

**1705 & 1707
Evergreen Avenue**

About me



- **Drew Zerdecki**
- **1211 W. Mary St. (at Evergreen Intersection)**
- **Within 500 ft. of the Project**
- **Personal Interests:**
 - **Ingress & Egress for neighborhood residents & drivers traveling between South 1st & South Lamar**
 - **Successful development in the Transportation Corridor, along Evergreen & Mary St.**

Goals for Hearing

1. Bring to the attention of the City and Applicant that there's an opportunity get zoning right.
2. Encourage Commission to enforce the required Neighborhood Traffic Analysis under LDC § 25-5-145
3. Postpone the decision until due diligence is done.

Backdrop

- This is not a typical fight about upzoning, wherein angry neighbors want to maintain the character of the neighborhood.
- This case is about ensuring the safety and efficient traffic flow now and next year
- The Commission is required to consider “anticipated traffic and uses in the area” (LDC § 25-5-145)

“Anticipated traffic and uses in the area”



SOUTH LAMAR BOULEVARD CORRIDOR IMPROVEMENT PROGRAM

APRIL 2016

PROGRAM GOALS

Rapid growth along South Lamar Boulevard has created safety and mobility concerns along the corridor. The South Lamar Corridor Transportation Improvement Program was created to improve safety and accessibility along the corridor, while also improving mobility for everyone—people who walk, people who bike, those that use transit and those that drive. The program aimed to identify future transportation needs of the corridor and enhancements that could help to create a multimodal transportation system supportive of mixed-use, pedestrian and bicycle friendly development patterns.

the area: Evergreen (from W. Mary St. to Collier St.)

SOUTH LAMAR BOULEVARD

West Mary Street at Evergreen Avenue (Districts 3, 5, 9)

This project is anticipated to go out for bids in Fall 2022, with construction anticipated in Spring 2023.

STATUS LEGEND

-  Improvements in development
-  Improvements in construction /coming soon
-  Improvements completed

Existing View



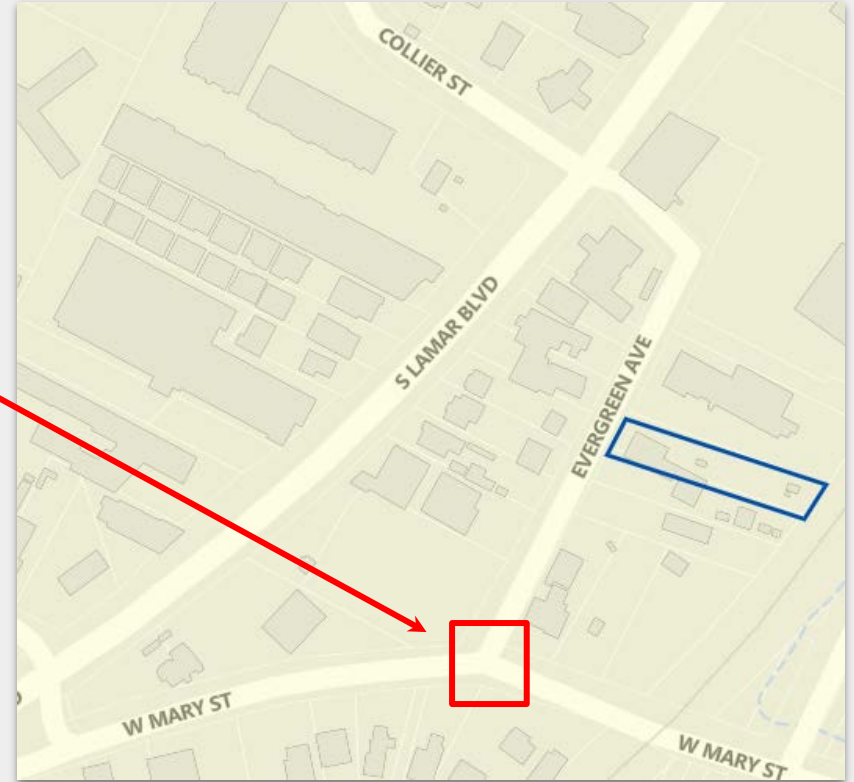
Concept View



Improvements coming soon:



- New roundabout at the West Mary/Evergreen intersection, including turn lane improvements, a new pocket greenspace, and a Shared Use Path for people walking or biking (pictured)
- New signalized intersection at Evergreen Avenue/S. Lamar Boulevard



Evergreen Ave. / Mary St. (now)



Evergreen Ave. / Mary St. (now)



Evergreen is too narrow as is!

