Low Income Housing Tax Credit Support Request

Information for Submittal - New Construction

SITE INFORMATION

- Breakdown of unit types and rental rates by income level

UNIT TYPE	# OF UNITS	INCOME LEVEL	SIZE (SQ.FT.)	RENTAL RATE
1BR/1BA	3	30%	700	$ 650
1BR/1BA	7	50%	700	$ 1,123
1BR/1BA	22	60%	700	$ 1,359
2BR/2BA	2	30%	900	$ 775
2BR/2BA	4	50%	900	$ 1,342
2BR/2BA	14	60%	900	$ 1,626

Total Units: 52

- Existing site layout and pictures
  See attached.

- What percentage of units have ADA features?
  5% of the units are ADA accessible units. 2% of units V&H.
  100% of the units have ADA features and are adaptable to become full ADA accessible units.

- If the development includes market rate units, do these units differ from the income restricted units in any way? N/A; no market rate units

- List the amenities for the entire site.
  Management office within the building, on-site laundry, washer / dryer hookups in units, community room with kitchen, outdoor lounge space with BBQ area, natural wooded greenspace

DEVELOPMENT AND MANAGEMENT COMPANY INFORMATION

- Will the management be in-house or a separate entity?
  3rd party management. Elizabeth Property Group works with Allied Orion Group

  AOG Living is a full-service Multi-Family Real Estate Management Company founded to manage and develop multi-family residential communities. For 35 years, AOG Living has served a variety of clients including Institutions, foreign investors, and individual owners. The management Team at AOG Living has extensive experience with Conventional, Senior Housing, Tax Credit, Project Based Section 8, Public Housing Subsidies, RAD, PSH, Home Programs, CDBG funding, and Tax-Exempt Bonds. This comprehensive background, managing all types of properties for a diverse group of third-party owners, has enabled AOG Living to provide the type of personalized service necessary to meet the goals and objectives of each of these owners. AOG Living's management team at both the site and corporate level recognizes that the management of affordable housing assets for public housing agency clients requires compassion and understanding to deal with the many challenges faced by the residents they serve.

- Have there been any changes in company names or re-organizations? No

- Provide history of similar projects developed and managed. How many tax credit projects have you developed in Texas?

Elizabeth Property Group has three tax tax credit developments that have been built or are in development across Texas: The Citizen (fka Midpark Towers) - 202 units in Dallas; Canterbury Crossing - 304 units in Abilene; Kensington Apartments - 136 units in Austin.

FINANCIAL INFORMATION

- Will the site have any property tax exemptions after development? No
- What is the affordability period requirement for this project?
  45+ years

OTHER INFORMATION

- Please list any additional information or letters that you will be requesting from the City of Bastrop Utilities for the TDHCA application requirements.

We will be requesting:

1. Resolution of Support from the City of Bastrop.

   A. We would seek a resolution of support from the City of Bastrop expressly setting forth that the municipality supports the application to TDHCA. I have assembled template language below that the agency provides. The resolution of support needs to specifically address two items.

   a. The express support of our application for the tax credits by Elizabeth Property Group, for the new construction of Pine Creek Apartments.

   b. The confirmation and acknowledgement that the City of Bastrop has more than twice the state average of units per capita supported by Housing Tax Credits or Private Activity Bonds, and that the City supports the proposed Pine Creek Apartments, and confirms that its governing body has voted specifically to approve rehabilitation of the Development and to authorize an allocation of Housing Tax Credits for the Development pursuant to Tex. Gov't Code §2306.6703(a)(4).

2. A letter from the City agreeing to provide a local government contribution to the new construction of Pine Creek Apartments in an amount that equals $250.00 or more.

   A. A letter from the Mayor, City Manager, or authorized city official stating they will provide a loan, grant, reduced fees or contribution of other value that equals $500 or more. Typically, we see a fee reduction of $250 to meet the criteria.

