties as well as existing property conditions.

Site Area

9.03 Acres Total



Current Site Conditions



Summary of Watershed Protection Analysis

Watershed Protection Department (WPD) is building a detailed computer model that will allow staff to simulate the effects of locating many, small-scale detention devices (primarily green infrastructure elements like rain gardens, rain barrels, porous pavement) distributed throughout the Brentwood neighborhood. Currently, the drainage system is outdated and undersized, resulting in frequent flooding of streets, yards and buildings. Traditional solutions - like large centralized detention basins or upsized underground pipes - have price tags that surpass the Drainage Utility's means. This modeling exercise is the first stage in building a feasibility plan for these types of controls in this neighborhood. If the modeling exercise indicates technical feasibility then WPD staff would begin to work with individual property owners to gauge interest in participating in this decentralized approach to stormwater management. All parcels of open space will be investigated at the feasibility level including right-of-way (ROW), easements, city-owned parcels, other public and private lands. The Austin Energy tract is one of hundreds being reviewed for feasibility. The feasibility phase of this project is scheduled to be complete by November 2013.

Redevelopment of the AE site provides an opportunity to remove existing impervious cover and to use any open space and/or landscaped areas as small scale green stormwater infrastructure. Removing impervious cover incrementally reduces the amount of runoff from the site to the storm drain system, while capturing offsite runoff in open space/landscape areas (green infrastructure) provides additional detention of runoff, further reducing downstream flooding in the neighborhood.



Rain garden that treats stormwater runoff from parking lot at One Texas Center

Summary of Austin Energy Relocation Information

The Lamar/Justin Lane site is currently used by Austin Energy (AE) for 4 primary purposes.

1. Relay Panel testing, assembly and storage;
2. Reclamation operations - which recovers materials from retired infrastructure and prepares them for return to inventory or for salvage or public sale to reduce cost and minimize waste streams;
3. Substation, distribution and transmission construction staging; and
4. General storage for multiple AE business units.

Austin Energy has begun the planning needed to relocate these activities and has completed the needs assessment as shown below. A location near existing AE facilities, primarily Kramer Lane Service Center, is critical for all activities currently at the Justin site in order to minimize drive times and carbon production and maximize overall work efficiency. Approximate space requirements and anticipated locations:

1. Relay Panel Shop: 8,200 square feet climate controlled space. Relocation to an existing AE facility near Kramer, after completing improvements, is used for planning and budgetary estimates.
2. Reclamation operations: warehouse 28,000 square feet, office 7,500 square feet, equipment lay down of 15,000 square feet. AE planning analysis considers use of new leased space near Kramer for budgetary estimates.
3. Substation and transmission construction staging: 12,900 square feet outdoor laydown; 8000 square feet covered outdoor laydown, 25,000 square feet indoor storage. Planning and budgetary estimate considers outdoor storage to be at Kramer site, after relocating other City functions, indoor needs would be met by new leased space near Kramer.
4. Distribution Construction: 10,600 square feet laydown. For planning purposes this is anticipated to be at the Kramer site after relocations of other city departments.
5. Facilities Management: 20,000 square feet indoor storage. For planning purposes this is in new leased space near Kramer.
6. IT storage: 6,500 square feet indoor, 5000 square feet laydown, 3500 square feet covered laydown. For planning purposes this has been identified as new leased space.

Using the relocation strategies and needs above, Austin Energy estimates that the implementation cost for relocation from the Justin/Ryan site would be about \$3.0 M +/- 20%, and could be completed by October 1, 2015 if the necessary budgets are included in the 2015 budget. Recurring lease costs of \$528,000 per year would be included in future budgets. The additional space proposed to be utilized at the Kramer Lane site is dependent upon completing the exchange of that property with Austin Water Utility (AWU), as currently planned. AE's use of that space will necessitate the relocation of other City departments currently using the site. Costs or requirements for their relocation are not included in the AE estimates and could impact the schedule for AE to relocate. AE has not included any demolition costs in the estimate for the Justin/Ryan property and assumes it will be sold as is.

Open Space Opportunities

One of the challenges in acquiring parkland in many inner city neighborhoods is the availability and affordability of land. The Crestview Neighborhood falls within that category. Because of these challenges, the Parks & Recreation Department (PARD) tries to search for other opportunities such as City owned land that is under-utilized or partner with other groups, such as AISD, to develop new recreational opportunities on their property. The Austin Energy property at 6909 Ryan Drive, could offer an opportunity for future recreation. The funding for these amenities would come from various sources, such as the 2006 and 2012 General Park Bonds as well as from Parkland Dedication Fees collected from surrounding developments. In addition to this property, two other sites have been identified by area stakeholders as potential park sites. The following provides background on each of those sites.

North Austin Optimist Youth Association

The North Austin Optimist Youth Association is a non-profit organization that provides youth baseball, softball and cheerleading primarily to Austin residents. This 14-acre private property adjacent to the northwest corner of the Lamar/Justin TOD is located inside the PUD approved in 2004 through Ordinance 040414-50. The portions of the PUD ordinance related to Open Space provision are as follows:

22. A minimum 17.4 acres of the Property shall be open space. Open space may include a community recreation (private or public) use. Required setback areas may not be included as required open space except for the setback areas within a community recreation (private or public) use.

23. Open space required under Section 22 will be credited toward parkland dedication required for a residential subdivision within the Property, in accordance with Chapter 25-4, Article 3, Division 5 of the Code. An 80 percent credit will be allowed for privately owned and maintained park and recreational facilities, and a 100 percent credit will be allowed for land dedicated as parkland to the City.

As the majority of this development's parkland dedication requirement was satisfied with this private facility, the development's parkland dedication requirements were essentially waived. Since this property is privately owned, it is not a consideration for alleviating the Crestview neighborhood park deficiency.

Rezniceck Ball Fields

The Rezniceck Ball Fields (401 St. Johns Ave) are located just east of Lamar Boulevard in the Highland Neighborhood. Like the neighboring Crestview Neighborhood, the Highland Neighborhood is also park deficient. The 7.3 acre property between W. St. Johns Avenue and Swanee Drive is managed by WPD. PARD staff negotiates annual leases with the University Hills Optimist Club that allows them to construct and maintain facilities for youth baseball. Current lease language has been interpreted by the Optimist club to mean that they must exclude other

uses from the park due to City liability issues. Therefore, the gates to most of the fields are locked and not accessible to the rest of the neighborhood.

The current use of Rezniceck Field aligns with PARD's mission for recreation. Therefore, there is not a strong interest in removing the organized youth sports from the field. PARD does, however, support allowing additional recreational uses at the tract and could collaborate with WPD to provide the Highland Neighborhood with some recreational amenities on the property. Staff from PARD and Watershed would hold stakeholder meetings to determine desired uses for the property if such an opportunity for open use were presented. Since the land is currently deeded to Watershed for stormwater management purposes, and since this property is the only available land in this part of the Waller Creek watershed, staff recommends continuing to move forward with the proposed biofiltration facility, attempting to fit in within the existing and proposed recreational uses of the property.