EXISTING STREET CHARACTERISTICS:

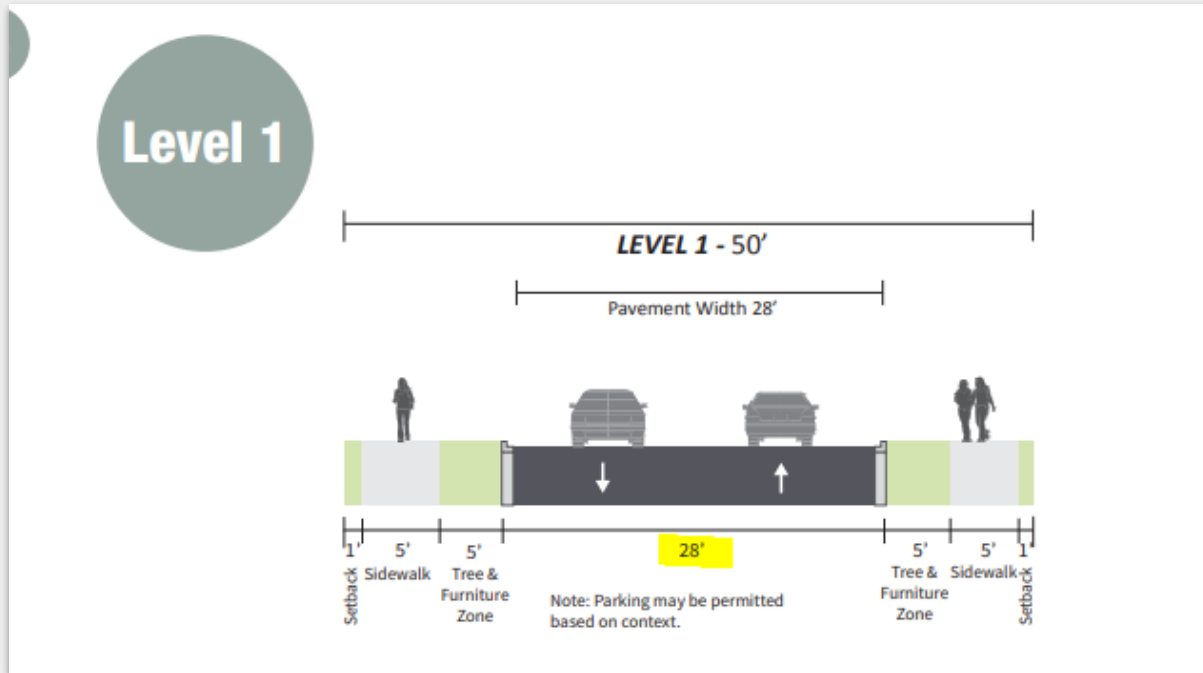
Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
EVERGREEN AVE	Local Mobility - Level 1	58 feet	47 feet	23 feet	Existing 5 feet sidewalks	No	Yes

2.4.1.2 - Level 1 Streets.

Level 1 Streets serve primarily residential destinations, typically with no retail or mixed-use. In some examples, the street may be a shared street or operate with a yield condition. Their primary purpose is to provide block-level, local access and provide connectivity to higher Level Streets. Figure 2-4 shows a local example of a Level 1 Street, functional classification, and primary characteristics.