Sample Resolution of Support Language

WHEREAS, Pine Creek Bastrop, LP has proposed a development for affordable rental housing at approx. 108 Lovers Lane, Bastrop, Texas 78602 named Pine Creek Apartments in the City of Bastrop and

WHEREAS, Pine Creek Bastrop, LP has communicated that it intends to submit an application to the Texas Department of Housing and Community Affairs (TDHCA) for 2025 Housing Tax Credits funds for Pine Creek Apartments

It is hereby
RESOLVED, that as provided for in 10 TAC §11.3(c), it is expressly acknowledged and confirmed that the City of Bastrop has more than twice the state average of units per capita supported by Housing Tax Credits or Private Activity Bonds, and

FURTHER RESOLVED, that the City of Bastrop hereby supports the proposed Pine Creek Apartments, and confirms that its governing body has voted specifically to approve the construction or rehabilitation of the Development and to authorize an allocation of Housing Tax Credits for the Development pursuant to Tex. Gov't Code §2306.6703(a)(4), and

FURTHER RESOLVED that for and on behalf of the Governing Body, [name, position of authorized person] are hereby authorized, empowered, and directed to certify these resolutions to the Texas Department of Housing and Community
Affairs.

Site Aerial


Tahitian Village
Tahitian Village
Self Storage Facility
550-acre Film Studio Project
Bastrop Industrial Park
Highway 71


Buc-ees
QuickTrip
CVS
Bastrop County Offices
Bastrop Industrial Park
Highway 71 East

Site Phasing

Building Matrix

(1) 3-Story Senior Housing Building
16 Two-Bedroom Units @ 900 sqft
36 One-Bedroom Units @ 700 sqft
Community amenities and Clubhouse