PARD's goal is to provide parkland for neighborhoods that do not require crossing major arterials, such as Lamar Boulevard, for recreational opportunities. Creating parks on both sides of Lamar Boulevard near St. Johns Avenue would give neighbors on both sides of the street accessible recreational opportunities.

Public-Private Partnership for Redevelopment

The City has participated in a number of public-private partnerships on City owned land whereby the City sells property through a Request for Proposal process. Through the RFP process, the City provides some incentives to the development to incorporate public benefits as a condition to the sale. Austin Housing Finance Corporation (AHFC) also has experience in these partnerships where AHFC is a development partner and owner of the project. Potential financial resources or financing mechanisms for land acquisition and development could include the following:

- AHFC Private Activity Bond Authority
- AHFC property tax abatement to reduce tax liability
- Austin Energy loan to AHFC for purchase of the property overtime
- HUD 221(d)4 mortgage
- Section 380 Agreement
- PARD Bond funds for acquisition of park land

AHFC could purchase the site from AE to create a model energy efficient, family friendly mixed-use development with adjacent public park open space and neighborhood amenities. AHFC would create a public-private development partnership with a multi-family/mixed-use developer and equity partner to increase affordability options and ensure long term affordability. AHFC would own the property and ground lease the property back to the development partnership for 99 years. A HUD 221(d)(4) mortgage could be a likely source of

financing and provide flexibility for a mixed income community that includes both affordable and market rate units. This mortgage product does not require affordability so the development can incorporate a larger percentage of market rate units that will be necessary to support the debt on the project and allow for some units to serve households with incomes between 30% and 50% median family income (MFI). Additional City resources may also be necessary to fund the entire project. It is anticipated the terms of this agreement would include a cash flow split with AHFC so any investment by AHFC will be repaid and available for future affordable housing projects.

Existing Conditions

Development on this site could support and promote a number of Austin's TOD Principles by:

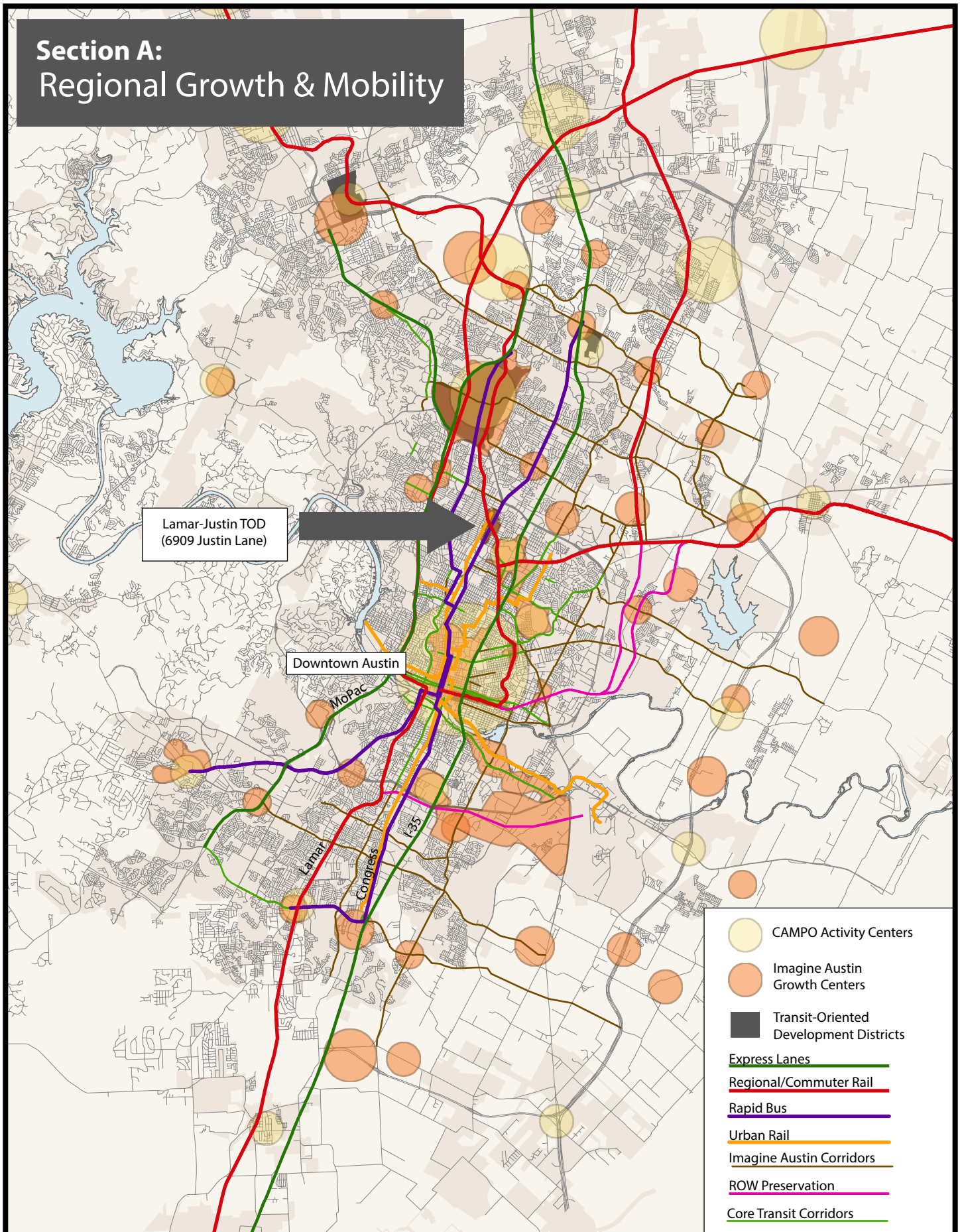
- developing an active, livable, family-friendly place;
- creating a sense of place and including high quality public spaces with parks, plazas and gathering places for the neighborhood;
- ensuring good urban design and incorporating creative parking strategies so parking is not a dominating design factor;
- transitioning density and buffering the surrounding neighborhood;
- creating compact development with sufficient density to support transit ridership within easy walking distance of transit stops;
- promoting development that accommodates people on foot; and
- incorporating retail into the development.

TOD developments should attract diverse, mixed-income households. Probably the most difficult segment to attract to higher density TOD development is families with children. Generally, TOD development caters to households without children however, it is possible to attract families with children however, if the school and amenity quality is high.

6906 Ryan Drive is located at the heart of the adopted Lamar/Justin TOD Zoning district. In addition, the site is located directly across from the Crestview MetroRail Stop on Capital Metro's commuter rail line. This particular property has the potential to address several City of Austin priorities including, focusing growth towards multi-modal hubs, providing affordability in close proximity to public transit, providing quality open space within a ¼ mile of neighborhood centers, and providing connectivity to help balance our over congested corridors while creating walkable neighborhoods.

The remaining report will provide detailed information on existing conditions and the importance of this site in the context of regional growth and mobility, local initiatives and adjacent projects. In addition, staff has provided three possible development scenarios, which illustrate a range of development intensities on the site for Council consideration.

