

Austin Light Rail Phase 1

Final Environmental Impact Statement

Appendix E-2: Land Use and Zoning Technical Report

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Acronyms and Abbreviations

Term/Acronym	Definition
ATP	Austin Transit Partnership
CAMPO	Capital Area Metropolitan Planning Organization
CapMetro	Capital Metropolitan Transportation Authority
City	City of Austin
DEIS	Draft Environmental Impact Statement
ETOD	Equitable Transit-Oriented Development
FEIS	Final Environmental Impact Statement
FLUM	future land use map
FTA	Federal Transit Administration
I-35	Interstate 35
MLK	Martin Luther King Jr.
OMF	operations and maintenance facility
Project	Austin Light Rail Project
PUD	Planned Unit Development
RBJ	Rebekah Baines Johnson
ROD	Record of Decision
SH 71	State Highway 71
TOD	Transit-Oriented Development
US 183	United States Highway 183

1 Introduction

This technical report provides the basis of analysis included in the Draft Environmental Impact Statement (DEIS) and supports decisions made in the combined Final Environmental Impact Statement (FEIS)/Record of Decision (ROD). The analysis and references in this technical report remain unchanged from the DEIS except for technical updates. There are no changes to effects on land use from technical updates made since publication of the DEIS.

The Federal Transit Administration (FTA) and Austin Transit Partnership (ATP) are completing an environmental review of the Austin Light Rail Phase 1 Project (the Project) in Austin, Texas. This land use and zoning technical report was prepared to support the Project's DEIS and FEIS/ROD in accordance with the National Environmental Policy Act and related laws and regulations. FTA and ATP are the Lead Agencies in the National Environmental Policy Act process.

Land use broadly refers to the different functions of human use of land (e.g., residential, commercial, industrial) and is influenced by local and regional land use policies, established development patterns, projected population and employment growth, and other factors that affect area growth. This report assesses the potential local and regional changes in land use patterns and trends that would result from Project operation and construction and the Project's consistency with local land use plans. Light rail systems provide opportunities for land uses to change, particularly when an area contains vacant parcels or underutilized commercial properties, and when zoning and other public policies, such as the City of Austin's (City) Equitable Transit-Oriented Development (ETOD), support development.

This report:

- describes existing and planned land use, zoning, and land use development trends in the Study Area;
- assesses the Build Alternative's compatibility with the existing and future patterns of land use development; and
- assesses the Build Alternative's consistency with, and effect on, the area's zoning and other applicable public plans and policies.

The Build Alternative itself would result in few foreseeable changes to land use. Potential land parcels to be acquired, the displacements that could occur due to the implementation of the Project, and potential effects on property values and housing are addressed in **FEIS Appendix E-4**.

2 Regulatory Setting

The Council on Environmental Quality Title 40 Code of Federal Regulations Part 1502 contains regulatory requirements for description of the affected environment and environmental consequences for general resources, which include land use, zoning, and community plans. Council on Environmental Quality regulations state that an Environmental Impact Statement shall discuss possible conflicts and inconsistencies with local, regional, state, and federal land use plans, policies, and controls. For the Study Area, the City is the jurisdiction with primary responsibility for land use and zoning policies, as summarized below.

2.1 Municipal

Texas Local Government Code, Chapter 211, gives municipalities the authority to enact zoning regulations for the purpose of public health, safety, morals, or general welfare. The City, as a home-rule municipality, has enacted a Land Development Code. Land Development Code Section 25-2-242 states that the City Council, Land Use Commission, or property owners may initiate a zoning or rezoning request, and Section 25-2-283 states that the City Council has the final authority to zone or rezone a property within its jurisdiction. The Texas Local Government Code further requires that zoning regulations be adopted in accordance with a comprehensive plan (e.g., *Imagine Austin Comprehensive Plan [Imagine Austin]*). The City also adopts neighborhood plans that include a future land use map (FLUM), which amends the comprehensive plan upon adoption. When a zoning request conflicts with the FLUM, a plan amendment is required before the zoning change can be approved. As discussed in Section 4.4, Land Development Code Amendments, the City is in the process of considering amendments to the Land Development Code with potential implications throughout the City, including the Study Area.

2.2 County

The Study Area is entirely within the City of Austin in Travis County. Travis County engages in economic and strategic planning, including developing recommendations for community-driven economic development and aligning available incentives and external resources with local stakeholder goals, but does not have statutory authority over land use (Travis County 2021).

2.3 Regional

The Capital Area Metropolitan Planning Organization (CAMPO) is the Metropolitan Planning Organization for Bastrop, Burnet, Caldwell, Hays, Travis, and Williamson Counties. CAMPO works with jurisdictions within the six-county CAMPO region to ensure that there is alignment between land use policy and the allocation of resources to support the transportation network but does not have statutory authority over land use (CAMPO 2023a). The establishment of a Metropolitan Planning Organization is federally required throughout the country in urbanized areas with a population of

50,000 or more and is required to produce a long-range transportation plan called the Regional Transportation Plan and a 4-year funding plan. The Regional Transportation Plan is adopted by the CAMPO Board every 5 years and covers at least 20 years into the future. The Regional Transportation Plan is multimodal, addressing not only roads and highways but also transit, walking, and biking. The current plan is the *2045 Regional Transportation Plan*, adopted in May 2020 (CAMPO 2024). The Transportation Improvement Program is adopted by the CAMPO Board every 2 years. Projects listed in the Transportation Improvement Program must be consistent with what is in the Regional Transportation Plan and must have funding and be ready to begin construction within the 4-year Transportation Improvement Program time frame. The current Transportation Improvement Program is for the fiscal years 2023–2026 (CAMPO 2023b).

3 Methodology

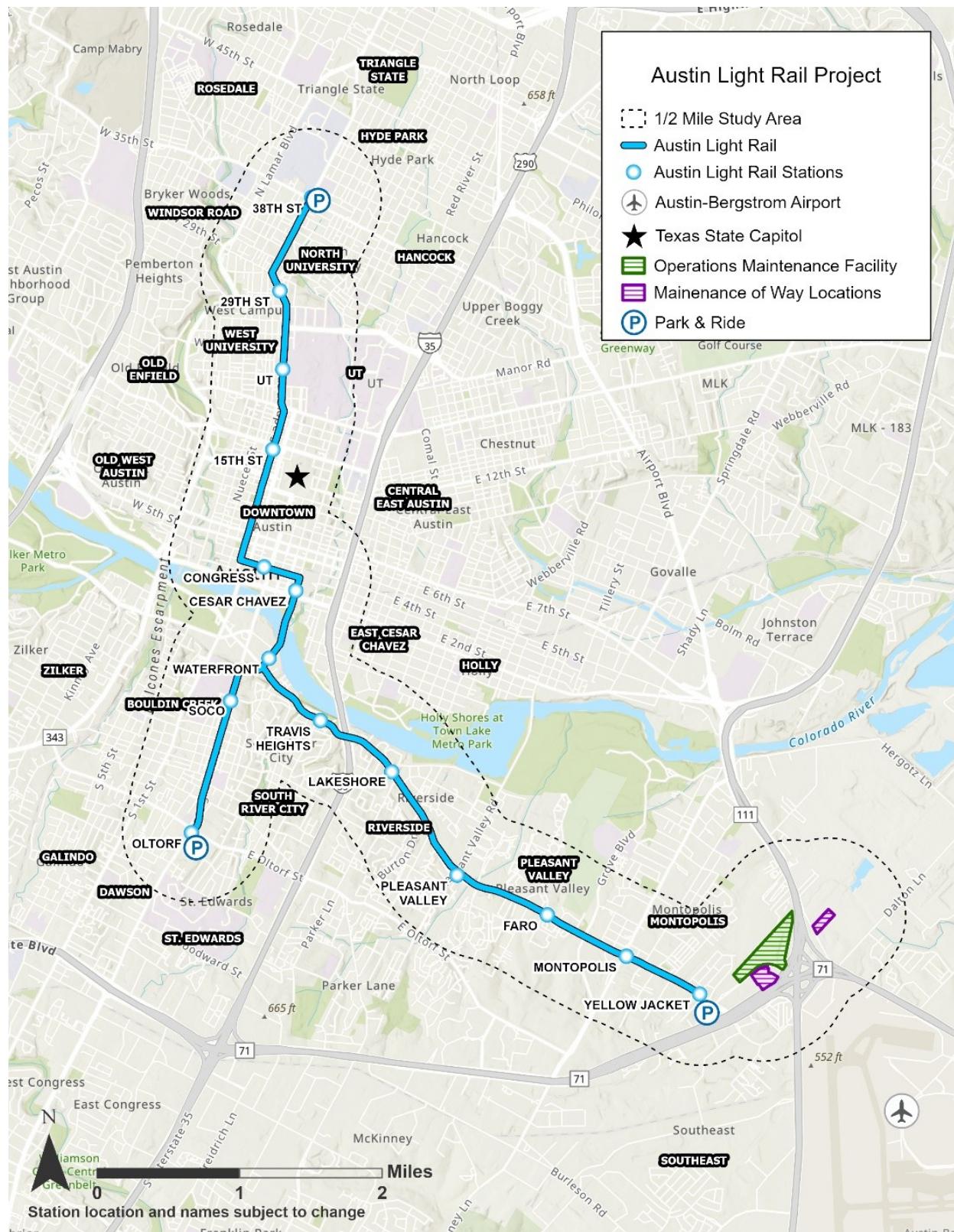
The Study Area considered for the land use and zoning analysis includes the area within a 0.5-mile buffer of the proposed alignment and facility locations (see **Figure 1**). For evaluating land use plan compatibility, a 0.5-mile radius around each station location is commonly used by transit planners to represent the distance that people are willing to walk to access transit service.

The assessment involves review of the following resources:

- Available geographic information system (GIS) data from the City of Austin Open Data Portal
- Google Earth
- Existing and proposed municipal zoning regulations
- Adopted neighborhood, district, and citywide plans, including the following:
 - *Imagine Austin Comprehensive Plan* (2024)
 - *Downtown Austin Plan* (2011)
 - *Waller Creek District Master Plan* (2010)
 - *Plaza Saltillo TOD Station Area Plan* (2008)
 - *South Central Waterfront Vision Framework Plan* (2016)
 - *East Riverside Corridor Master Plan* (2010)
- Adopted Neighborhood Planning Areas within the Study Area include:
 - *Hyde Park* (2000)

- *Central West Austin Combined* (2000)
- *Central Austin Combined* (2004)
- *Old West Austin* (2000)
- *Central East Austin* (2001)
- *East Cesar Chavez* (1999)
- *Holly* (2001)
- *Bouldin Creek* (2002)
- *Dawson* (1998)
- *Greater South River City* (2005)
- *East Riverside/Oltorf Combined* (2006)
- *Montopolis* (2001)
- *Southeast Combined* (2002)

Figure 1: Study Area



Potential effects on existing and planned land uses were evaluated based on the following:

- Upcoming corridor development projects that would affect the current land use pattern, discussed in Section 5.1, Emerging Projects;
- Current zoning regulations comprising allowable uses in the zoning districts abutting the Project alignment, including the effect of proposed zoning updates; and
- Local plans and consistency with key relevant goals, policies, and future land use plans developed for the Study Area.

In this study, “land use” refers to how land is managed and developed, including activities like agriculture, industrial, and multifamily. Land use can be enforced through zoning regulations, subdivision regulations, building codes, and other planning mechanisms. Zoning ordinances are legally binding regulations enforced by local governments to control the types of activities that can occur on specific parcels of land.

The analysis focused on how the Build Alternative would affect land use and development patterns within the Study Area as compared to the No Build Alternative. The assessment evaluated future conditions in the region as set forth in relevant land use plans and ordinances and how consistent the Build Alternative and its Design Options are with those plans and ordinances. Opportunities for ETOD around proposed station locations were evaluated as well as reasonably foreseeable land use compatibility effects on surrounding residential and other sensitive uses.

4 Affected Environment

4.1 Existing Land Use Pattern

Existing land uses in the Study Area vary greatly in character and density but primarily consist of commercial and office, residential, civic, and transportation (including parking). As shown in **Figure 2**, the northern part of the corridor is predominantly residential. The corridor transitions to office-oriented commercial uses in Downtown Austin and predominantly residential uses south of Lady Bird Lake. **Table 1** summarizes the distribution of land uses in the Study Area.