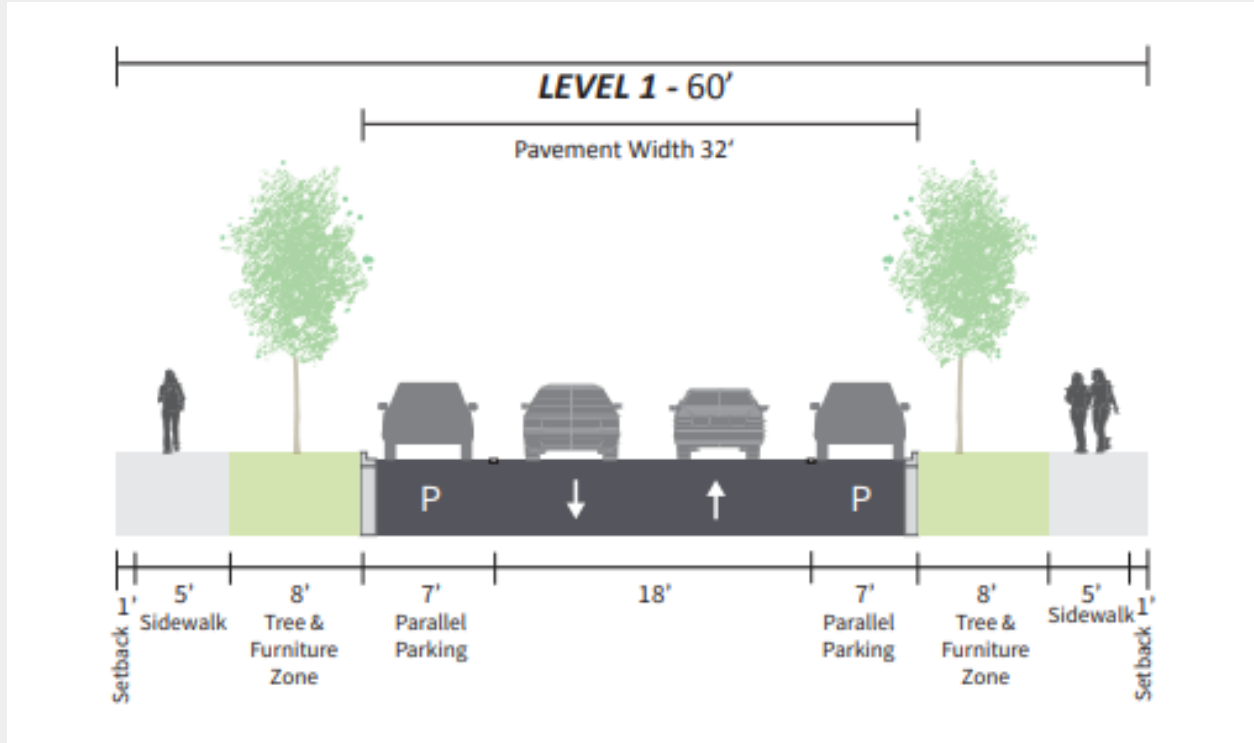
- Evergreen cannot handle additional traffic, even before the effects of the Corridor Improvement Project are felt.
- Level 1 streets typically do not serve mixed-use properties
- This is likely because, in the parlance of zoning, mixed-use and Level 1 streets are incompatible and together do not promote the overall public good,

Evergreen is too narrow



- With only 23 feet of pavement, Evergreen is at best a very narrow Level 1 street.

Evergreen is too narrow



- Evergreen has 2-way traffic and curb parking with only **23 ft** of pavement (as opposed to $18+7 = 25$ ft needed in a Level 1 street)

Level 1 - Vehicles per Day

§ 25-6-116 - DESIRABLE OPERATING LEVELS FOR CERTAIN STREETS.



Traffic on a residential local or collector street is operating at a desirable level if it does not exceed the following levels:

[EXPAND](#)

Pavement Width	Vehicles Per Day
Less than 30 feet	1,200
30 feet to less than 40 feet	1,800
40 feet or wider	4,000

Source: Sections 13-5-47(c); Ord. 990225-70; Ord. 031211-11.

- The 2016 Traffic Analysis did not include VPD stats for Evergreen
- But you will see that this won't even be a close call.

Evergreen's Trips per Day

CITY OF AUSTIN TRAFFIC IMPACT ANALYSIS (TIA) DETERMINATION WORKSHEET

APPLICANT MUST FILL IN WORKSHEET PRIOR TO SUBMITTING FOR TIA DETERMINATION

PROJECT NAME: 1705, 1707 Evergreen Ave

LOCATION: 1705, 1707 Evergreen Ave, Austin, TX 78704

APPLICANT: Nikelle Meade (Husch Blackwell LLP) TELEPHONE NO: (512) 992-6001

APPLICATION STATUS: DEVELOPMENT ASSESSMENT: ZONING: SITE PLAN:

EXISTING:

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	L.T.E CODE	TRIP RATE	TRIPS PER DAY
1	0.629	3,424	SF-3	Single-Family	210	FCE	15

PROPOSED

FOR OFFICE USE ONLY

TRACT NUMBER	TRACT ACRES	BLDG SQ.FT.	ZONING	LAND USE	L.T.E CODE	TRIP RATE	TRIPS PER DAY
1	0.629	12 DU	CS-MU	MF	220	FCE	152
		15,000	CS-MU	Office	710	10.84	163
						Net Trips:	300

$152 + 163 = \underline{315}$ Trips

- Level 1 street supports 1,200 trips per day; Applicant wants over 25% of the street's trips!