Section A: Regional Growth & Mobility



Regional Growth and Mobility

Austin is already experiencing transportation challenges. Current conditions highlight the drawbacks of depending too much on one mode of travel. Austin is also one of the fastest growing areas in the country with some of the worst congestion in the United States. We are continuing to grow and as travel times lengthen it is clear that we do not have enough capacity in our current transportation system to handle the increasing number of trips generated by Austin's growing population. Central Texas recognizes these challenges and has adopted a regional approach to mobility by linking land use and transportation. Commuter Rail, MetroRapid Bus, local and flyer bus services, as well proposed future urban rail will intersect at Airport Boulevard and Lamar Boulevard, which lies at the center of the Lamar-Justin TOD. This provides tremendous opportunity to begin relinking land use, affordability, transit, and open space together.

CAMPO

The Capital Area Metropolitan Planning Organization or CAMPO is the Transportation Policy board tasked with allocating and awarding funding assigned to the five county central Texas Region; Hays, Bastrop, Williamson, and Caldwell. In 2005, with direction from the CAMPO Transportation Policy Board, staff explored alternative future growth patterns for 2035 based on the data and community input gathered through the Envision Central Texas (ECT) planning efforts. Rather than relying on trend analysis forecasting (where researchers collect information and attempt to find a trend on which to lay out growth scenarios), ECT as well many national studies demonstrated that focusing development patterns in walkable activity centers can reduce the negative impacts of development, increase the efficiency of the transportation system, and shorten commute times. The CAMPO 2035 Plan balances these activity centers with adopted local and neighborhood plans to insure that while looking regionally the plan still reflects local values.

Project Connect

Project Connect is aimed at implementing the high-capacity transit component of the CAMPO 2035 Regional Transportation Plan. In 2013, Project Connect regional partners (City of Austin, Capital Metro, the Lone Star Rail District and CAMPO) under the leadership of the Transit Working Group (TWG), officially unveiled a regional high-capacity transit vision that will keep Central Texas connected. Using the CAMPO Growth Concept Map as a base, the regional vision integrates express lanes on highways, existing and new rail service, and rapid transit as components. When this system is connected to the local bus, bicycle, and pedestrian network, it will provide real improvements in the region's mobility and connect cities and major activity centers throughout Central Texas while adding people-moving capacity to our transportation system.

All Systems Go!

Service Plan 2020 and All Systems Go (ASG) provide the service-planning framework for Capital Metro including MetroRail, local and flyer bus routes, and MetroRapid Transit. This systems map has been integrated in the Project Connect program so all our transportation components;

urban rail, commuter rail, Bus Rapid service, and express lanes can support one another in one network to making access to the region easier. The current All Systems Go! Plan is being updated as part of the regional transportation planning efforts.

Imagine Austin

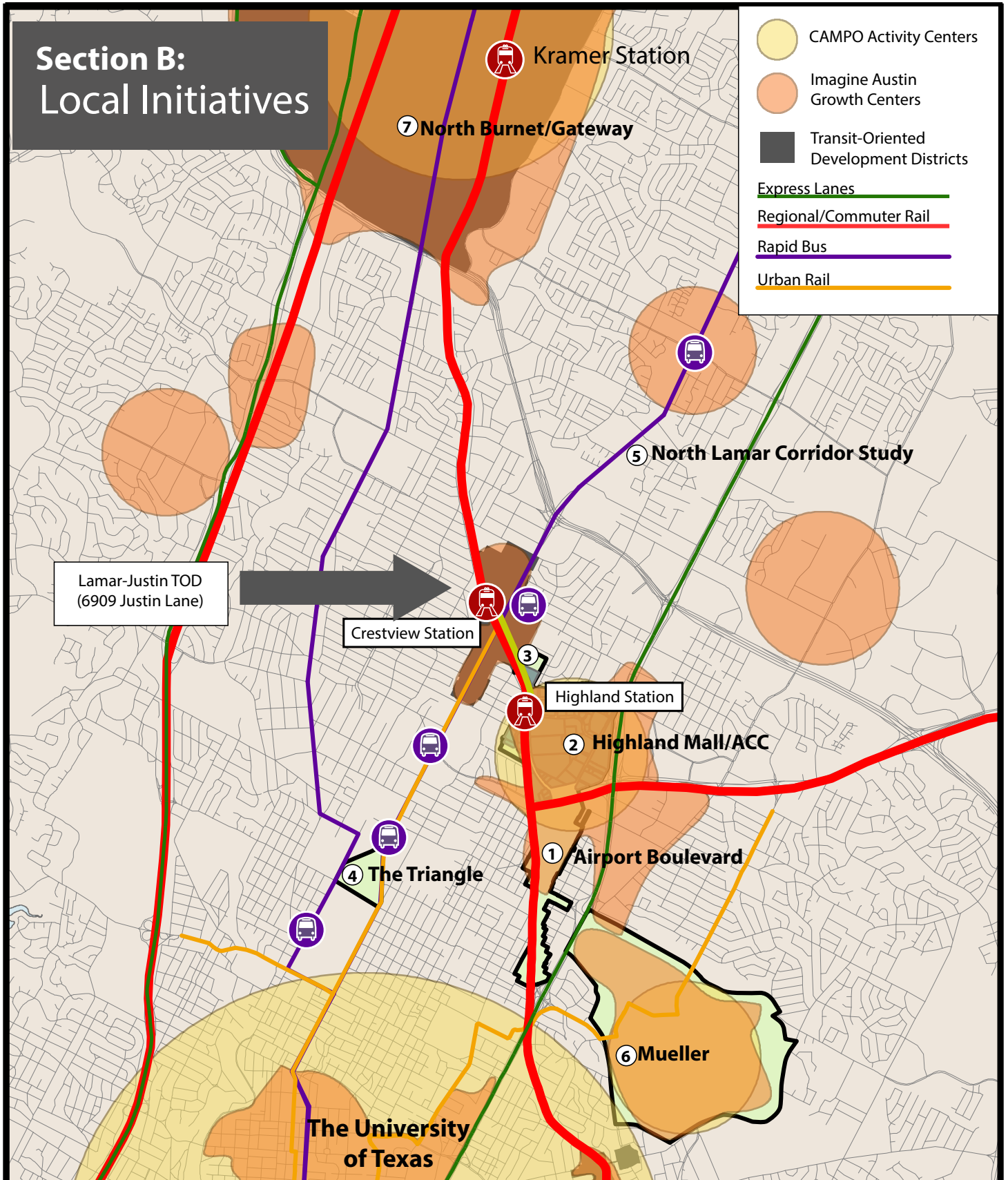
Imagine Austin is the City of Austin's 30-year plan for the future. The Plan addresses land use planning and quality of life issues such as investing in our creative economy and advancing healthy and affordable living. Relevant to the Lamar-Justin TOD, the Imagine Austin Plan sets up Priority Programs and a Growth Concept Map for achieving this 30 year vision. The TOD program is one tool that the City of Austin already has in place to achieve the goals of the priority programs. Some of these include:

- invest in a compact and connected Austin
- sustainably manage our resources
- use green infrastructure to protect environmentally sensitive areas and integrate nature into the city, and
- develop and maintain household affordability throughout Austin

The Growth Concept Map is the culmination of four maps that lay out key environmental features, transportation connections, and growth patterns. The map assembles compact and walkable activity centers and corridors, as well as job centers, and coordinates them with future transportation improvements. The Growth Map identifies centers and corridors that would allow people to reside, work, shop, access services, people watch, recreate and hang out without traveling far distances. The final Growth Center Map shows how Austin should coordinate transportation features – roads, transit, and urban trails – with activity centers and corridors.