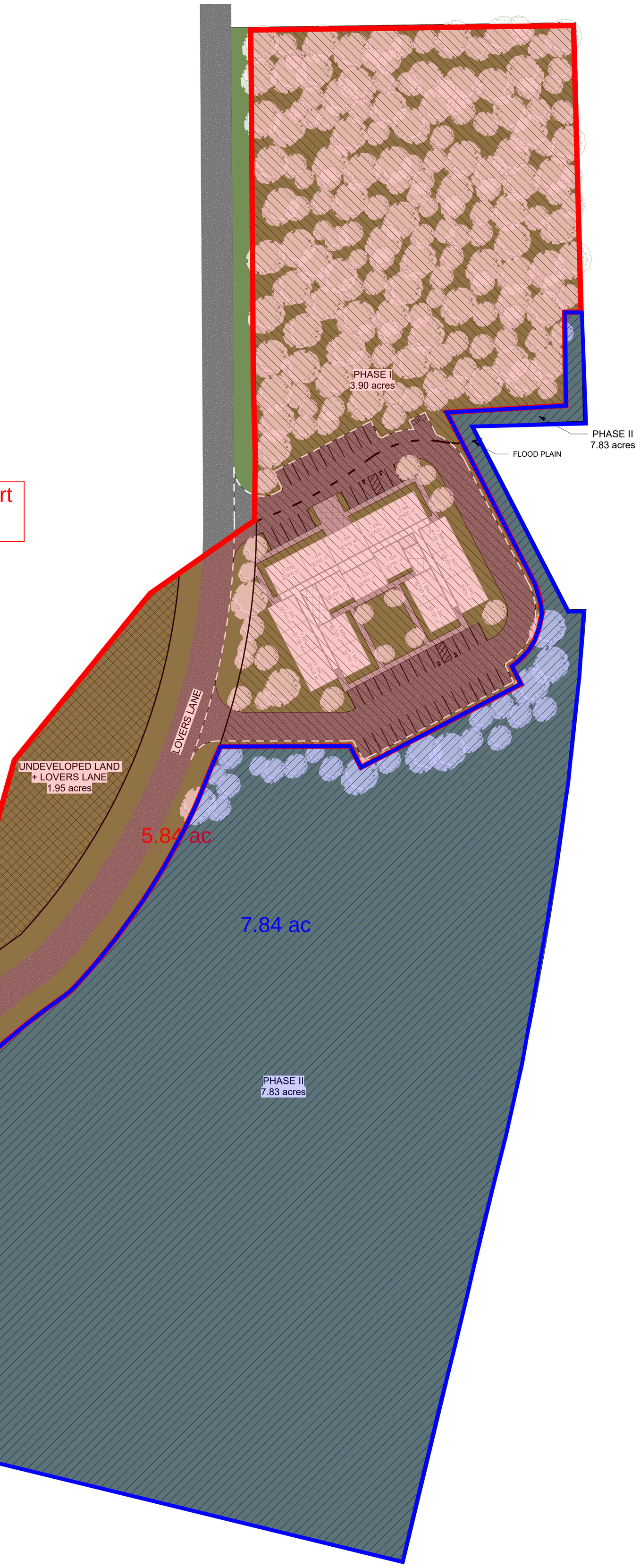
Total Amount of Senior Units: 52 Units

Bastrop does not have parking requirements.
We have provided the following;
52 parking spots

Phase I: 5.84 ac

Phase II: 7.84 ac

We are seeking a resolution of support for phase I only at this time.



N 1 OVERALL SITE PLAN - TOTAL ACREAGE BREAKDOWN

1" = 50'-0" ?

OVERALL SITE PLAN - TOTAL ACREAGE BREAKDOWN

A002

PHASE: Add Project Status Here

REVISIONS

JOB NUMBER: 25-???

ISSUED: 1/17/2025

PRELIMINARY

NOT FOR CONSTRUCTION

Bastrop, Texas

Lovers Lane, Bastrop, Texas 78602

DYKE NELSON ARCHITECTURE 235 SOUTH 14TH ST, BATON ROUGE, LA 70802 DNA-WORKSHOP.COM [225] 224 3363

DNAworkshop

Phase I Site Layout

Building Matrix

(1) 3-Story Senior Housing Building
16 Two-Bedroom Units @ 900 sqft
36 One-Bedroom Units @ 700 sqft
Community amenities and Clubhouse

Total Amount of Senior Units: 52 Units

Bastrop does not have parking requirements.
We have provided the following;
52 parking spots

1 SITE PLAN - PHASE I - ACREAGE BREAKDOWN
1" = 30'-0" ?

REVISIONS

JOB NUMBER: 25-???
ISSUED: 1/17/2025

PRELIMINARY
NOT FOR CONSTRUCTION

SITE PLAN - PHASE I
ACREAGE BREAKDOWN

A003

PHASE: Add Project ~~Status Here~~

Bastrop, Texas

Lovers Lane, Bastrop, Texas 78602

DYKE NELSON ARCHITECTURE 235 SOUTH 14TH ST, BATON ROUGE, LA 70802 DNA-WORKSHOP.COM [225] 224 3363

DNAworkshop

Please find Technical Traffic Memorandum following this page.

TECHNICAL MEMORANDUM

Date: 2/6/2025
To: Tisha Vaidya, Elizabeth Property Group,

From: Ahmad Masad, PhD
Traffic Engineer, **Carlson, Brigance & Doering, Inc.**

Issued by: Brendan P. McEntee, P.E
Branch Manager, **Carlson, Brigance & Doering, Inc.**

STATE OF TEXAS
BRENDAN P. McENTEE
96200
LICENSED
PROFESSIONAL ENGINEER
2/06/2025
CARLSON, BRIGANCE & DOERING, INC.
ID# F3791

Subject: Pine Creek Senior Apartments – Phase 1 Traffic Assessment

1. Introduction and Overview

Pine Creek Senior Apartments is a proposed residential development located on Lovers Lane near its intersection with College Street. Phase 1 of the overall development consists of 52 dwelling units. This technical memorandum evaluates the anticipated traffic impacts of Phase 1 and determines whether additional traffic studies or mitigation measures are warranted.

2.Scope of Analysis

Phase 1 of Pine Creek Senior Apartments is expected to generate new traffic that will use the adjacent roadway network, primarily the intersection of College Street and Lovers Lane. A previous 2021 traffic study (Colorado Bend TIA) provided turning movement counts and roadway volumes at this intersection; these data, along with a 4% annual growth rate, form the basis of the current analysis.

The focus of this memo is on:

1. Establishing existing traffic volumes.
2. Estimating Phase 1 site-generated traffic.
3. Assessing intersection operations and identifying any immediate mitigation needs.