Figure 2: Existing Land Use in the Study Area

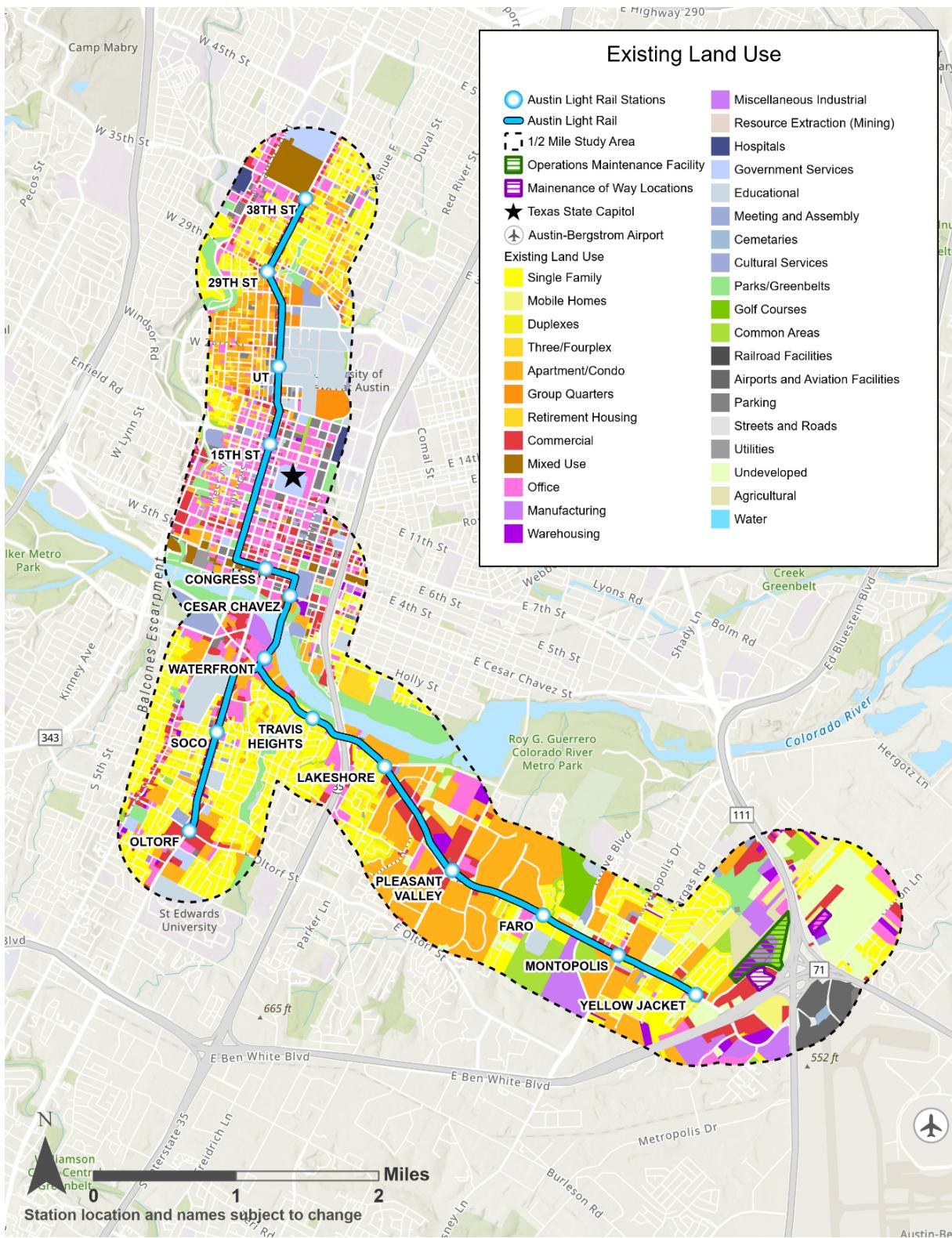


Table 1: Acreages and Percentages of Existing Land Uses in the Study Area

Land Use	Acreage	Percentage
Single-Family Residential (includes Attached Dwelling Units and Duplexes)	1069.8	23.1
Mobile Homes	38.3	0.8
Multifamily	1242.6	26.9
Commercial	373.8	8.1
Mixed-Use	35.1	0.8
Office	502.3	10.9
Industrial	166.9	3.6
Civic	499.7	10.8
Open Space	452.5	9.8
Transportation	96.5	2.1
Utilities	11.9	0.3
Undeveloped	132.3	2.8
Total	4,621.7	100.0

Source: City of Austin 2023a.

Land uses in the Study Area are further described below in four general geographic areas, as shown in **Figure 3** following this list:

- **North Section: 38th Street to Martin Luther King Jr. (MLK) Boulevard**
 - North of Downtown Austin between 38th Street and MLK Boulevard, small commercial uses and multifamily developments run adjacent to Guadalupe Street. The surrounding area is predominantly single-family and multifamily housing. Between West 29th Street and MLK Boulevard, land uses include the University of Texas at Austin campus, located on the east side of Guadalupe Street and commercial and multifamily housing located west of Guadalupe Street.
- **Downtown Section: MLK Boulevard to Lady Bird Lake**
 - Downtown Austin from MLK Boulevard to East Riverside Drive area is predominantly commercial, civic, parks and open space, and some residential uses. This area is the downtown area of the City; therefore, buildings are primarily multistory, with some newer developments, including high-rise buildings. Adjacent to Lady Bird Lake are parks and open space on the north shores. South of the river are South Central Waterfront and Auditorium Shores. The South Central Waterfront area is mostly industrial, office, and multifamily

uses. Auditorium Shores is to the west of 1st Street and is a City-owned park with open space and public amenities.

- East Austin is lower density compared to Downtown Austin. There are some office uses, as well as other commercial uses in the neighborhood, most of which consist of restaurants and retail establishments, including big-box (e.g., Target) and smaller scale retail uses. There are some civic uses located in the area, including schools and places of worship. A few industrial parcels are located between East 3rd and East 4th Streets, most of which are owned by the Austin Metal and Iron recycling company. While there are some multifamily residential developments in East Austin, single-family residences make up most residential uses.
- **South Section: Lady Bird Lake to Oltorf Street and South Congress Avenue to Interstate 35 (I-35)**
 - The South Section includes two branches. Land use along the first branch, south of East Riverside Drive along South Congress Avenue, is predominantly civic, educational, commercial, and residential. Single-family residential areas are located behind other land uses adjacent to South Congress Avenue. Some multifamily housing is located in the area adjacent to South Congress Avenue and behind other land uses similar to single-family housing. South Congress Avenue is a heavily trafficked street with a renowned commercial strip, including retail, restaurants, bars, and hotels. The north side of the South Congress Avenue strip is surrounded by retail, offices, a school campus, multifamily residential uses, restaurants, and retail facilities. At the South Congress Avenue and Oltorf Street intersection, there are larger retail stores, like the H-E-B grocery store. A portion of the St. Edward's University campus is within the Study Area at the southernmost portion. Land use along the second branch of the section, east of South Congress Avenue along East Riverside Drive, is predominantly single-family residential between South Congress Avenue and Parker Lane, just east of I-35. There are multifamily, commercial, and parking land uses near the intersection of South Congress Avenue and East Riverside Drive.
- **East Section: I-35 to Yellow Jacket Station**
 - Single-family residential is the main use between I-35 and east of Faro Drive down to State Highway 71 (SH 71). Multifamily developments are located primarily between Parker Lane and Faro Drive. There are mobile home parks east of Montopolis Drive near SH 71 and U.S. Highway 183 (US 183), including Frontier Valley, Comfort Park, and Royal Palms. Office buildings and various commercial uses, such as retail and restaurant establishments, are located within this section of the Study Area, with retail uses and restaurants particularly concentrated along the section of East Riverside Drive between Parker Lane and South Pleasant Valley Road. An H-E-B grocery store is at the corner of South Pleasant Valley Road and East Riverside Drive. The South Shore District Planned Unit Development (PUD) and Lakeshore District PUD, which contain

multifamily residences and commercial uses, are on the north side of this stretch of East Riverside Drive. Office uses are located primarily at South Central Waterfront District and I-35. Civic uses exist in this section of the Study Area. Some warehouses and light industrial uses (i.e., Austin Energy System Control Center, Tokyo Electron Headquarters, and Oracle Headquarters) exist near East Riverside Drive, particularly in the area east of Faro Drive. The Rebekah Baines Johnson (RBJ) Center and the RBJ Public Health Center are also in the southern area of East Austin. In addition, open space—specifically the Edward Rendon Sr. Metro Park at Festival Beach—is located along Lady Bird Lake. The Study Area crosses Lady Bird Lake into South Central Waterfront (described in greater detail in Section 5.7, South Central Waterfront Vision Framework Plan) and then ends at East Riverside Drive.

Figure 3: Geographic Areas

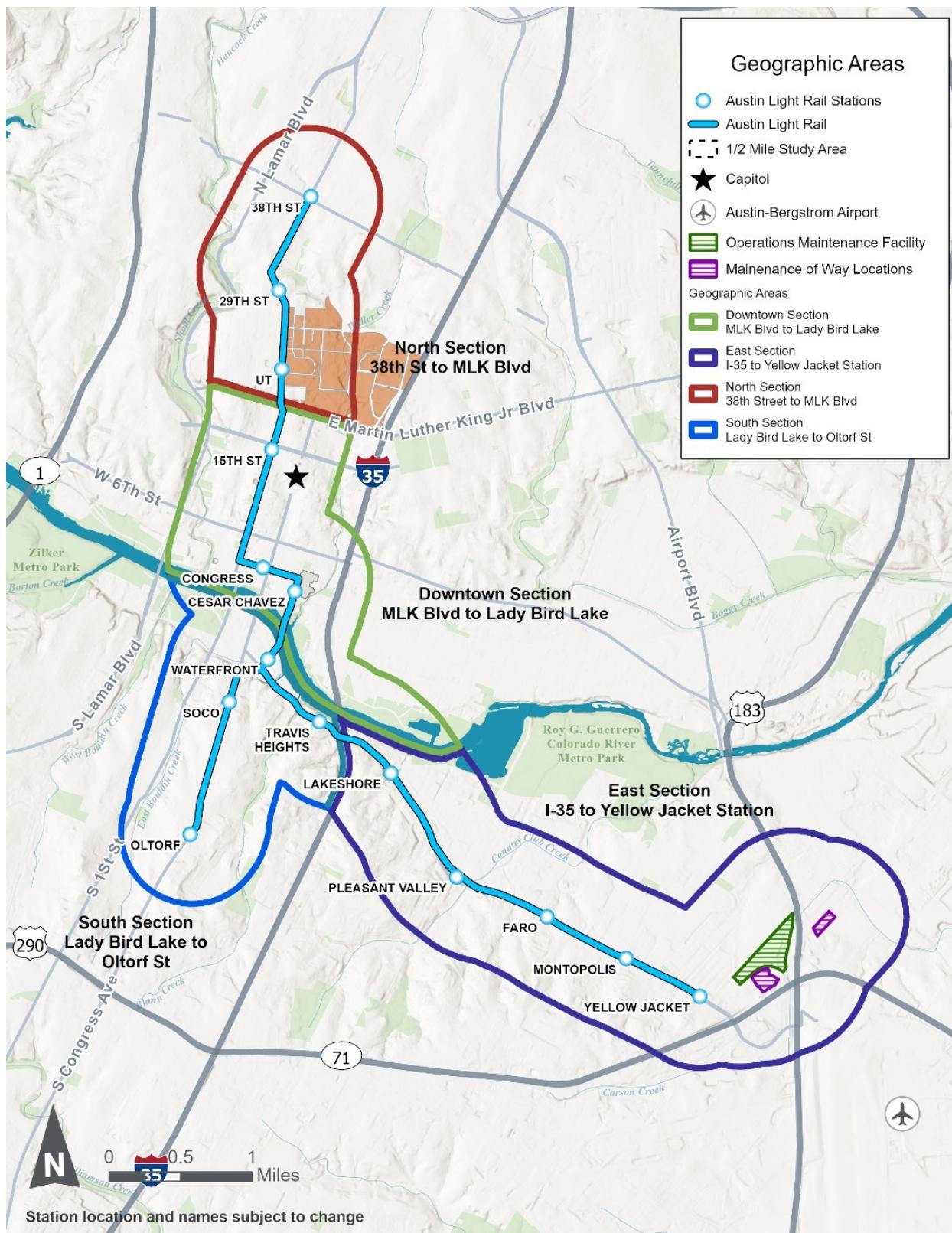


Table 2 summarizes land uses by geographic area.

Table 2: Summary of Existing Land Uses in the Study Area

Geographic Area	Existing Land Use
North Section: 38th Street to MLK Boulevard	Mixed Use, Civic, Commercial, Industrial, Multi-family, Office, Open Space, Single Family OR Duplex, Streets and Roads, Transportation, Undeveloped, Utilities
Downtown Section: MLK Boulevard to Lady Bird Lake	Mixed Use, Civic, Commercial, Industrial, Mobile Homes, Multi-family, Office, Open Space, Single Family OR Duplex, Streets and Roads, Transportation, Undeveloped, Utilities, Water
South Section: Lady Bird Lake to Oltorf Street and South Congress Avenue to I-35	Mixed Use, Civic, Commercial, Industrial, Multi-family, Office, Open Space, Single Family OR Duplex, Transportation, Undeveloped, Utilities
East Section: I-35 to Yellow Jacket Station	Civic, Commercial, Industrial, Mobile Homes, Multi-family, Office, Open Space, Resource Extraction, Single Family OR Duplex, Streets and Roads, Transportation, Undeveloped, Utilities

Source: City of Austin 2023a.