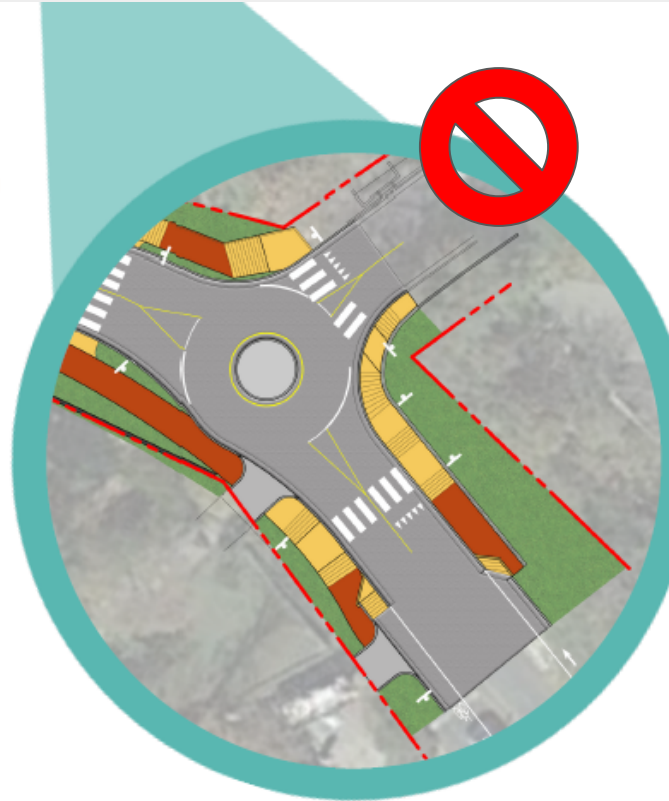
Evergreen Avenue after South Lamar Improvements

Mary Street/Evergreen Avenue:

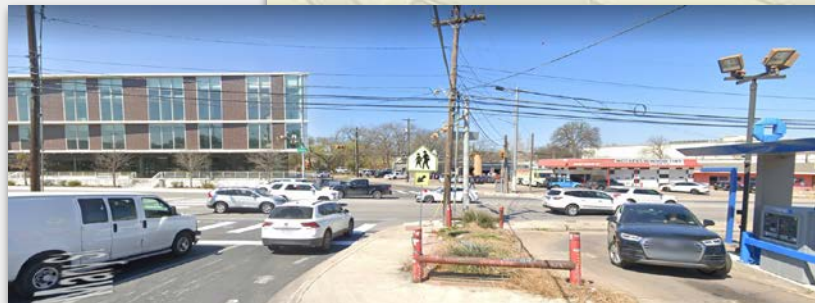
A new roundabout and shared-use path for pedestrians and cyclists will be added to the Mary Street and Evergreen Avenue intersection. These improvements will increase safety and enhance traffic flow.

As part of the improvements, left turns will be prohibited from westbound Mary Street onto southbound South Lamar Boulevard. Traffic desiring to head southbound on South Lamar Boulevard will turn left at Evergreen Avenue where a new traffic signal with a signalized left turn will be installed.

Construction is anticipated in summer 2023.



Traffic desiring to head southbound Lamar with turn left at Evergreen!



The number of Lamar Left Turns (“LLTs”) is very high.

Lamar Left Turns are reasonably anticipated

§ 25-5-145 - EVALUATION OF CONDITIONAL USE SITE PLAN.

