

April 7, 2025

Mr. Ryan Nill, Chair

Wooten Neighborhood Contact Team

VIA Electronic Mail ryan.nill@hey.com

Re: 2100 Polaris Zoning Application City File Number C14-2024-0158 - 2100 Polaris Avenue ("Property"), City of Austin ("City"), Texas

Dear Mr. Nill:

On behalf of SB-Polaris, LLC, owner of the above stated Property ("Applicant"), we would like to thank you and the Wooten Neighborhood Contact Team ("WNCT") for meeting with our representatives over the past several months to discuss the proposed development of the Property. As you are aware, we have filed an application with the City to request a rezoning of the Property to CS-MU-V-CO-DB90-NP zoning ("Rezoning Request"). The application would allow for the development of the project known as 2100 Polaris ("Project"), a project with approximately 350 multifamily units including live/work units.

The purpose of this letter is to 1) demonstrate our ability to listen to the WNCT, and 2) offer to take action to improve the neighborhood based on direct feedback from the WNCT. Our team believes in the following improvements to the neighborhood.

1. Red Line Trail Organization:

Applicant agrees to enter into a Memorandum of Easement with the Red Line Parkway Initiative Organization C/O Tom Wald to ensure the dedication of a public easement for the future construction of the Red Line Trail.

2. Activate the Future Red Line Trail by Ensuring Visibility from Polaris Avenue:

Applicant agrees to ensure the Red Line Trail is visible through way finding signage from Polaris Avenue.

3. Back of House Functions Along Red Line trail:

Applicant commits to hire local artist(s) to paint a mural on the garage side facing the Red Line Trail to a height of 15 feet.

4. Placemaking Along Red Line Trail:

Applicant understands that the neighborhood wants to be mindful of the impact of the Project on the Red Line Trail. In response to feedback from the WNCT, the Applicant has adjusted the architectural design along the southeastern side of the building to allow the Project to be compatible with and activate the Red Line Trail. Applicant agrees to provide units along the south side of the property facing the Red Line Trail in the area on the south portion of the Property as shown on the Conceptual Site Plan. Similar architectural design elements on the West side, facing the neighborhood and the entry from Polaris Avenue. The ground floor units facing the trail are walk out units. Residents can walk from the building to the trail. Please note that most of the space between the building and the fence is a fire lane, so limited kinds of planting are available in that zone (limited to just reinforced turf) and private fenced yards would not be permitted in the fire lane. Even though this is the case, planting between the building and the fire lane achieves the kind of ground level activation that the neighborhood is looking for. An open-transparent fence is provided for security for the residents and allows visibility of the building, doors and plantings. Also, some balconies will be provided on the upper floors. Conceptual Site plan and improvements to these sides of the Project are presented in **Exhibit A** attached hereto.

5. Reduce Quantity and Impact of Car Traffic and Improve Walking and Biking Experience:

Applicant is required to pay City Street Impact Fees of approximately \$308,000. Applicant agrees with the ideas for transportation improvements and will support and lend their team's voice to advocate for the improvements with the City staff as follows 1) add new traffic signal at the Burnet Road and Polaris Avenue intersection, 2) make street improvements to Polaris Avenue, including, but not limited to, removing the median preventing left turns on Bowling Green Drive, and 3) narrow and add bike lanes to Polaris Avenue, Hathaway Drive, Bowling Green Drive, Colfax Avenue, Doris Drive, and Shamrock Avenue. In addition, work with the City staff to use the Street Impact Fees Offsets in City Code section 25-6-669 to allow for the construction of improvements during the construction of the project. The improvements are better for our residents and the surrounding community.

6. Have secured and covered bike parking for residents and guests:

Applicant agrees to provide secure and covered bike parking for residents and guests of residents.

7. Incorporate a Car or Bike Share program on the site:

Applicant agrees to provide a bike share facility in one of two ways 1) For the residents, developer provides the land area and finances the facility for a bike share program operator, and the operator maintains the facility at their expense, or 2) developer purchases the bikes for the residents' usage and maintains the bikes.

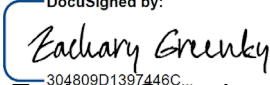
8. Unbundle the cost of renting housing units from the cost of renting parking spots:

Applicant agrees to charge separately for parking, therefore, agrees to unbundle the cost of renting housing from the cost of renting parking spots.

This proposal is consistent with our discussions. With these improvements and actions detailed above, the Neighborhood Contact Team supported the Rezoning Request as evidenced in the support letter dated February 20, 2025, and included as **Exhibit B**.

Please feel free to share this letter and the attachments with the neighborhood and let us know if you need any further information. Thank you!