4.2 Future Land Uses

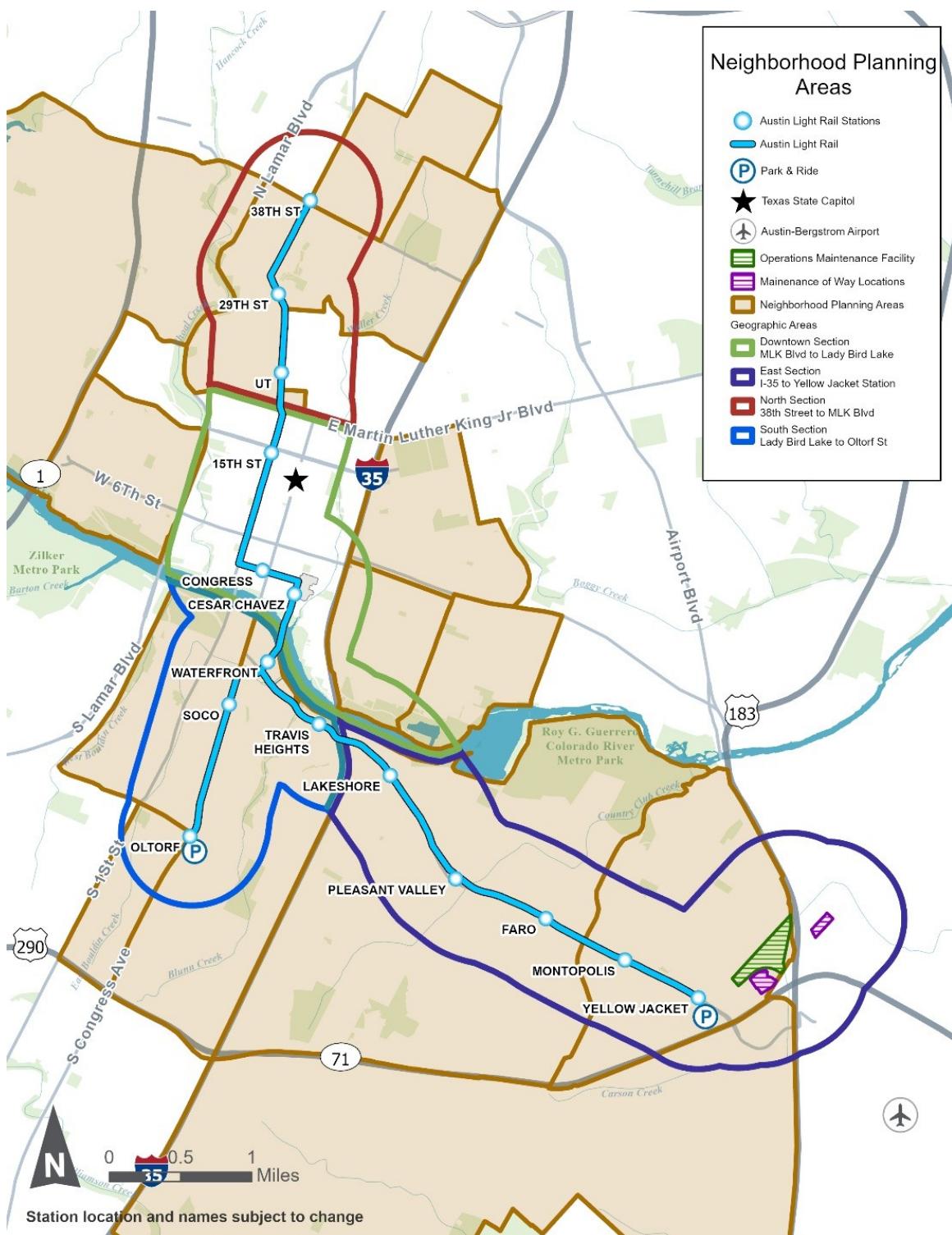
The City began collaborating with community members to create neighborhood plans for the core areas of the City beginning in the 1990s. During this neighborhood planning process, the City developed FLUMs for each neighborhood planning area. **Figure 4** depicts these planning areas, and **Figure 5** presents a composite of the individual neighborhood FLUMs that include portions of the Study Area. Where FLUMs have not yet been developed by the City, *Imagine Austin*, the City's comprehensive plan that outlines goals and strategies for sustainable growth, development, and land use policy, guides future land use rather than a specific neighborhood plan (City of Austin 2024). Downtown land use is also guided by the *Downtown Austin Plan*. Future land uses defined through these neighborhood-scale and master planning efforts are described throughout this section:

- **North Section: 38th Street to MLK Boulevard.** This section of the Study Area includes portions of three neighborhood planning areas: Hyde Park, Central West Austin Combined, Central Austin Combined.
 - **Hyde Park.** The Hyde Park Neighborhood is bound on the west between 38th Street and 46th Street by Guadalupe Street and 46th Street and 51st Street by Rowena Avenue; on the north by 51st Street; on the east by Red River Street and Duval Street; and on the south by 38th Street. The *Hyde Park Neighborhood Plan* (City of Austin 2000a) states that the neighborhood was first established in 1891. Today, the neighborhood is largely residential with commercial units located along Guadalupe Street and portions of Speedway and 38th Street. The

plan calls for maintaining bus service along Guadalupe Street to provide transit service and safer pedestrian crossings to the neighborhood. Finally, the plan suggests that light rail be planned to support the existing pedestrian, business, and residential uses. The plan also focuses on making Guadalupe Street more pedestrian friendly and keeping the neighborhood-serving businesses. It also states that new light rail stations should be built to accommodate passengers arriving by bicycle.

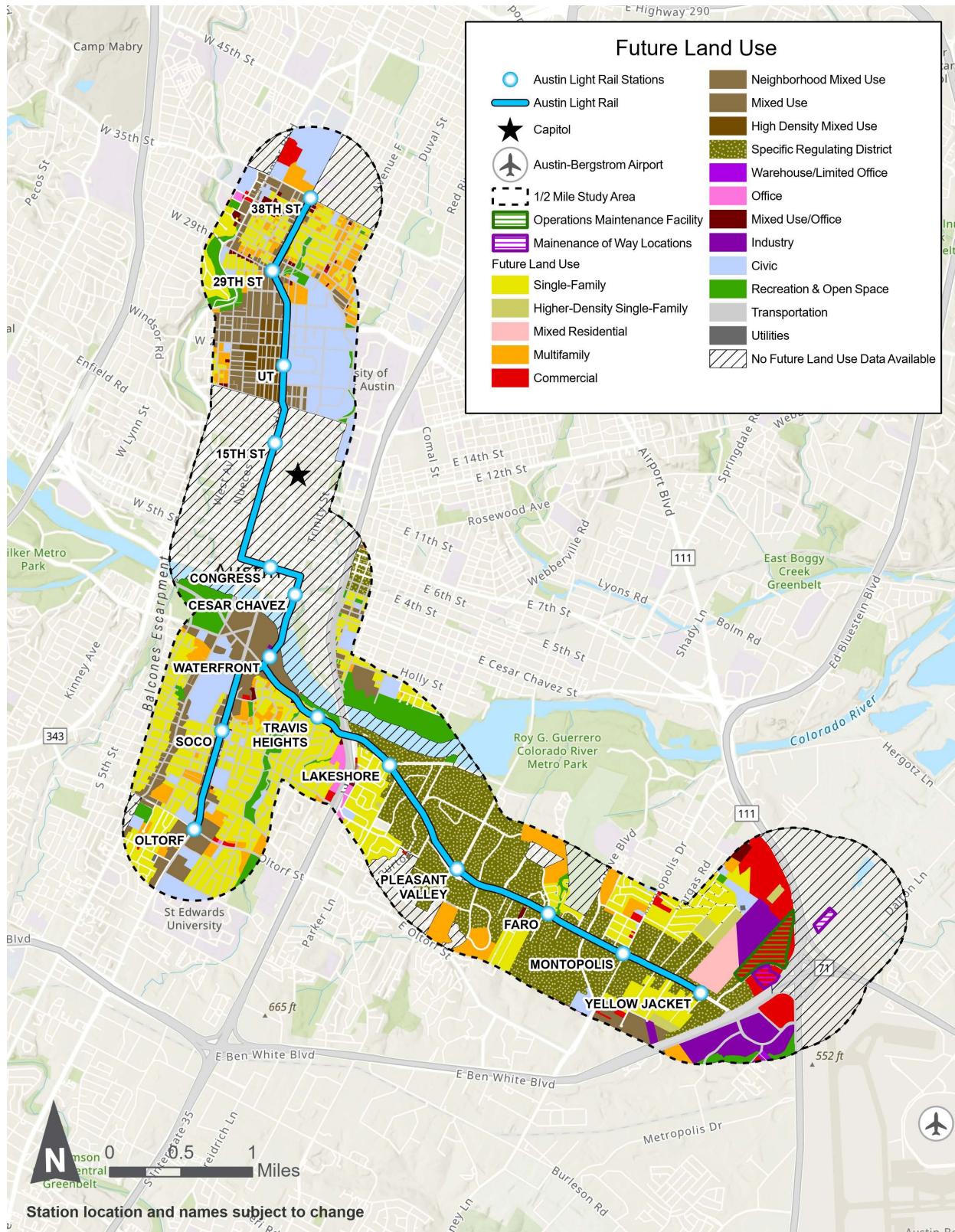
- **Central West Austin Combined.** The Study Area includes a small portion of the Central West Austin Combined Neighborhood along North Lamar Boulevard. The Central West Austin Combined Neighborhood Planning Area is bordered to the north by 35th and 38th streets, to the east by Lamar Boulevard, to the west by Lady Bird Lake, and to the south by Lady Bird Lake (west of MoPac Expressway) and 24th Street (east of MoPac Expressway). MoPac Expressway is the western boundary of the Windsor Road Planning Area (Bryker Woods and Pemberton Heights) and the eastern limit of the West Austin Neighborhood Group Planning Area (Tarrytown and Deep Eddy). *The Central West Austin Neighborhood Plan* envisions a stable, diverse community of predominantly single-family neighborhoods, intertwined with small businesses, historical features, and amenities, all safeguarded for preservation. The plan aims to maintain neighborhood character, support cyclist and pedestrian needs, offer safe parks and open spaces, and ensure sustainable development, all while preventing traffic congestion, and preserving greenery. Specific goals involve protecting historical integrity, enhancing transportation options, preserving, and expanding parks, fostering a healthy environment, and promoting community interaction (City of Austin 2010c). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area west of North Lamar Boulevard consist primarily of single-family residences, with public park space, commercial, neighborhood commercial, mixed use, multifamily, and civic spaces along North Lamar Avenue and West 38th Street.

Figure 4: Neighborhood Planning Areas



Source: City of Austin 2023a.

Figure 5: Future Land Uses in the Study Area



- **Central Austin Combined.** The Study Area encompasses the heart of the Central Austin Combined Neighborhood, including nearly all its western border along Lamar Boulevard between 38th Street and MLK Boulevard. The eastern border runs along I-35 between 45th Street and Dean Keeton Street. The University of Texas at Austin borders the neighborhood plan to the southeast, but it is not included. The *Central Austin Combined Neighborhood Plan* aims to maintain the historical character of single-family neighborhoods while permitting appropriate multifamily development in alignment with the area's heritage and residential nature. The plan prioritizes the needs of a diverse, pedestrian-focused community, promoting safe parks and appealing open spaces. It seeks to achieve compatible density, especially for student housing, through well-oriented and scaled new developments. The plan's goals include safeguarding single-family neighborhood integrity, preserving historical aspects, enabling pedestrian-friendly mixed-use development along commercial corridors, ensuring safe transportation options, and enhancing existing parks and natural spaces. Goals for West Campus are to become a dense, vibrant, mixed-use, and pedestrian-oriented community (City of Austin 2004). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area consist primarily of mixed use, single-family housing, multifamily housing, and public park space.
- **Downtown Section: MLK Boulevard to Lady Bird Lake.** This section of the Study Area includes portions of four neighborhood planning areas: Old West Austin, Central East Austin, East Cesar Chavez, and Holly. A neighborhood plan has not been developed for Downtown Austin; therefore, a FLUM for this area does not exist. The area north of East 3rd Street is designated as a Specific Regulating District. This designation is intended for areas that have an adopted regulating plan--in this case, the *Plaza Saltillo TOD Station Area Plan*. This plan is described in greater detail in Section 5.6.
- **Old West Austin.** A small portion of the Study Area, along South Lamar Boulevard, is within the Old West Austin Neighborhood. The *Old West Austin Neighborhood Plan* aims to preserve the diversity of residents, incomes, and housing types, reflecting its historical roots from various communities (City of Austin 2000b). This diversity is seen as essential for the neighborhood's character. To maintain this diversity, the plan promotes moderately priced housing through compatible infill development, allowing garage apartments, second units, and using small lots. The plan also aims to collaborate with developers and the City to include SMART (Safe, Mixed-Income, Accessible, Reasonably-priced, Transit-Oriented) housing units in new developments. The neighborhood plan seeks a balanced mix of residential and commercial development along specific streets, while safeguarding the residential core from excessive commercial influence. It prioritizes pedestrian safety, mobility, and parking, with recommendations for park enhancements. Preserving the neighborhood's historic identity is also crucial, encouraging the protection of older structures and respectful new construction. The plan describes 13 goals, including mixed uses, character preservation, diversity maintenance,

accessibility, circulation improvement, aesthetics enhancement, and historic identity preservation (City of Austin 2000b). FLUM data are not currently available for the Old West Austin Neighborhood.