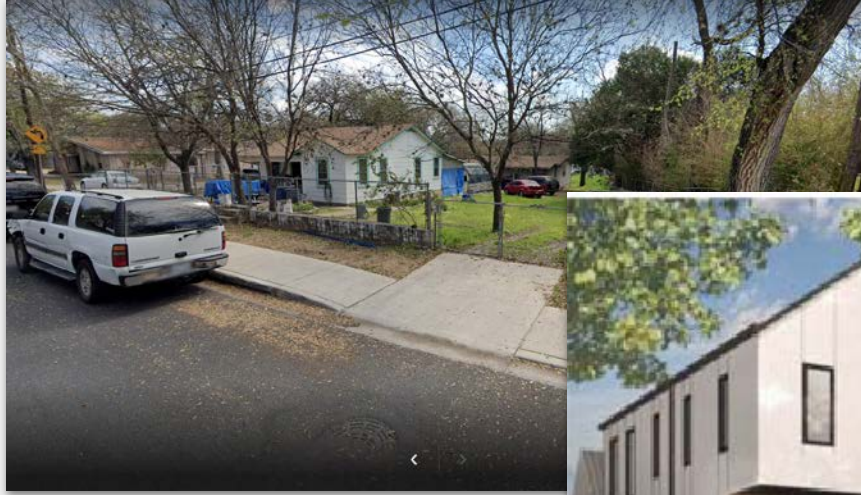


- (A) The Land Use Commission shall determine whether the proposed development or use of a conditional use site plan complies with the requirements of this section.
- (B) A conditional use site plan must:
- (1) comply with the requirements of this title;
 - (2) comply with the objectives and purposes of the zoning district;
 - (3) have building height, bulk, scale, setback, open space, landscaping, drainage, access, traffic circulation, and use that is compatible with the use of an abutting site;
 - (4) provide adequate and convenient off-street parking and loading facilities;
 - (5) reasonably protect persons and property from erosion, flood, fire, noise, glare, and similar adverse effects; and
 - (6) for a conditional use located within the East Austin Overlay district, comply with the goals and objectives of a neighborhood plan adopted by the city council for the area in which the use is proposed.
- (C) A conditional use site plan may not:
- (1) more adversely affect an adjoining site than would a permitted use;
 - (2) adversely affect the safety or convenience of vehicular or pedestrian circulation, including reasonably anticipated traffic and uses in the area;
 - (3) adversely affect an adjacent property or traffic control through the location, lighting, or type of a sign; or
 - (4) for a large retail use described in [Section 25-2-815](#) (Large Retail Uses), adversely affect the future redevelopment of the site.
- (D) A site plan may not adversely affect the public health, safety, or welfare, or materially injure property. If the Land Use Commission determines that a site plan has an adverse effect or causes a material injury under this subsection, the Land Use Commission shall identify the adverse effect or material injury.

Source: Section 13-1-663(a); Ord. 990225-70; Ord. 990520-70; Ord. 010607-8; Ord. 031211-11; Ord. 20070215-072; Ord. 20110804-008.

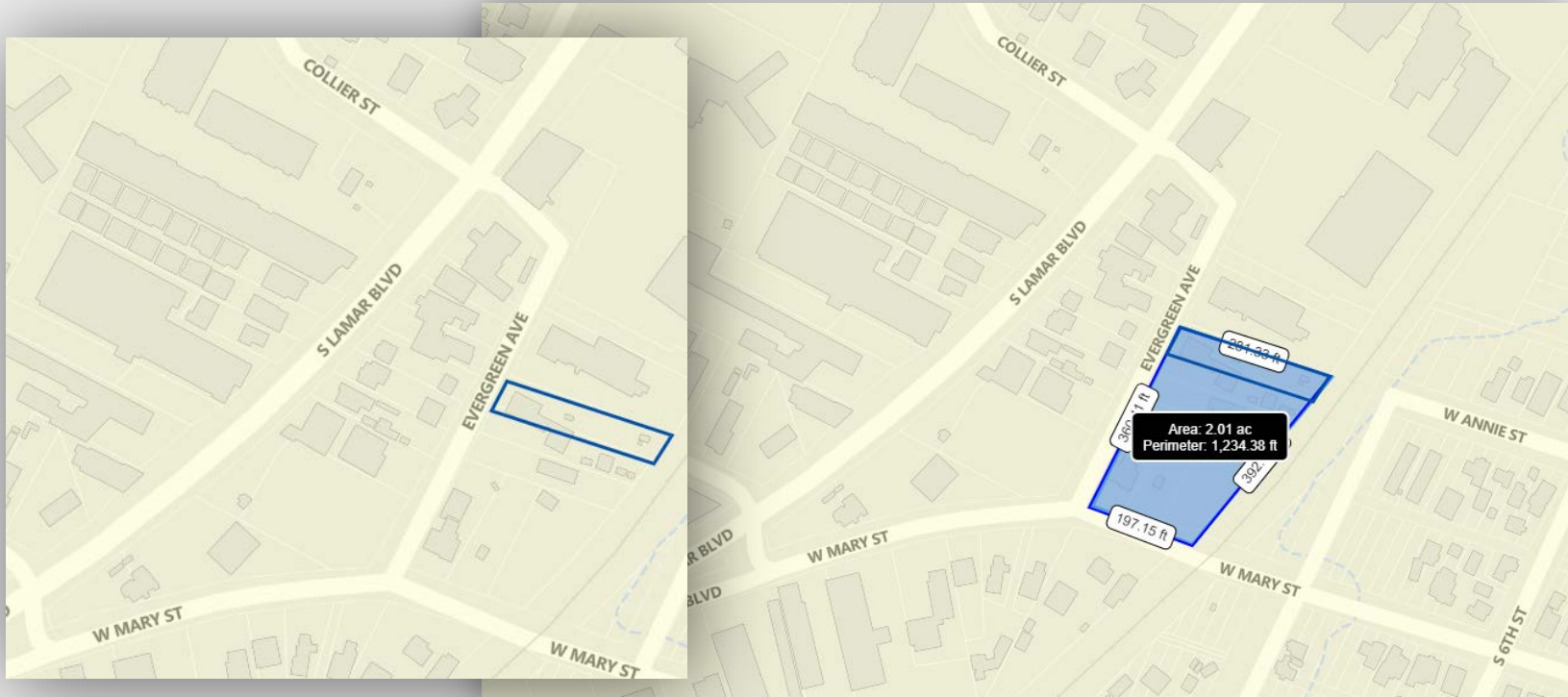
- **Compatible use assessment must consider “reasonably anticipated traffic”**
- **This is not a zoning decision to rush into before the City does its due diligence.**