Respectfully,

DocuSigned by:

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Zachary Greenky

Authorized Representative

SB-Polaris, LLC

Partners Group

CC: Jarrad Thierath, Lynd Living, via electronic mail

Michele Haussmann, Land Use Solutions, via electronic mail

Exhibit A

Conceptual Improvements to Southeastern Side of Project Facing Red Line Trail





Exhibit B - Wooten Neighborhood Plan Contact Team Support Letter

Wooten Neighborhood Plan Contact Team

February 20, 2025

Ms. Sherri Sirwaitis, Planner Principal
Current Planning Division
Planning Department
City of Austin
VIA Electronic Mail sherri.sirwaitis@austintexas.gov

RE: 2100 Polaris - Rezoning City File Number C14-2024-0158

The Wooten Neighborhood Plan Contact Team(WNPCT) and the Applicant, SB-Polaris Property LLC, and its representatives engaged in a community outreach process to review the proposed rezoning. As of the WNPCT meeting on Monday, February 17th, the WNPCT supports the rezoning of the site located at 2100 Polaris based on the project meeting two goals. First, ensure the Redline Parkway Trail has the ability to pass along this site and is activated by the site. Second, we improve the walking and biking experience by reducing the quantity and impact of car traffic and improve bike and pedestrian infrastructure on nearby streets. To that end, the following will be implemented to meet the WNPCT's and Applicant's goals.

1. Ensure the Redline Parkway Trail has ability to pass along this site and is activated by the site.
 - a. Enter into a restrictive covenant(or other legally binding agreement) that ensures the Redline Parkway Initiative, Cap Metro, and/or any other partners of the Reline Parkway Trail project have the easement and any other legal rights they need to build the trail at this location

*A Restrictive Covenant will be entered into with Tom Wald with Red Line Trail organization to ensure that a twenty (20) foot easement will be dedicated for the future Red Line Trail.

Tom Wald, Executive Director
Red Line Parkway Initiative
 - b. Activate the trail by:
 - i. Ensuring trail is easily visible (physically or through way finding signage) from Polaris.

*Agree to ensure the trail is easily visible through way finding signage from Polaris Avenue.

- ii. Not placing back of house functions along future trail and trail access routes.

- * Agree to hire local artist(s) to paint a mural on the garage side facing the trail at the height of a person on the trail a maximum of 15'.

- iii. Placing walk up units, preferable live/work, on the trail and trail access route.

- * Agree to provide units along the south side of the property facing the red line trail in the area on the south portion of the property as shown on the conceptual site plan below. Similar architectural design elements on the West side, facing the neighborhood and the entry from Polaris Avenue. The ground floor units are walk out units. Residents can walk from the building directly to the trail. Please note that most of the space between the building and the fence is a fire lane, so limited kinds of planting are available in that zone (limited to just reinforced turf) and private fenced yards would not be permitted in the fire lane. Even though this is the case, planting between the building and the fire lane achieves the kind of ground level activation that the neighborhood is looking for. An open-transparent fence is provided for security for the residents and allows visibility of the building, doors and plantings. Also, some balconies will be provided on the upper floors. Please find conceptual renderings below.





2. Reduce the quantity and impact of Car Traffic and improve walking and biking experience.

a. Work with Austin Transportation and Public Works Dept. to use Street Impact Fee Offsets to make neighborhood requirements during construction. Ideas for Improvement:

- i. Add new light on a Burnet Road intersection near Polaris
- ii. Make street Improvements to Polaris, including, but not limited to, removing median preventing left turn on Bowling Green
- iii. Narrow and add bike lines to Polaris, Hathaway, Bowling Green, Colfax, Doris, and Shamrock

*Agree with the ideas for transportation improvements and will support and lend our team's voice to advocate for the improvements with the City staff. In addition, work with the City staff to use the Street Impact Fees Offsets in City Code section 25-6-669 to allow for the construction of improvements during the construction of the project. The improvements are better for our residents and the surrounding community.

b. Have secured and covered bike parking for residents and guests

*Agree is to provide secure and covered bike parking for residents and guests of residents.

c. Incorporate a Car or Bike Share program on the site

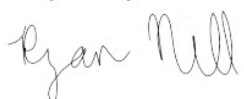
* Agree to provide a bike share facility in one of two ways 1) For the residents, developer provides the land area and finances the facility for a bike share program operator, and the operator maintains the facility at their expense, or 2) developer purchases the bikes for the residents' usage and maintains the bikes.

- d. Unbundle the cost of renting housing units from the cost of renting parking spots

* Agree to charge separately for parking, therefore, agree to unbundle the cost of renting housing from the cost of renting parking spots.

Please let me know if you have any questions or need additional information.
Thank you for your time and consideration.

Respectfully,

A handwritten signature in black ink that reads "Ryan Nill". The signature is written in a cursive, flowing style.

Ryan Nill
Chairperson
Wooten Neighborhood Plan Contact Team
512-909-9238