- **Central East Austin.** The Central East Austin Neighborhood embodies the desired qualities of Austin's citizens and leaders, being historic, urban, ethnically diverse, and well-connected to downtown and City resources. The boundary for the neighborhood is I-35 on the west, MLK Boulevard and then Northwestern Avenue on the east, and a southern border between 6th and 7th Streets. A small portion of the southwest border is included in the Study Area. The goal of the *Central East Austin Neighborhood Plan* is to uphold and further enhance these qualities. While acknowledging the area's history of racial segregation and underdevelopment, the plan embraces ongoing efforts to revitalize the region culturally, socially, and economically. It aims to support revitalization while safeguarding the assets enjoyed by long-term and current residents. The plan acknowledges its limited scope and calls for more comprehensive, efficient, and collaborative efforts from the City, nonprofits, and the private sector to fully realize its goals. The plan's objectives include preserving historic and unique features, fostering affordable and accessible housing, promoting mixed-use development, enhancing neighborhood safety and walkability, improving transportation access, respecting the area's character, and ensuring compatibility between land uses (City of Austin 2001a). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area consist primarily of single-family housing, multifamily housing, civic spaces, and public park space. Commercial and office use exists along 12th Street.
- **East Cesar Chavez.** The East Cesar Chavez Neighborhood in central east Austin is characterized by its mixed-use nature, strong family values, and rich Hispanic history. The planning area stretches from the alley between 6th and 7th Streets (north) to Chicon Street (east), Lady Bird Lake (south), and I-35 (west). The goals of *The East Cesar Chavez Neighborhood Plan* include diverse zoning for commercial and residential use, compatibility of new structures with the neighborhood, preservation of cultural features, improved traffic safety, rail corridor optimization, enhanced mass transit, housing education, homeowner preservation, green space enhancement, trash reduction, environmental education, essential business development, crime reduction, health and human services coordination, equitable education opportunities, and cultural and recreational activities (City of Austin 1999). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area consist primarily of single-family housing, multifamily housing, mixed use, and a Specific Regulating District along East 4th Street and East 5th Street.
- **Holly.** The Study Area encompasses the southern part of the neighborhood south of Riverview Street. The neighborhood is bordered by 7th Street (north), Pleasant Valley Road (east), Lady Bird Lake (south), and Chicon Street (west). The goals of the *Holly Neighborhood Plan* encompass promoting a diverse range of housing options across income levels, addressing compatibility among

different land uses, enhancing property maintenance through enforcement and assistance, ensuring safe pedestrian access to key destinations, improving transit connections, maintaining safe and efficient roadways and alleys, preserving the neighborhood's historical and cultural character, enhancing existing parks and public spaces, fostering community engagement for all ages, and enforcing existing codes to uphold safety, cleanliness, and overall neighborhood quality (City of Austin 2001b). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area consist primarily of single-family housing, mixed use, civic spaces, and park space.

- **South Section: Lady Bird Lake to Oltorf Street and South Congress Avenue to I-35.** This section of the Study Area includes portions of three neighborhood planning areas: Bouldin Creek, Dawson, and Greater South River City.
 - **Bouldin Creek.** The planning area spans from Lady Bird Lake (north) to West Oltorf Street (south) to just east of South Lamar Boulevard (west) to South Congress Avenue (west). The Study Area covers the eastern half of the neighborhood past 3rd Street. The *Bouldin Creek Neighborhood Plan* main objectives are to protect natural resources, preserve the neighborhood's established character and assets, promote pedestrian travel, allow mixed-use zoning along Congress Avenue, and build a transportation network that facilitates greater accessibility and mobility (City of Austin 2002a). This is reflected in the neighborhood planning area's FLUM, which is predominantly single-family housing, mixed use, and open space.
 - **Dawson.** The Dawson Neighborhood, situated in south-central Austin, is a well-established mixed-use community extending from Oltorf Street to Ben White Boulevard between South Congress Avenue and South First Street. A small area of the northern portion of the neighborhood is within the Study Area. Characterized by its natural environment with mature oak trees and East Bouldin Creek flowing through it, the neighborhood features commercial corridors on South First Street and South Congress Avenue, while maintaining residential areas within. The goals of the *Dawson Neighborhood Plan* are centered around preserving its character, enhancing safety and reducing crime, creating a better environment for local youth, promoting suitable business development, raising awareness of neighborhood resources, improving transportation efficiency, biking and pedestrian conditions, and exploring rail options, enhancing parks and greenspaces, and safeguarding and enriching the natural environment (City of Austin 1998). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area consist primarily of single-family housing, multifamily housing, mixed use, civic spaces, and park space.
 - **Greater South River City.** The Greater South River City Neighborhood Planning Area contains a portion of the Study Area between South Congress Avenue and I-35 and includes the Fairview Park and Travis Heights subdivisions. Land use

goals of the *Greater South River City Neighborhood Plan* include preserving the single-family residential character of the Travis Heights subdivision, allowing office, and limited commercial uses along I-35, and encouraging development of locally owned businesses along South Congress Avenue to ensure that it does not develop into a restaurant and bar district similar to East 6th Street (City of Austin 2005). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area between South Congress Avenue consist primarily of single-family housing, with neighborhood mixed use along South Congress Avenue and some office and commercial uses along I-35.

- **East Section: I-35 to Yellow Jacket Station.** This section of the Study Area includes portions of four neighborhood planning areas: Greater South River City (described above), East Riverside/Oltorf Combined, Montopolis, and Southeast Combined. Future land uses anticipated in this portion of the Study Area are documented in the respective neighborhood plans and include various single-family and multifamily residential uses, mixed use, and civic, commercial, and industrial uses as described below.
- **East Riverside/Oltorf Combined.** A large portion of the Study Area east of I-35 is located within the East Riverside/Oltorf Combined neighborhood planning area, which is bounded by Lady Bird Lake to the north, East Ben White Boulevard to the south, Grove Boulevard / Montopolis Drive to the east, and I-35 to the west. Land use goals of *The East Riverside / Oltorf Combined Neighborhood Plan* include preserving single-family residential neighborhoods, maintaining existing multifamily uses where appropriate, and encouraging more mixed-use development where areas are being developed or redeveloped, such as north and south along Lakeshore Boulevard, the north side of East Riverside Drive from I-35 to Lakeshore Boulevard, the south side of East Riverside Drive from Parker Lane to South Pleasant Valley Road, the west side of South Pleasant Valley Road from East Riverside Drive to Lakeshore Boulevard, and the northwest and southeast corners of Oltorf Street and Parker Lane. The plan also encourages commercial and office uses along specific corridors located in the Study Area, including the northwest corner of South Pleasant Valley Road north of East Riverside Drive, the northbound I-35 access road, and the north side of East Riverside Drive between Lakeshore Boulevard and South Pleasant Valley Road. In addition, the plan acknowledges the importance of maintaining industrial uses in areas with existing industrial development, specifically those located in the southeast corner of the combined planning area, just outside of the Study Area. The plan also identifies the need to redevelop certain areas of East Riverside Drive to more mixed-use, transit-oriented neighborhoods; create neighborhood centers at large strip mall sites in the Study Area to provide opportunities for live/work options and community open space; and incorporate quality public spaces in the form of parks, plazas, and squares (City of Austin 2006). Most of the Study Area along East Riverside Drive is designated as a Specific Regulating District (see **Figure 5**). The designation applies to areas with adopted regulating plans. This area is identified as the East Riverside Corridor Zoning District and was designated with the

adoption of the *East Riverside Corridor Master Plan* (City of Austin 2010a) and corresponding regulating plan in 2010 and 2013, respectively. The master plan, further described in Section 5.8, proposes redeveloping the area, which currently contains auto-oriented commercial and residential uses, with more urban mixed-use development in a transit-oriented, pedestrian-friendly environment. This is consistent with the *East Riverside/Oltorf Combined Neighborhood Plan* (City of Austin 2006).

- **Montopolis.** The part of the Study Area east of Grove Boulevard / Montopolis Drive is in the Montopolis Neighborhood planning area. The planning area is bounded by Grove Boulevard/Montopolis Drive to the west, US 183 to the north, and SH 71 to the south. Land use goals of the *Montopolis Neighborhood Plan* include preserving the existing mix of business and residential uses along Montopolis Drive; building commercial uses north of East Riverside Drive and east of Lawrence Street, particularly along the corridors of East Riverside Drive and US 183; focusing highest intensity commercial and industrial activities along East Ben White Boulevard and US 183; preserving single-family uses in older, established areas of Montopolis as well as existing multifamily uses; and allowing for mixed uses along East Riverside Drive (City of Austin 2001c). The FLUM was revised after the creation of the *Montopolis Neighborhood Plan* to depict the East Riverside Corridor Zoning District, reflected in **Figure 5** as a Specific Regulating District. As noted above, the *East Riverside Corridor Master Plan* proposes mixed-use development on properties along East Riverside Drive, which is consistent with the *Montopolis Neighborhood Plan* (City of Austin 2001c). This is reflected in the neighborhood planning area's FLUM. As depicted in **Figure 5**, future land uses in the Study Area consist primarily of the Specific Regulating District, single-family, multifamily, mixed residential, industry, and mixed uses.
- **Southeast Combined.** The Study Area includes a small portion of the Southeast Combined neighborhood planning area, located south of SH 71. The *Southeast Combined Neighborhood Plan* outlines future land use goals for this area. Because of the neighborhood planning area's proximity to the Austin-Bergstrom International Airport, the future land use scenario does not make accommodations for residential uses (City of Austin 2002b). Future land uses are primarily industrial development and industrial parks with some commercial uses; specifically, “big box” scale retail, as shown in **Figure 5**.

Table 3 summarizes proposed future land use patterns that would be influenced by the Build Alternative.

Table 3: Summary of Future Land Uses in the Study Area

Geographic Area	Future Land Use
North Section: 38th Street to MLK Boulevard	Civic, Commercial, High Density Mixed Use, Higher-Density Single-Family, Mixed Use, Mixed Use/Office, Multifamily, Office, Recreation & Open Space, Single-Family, Transportation
Downtown Section: MLK Boulevard to Lady Bird Lake	Civic, Mixed Use, Multifamily, Neighborhood Mixed Use, Recreation & Open Space, Single-Family, Specific Regulating District, Transportation
South Section: Lady Bird Lake to Oltorf Street and South Congress Avenue to I-35	Civic, Commercial, Higher-Density Single-Family, Industry, Mixed Use, Mixed Use/Office, Multifamily, Office, Recreation & Open Space, Single-Family, Transportation, Utilities
East Section: I-35 to Yellow Jacket Station	Civic, Commercial, Higher-Density Single-Family, Industry, Mixed Residential, Mixed Use, Mixed Use/Office, Multifamily, Neighborhood Mixed Use, Office, Recreation & Open Space, Single-Family, Specific Regulating District, Transportation, Utilities, Warehouse/Limited Office

Source: City of Austin 2023a.

4.3 Existing Zoning

Zoning designations generally reflect existing land use patterns in the Study Area.

Table 4 summarizes existing zoning designations in the Study Area.

Table 4: Summary of Existing Zoning in the Study Area

Geographic Area	Existing Zoning Districts
North Section: 38th Street to MLK Boulevard	Community commercial (GR), General commercial services (CS), General office (GO), Limited office (LO), Multifamily (MF), Neighborhood commercial (LR), Neighborhood office (NO), Planned unit development (PUD), Public (P), Single-family (SF), Unzoned (UNZ), Neighborhood Conservation Combining District (NCCD), Vertical mixed use (VMU), Mixed use (MU), Equitable transit-oriented development (ETOD + Density Bonus ETOD)
Downtown Section: MLK Boulevard to Lady Bird Lake	Central business (CBD), Community commercial (GR), Downtown mixed use (DMU), General commercial services (CS), General office (GO), Limited office (LO), Multifamily (MF), Neighborhood commercial (LR), Neighborhood office (NO), Public (P), Single-family (SF), Transit-oriented development (TOD), Unzoned (UNZ), Neighborhood Conservation Combining District (NCCD), Vertical mixed use (VMU), Mixed use (MU), Downtown Density Bonus (DOB), Equitable transit-oriented development (ETOD + Density Bonus ETOD)
South Section: Lady Bird Lake to Oltorf Street and South Congress Avenue to I-35	Community commercial (GR), General commercial services (CS), General office (GO), Lake commercial (L), Limited industrial services (LI), Limited office (LO), Multifamily (MF), Neighborhood commercial (LR), Neighborhood office (NO), Planned unit development (PUD), Public (P), Single-family (SF), Unzoned (UNZ), Neighborhood Conservation Combining District (NCCD), Vertical mixed use (VMU), Mixed use (MU), Equitable transit-oriented development (ETOD + Density Bonus ETOD)
East Section: I-35 to Yellow Jacket Station	Aviation services (AV), Commercial highway services (CH), Community commercial (GR), East Riverside Corridor (ERC), General commercial services (CS), General office (GO), Industrial park (IP), Limited industrial services (LI), Limited office (LO), Major industry (MI), Mobile home residence (MH), Multifamily (MF), Neighborhood commercial (LR), Neighborhood office (NO), Planned unit development (PUD), Public (P), Rural residence (RR), Single-family (SF), Unzoned (UNZ), Warehouse limited office (W/LO), Mixed use (MU), Equitable transit-oriented development (ETOD + Density Bonus ETOD)

Source: City of Austin 2023a.