The Vision is GREAT.



- I truly am glad the Applicant has started this project.
- This is not the site plan though.

Helsinki Partners LLC



- Helsinki Partners is the property owner requesting the upzoning of 1705 and 1707 Evergreen
- **Helsinki owns over half the land on the east side of Evergreen** and over 2 acres on Evergreen\Mary

Helsinki Partners LLC

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C14-2023-0039

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Transportation

Assessment of required transportation mitigation, including the potential dedication of right of way and easements and participation in roadway and other multi-modal improvements, will occur at the time of site plan application. The traffic impact analysis for this site is not required, the traffic generated by the proposal does not exceed the thresholds established in the City of Austin Land Development Code. [LDC 25-6-113].

The Austin Strategic Mobility Plan (ASMP) calls for 58 feet of right-of-way for EVERGREEN AVE. It is recommended that 29 feet of right-of-way from the existing centerline should be dedicated for EVERGREEN AVE according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

**A traffic impact analysis is not required, but I believe a LDC §25-6-114
Neighborhood Traffic Analysis required.**

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- **What does the recommended “29 feet of right-of-way from the existing centerline mean.”**
Are we going to do a taking 29 ft of Helsinki’s across the street neighbors?
- **The Commission needs to know this before we can confidently say this upzoning will be compatible and further the public good. It must do its diligence!**

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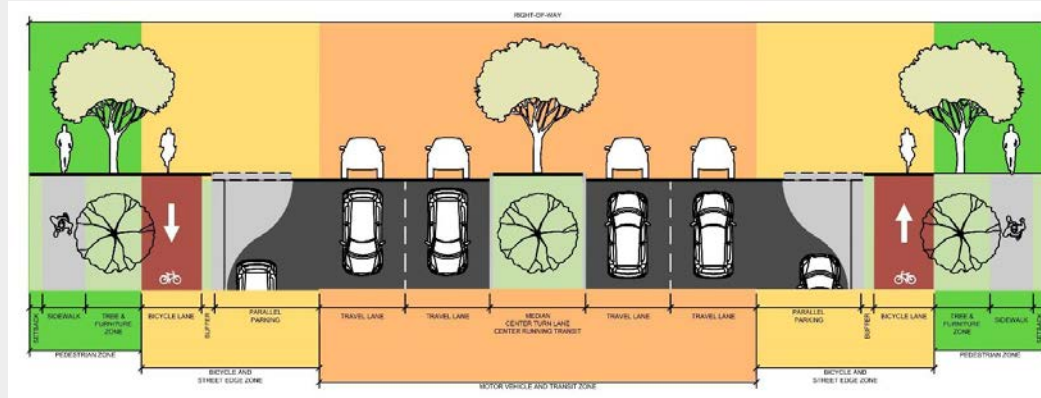
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The time is now!



- **Let's make sure we develop this street thoughtfully.**
- **The time to be thoughtful is now because:**
 - **Construction on Evergreen has yet to begin.**
 - **In front of us is Helsinki Partners, owner of half the street.**
- **Helsinki needs to present the Commission with its plan.**

Video.

<https://youtu.be/3qF9-Jw22DU>