



MEMORANDUM

To: Garrett Martin, Milestone Community Builders & Caitlin Adnire, Norris Design
From: Louis Alcorn, Capital Metro Planning
Date: 9 November 2015
Subject: RESPONSE - Site Evaluation for Potential Future Bus Stop Placement (*The Grove at Shoal Creek*)

Mr. Martin and Ms. Adnire:

This is a follow up to our conversation regarding your project proposed along Bull Creek Road south of West 45th Street, *The Grove at Shoal Creek*. As you know Capital Metro currently operates one bus route, bi-directionally along Bull Creek Road, with fully accessible bus stops already located within the vicinity of your project's extent. Currently, Capital Metro is conducting a holistic service plan update (*Connections 2025*) during which all routes will be evaluated in terms of productivity, efficiency, and equity with respect to Austin's rapidly changing urban environment in order to recommend service changes and/or expansions to be implemented in the next five to ten years. The 19-Bull Creek route will be evaluated in this process and staff remains optimistic that transit-supportive densities in the form of new development should lead to increased ridership along this corridor.

Regarding your question concerning the flexibility of moving or redesigning certain bus stops to better serve future residents, we would be interested in working with you to identify suitable areas for new and improved bus stops. Our current stops within proximity to the project extent (identified on the attached map) exist in the following locations:

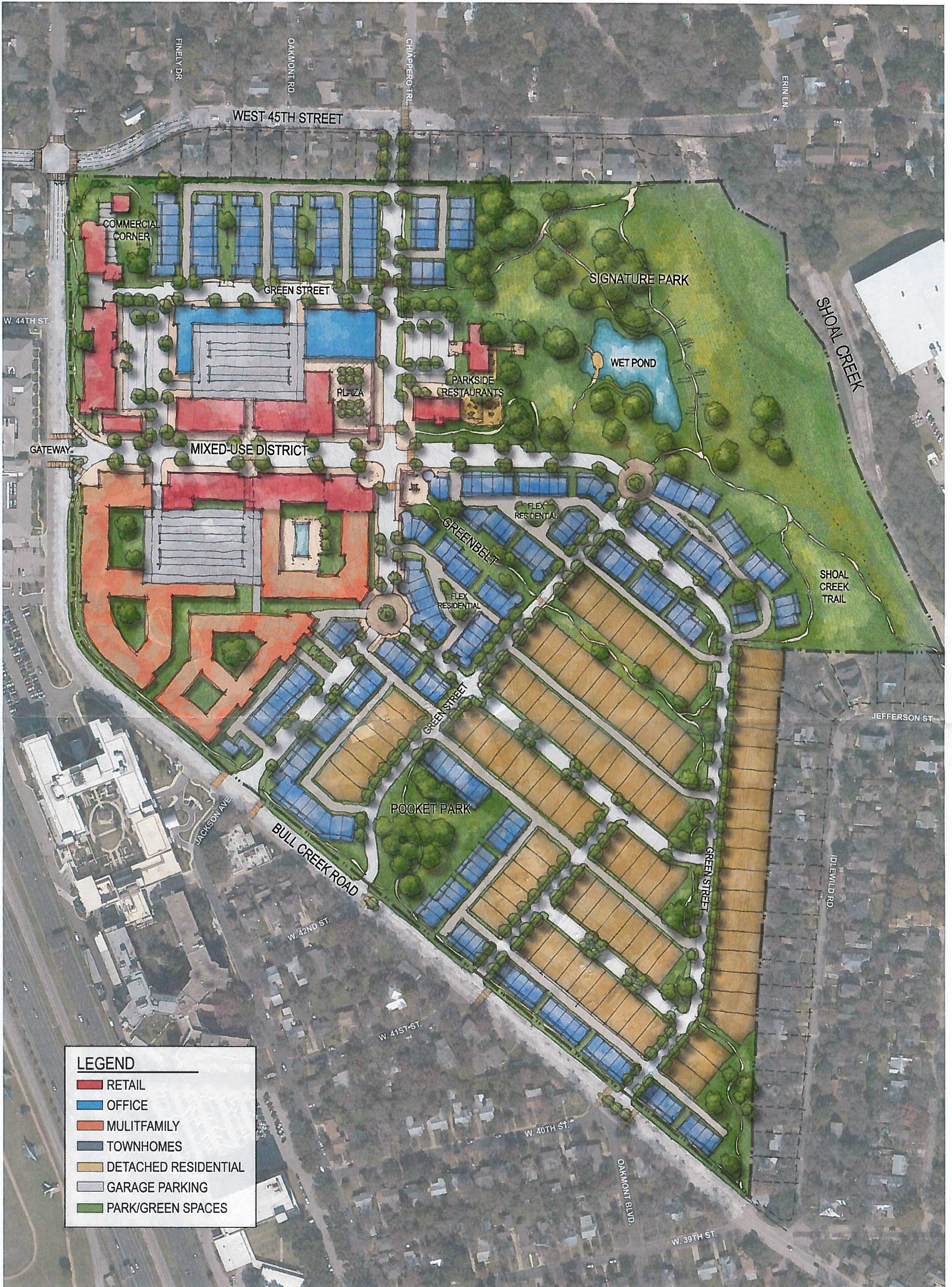
- Northbound (NB): Along Bull Creek Rd. at West 45th St., Jackson Ave., and West 39th Street
- Southbound (SB): Along Bull Creek Rd. at West 44th St., Jackson Ave., and West 40th Street