Imagine Austin identifies the Lamar/Justin TOD as a "Town Center". Town Centers are less intense than regional centers, but are where many people live and work. Town Centers have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. Buildings found in a Town Center will range in size from one-to three-story houses duplexes townhouses and row houses to low-to midrise apartments, mixed use buildings and office buildings. These centers will also be important hubs in the transit system and range in size between approximately 10,000-30,000 people and 5,000-20,000 jobs.

Section B: Local Initiatives



Local Initiatives

The site's location within the Lamar-Justin Transit-Oriented Development makes it an important factor in realizing Austin's multi-modal, compact growth, and affordability goals. Lamar Boulevard and Airport Boulevard are heavily used urban corridors. Airport Boulevard dead ends into Lamar Blvd. creating an intersection that negotiates people on foot, on bike, and in a vehicle as well as those using public transportation including the MetroRail Commuter Rail line, Capital Metro local and flyer bus routes, and the soon to arrive MetroRapid Transit. The wealth of mobility options provided at this location along with the ample opportunities for denser urban infill makes the area an ideal place to begin rebalancing transit, land use, connectivity, and open space. Additionally, there are several adjacent initiatives that directly affect the 6909 Ryan Drive property. Below are listed current initiatives, many of which took into consideration the previous planning work provided in the adopted Lamar-Justin Station Area Plan.

1. Airport Boulevard Form Based Code

In 2010, realizing the changing nature and important location of the Airport Boulevard Corridor within Austin's urban core, the Austin City Council directed staff to begin the process of re envisioning this aging, auto-dominated corridor into one that could serve several means of mobility. In addition, the vision would encourage urban infill that could accommodate a wider range of housing choices. Originally developed following World War II, the corridor was designed to move goods and people to and from the original location of the City of Austin airport, now the site of the Mueller redevelopment. Although the corridor does contain some long-time, beloved local businesses, the majority of the corridor utilizes a suburban-style pad site development that hinders people traveling on foot or bike. The core of the initiative is to recode the area with a place specific "form-based" code that addresses the form of development and its relationship to the street rather than the separation of uses. The Airport Boulevard Corridor also takes into consideration several key civic sites including the redevelopment of Highland Mall by Austin Community College, the Travis County offices, and the Highland MetroRail Station. The goal of the project is to work with community members to craft a place specific and appropriate vision that allows treasure local businesses to remain while providing opportunity and guidance for new infill development to take place.

2. Highland Mall

The Highland Mall Shopping Center is located on Airport Boulevard west of I-35 and north of 290. When it opened in 1971, it was the first of Austin's suburban shopping malls. Since then, the Highland Mall property has had a similar experience to many aging suburban retail malls across the United States, a slow decline of patronage due to movement further out into the suburban fringe, followed by departing anchor stores, with small and local retailers exiting shortly after, leaving what was once a bustling community anchor as an empty expanse of impervious cover and empty storefront.

In 2010, however, Austin Community College started to rethink what this space could be and thus began working with the Highland Mall property owners to acquire the surrounding 81 acre site. ACC saw an opportunity. Located adjacent to Capital Metro bus service and a MetroRail

Station, the site offered excellent connectivity for potential ACC commuters. In addition, the oversized parking areas, popular with suburban shopping malls, offered a tremendous opportunity in the way of urban infill. The site had all the makings of a satellite campus for the College. Over the next 20 years, ACC envisions Highland mall as roughly 40 acres of mixed use development surrounding the original mall building providing student housing, modern educational services, and possible incubator spaces.

3. Rails With Trails

In 2007, Capital Metro conducted a Rail with Trail feasibility study that looked at the reality and costs associated with providing trail connections adjacent to the Capital Metro MetroRail line. That study suggested 11 priority segments that would help link Austin's Downtown to Northwest Austin. Through a series of neighborhood group and bike advocacy meetings, the 11 segments were prioritized and Segment 3, running from Morrow Street to the Highland Mall Station near Highland Mall came out as the number 1 priority.

Capital Metro recently secured funding to build the prioritized portion between Crestview Station and Highland Station. The .8 mile trail will run on the north side of the tracks and improve connectivity with adjacent neighborhoods through a 10 foot wide divided concrete path. The project is funded by a \$1.4 million grant from the American Recovery and Reinvestment Act issued by the Federal Transit Administration. In addition to the trail, Capital Metro has partnered with Austin Energy to provide 144 trees to reduce the heat island effect and provide trail users with much needed shade as well as a physical barrier from vehicular traffic traveling on Airport Boulevard.

4. The Triangle

The Triangle is a roughly 20 acre parcel of land located at the intersections of 45th street, Guadalupe Street and Lamar Boulevard, so named because the intersection of the three streets shapes the parcel into a triangle. The property was originally owned by the Texas Department of Mental Health and Mental Retardation (TDMHMR) who had operations on the site until September 1, 2004. At that time, the TDMHMR board determined that a private commercial development would be the best use of the property. The visioning for the property went through extensive community involvement to which the original proposal of an approximately 275,000 square foot shopping center anchored by a movie theatre, grocery, and book superstore serviced by surface parking lots evolved into a mixed-use, multistory development with structured parking and residential units over small retail spaces. The originally proposed parking lots were broken into blocks and about 6 acres of open park space was preserved. The project was completed in 2005 and now serves as a positive example of urban infill Austin that balanced connectivity, land use, density, and open space needs of the surrounding community while producing a successful and thriving development.

5. North Lamar and North Burnet Corridor Study

The purpose of this corridor development program was to develop a set of recommendations to improve safety, mobility, and quality of life along Burnet Road (from Koenig Lane to MoPac)

and North Lamar Boulevard (from US 183 to IH 35). Recommendations were developed with a focus on all road users, including pedestrians, cyclists, and transit users, not just motorists. The study took into consideration traffic, safety, transit, pedestrian, bicycle, and drainage issues within the project study area.