Existing zoning is further detailed below and is depicted in **Figure 6**:

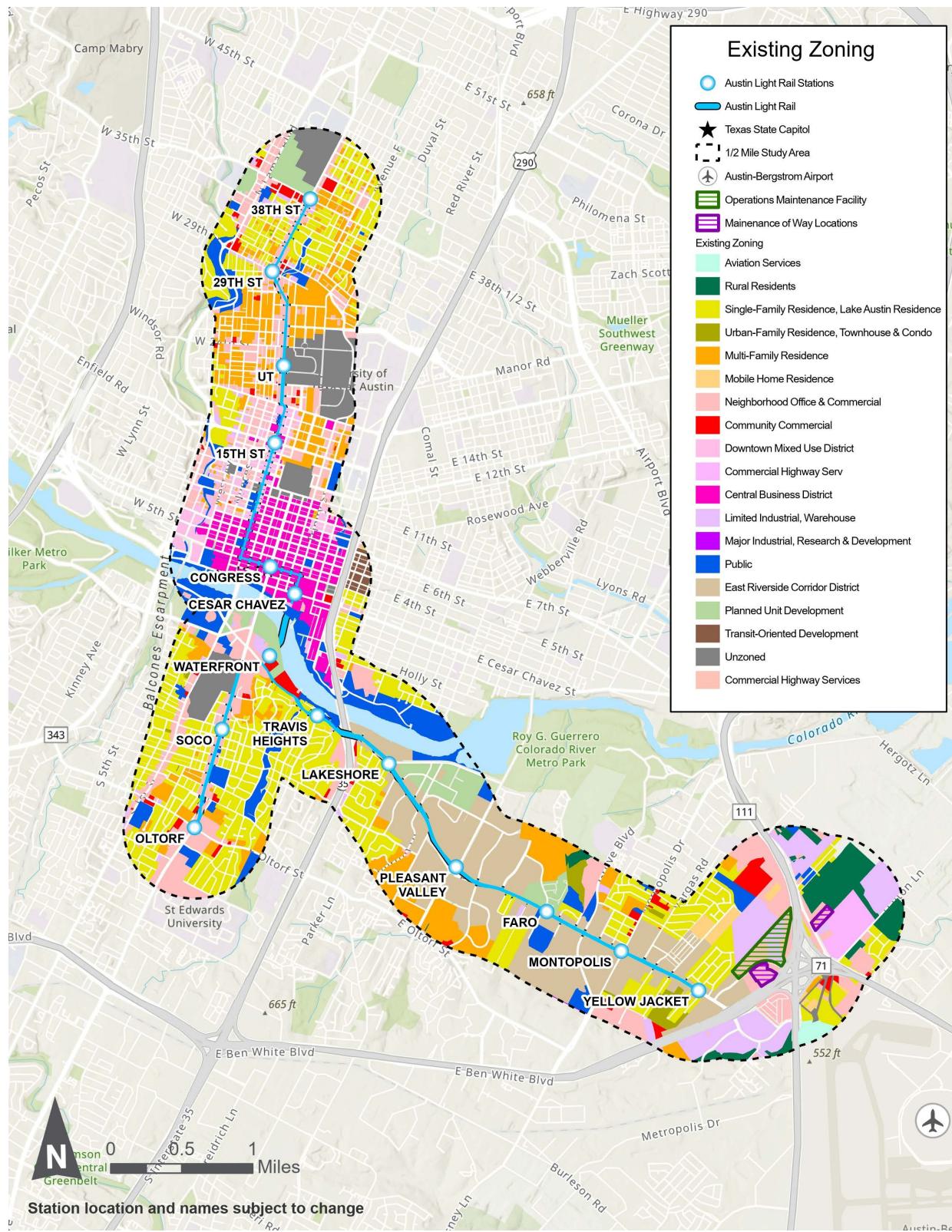
- **North Section: 38th Street to MLK Boulevard.** Existing zoning in this part of the Study Area north of 29th Street consists primarily of Single-Family Residential (SF-3) north along with General Commercial Services (CS) and Community Commercial (GR) along Guadalupe Street, North Lamar Boulevard, and West 38th Street. South of 29th Street toward downtown, the Study Area consists of Multifamily Residential (MF) and scattered Community Commercial (GR), with General Community Services (CS) located along Guadalupe Street and West 24th Street. The Single-Family Residential (SF-3) district is a moderate density district that allows for small-lot single family, additional dwelling units, duplexes, and triplexes.
- **Downtown Section: MLK Boulevard to Lady Bird Lake.** Downtown Austin consists mainly of the Central Business District (CBD) zoning designation, which accommodates the office, commercial, residential, and civic uses downtown. The purpose of the Central Business District (CBD) designation is to ensure that developments are compatible with the commercial, cultural, historical, and governmental significance of downtown; preserve selected views of the Capitol; promote the downtown as a vital commercial area; create a network of public spaces and pedestrian amenities in the downtown area; enhance existing structures, historic features, and circulation patterns in the downtown area; and consider natural features and topography in the downtown area. In the Study Area, parcels roughly within the boundaries of West Avenue, 9th Street/11th Street, I-35, and Lady Bird Lake are designated as Central Business District (CBD).

Another common zoning designation in Downtown Austin is the Downtown Mixed-Use (DMU) district. This designation is applied to parcels located in the periphery of areas that have the Central Business District (CBD) designation and applies to development with any combination of office retail, commercial, and residential uses that is compatible with the downtown area. The Downtown Mixed-Use (DMU) district serves as a transition in density between the downtown area and surrounding districts and is appropriate to apply in areas where the Central Business District (CBD) designation may expand. Public district designations are in some areas downtown. This designation applies to governmental, civic, public service, or public institution uses and may be applied to a use with a civic or public institutional purpose, regardless of ownership of the land on which the use is located. East of central downtown consists mainly of the Transit-Oriented Development (TOD) and Single-Family (SF) SF-3 designations east of downtown, with General Commercial Services (CS) and Public (P) district designations also present to the south, closer to Lady Bird Lake. The TOD designation exists between East 4th Street and East 7th Street and applies to areas readily served by the Plaza Saltillo Red Line station. Developments with this designation are compatible with and support public transit and a pedestrian-friendly environment. The Commercial Services (CS) district farther south applies to commercial and industrial uses with operating characteristics or traffic service requirements.

incompatible with a residential environment. Public district designations are located mostly along Lady Bird Lake.

- **South Section: Lady Bird Lake to Oltorf Street and South Congress Avenue to I-35.** The Auditorium Shores at Town Lake Metropolitan Park is designated as a Public district. Directly east of that is the South Central Waterfront Development. Part of the South Central Waterfront area is designated as a Planned Unit Development (PUD) district. This designation is reserved for large, or complex single- or multi-use developments planned as a contiguous project under unified control, and at least 10 acres in size. The South Central Waterfront Initiative is discussed in greater detail in Section 5.7. There is a large, unzoned, state-owned property south of the South Central Waterfront area between South 1st Street and South Congress Avenue, occupied by the Texas School for the Deaf. The area near and along South Congress Avenue contains various commercial use districts, some of which include the General Commercial Services (CS) district; Community Commercial (GR), for office or other commercial uses that serve neighborhood and community needs; and Lake Commercial (L), for development that includes office retail, commercial, and/or residential uses near Town Lake. Elizabeth Street to Mary Street is predominantly Single-Family (SF-3) with more Commercial Services (CS) districts, Public (P) facilities, and Community Commercial (GR) between Mary Street and Oltorf Street.

Figure 6: Existing Zoning in the Study Area



- **East Section: I-35 to Yellow Jacket Station.** The parcels along I-35 are designated as General Office (GO), for office or commercial uses that serve community and citywide needs. The area between South Congress Avenue and I-35 consists predominantly of Single-Family (SF) and Multifamily (MF) zoning districts, including SF-3, MF-1, MF-2, MF-3, and MF-4.

Existing zoning in this section consists primarily of Single-Family (SF-2, SF-3, and SF-4) and Multifamily (MF-2, MF-3, MF-4) Residential districts, industrial districts, and commercial districts. There are several parcels between Lakeshore Boulevard and East Riverside Drive that are designated as PUD; these parcels make up the South Shore District PUD and the Lakeshore PUD, which are described in detail in Section 5.1, Emerging Projects. Industrial zoning districts are located along the south side of SH 71 and include Industrial Park (IP), Limited Industrial (LI), and Limited Office (LO). Commercial Services districts (CS, CS-1 districts) are located mainly east on larger parcels at the east end of this section, adjacent to SH 71 and US 183. There are a few parcels with Rural Residence (RR) and Mobile Home Residence (MH) designations, mainly located between Montopolis Drive and SH 71 at the north edge of the Study Area. A large portion of the Study Area between I-35 and SH 71 is designated as the East Riverside Corridor district (ERC). As noted previously, this area consists of existing auto-oriented commercial and multifamily uses and is proposed to be redeveloped with urban mixed-use development. The East Riverside Corridor district (ERC) designation only applies within the boundaries identified in the *Regulating Plan for East Riverside Corridor Zoning District* (City of Austin 2013). The regulating plan identifies five subdistrict types within the East Riverside Corridor district (ERC): Corridor Mixed Use, Industrial Mixed Use, Neighborhood Mixed Use, Urban Residential, and Neighborhood Residential. The Corridor Mixed Use subdistrict is the highest density designation within the East Riverside Corridor, allowing mixed-use buildings with retail or office ground-floor uses and residential or office uses on the upper floors. This subdistrict applies to parcels fronting East Riverside Drive and the northern section of South Pleasant Valley Road. The Industrial Mixed-Use subdistrict is a transitional subdistrict used to accommodate existing industrial uses and enable future residential and commercial uses and applies to the industrial park south of East Riverside Drive between Faro Drive and Grove Boulevard. The Neighborhood Mixed Use subdistrict allows mid-rise residential with smaller-scale neighborhood-oriented commercial uses and is scattered along the East Riverside Corridor and on the periphery of East Riverside Drive. The Urban Residential subdistrict allows for a range of housing types, including townhouses, rowhouses, condominiums, or multifamily dwellings. This subdistrict applies primarily between Parker Lane and Riverside Farms Road. The Neighborhood Residential subdistrict is a transitional subdistrict between the higher density subdistricts and existing single-family neighborhoods, allowing for single-family homes, duplexes, townhouses, rowhouses, and smaller-scale multifamily buildings. There are only a few parcels with this designation, located on the eastern and western edges of the East Riverside Corridor district (ERC).

4.4 Land Development Code Amendments

The following recent code amendments have been approved:

- Lowering the minimum lot size for Single-Family (SF) zoned areas (adopted May 16, 2024);
- Allowing up to three housing units, including tiny homes, on a Single-Family (SF) zoned property (adopted December 7, 2023);
- Combining districts to support transit, provide density bonuses with community benefits, rezone lots within 0.5 mile of the light rail, and establish new development standards, including housing requirements and height allowances (adopted May 16, 2024); and
- Eliminating off-street vehicle parking requirements (adopted May 4, 2023).

The City, in coordination with ATP and the Capital Metropolitan Transportation Authority (CapMetro), is currently planning for the implementation of the Project through the City's *ETOD Policy Plan*, including the adoption of an ETOD Overlay to enable greater densities along light rail transit while also incentivizing the development of housing. In addition to traditional TOD goals like increasing transit ridership by encouraging transit-supportive development patterns, ETOD also actively attempts to mitigate displacement pressures and create new economic opportunities to help communities thrive. A council meeting in May 2024 approved the adoption of HOME Phase 2, ETOD Overlay, and Density Bonus ETOD among other recent adoptions related to the ETOD. For more information on the *ETOD Policy Plan* and how the Build Alternative would affect property values and the amount of housing in the Study Area, see **FEIS Appendix E-4**.

5 Community Planning Context

The City has developed several plans to proactively manage the anticipated growth within the Study Area, including *Imagine Austin*, the *Downtown Austin Plan*, *Waller Creek District Master Plan*, *Plaza Saltillo TOD Station Area Plan*, *South Central Waterfront Vision Framework Plan*, and *East Riverside Corridor Master Plan*. These plans support a shift toward more mixed-use development and transit- and pedestrian-oriented neighborhoods, consistent with the future land use plan and proposed zoning policy. Coordination with the City of Austin Planning Department staff will be arranged to ensure successful integration of applicable plans under the Build Alternative. The plans are each briefly summarized in Sections 5.2 through 5.8.

Most recent developments and proposed developments within the Study Area, some of which correspond with adopted community plans or are part of a PUD zone (i.e., South Central Waterfront, Lakeshore PUD, and South Shore District PUD), are mixed use. Overall emerging development patterns are consistent with adopted community plans

and zoning and land use policies. Emerging projects are briefly described in Section 5.1.

5.1 Emerging Projects

Major recent and planned developments include 45 projects within the Study Area, as listed in **Table 5** and shown in **Figure 7**. Whether a project was determined major or not was taken from the emerging projects map. Project sites more than 10 acres or residential projects with 20 or more units were considered major. Within the Study Area, 16 of the 45 are multifamily, and the remaining 30 are mixed use with multifamily development. The total new units from all the emerging projects is 10,447 units. Five projects did not yet provide proposed units. These projects link many emerging development nodes and place-making opportunities in Downtown Austin, the East Cesar Chavez neighborhood, and the East Riverside Corridor.