As per the Fall 2015 Update to our Service Guidelines and Standards, stop spacing in an area with medium density should generally be a minimum of 1,200 feet. This being said, the following map depicts our proposed bus stop placements, including the potential to relocate the W 45th & Bull Creek NB stop up to 300 feet south of its current location.

Bus stops should be approximately 25 feet in length by 10 feet in width and incorporated into the sidewalk. A larger area of approximately 15 feet in width (perpendicular to the road by 50 feet in length (parallel to the road) surrounding the stop should maintain a level slope to ensure that all ADA slope requirements are met.

What I have suggested here is based on what we know today and what is depicted in your site plan. We would want to continue to work with you as you develop your plans to help in refining these suggestions as you move forward.

Louis Alcorn
Capital Metro – Planning
(512) 389-7491



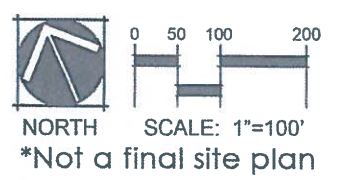
LEGEND

■	RETAIL
■	OFFICE
■	MULTIFAMILY
■	TOWNHOMES
■	DETACHED RESIDENTIAL
■	GARAGE PARKING
■	PARK/GREEN SPACES

OVERLAND **JHP** NORRIS DESIGN

The Grove at Shoal Creek

Austin, Texas



The Grove at Shoal Creek

List of Environmental Superiority Items

1. The project will substantially exceed open space requirements (by more than 50%) and will cluster development away from Shoal Creek.
2. The Project will provide water quality controls through the use of a wet pond and/or green infrastructure for a minimum of 50% of the required water quality volume on-site.
3. The project will provide that a minimum of 10 acres of impervious cover on the site will drain to and be substantially treated by Green Water Quality Controls such as rain gardens and biofiltration facilities.
4. The project will not modify the existing 100-year floodplain.
5. The project will preserve a minimum of 75% of protected quality native tree inches on site.
6. The project will provide a tree care plan for all preserved protected and heritage trees on site.
7. The Project will direct stormwater runoff from impervious surfaces to a landscaped area at least equal to the total required landscape area.
8. The project will provide flood detention for the existing 9.39 acres of currently undetained impervious cover on site.
9. The project will provide educational signage at the Wetland CEF.
10. The project will provide minimum 3" caliper street trees on all internal streets. Under conventional zoning, Tracts A, C, D, and E would be residential zoning districts and would not require street trees under Subchapter E. This area of additional street trees represents 34.24 acres or approximately 45% of the total project area.
11. The project will provide street trees along Bull Creek Road where they would not be required by Subchapter E.
12. The Project will provide an Integrated Pest Management Plan for all sites.
13. The Project will commit to 95% of non-turf plant species from Grow Green or equivalent per the Design Guidelines.
14. Provide additional protection for the $\frac{1}{4}$ critical root zone for all protected and heritage trees within the Signature Grove, which includes all trees around the proposed pond and the highest quality oak trees throughout the Signature Park.