6. Mueller Redevelopment

The 700-acre Mueller site was vacated by the Robert Mueller Municipal Airport in 1999. The vision of the project is to transform the vacant air field into a mixed-use urban village in the heart of the City of Austin. Mueller is envisioned as a sustainable community that is meeting extensive goals in housing and economic development. The award-winning Mueller master plan and the ambitious Master Development Agreement with Catellus Development Group and the City of Austin are the culmination of decades of community planning efforts from visionary neighbors and active citizens. The community includes:

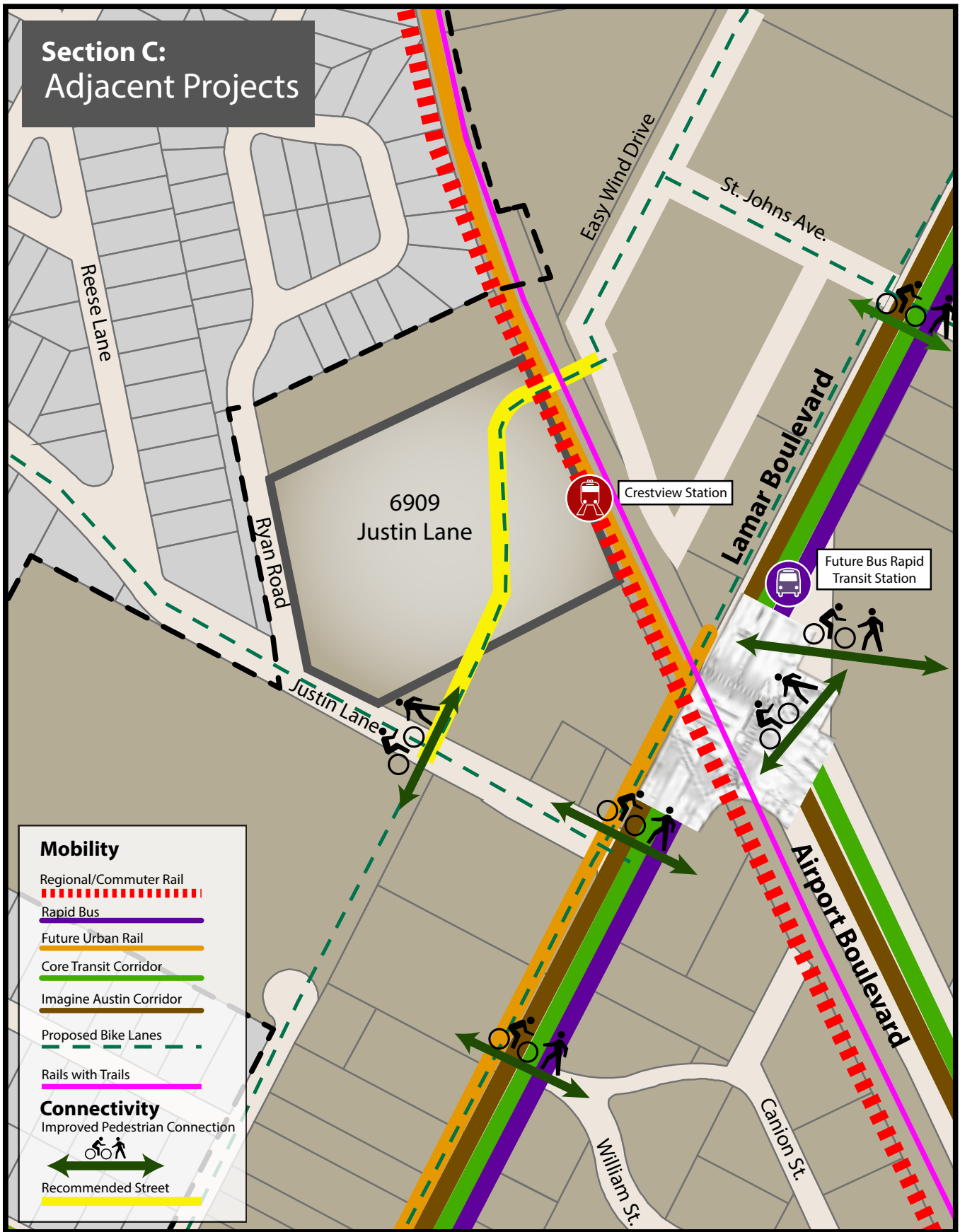
- More than 5,700 single-family and multifamily homes (at least 25 percent affordable)
- More than 140 acres of parks and greenways with 13 miles of hike and bike paths
- A town center with shops, plazas and live/work spaces planned to include 30 percent locally-owned businesses
- Dell Children's Medical Center of Central Texas
- The University of Texas Medical Research Campus
- Austin Film Studios
- Connections to public transportation
- Regional retail
- State-of-the-art rental apartments
- A broad variety of new home opportunities--both for rent and for sale
- Class A office space

7. North Burnet/Gateway

North Burnet/Gateway (NBG) refers to the approximately 2,300 acre area in north Austin bounded by Walnut Creek on the north, Metric Boulevard on the east, US 183 (Research Boulevard) on the south and southwest, Braker Lane on the northwest, and MoPac (Loop 1) on the west. See map. As a way to responsibly control growth within Austin's urban core, the City of Austin has focused on this area, currently comprised of aging, low-density, and auto-oriented development, by reimagining it as higher density, mixed-use neighborhoods, providing pedestrian access and transit-friendly connections.

The North Burnet/Gateway (NBG) 2035 Master Plan (adopted in 2006) and accompanying North Burnet/Gateway Regulating Plan (adopted 2009) are the result of a focused planning process aimed at tackling growth challenges in Austin. The vision developed for NBG serves as the framework for infrastructure improvements, changes in the City development code, coordination with transit authorities, and private development within and abutting this area.

Section C: Adjacent Projects



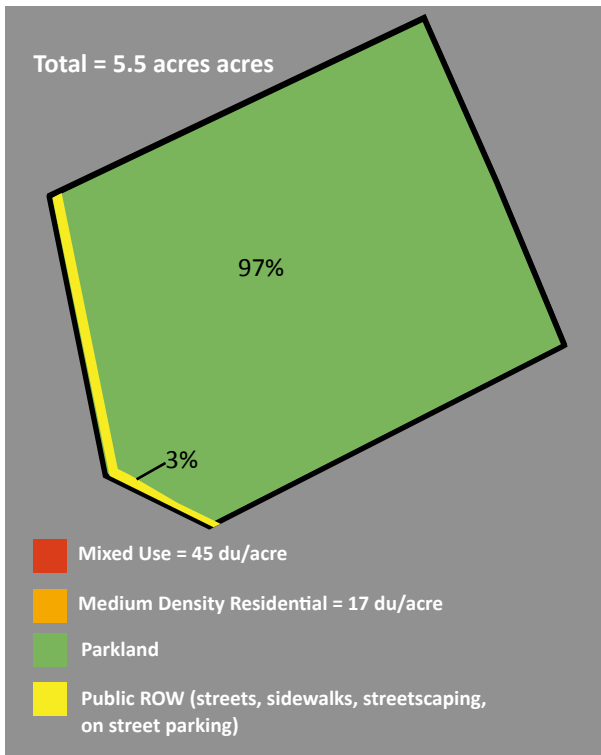
Development Scenarios

Council Resolution 20130117-054 directed staff to evaluate and provide feedback on possible development scenarios for the Austin Energy owned parcel located at 6909 Ryan Drive. This particular parcel holds several opportunities to fulfill goals of both the adjoining neighborhood and the larger City of Austin. Situated in the Lamar-Justin Transit-Oriented Development Zoning District, this property is directly adjacent to the Capital Metro MetroRail Station at Crestview. It's ability to connect land use with regional and local transit is tremendous, including affordable units on City owned property with direct access to a fixed transit station. Additionally, in 2009, the City of Austin Families and Children Task Force recommended that the City of Austin adopt a "¼ mile parks goal" within the City's urban core. This goal would provide access to a park within ¼ mile distance or about a 5 minute walk. The adjacent Crestview Neighborhood has been identified as an area of the City where this goal has not yet been met.