3. Study Area

3a. College Street & Lovers Lane Intersection

This intersection is located near the project site and is controlled by all-way stop signs (refer to figure 1). All site traffic is expected to travel through this intersection, making it the primary point of analysis. Key characteristics include:

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- College Street: Serves as a deceleration lane from the frontage road of SH 21. It is a one-way decelerating lane coming from SH 21 that provides a right turn to Lovers Ln before it continues as two lanes undivided through the intersection.
- Lovers Lane**:** A two-lane undivided street with a posted speed limit of 25 mph. Lovers Ln provides the right turn movement to college street.

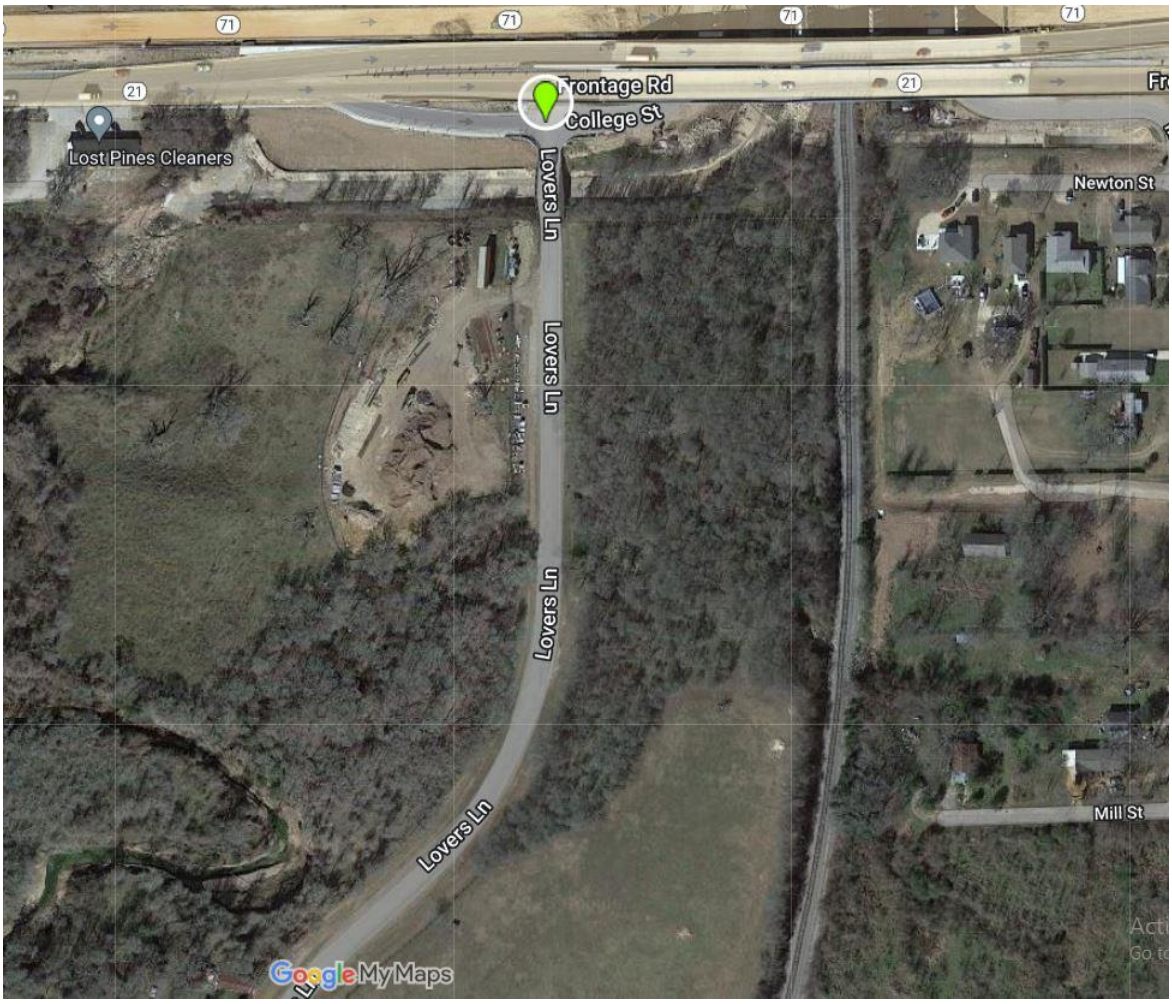

Figure 1: Location of College Street and Lovers Ln Intersection

3b. Site Access

Two driveways on Lovers Lane will serve as access points for Phase 1 (refer to figure 2):