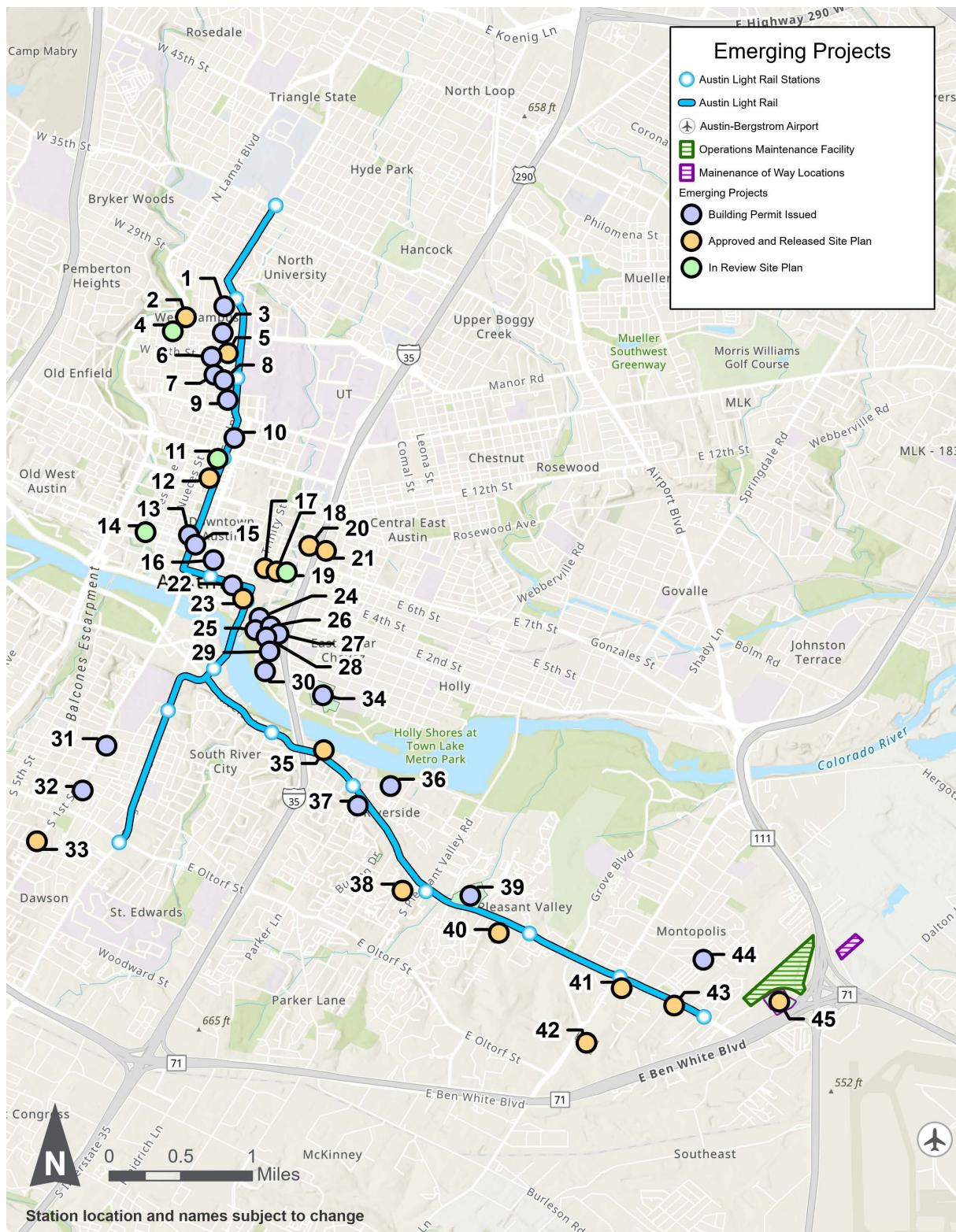
Table 5: Emerging Projects in the Study Area

Map ID	Name	Status	Address	Sq. Ft.	Units
1	LA PACANA	Building Permit Issued	2710 Nueces St, Austin, TX 78705	171,446	155
2	POPLAR RESIDENTIAL	Approved and Released	910 Poplar St, Austin, TX 78705	N/A	N/A
3	NAKATOMI PLAZA	Building Permit Issued	2513 Seton Ave, Austin, TX 78705	351,058	215
4	Bells Beach	In Review	1008 W 25th Half St, Austin, TX 78705	N/A	85
5	COURT OF THREE SISTERS	Approved and Released	504 W 24th St, Austin, TX 78705	N/A	N/A
6	24RG STUDENT HOUSING	Building Permit Issued	2313 Rio Grande St, Austin, TX 78705	344,328	199
7	NUECES TOWER	Building Permit Issued	2206 Nueces St, Austin, TX 78705	394,423	304
8	MARVIN GARDENS	Building Permit Issued	2200 San Antonio St, Austin, TX 78705	246,000	216
9	ST. AUSTIN PARISH REDEVELOPMENT-TOWER	Building Permit Issued	2011 San Antonio St, Austin, TX 78705	532,306	425
10	17TH STREET CONDOMINIUMS (W/R SP-2019-0010C)	Building Permit Issued	313 W 17th St, Austin, TX 78701	186,110	117
11	400 W. 14th Street Mixed Use	In Review	400 W 14th St, Austin, TX 78701	N/A	N/A
12	BLOCK 150	Approved and Released	416 W 12th St, Austin, TX 78701	444,001	316

Map ID	Name	Status	Address	Sq. Ft.	Units
13	600 GUADALUPE ST.	Building Permit Issued	600 Guadalupe St, Austin, TX 78701	1,254,215	349
14	506 West Residential W/R(SP-2022-0092C)	In Review	506 West Ave, Austin, TX 78703	N/A	350
15	321 W. 6TH	Building Permit Issued	321 W 6th St, Austin, TX 78701	591,258	369
16	415 COLORADO STREET	Building Permit Issued	415 Colorado St, Austin, TX 78701	675,686	328
17	410 E. 5TH ST.	Approved and Released	410 E 5th St, Austin, TX 78701	35,284	462
18	STONELAKE 5RR	Approved and Released	506 E 5th St, Austin, TX 78701	316,984	242
19	The Grant Building (W/R SP-2022-0527C)	In Review	611 E 6th St, Austin, TX 78701	N/A	258
20	EAST 9TH STREET MULTI-FAMILY (W/R SP-2017-0338C)	Approved and Released	703 E 9th St, Austin, TX 78701	139,279	145
21	LOPEZ TOWER	Approved and Released	809 E 9th St, Austin, TX 78702	25,295	34
22	3RD & BRAZOS	Building Permit Issued	215 Brazos St, Austin, TX 78701	429,459	308
23	307 E 2ND STREET	Approved and Released	307 E 2nd St, Austin, TX 78701		133
24	WALLER PARK PLACE	Building Permit Issued	98 Red River St, Austin, TX 78701	1,848,025	603
25	THE TRAVIS	Building Permit Issued	80 Red River St, Austin, TX 78701	721,687	423
26	90 RAINY (W/R SPC-2019-0093C)	Building Permit Issued	90 Rainey St, Austin, TX 78701	566,883	446
27	THE EAST TOWER	Building Permit Issued	84 N IH 35 SVRD, Austin, TX 78701	338,089	284
28	RAINEY TOWER	Building Permit Issued	80 Rainey St, Austin, TX 78701	635,086	557
29	RIVER STREET MARKET & HOTEL	Building Permit Issued	700 River St, Austin, TX 78701	523,976	377
30	44 EAST	Building Permit Issued	44 East Ave, Austin, TX 78701	461,871	308
31	SOUTH 1ST STREET	Building Permit Issued	1613 S 1st St, Austin, TX 78704	62,791	39
32	2209 SOUTH FIRST	Building Permit Issued	2209 S 1st St, Austin, TX 78704	221,789	106

Map ID	Name	Status	Address	Sq. Ft.	Units
33	SOUTH FIRST AND CUMBERLAND	Approved and Released	2612 S 1st St, Austin, TX 78704	83,699	102
34	RBJ CENTER	Building Permit Issued	1310 LBJ Way, Austin, TX 78702	165,522	225
35	ACTON SCHOOL REDEVELOPMENT	Approved and Released	1404 E Riverside Dr, Austin, TX 78741	256,610	220
36	SOUTH SHORE V	Building Permit Issued	1120 Town Creek Dr, Austin, TX 78741	343,982	299
37	East Riverside Multi-Family Phase II	Building Permit Issued	1301 Parker Ln, Austin, TX 78741	227,485	236
38	WILLOW HILL	Approved and Released	2016 S Pleasant Valley Rd, Austin, TX 78741	332,525	371
39	RIVER PARK SOUTH-BLOCK D (SP-2021-0136C W/R)	Building Permit Issued (Demolition)	4700 E Riverside Dr, Austin, TX 78741	656,062	252
40	5107 E RIVERSIDE DRIVE	Approved and Released	2000 Riverside Farms Rd, Austin, TX 78741	N/A	N/A
41	ESCUELA NUEVA (W/R SP-2020-0137C.SH)	Approved and Released	2013 Montopolis Dr, Austin, TX 78741	155,303	114
42	STILLWATER MONTOPOLIS	Approved and Released	2511 Montopolis Dr, Austin, TX 78741	394,423	N/A
43	TWO WORLDS MULTIFAMILY	Approved and Released	6905 E Riverside Dr, Austin, TX 78741	35,830	50
44	1418 FRONTIER VALLEY	Building Permit Issued	1418 Frontier Valley Dr, Austin, TX 78741	72,400	101
45	CITYSTREET RESIDENTIAL	Approved and Released	1501 Airport Commerce Dr, Austin, TX 78741	404,132	358

Figure 7: Emerging Projects in the Study Area



Source: City of Austin 2023a.

Some of the larger projects in the Study Area include the following:

- University of Texas at Austin / West University
- **St. Austin Parish Redevelopment – Tower (Map ID:9).** This project, at the southeast corner of 21st and San Antonio Streets, plans to develop a 17-story student housing building with 425 residential units.
- **Nueces Tower (Map ID:7).** This project is located southeast of West 23rd Street and Nueces Street. The project is proposing a multifamily residential development with 304 units.
- Downtown
- **Waller Park Place (Map ID:24).** This project is located at the southwest corner of East Cesar Chavez Street and Red River Street. The project is proposing a commercial mixed-use development with 603 residential units. The development will also consist of retail use and office use.
- **Rainey Tower (Map ID:28).** The project is located at the southeast corner of Davis and Rainey Streets and is developing a mixed-use building with 557 residential units and retail space.
- **Austin Convention Center.** Located at the northeast corner of East Cesar Chavez and Trinity Streets, the Austin City Council has approved a Redevelopment and Expansion project. A site plan or building permit has not been released, but the project plans to increase rentable capacity from 376,000 square feet to 709,000 square feet.
- East Riverside Drive
- **River Park South (Map ID:39).** The project, at the northeast corner of East Riverside Drive and Wickersham Lane, plans to redevelop 98 acres of property. This includes a 15.27-acre site with 252 residential units being replaced with new multifamily buildings, associated parking lot, and associated utility improvements.
- **City Street Residential.** Located west of Airport Commerce Drive and East Ben White Boulevard, the development would create 358 residential units.

Capital improvement projects within the Study Area include the following:

- **East Riverside Drive Corridor Signal Improvements.** Design and construction of safety and mobility improvements at intersections including pedestrian crossings, curb ramps, turn lane modifications, upgraded traffic signals, median adjustments along East Riverside Drive (Royal Crest Drive to Airport Commerce Drive). Improvements will occur at various locations along East Riverside Drive between I-35 and SH 71 including Royal Crest Drive, Burton / Tinnon Ford Road,

Willow Creek Drive, Coriander Drive, Wickersham Lane, Vargas Road, and Frontier Valley Drive.

- **Country Club Creek Trail, Elmont Drive to East Oltorf Street.** Construction of an urban trail along Country Club Creek connecting existing trails to the south and the north (i.e., Mabel Davis District Park to Guerrero Park). The project limits are from East Oltorf Street to East Riverside Drive along Country Club Creek and from East Riverside Drive to Elmont Drive along Wickersham Lane.
- **Waller Creek District, The Confluence.** Design and construction of stream restoration/stabilization, trails, bridges, water quality, and utility improvements along Waller Creek from Lady Bird Lake to East 4th Street. This project is a public-private partnership with Waterloo Greenway Conservancy located along Waller Creek between Lady Bird Lake and East 4th Street.
- **Waller Creek Water Tunnel.** The tunnel is approximately 5,600 feet long. It lies 70 feet below the surface and ranges from 22 to 26 feet in diameter. It captures floodwaters and releases them into Lady Bird Lake. The Waller Creek Tunnel is operated by the City's Watershed Protection Department.

5.2 Imagine Austin

Adopted in 2012, *Imagine Austin* is the City of Austin's comprehensive plan (City of Austin 2024). The Growth Concept Map included in the plan identifies where new residents, job growth, mixed-use areas, open space, and transportation infrastructure will be targeted over a 30 year period, as well as policies to guide implementation. *Imagine Austin* identified core principles for action encouraging the creation of a more compact city connected by frequent, convenient bus and rail service. The plan emphasizes creating compact mixed-use areas that are affordable, walkable, and bikeable and are linked by transit to jobs and other centers. The plan promotes infill development and redevelopment, as well as new development, in activity corridors and centers accessible by bicycling, walking, transit, and by car.