Staff has provided three possible Scenarios, which help to illustrate a range of development intensities on the site. These three Scenarios show potential opportunities, while also balancing the importance of this site in realizing the vision of the adopted Lamar-Justin Station Area Plan as well as addressing the parkland deficiency currently experienced by the adjacent Crestview neighborhood.

Throughout all of the Scenarios, certain absolutes were included based on either zoning requirements of the property or recommendations included in the Lamar-Justin Station Area Plan as a result of community outreach. These include:

- A recommended additional rail crossing just north of the current Crestview Station to connect the new development north of the tracks to the neighborhoods south of the tracks.
- An entrance to the property from Justin Lane.
- A pedestrian/bicycle connection through the site that connects Justin Lane to the development north of the tracks. The Lamar-Justin Regulating Plan recommends this connection as a street.
- The property will include, at a minimum, a 12' sidewalk on both Justin Lane and Ryan Road consisting of a 5' sidewalk and 7' street tree zone as required by the TOD-NP zoning.
- At a minimum the site will include a .5 acre pocket park dedicated as parkland.
- Respect compatibility setbacks by focusing greatest amount of density in the north eastern most portion of the site near the transit station.
- Affordable units will be mixed with market rate housing.

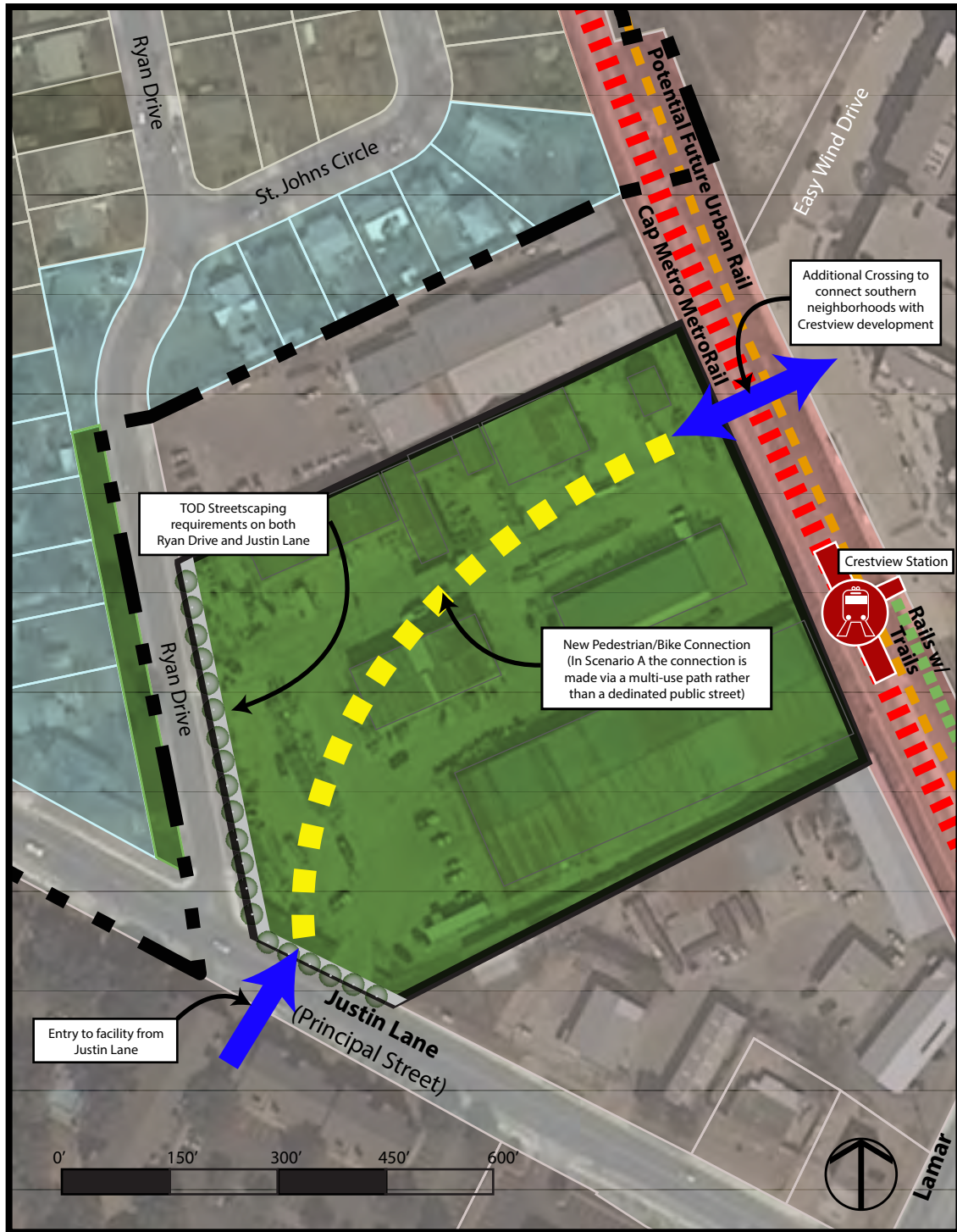


Scenario 'A'

Scenario A proposes no development on the site and allocates the entire parcel to parkland. This Scenario addresses the parkland deficiency for the Crestview Neighborhood, however, it also entails significant financial challenges. These challenges include acquisition, capital costs to deconstruct existing structures on site, constructing park amenities, as well as maintenance costs. Without development, these costs would be incurred by the City with fewer chances for offset through a financial partnership.

	Approximate acreage	Approximate Units
Mixed -Use	0 acres	0
Medium Density Residential	0 acres	0
Parkland	5.33 acres	0
Public ROW	.17 acres	0

Opportunities	Challenges
Meet Crestview Neighborhood ¼ mile park needs.	The size of park and lack of connectivity could require a large amount of the site to be used as surface parking.
Provides one large parcel of land to avoid buying up several individual parcels to create a park.	Large cost: acquisition, capital, maintenance.
Less impervious cover.	Loss of opportunity to create affordable housing near a fixed transit system.
Regional water detention/water quality control opportunities.	Limited financial/development partners.
Can provide a wider variety of amenities that require larger parcels, i.e. Basketball courts, tennis court, soccer fields, etc.	Not consistent with the vision illustrated in the adopted Lamar-Justin Station Area Plan.
	Loss of tax revenue for the City of Austin.