1. **Driveway 1:** First access driveway from Lovers Ln approximately 580 feet south of the Loves Lane and College Street intersection.
2. **Driveway 2:** Second access driveway from Lovers Lane approximately 200 feet south of Driveway 1.

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Figure 2 Site layout with access driveway

4. Existing Traffic Conditions

Baseline traffic information is derived from the 2021 Colorado Bend Traffic Impact Analysis TIA, which recorded turning movement counts and bi-directional volumes around the College Street and Lovers Lane intersection. These data were adjusted to reflect a 4% annual growth rate to project conditions to the current year of 2025 and to the project's opening year (2026).

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5. Site Trip Generation

Trips generated by the 52 units in Phase 1 were estimated using **I**TE Trip Generation Manual (11th Edition) for Senior Adult Housing Multifamily (ITE Land Use Code 252). The resulting daily and peak-hour estimates are summarized below:

Table 1: Site Generated Traffic

Land Group	Land Use	Number of Dwelling Units	Trips Generated Daily	AM Peak Hour	PM Peak Hour	Resource
Residential	Senior Adult Housing Multifamily (ITE 252)	52	168 (50% in / 50% out)	10 (4 in /6 out)	13 (7 in /6 out)	ITE Trip Generation Manual, 11th Ed.

- **Daily Trips:** 168 total
- **AM Peak Hour:** 10 trips (4 entering, 6 exiting)
- **PM Peak Hour:** 13 trips (7 entering, 6 exiting)

6. Trip Distribution and Assignment

All site-generated traffic for Phase 1 of Pine Creek Senior Apartments is expected to use the College Street and Lovers Lane intersection for ingress and egress, given the roadway network connectivity and the proximity of SH 21. Therefore, 100% of inbound and outbound trips will converge at this intersection.

7. Intersection Capacity Analysis

CBD conducted a traffic operations analysis to determine potential capacity deficiencies in the study years at key intersections and site driveways. With background conditions, trip generation, and trip distribution, an intersection capacity analysis was conducted for the key intersection and site driveways under three scenarios:

1. **2025 Existing Conditions Scenario:** Current intersection operations without Pine Creek Senior Apartments
2. **2026 No-Build (Background) Scenario:** Projected intersection operations to the horizon year 2026 without the Pine Creek Senior Apartments.
3. **2026 Build (Background + Site) Scenario:** Projected intersection operations to the horizon year 2026 with the addition of the Phase 1 generated traffic of the Pine Creek Apartments

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For each scenario analyzed, the synchro model and trip distribution are provided in Figure 3, Figure 4 and Figure 5, respectively.

Due to relatively low peak-hour trip generation (10 AM trips, 13 PM trips) and the existing all-way stop-control conditions, the intersection is not expected to experience any significant operational issues under Phase 1 traffic. **The added site trips do not exceed thresholds that typically trigger the need for a full Traffic Impact Study (TIS) or infrastructure mitigations, therefore no mitigations are required for Phase 1.** This is also shown by the Level of Service (LOS) results in Section 7.1.