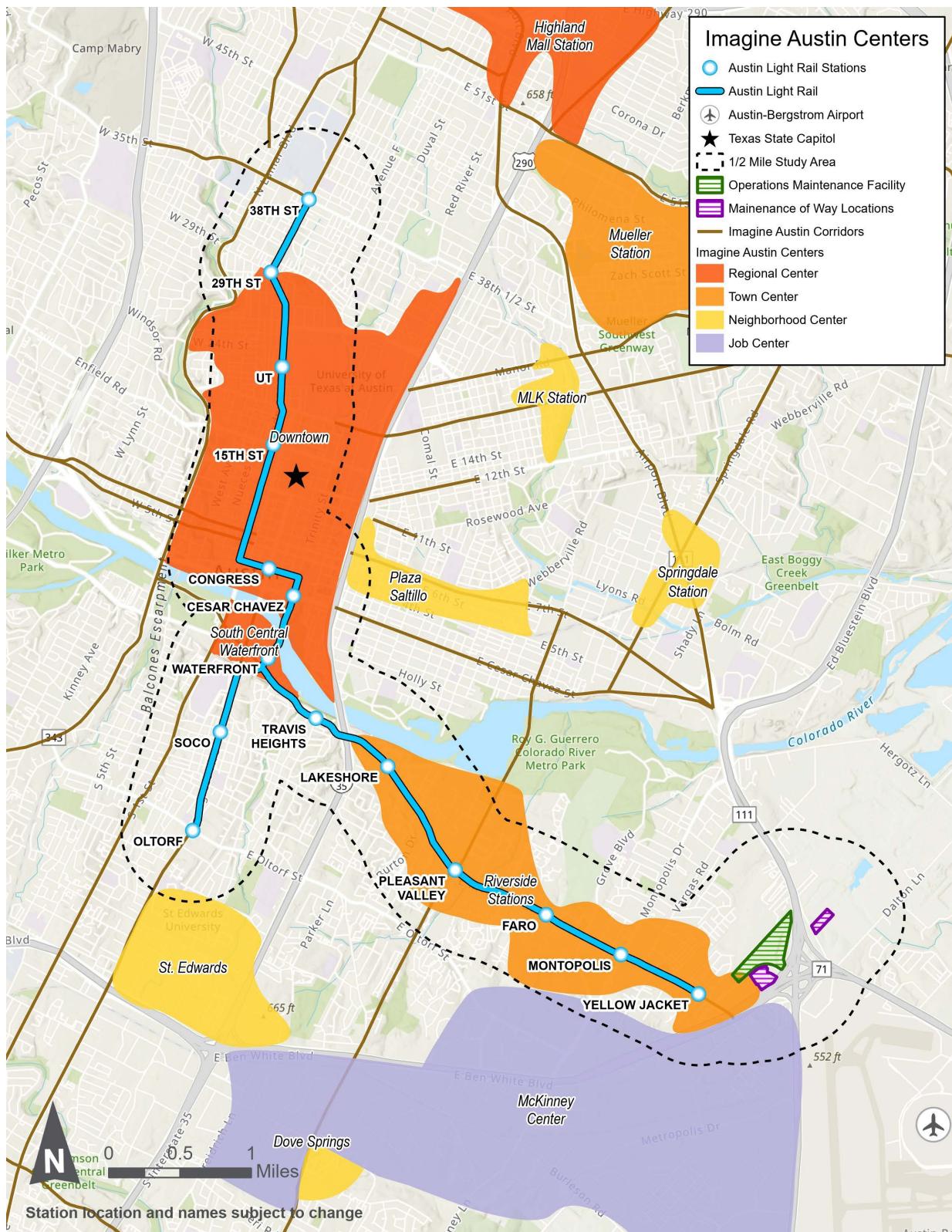
Imagine Austin identified 50 activity centers and 25 activity corridors where the City will focus future investments. The plan identifies compact and walkable activity centers and corridors, as well as job centers, and coordinates them with future transportation improvements. These centers and corridors allow people to reside, work, shop, access services, and recreate without traveling far distances. Within them, under the plan, the design and scale of buildings and the design and availability of parks and gathering spaces will welcome people of all ages and abilities. They will be walkable, bikeable, and connected to one another, the rest of the city, and the region by roads, transit, bicycle routes and lanes, and trails.

The types and locations of activity centers identified in *Imagine Austin* are shown in relation to the Project alignment and stations in **Figure 8** and described below:

- **Regional centers.** Urbanized areas that will serve as retail, cultural, recreational, and entertainment destinations for Central Texas. These areas will have the greatest densities and tallest buildings. Housing in regional centers will be a diverse mix of mixed-use buildings, low- to high-rise multifamily, rowhouses, and townhouses. The Downtown and South Central Waterfront regional centers fall within the Study Area.
- **Town centers.** Less intense than regional centers but would also be considered important hubs in the transit system, where many people will live and work. Town centers will have a variety of employers that will provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size up to three-story houses, duplexes, townhouses, and rowhouses, to low-to midrise apartments/condominiums, mixed-use buildings, and office buildings. The Riverside Stations town center encompasses a large portion of the Study Area.
- **Neighborhood centers.** The smallest and least intense of the three mixed-use centers, but like both regional and town centers, these areas are intended to be walkable, bikeable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. Neighborhood centers may have a mixed-use core surrounded by a mix of housing, businesses, and services (e.g., grocery and department stores, smaller locally oriented businesses, doctor and dentist offices, restaurants, and schools) and will generally serve the center and surrounding neighborhoods. The Plaza Saltillo neighborhood center is at the edge of the Study Area, east of downtown.
- **Job centers.** Consist of areas that are not well-suited for residential uses or environmentally sensitive areas, which require careful site planning and access strategies. These centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar transportation and other service demands and operating characteristics. These centers are intended to become more pedestrian and bicycle-friendly, and the Growth Concept Map seeks to offer transportation choices such as light rail and bus rapid transit to increase commuter options for employees. A small portion of the McKinney Job Center falls within the Study Area.

In addition to activity centers, 12 activity corridors are located within the Study Area: East 7th, East Cesar Chavez, South Congress, 5th/6th/Lake Austin Boulevard, Riverside Drive, Pleasant Valley, South First, Lamar Boulevard, Guadalupe, Burnet Road, 35th/38th, and MLK Boulevard. Two of these corridors—Riverside Drive and Pleasant Valley—would intersect with the Austin Light Rail as shown in **Figure 8**.

Figure 8: Imagine Austin Centers and Corridors in the Study Area



According to *Imagine Austin*, these corridors are connections that link activity centers and other key destinations to one another and allow people to travel throughout Austin and the region by bicycle, transit, or automobile. Corridors are designated because they serve a variety of activities and uses along the roadway, including shopping, restaurants and cafés, parks, schools, single-family homes, multifamily buildings, public buildings, houses of worship, mixed-use buildings, and offices.

The City is updating its comprehensive plan to reflect changes and growth, including a population increase, higher median home prices, a switch to single-member district governance, and the approval of Project Connect. This update, authorized in last year's City budget, will span multiple phases of community engagement through 2026. The first phase, starting June 2024, involves Planning Department staff engaging with residents across the City to discuss priorities and visions for the future. The revision aims to integrate new policies, reinforce commitments to equity and sustainability, and ensure the plan remains aligned with the community's evolving values and needs.

5.3 **Downtown Austin Plan**

The *Downtown Austin Plan*, adopted in December 2011, is a vision plan for Downtown Austin that was guided by a 3-year dialogue with the public and the Downtown Austin community and stakeholders. The plan proposes seven transformative steps that can help realize the community's vision of mixed use and well-designed dense development, while preserving unique districts and destinations (City of Austin 2011). This includes establishing an urban rail system to connect Downtown Austin with other central Austin destinations and the existing passenger rail system and amending the Land Development Code, specifically in regard to the Downtown Austin area, to promote a mix of uses, incentivize well-designed dense development, and preserve unique districts and destinations that result in buildings that contribute to a vibrant public realm.

The *Downtown Austin Plan* identifies nine districts within Downtown Austin and outlines goals for each. Portions of the Market/Lamar District, Lower Shoal Creek District, Core/Waterfront District, Waller Creek District, and Rainey Street District are in the Study Area. Common goals for each district include promoting a bike- and pedestrian-friendly environment, and encouraging high-density, compact design and mixed land uses. In addition, specific goals for the Waller Creek District include maintaining and enhancing the environmental habitat and value of Waller Creek.

5.4 **Waller Creek District Master Plan**

Plans for the Waller Creek District are discussed in the *Waller Creek District Master Plan* and were approved in March 2010 (City of Austin 2010b). Waller Creek District, as defined by this plan, is bounded roughly by Waterloo Park to the north, Lady Bird Lake to the south, Trinity Street and River Street to the west, and I-35 Frontage Road to the east. The master plan emphasizes maintaining and restoring portions of the creek and calls for improving bicycle and pedestrian linkages in the district (particularly by improving and extending Sabine Street), as well as redeveloping the land adjacent to

the creek corridor. The master plan proposes a variety of different scales and types of uses, from live/work and small-scale buildings to more intensive office and residential uses and cultural/institutional complexes to help enliven the district. The master plan envisions residential, hospitality, and smaller-scale commercial uses as the three most significant development opportunities within the area. Beyond these are opportunities for small-scale offices and creative businesses; live/work lofts and townhouse units that combine residential and commercial activity; smaller-scale buildings with a mix of commercial and residential uses; large-scale, high-rise residential development; mid-rise residential developments; and potential hotels.

5.5 Palm District Plan

The Austin City Council initiated the *Palm District Plan* in 2019 to focus on the eastern edge of downtown (City of Austin 2022). The planning process, interrupted by the COVID-19 pandemic, resumed in 2020 and included collaboration with various City departments and community stakeholders. The five-phase process involved research, community engagement, scenario development, draft review, and plan adoption.

The Visioning phase, conducted through surveys, interactive maps, and workshops, resulted in a draft vision emphasizing a vibrant, transit-oriented, and culturally rich Palm District. The subsequent Draft Review phase gathered community input, leading to major themes outlined in the Draft Vision Framework in February 2022. In August 2022, in-person workshops explored three user experience scenarios—Live, Work, and Play—based on community preferences. A Preferred Scenario was developed, focusing on mixed-income housing, mixed-use opportunities, and maximizing greenspace.

Historic sites, like the Palm School, reflect the district's layered past. The plan also acknowledges the effect of infrastructure projects like I-35 reconstruction on connecting East and West Austin. An Equity Framework guides the planning process, aiming to engage the community, create a safe and welcoming environment, preserve history, enhance cultural assets, provide economic benefits, increase housing access, improve mobility, and promote sustainability. The plan aims to address historical inequities, emphasizing racial equity and inclusivity. The *Palm District Plan* presents a refined vision, a preferred development scenario, and an implementation plan with detailed recommendations. It acknowledges the district's history, cultural heritage, and potential for inclusive growth, emphasizing equity and sustainable development (City of Austin 2022).

5.6 Plaza Saltillo TOD Station Area Plan

The *Plaza Saltillo TOD Station Area Plan* provides best practices and recommendations for open space, street and other infrastructure improvements, and housing (City of Austin 2008). The Plaza Saltillo station planning area was identified in the plan to include the area generally bounded by East 3rd Street to East 7th Street and between I-35 and Chicon Street. The plan is intended to guide future development in the Plaza Saltillo TOD area surrounding the CapMetro Red Line station, specifically, and provides useful policy guidance for broader applicability to station areas elsewhere in the City.

Four land use designations are applied in the land use and design concept in the plan: TOD Mixed-Use, Corridor Mixed-Use, Live/Work Flex, and Low Density Residential. TOD Mixed-Use is the highest density designation; areas with this designation are closest to transit and are intended to become neighborhood centers. Corridor Mixed-Use allows for a slightly broader mix of uses. These areas are farther from the transit station and have a less urban character than TOD Mixed-Use. Live/Work Flex encourages ground-floor business activity with residential units on the upper floors, with the residential portion being required while the ground-floor business use is optional. The Low-Density Residential designation provides a transition between the higher density center of the station area and surrounding neighborhoods. The *Plaza Saltillo TOD Station Area Plan* also includes a Circulation Concept Plan, which emphasizes improving multi-modal connectivity, creating enhanced pedestrian facilities, developing new pedestrian connections, and developing bicycle connections and a trail system.

In coordination with the *Plaza Saltillo TOD Station Area Plan* is the *Regulating Plan for the Plaza Saltillo TOD Station Area Plan (SAP)*, which provides specific development standards tailored to the Plaza Saltillo Station Area, based on Subchapter E: Design Standards and Mixed Use of the Austin Code. This ensures that development aligns with the area's unique context and vision (City of Austin 2018).

5.7 South Central Waterfront Vision Framework Plan

The *South Central Waterfront Vision Framework Plan* was adopted in June 2016 as an amendment to *Imagine Austin* (City of Austin 2016). The South Central Waterfront plan sets a path to create a districtwide network of connected green streets, parks, trails, and public open spaces (approximately 20 new acres), as well as achieving 20 percent new housing units (approximately 530 affordable units). The plan encourages TOD by enhancing the pedestrian environment, expanding open space and public spaces, enhancing connections to and along the waterfront, improving bicycle infrastructure in the area, providing more housing, and encouraging infill development with active ground-floor uses. Mixed-use redevelopment is encouraged, with shops, restaurants and other active uses at the street level, and a combination of residential, offices, and hotels to ensure that the district remains vibrant.

5.8 East Riverside Corridor Plan

The *East Riverside Corridor Plan* allows for the redevelopment of an area consisting of auto-oriented commercial and multifamily uses into an urban mixed-use neighborhood that is pedestrian friendly and takes advantage of access to existing and future transit options and the area's location in the urban core (City of Austin 2010a). Redevelopment of the East Riverside Corridor will transition the area into a high-employment activity center. The plan emphasizes transit-oriented and walkable development in the East Riverside Drive Corridor area. This area includes property near the roadway between I-35 and SH 71 with potential for redevelopment. Key concepts and recommendations of the master plan include improving bicycle and pedestrian infrastructure to promote multi-modal connectivity, and light rail traveling down East Riverside Drive with four

primary transit stops along the Study Area. Activity hubs will surround the primary stops and are identified in the plan as:

- Lakeshore Center near Downtown Austin;
- Pleasant Valley Transit Plaza, which will be a major destination and the center of commercial, residential, and transit activity;
- Montopolis Gateway, which will be a local commercial center; and
- East Riverside Gateway, which will be mixed use with a focus on commercial and office development. It will be a regional transportation center, especially for visitors coming from the Austin-Bergstrom International Airport.