Scenario 'A' : Examples

Mixed Use = 45 du/acre

Medium Density Residential = 17 du/acre

Parkland



Public ROW (streets, sidewalks, streetscaping, on street parking)

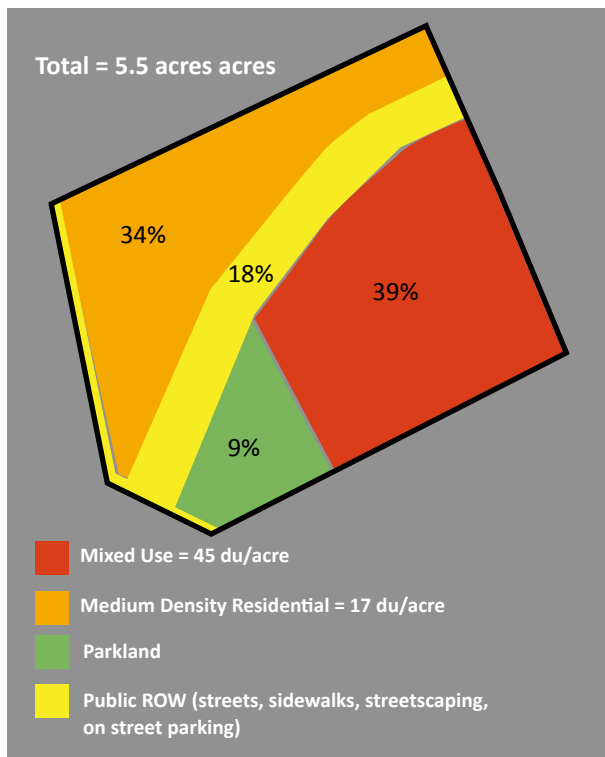


Other Considerations in Development Scenario B and C

The following development scenarios include a maximum development and a more balanced development approach. While each scenario offers some level of open greenspace, there is also an opportunity to incorporate “hard” playscapes like playgrounds or interactive areas located within a plaza. Below is an example from Seattle, Washington (University Village) where the greenspace is actually artificial turf. These can be easily integrated into a TOD development.



The Crestview Station is an inner city station. Transit ridership for the Capital Metro MetroRail was initially envisioned to be supported in this location with dense development. However, in addition to encouraging transit ridership through proximity and density, there may be transit opportunities for members of surrounding neighborhoods that do not live close enough to conveniently walk to the Station. In this case, an appropriately scaled parking facility with limited publicly accessibly paid parking spaces could add significant additional ridership to the train. In addition, this type of limited facility could serve as an interim way to alleviate current parking challenges by providing access to transit during the day and additional parking for surrounding uses at night. This, combined with bicycle facilities could greatly increase access to the Crestview Station and encourage ridership from a broader portion of the surrounding community.

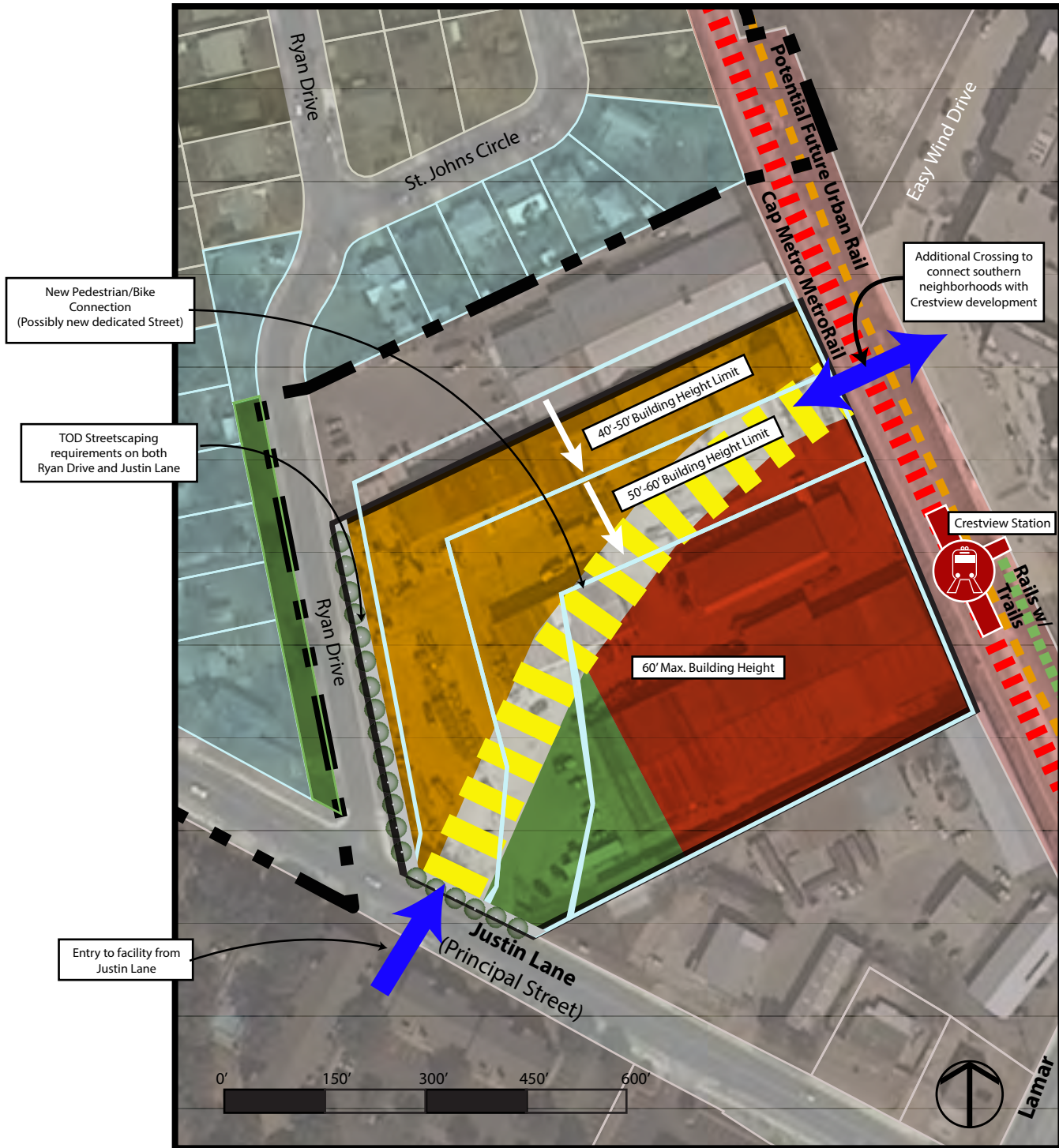


Scenario 'B'

Scenario B proposes the most density, incorporating a new dedicated street through the property to connect Crestview neighborhood with the Crestview Station, maximizing the portion of the property with the greatest building height allotment, and minimizing parkland to .5 acres as recommended in the Lamar-Justin TOD Station Area Plan and Regulating Plan.