(a) (b)

Figure 3. 2025 Existing Conditions; (a) AM Peak (b) PM Peak

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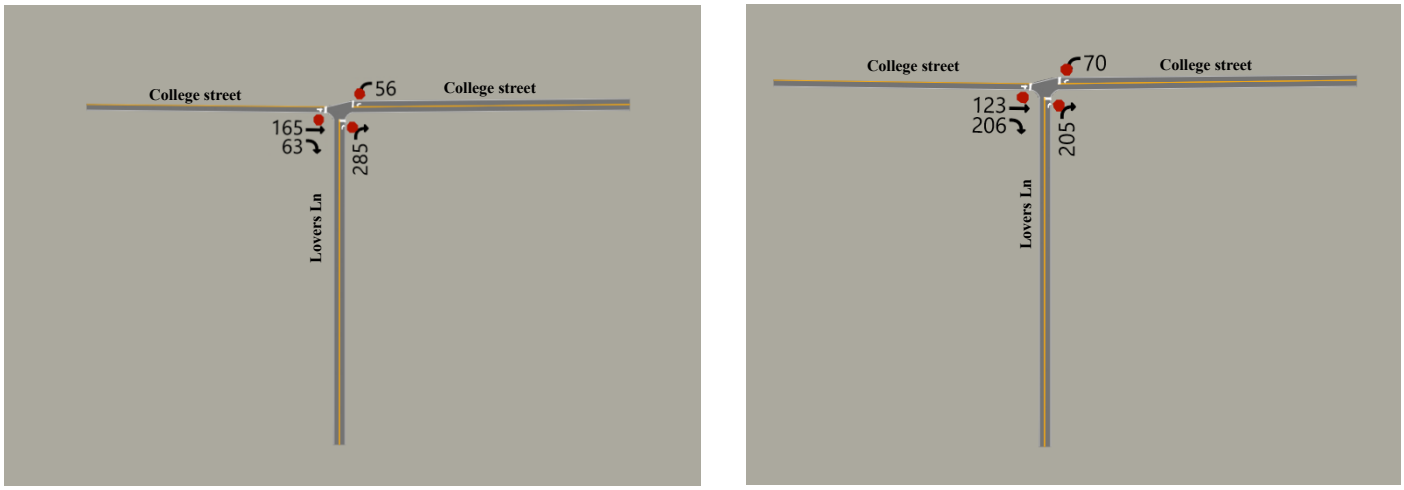
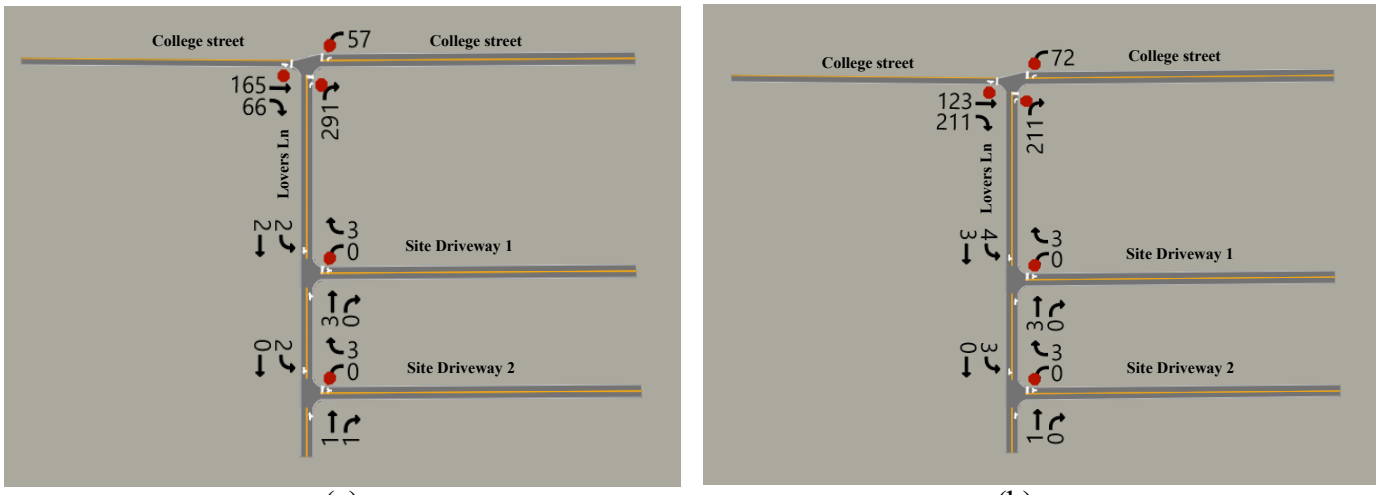


(a) (b)