Proposed land use districts in the East Riverside Corridor area are Corridor Mixed Use, Neighborhood Mixed Use, Urban Residential, Neighborhood Residential, Industrial Mixed Use, and Civic Spaces. High-density mixed use is encouraged around transit stops, and smaller-scale residential is recommended in properties adjacent to single-family neighborhoods outside the East Riverside Corridor area.

6 Operations and Maintenance Facility Study Area

A summary of existing and future land use and zoning in the Study Area near the proposed operations and maintenance facility (OMF) is provided because the OMF would be the most substantial change in land use resulting from the Project. Within 0.5 mile of the OMF site, land use includes single-family housing, mobile homes, commercial establishments, educational facilities, and green spaces. Proposed land use includes transitioning some areas along US 183 to commercial and warehouse use. Neighborhood areas near the OMF fall within the Montopolis, Southeast Combined, and the Airport Overlay planning zones. A small portion of the Pleasant Valley neighborhood falls within the Controlled Compatible Land Use Area, which requires review of development permits to protect air traffic around the Austin-Bergstrom International Airport to include height hazards, glare causing elements (i.e., solar panels), wildlife attractants (i.e., wet ponds), and exterior lighting fixtures (up-lighting in runway approach). The proposed OMF location exists within the Airport Overlay Zone 3 (AO-3), which restricts residential and public school lands uses and requires certain land uses to provide noise reduction mitigation.

Existing zoning includes a range of designations from aviation services to residential classifications. Four emerging projects are located within the OMF study area, including multifamily residences, utility enhancements, industrial expansions, and office developments. Additional details about existing and future land use and zoning are provided in **Table 6**.

Table 6: Existing and Future Land Use and Zoning in the OMF Study Area

OMF Study Area	
Existing Land Use	Single-Family Housing, Mobile Homes, Duplexes, Apartments, Commercial, Office, Manufacturing, Warehouse, Miscellaneous Industrial, Resource Extraction, Education, Meeting and Assembly, Cemeteries, Parks/Greenbelts, Common Areas, Airports and Aviation Facilities, Parking, Utilities, Undeveloped, Agriculture.
Proposed Land Use	Land adjacent to US 183 will largely be converted to Commercial and Warehouse use.
Neighborhood Areas	Portions of the Study Area around the OMF are located in the Montopolis and Southeast Combined neighborhood planning areas.
Existing Zoning	Aviation Services (AV); Commercial Highway Services (CH); Neighborhood Office & Commercial (CS); East Riverside Corridor District (ERC); Neighborhood Office & Commercial (GO); Community Commercial (GR); Limited Industrial, Warehouse (IP); Limited Industrial, Warehouse (LI); Multi-Family Residence (MF); Mobile Home Residence (MH); Major Industrial, Research & Development (MI); Public (P); Rural Residence (RR); Single-Family Residence, Lake Austin Residence (SF); Unzoned (UNZ); Limited Industrial, Warehouse (W/LO).
Other Land Uses	Four projects are currently emerging in the OMF study area: Multi-Family, Utilities, Industrial, and Office.

7 Environmental Consequences

7.1 No Build Alternative

The No Build Alternative includes the existing transportation network and the improvements included in CAMPO's *2045 Regional Transportation Plan* (2024) except for the Project. This alternative would be inconsistent with many regional, City, and neighborhood land use and transportation plans because it would not meet growing travel demand with a reliable transit system that efficiently connects regional activity centers or improves access between housing and jobs. Although existing and planned transit improvements, such as bus rapid transit and potential commuter rail enhancements, would provide some additional transit options, they are not expected to fully address the projected increases in travel demand. Further, while recent code amendment changes may generate some gentle densification in central Austin under the No Build Alternative, the lack of corresponding mobility improvements would likely lead to more congestion and longer travel times, particularly during peak hours. The No Build Alternative would therefore provide limited support for local goals of encouraging development of communities in compact forms with a mix of uses so that environmentally sensitive areas, rural landscapes, and farmland can be preserved. Under both the No Build and Build Alternatives, automobile vehicle miles traveled would increase in the region due to an increase in population and employment. However,

without additional transit capacity, congestion would worsen under the No Build Alternative because the existing roadway network and planned roadway improvements, including bus rapid transit and commuter rail, would not have the capacity to accommodate the growth.

7.2 Build Alternative and Design Options

7.2.1 Operational (Long-Term) Effects

The Build Alternative would be consistent with the vision, goals, and policy priorities expressed in the adopted City plans that inform land use and zoning in the Study Area. The citywide comprehensive plan, *Imagine Austin*, encourages a more compact city that is supported by a more complete transportation system and emphasizes compact mixed-use areas that are affordable, walkable, bikeable, and linked by transit to jobs and other activity centers. The Build Alternative would support *Imagine Austin*'s vision of creating a more compact city connected by transit. It would connect areas of high employment, including four of the activity centers identified in the plan (Downtown, Plaza Saltillo, South Central Waterfront, and Riverside Stations). In addition, the Build Alternative would be designed to connect with other transit routes, further expanding connections between some of the largest activity centers in central Austin and beyond. Providing urban transportation to support a more compact city would help reduce urban sprawl caused by housing shortages and affordability, reduce vehicle emissions caused by current and potential suburban commuters, help preserve farmlands and ecological sites from sprawl development, and improve the quality of life for surrounding neighborhoods.

The Study Area is becoming increasingly developed as there are many large-scale emerging projects in various stages of development along the Study Area corridor. The Build Alternative would provide better connections and more convenient, reliable transit access to these developments than the No Build Alternative.

The Build Alternative would also fulfill the following specific goals from the more targeted plans described above:

- The Build Alternative would realize the *Downtown Austin Plan* goal to create an urban rail system to connect Downtown Austin with other central Austin destinations and the existing passenger rail system (City of Austin 2011).
- The *Waller Creek District Master Plan* emphasizes maintaining and restoring portions of the creek but redeveloping the land adjacent to the creek with a variety of different scales and types of uses. The proposed stations, specifically the Cesar Chavez Station, would help to achieve the plan's vision of creating a mix of uses and increasing density along the creek corridor (City of Austin 2010b).

- The Build Alternative would support the *Palm District Plan*'s framework and aims to address their preferred development scenario and their recommendations to acknowledge the district's history (City of Austin 2022).
- The *Plaza Saltillo TOD Station Area Plan* is intended to guide future development in the Plaza Saltillo TOD area surrounding the CapMetro Red Line station, specifically, and provides useful policy guidance for broader applicability to station areas elsewhere in the City (City of Austin 2008). The Build Alternative would support these guidelines. Central to this plan is the *Regulating Plan for the Plaza Saltillo TOD Station Area Plan (SAP)*, which offers specific development standards aligning with the growth plans for the area (City of Austin 2018). The Build Alternative would support these guidelines.
- The Build Alternative would provide additional connections to the waterfront at the South Central Waterfront District, as outlined in the *South Central Waterfront Vision Framework Plan*, by developing a light rail stop in the neighborhood (City of Austin 2016).
- The Build Alternative would fully support the *East Riverside Corridor Master Plan* goal to build light rail along East Riverside Drive and would promote the creation of employment-focused activity hubs along the Study Area (City of Austin 2010a).

The City, in coordination with CapMetro, accepted an *ETOD Policy Plan* in March 2023, including the adoption of an ETOD Overlay to enable greater densities along light rail transit while also incentivizing the development of housing.

See Section 4.4 for recently adopted amendments in alignment with the ETOD. Light rail would provide more convenient, frequent, and reliable transit service than the No Build Alternative and, therefore, would provide greater citywide transit access. This would make areas along the Study Area more attractive for ETOD and would enhance market conditions in support of higher-density land use. Therefore, the Build Alternative would result in the conversion, over time, to higher-density uses in station areas, including mixed-use development.

In terms of reasonably foreseeable effects, the Project would be built largely within the existing transportation ROW. The proposed OMF would result in the biggest change in land use because it would convert 62 acres of land to transportation use. However, the site is largely buffered from surrounding uses and is currently occupied by light industrial businesses. The OMF and its operations would comply with the City's commercial zoning designation. As a result, the light rail operations and maintenance activities would not adversely affect land use in the Study Area. Other reasonably foreseeable effects would occur from the acquisition of approximately 23 acres of ROW and 7 acres of easements, dispersed along 9.8 miles of the proposed alignment for the traction power substations, park-and-rides, and other associated light rail equipment. These effects would result in minor changes in an already urban environment.

7.2.1.1 Operations and Maintenance Facility

Long-term effects resulting from the OMF include acquisitions and displacements that have the potential to affect surrounding neighborhoods. The proposed OMF is near the US 183/SH 71 interchange near Airport Commerce Drive in a light industrial use area occupied by active businesses. The proposed OMF would require the largest change in land use through the acquisition of 62 acres of property and the displacement of active industrial businesses. The OMF would be consistent with the existing commercial zoning designation.

7.2.1.2 Park-and-Rides

The Build Alternative includes park-and-ride facilities near 38th Street Station, Oltorf Station, and Yellow Jacket Station. The parcels composing the proposed park-and-ride facility near 38th Street Station currently consist of office and commercial land uses. The proposed park-and-ride facility would change uses for the three parcels composing the facility. Two of the parcels are developed office spaces, and the other parcel is developed commercial. The park-and-ride facility would be consistent with recommendations outlined in the *Hyde Park Neighborhood Plan* (City of Austin 2000a).

The park-and-ride near the Oltorf Station would be located east of South Congress Avenue and one block south of Oltorf Street. The facility is envisioned to lease parking spaces from an existing Travis County-owned parking facility through agreement with the County. The parcels composing the proposed park-and-ride facility near Oltorf Station currently consist of office and commercial uses. The proposed park-and-ride facility would change uses for a portion of the parcel. The parcel is zoned as office, and the area within the proposed Project boundaries is a parking lot. The park-and-ride facility would be consistent with recommendations outlined in the *Greater South River City Combined Neighborhood Plan* to turn the surrounding area into a regional transportation center (City of Austin 2005).

A surface park-and-ride near the Yellow Jacket Station would be located on the northwest corner of a large parcel on the south side of East Riverside Drive southwest of Uphill Lane. The 2-acre site is large enough to provide 150 parking spaces.

The park-and-ride facility would be consistent with recommendations outlined in the *East Riverside Corridor Master Plan* for a regional transportation center. In addition, the proposed park-and-ride would fulfill the plan's recommendation to develop a parking structure for commuters and visitors coming to and from the Austin-Bergstrom International Airport (City of Austin 2010a).

7.2.1.3 Design Options

The Build Alternative and each of the Design Options would affect future land use patterns in a similar manner. The addition of Wooldridge Station would further support growth in Downtown Austin. Travis Heights Station is adjacent to a historic residential neighborhood where there is little to no development potential. As a result, the Project's

effect on land use patterns would be the same with or without the Travis Heights Station.

The vision for the East Riverside Corridor to the east of I-35 includes four stations and areas identified as activity hubs within 0.25 mile of the stations with greatest potential for retail, mixed use, and general redevelopment activities as shown in **Figure 8**. The East Riverside Drive stations are as follows (City of Austin 2010a):

- **East Riverside Gateway.** Located just west of Airport Commerce Drive, this station is intended to include mixed use with commercial/office and to serve as a regional transportation center with a potential parking structure;
- **Montopolis Gateway.** Located between Grove Boulevard and Montopolis Drive, this station is intended to serve as a local commercial center and gateway to surrounding neighborhoods;
- **Pleasant Valley Transit Plaza.** Located at South Pleasant Valley Road, this station is intended to serve as a center of commercial, residential, and transit activity; and
- **Lakeshore Center.** Located at Parker Lane, this station would provide access to Lady Bird Lake and natural areas.

The Build Alternative includes light rail stations that estimate the locations of these four stations. The East Riverside Gateway, Pleasant Valley Transit Plaza, and Lakeshore Center transit stops are in the same general locations as the Yellow Jacket, Pleasant Valley, and Lakeshore stations, respectively, that are proposed under the Build Alternative. The location of the Montopolis Gateway is between the Faro and Montopolis Stations that are proposed under the Build Alternative. The Grove Station Design Option more closely aligns with the *East Riverside Drive Master Plan*'s Montopolis Gateway. Faro Street Station under the Build Alternative would be at the eastern end of the Master Plan's designated hub, adjacent to residential developments, whereas Grove Station would be further west at Grove Boulevard toward the center of the activity hub in an area of greater development potential.

The *East Riverside Drive Master Plan* calls for the reconstruction of East Riverside Drive to the east of I-35 to be a multi-modal corridor that allows for safe and efficient movement of all transportation and modes, including transit vehicles, pedestrians, and bicyclists. Both the Build Alternative and the Design Option that includes center-running bicycle and pedestrian lanes on East Riverside Drive would be consistent with the land use plans.

The Design Options would also affect the location and extent of permanent property easements. The differences in property acquisition between the Build Alternative and the Design Options are presented in **FEIS Appendix E-1**.

7.2.2 Construction-Related (Short-Term) Effects

During the construction period, there would be short-term effects due to temporary construction staging areas for construction equipment and materials at various locations throughout the corridor. Short-term construction-related effects would be mitigated through the development and use of a construction management plan, which would include (1) planned timing of construction activities by construction phase and by section, (2) measures for temporary closures or relocations of streets and access points to residences and businesses, and (3) best management practices to limit increased noise and dust levels from construction equipment (see **FEIS Appendix I** and **FEIS Appendix F-1**).

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