	Approximate acreage	Approximate Units
Mixed -Use	2.145 acres	96
Medium Density Residential	1.87 acres	31
Parkland	.5 acres	0
Public ROW	.985 acres	0

Opportunities	Challenges
More opportunity to provide goods and services to the TOD	Range of programming for the park is limited.
Structured parking is financially viable at this density	Amenities requiring more acreage are omitted
Could serve as example of compact urban Pocket Park for Austin	More impervious cover
Possible agreement with private development to maintain parkland	Less opportunity for regional water detention
Public/Private Partnership to provide recommended street to connect Crestview Station with Crestview neighborhood	
Consistent with adopted Lamar-Justin Station Area Plan vision	
Meets Crestview Neighborhood ¼ mile park needs	
Opportunity for greatest amount of affordable housing	
Development can provide tax revenue for the City	
Mixed-Use and Retail are more viable at this density	



Scenario 'B' : Examples

Mixed Use = 45 du/acre



Medium Density Residential = 17 du/acre



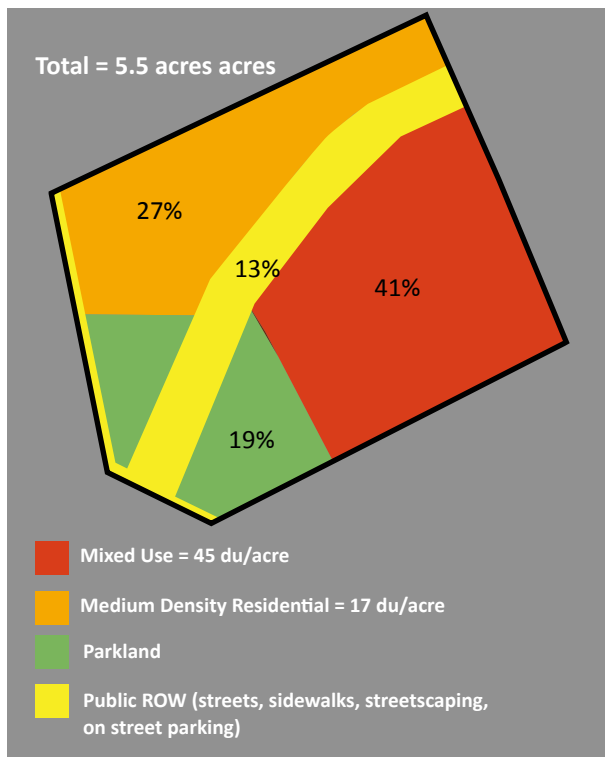
Parkland



Public ROW (streets, sidewalks, streetscaping, on street parking)



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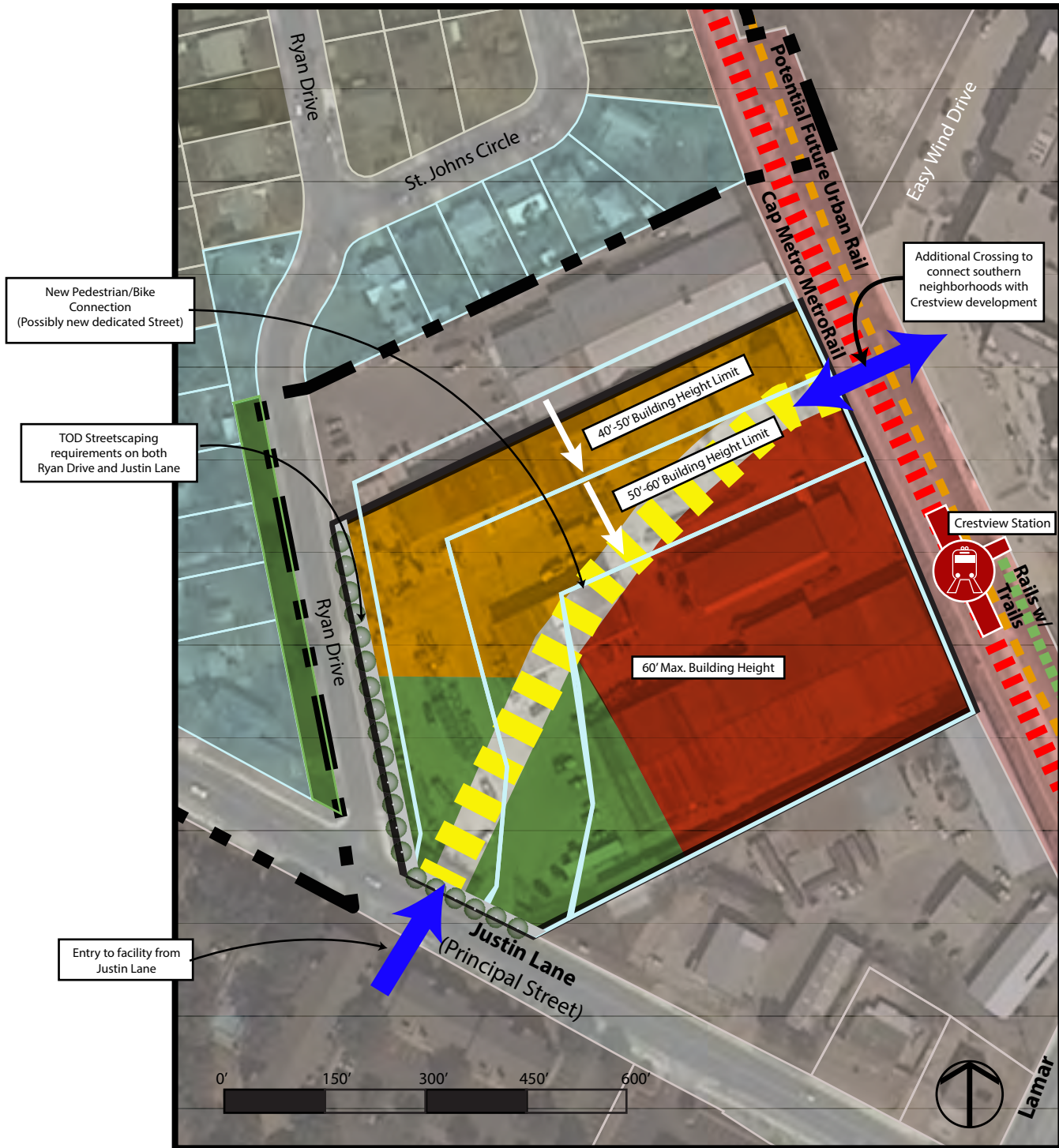


Scenario 'C'

Scenario C attempts to balance parkland and development to the greatest extent possible. In order to provide viable affordable units on site, the development would need to hit a 200 unit minimum with additional market rate housing. This scenario also provides the option of including mixed use elements such as office and retail. However, in order to respect compatibility setbacks and the connection to the transit station, Scenario C locates the highest densities at the northeastern most portion of the site. This decreases the amount of visibility for retail making it harder to sustain.

	Approximate acreage	Approximate Units
Mixed -Use	2.25 acres	101
Medium Density Residential	1.485 acres	25
Parkland	1.05 acres	0
Public ROW	.715 acres	0

Opportunities	Challenges
Parkland can serve as transition to neighborhood	Reduces density near a fixed transit station
Balances parkland with development to the greatest extent possible while still keeping affordability a viable option.	Reduces the number of affordable units provided on site
Possible agreement with private development to maintain parkland	While larger than a pocket park, larger amenities would still be omitted from the programming.
Meets Crestview Neighborhood ¼ mile park needs	Provides less diversity in housing types
Development can provide tax revenue for the City	Reduces the visibility of uses from Lamar (Core Transit Corridor) making retail less viable



Scenario 'C' : Examples

Mixed Use = 45 du/acre



Medium Density Residential = 17 du/acre



Parkland



Public ROW (streets, sidewalks, streetscaping, on street parking)