Figure 4. 2026 No Build (Background) Scenario (a) AM Peak (b) PM Peak



(a) (b)

Figure 5. 2026 Build (Background +site) Scenario (a) AM Peak (b) PM Peak

7.1 Level of Service Condition

The results of a capacity analysis are defined in terms of LOS. LOS is a qualitative measure used to describe the traffic conditions that a driver will experience while travelling along a roadway within a specified time interval. LOS is graded on a letter scale from A to F. A represents little to no delay while F relates to long delays. Acceptable levels of service are A through D. Unacceptable

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levels of service are E and F and the excessive average vehicle delays in these cases suggest the need for congestion mitigation measures. Table 2 illustrates the LOS criteria for unsignalized intersections as defined by the 2010 HCM.

Table 2 Level of Service Criteria

LOS	Stop Controlled Intersection Delay
A	< 10 Second
B	10-15 Seconds
C	15-25 Seconds
D	25-35 Seconds
E	35- 50 Seconds
F	>50 Seconds

The calculations for the LOS at key intersections defined in this study were performed using Synchro 12. Table 3 shows the results of the AM and PM peak hour unsignalized intersection of Lovers Ln and College Street and for the intersection of Lovers Ln and Site Driveways. The table provides a comparison among the three different scenarios, 2025 Existing Conditions, 2026 No-Build (Background), and 2026 Built (Background + Site).

Based on the Synchro 12 capacity analysis results shown in Table 3, the intersection of Lovers Lane and College Street—as well as the site driveways—exhibit acceptable operations (LOS A–D) under all three scenarios. In other words, the anticipated additional trips generated by Phase 1 of the Pine Creek Senior Apartments do not materially degrade traffic conditions nor create excessive delays. Because the LOS values remain within acceptable thresholds, **no mitigation measures are warranted** for Phase 1. The relatively low traffic volume generated by these 52 units further supports the conclusion that no significant infrastructure improvements—such as additional lanes or traffic control modifications—are needed to maintain acceptable intersection performance.

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Table 3 Intersection Capacity Analysis

Intersection	Approach	Traffic Control Type	2025 Exisitng Condition				2026 No Build Conditions				2026 Build Conditions + Site			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
				LOS		LOS		LOS		LOS		LOS		LOS
College street & lovers ln	EB	AWSC		A		A		A		B		A		B
	WB			A		A		A		A		A		A
	NB			A		A		A		A		A		A
	Overall			A		A		A		A		A		A
Lovers Ln and Driveway 1	EB	TWSC		-------		-------		-------		-------		A		A
	WB			-------		-------		-------		-------		A		A
	NB			-------		-------		-------		-------		A		A
	Overall			-------		-------		-------		-------		A		A
Lovers Ln and Driveway 2	EB	TWSC		-------		-------		-------		-------		A		A
	WB			-------		-------		-------		-------		A		A
	NB			-------		-------		-------		-------		A		A
	Overall			-------		-------		-------		-------		A		A

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8. Conclusions and Recommendations

1. **Traffic Impact:** The forecasted trip generation for Phase 1 (52 units) of Pine Creek Senior Apartments is low (10 AM and 13 PM peak-hour trips). This level of additional traffic as shown in the analysis is unlikely to cause notable capacity or operational deficiencies.
2. **Intersection Operations:** The all-way stop-controlled intersection at College Street and Lovers Lane as well as the site driveways exhibit acceptable operations (LOS A–D) under all three scenarios (2025 Existing, 2026 No-Build, and 2026 Build). No immediate mitigations are recommended for Phase 1.
3. **Future Considerations:**
    - As additional phases are developed beyond the initial 52 units, a periodic review of traffic conditions at College Street and Lovers Lane and site driveways is recommended to confirm whether further analysis or improvements are warranted.

If you have any questions or require further clarification regarding this technical memo, please feel free to contact the undersigned.

Prepared by:
Ahmad Masad, PhD
Traffic Engineer, **Carlson, Brigance & Doering, Inc.**

Issued by:
Brendan P. McEntee, P.E.
Branch Manager, **Carlson, Brigance & Doering, Inc.**

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