

**ZONING CHANGE REVIEW SHEET**

**CASE:** C14-2017-0084  
6507 Riverside Drive

**PC DATE:** October 10, 2017  
October 24, 2017  
November 14, 2017

**ADDRESS:** 6505, 6507, 6509 Riverside Drive & 2108 Thrasher Lane

**AREA:** 5.13 acres

**NEIGHBORHOOD PLAN AREA:** East Riverside Corridor

**OWNER:** TLH Riverside 6507 MF-1, LP (David Cox)

**AGENT:** Graves, Dougherty, Moody, Hearn (Michael Whellan)

**REQUEST (ERC PLAN AMENDMENT):**

**Amendment No. 1:** Subdistrict Designation

**FROM:** ERC (Subdistrict: Neighborhood Residential ERC-NR)

**TO:** ERC (Subdistrict: Corridor Mixed Use ERC-CMU)

**Amendment No. 2:** Inclusion within the Hub

**FROM:** Outside the Hub boundary

**TO:** Inside the Hub boundary

**Amendment No. 3:** Maximum Height Allowed

**FROM:** 35 feet

**TO:** 60 feet

**Amendment No. 4:** Maximum Height Allowed With a Development Bonus

**FROM:** Ineligible

**TO:** Eligible to 65 feet

**IMPORTANT PROCEDURAL NOTE:**

This is not a standard zoning case; rather, it is a set of amendments to the East Riverside Corridor (ERC) Regulating Plan. However, for purposes of public notice, staff review, and consideration by the Planning Commission and City Council, it has been, and will continue to be, processed as a rezoning case. When the ERC plan was adopted, the adopting ordinance provided that amendments to Figure 1-2 (sub-district designation), which in turn would be reflected on Figures 1-7 (Height) and 1-8 (Bonus Height) are (procedurally) subject to Zoning Procedures. In addition, in 2015, ordinance 20151015-086 was approved which requires a public meeting be held to inform neighbors and neighborhood associations of the requested amendment. The public meeting for this request was held September 27, 2017.

**SUMMARY STAFF RECOMMENDATION:**

Staff recommendation is to approve the requested changes below:

- 1) The subdistrict designation for a portion of the subject tract be amended from Neighborhood Residential to Corridor Mixed Use (an amendment to Exhibit 1-2 of the ERC Regulating Plan);
- 2) The subject tract be included within the Hub designated at Montopolis and E. Riverside (an amendment to Exhibit 1-6 of the ERC Regulating Plan); and

- 3) The subject tract be designated at a maximum of 60 feet (an amendment to Figure 1-7 of the ERC Regulating Plan) and eligible for additional height (a development bonus), and that a maximum height of 65 feet be specified (an amendment to Figure 1-8 of the ERC Regulating Plan).

Staff's recommendation is contingent upon the result of zoning case C14-2017-0126 – 2210 Thrasher Lane. If the requested zoning of SF-6-NP is approved, staff recommends the applicant's request of CMU in a slightly reduced footprint. The portion of 2208 Thrasher which is adjacent to SF-3-NP zoning to the north shall remain ERC-NR. See Exhibit.

The reason for this qualification is the current ERC-NR sub-district is intended to serve as a transition from the ERC to adjacent single family zoning districts. The property located at 2210 is currently SF-3-NP. Staff would not recommend ERC-CMU adjacent to SF-3-NP. However, staff does recommend ERC-CMU adjacent to SF-6 as it can serve as a transition to single family zoning districts.

**DEPARTMENT COMMENTS:**

The subject tract is approximately 5.13 acres located on East Riverside Drive approximately 627 feet east of the intersection with Montopolis Boulevard (see Exhibit A & B). The tract is comprised of four unplatted parcels, which are currently vacant. One parcel (6505 E. Riverside), was previously occupied by a used-car dealer. The parcel located at 2108 Thrasher Lane has access to Thrasher.

To the north across Riverside Drive is ERC – Corridor Mixed Use (ERC – CMU). Immediately to the east is ERC-CMU and ERC-NR with height limits of 60 and 35 feet respectively. The ERC-CMU tracts are eligible for a height/density bonus to 120 feet. To the east of the 2108 Thrasher Lane parcel is SF-3. There are single family uses fronting Thrasher Lane to the east of the adjacent ERC – CMU/ERC-NR zoning. To the south is SF-3 which is owned by the applicant and has an active zoning application (C14-2017-0126). The application request is from SF-3 to SF-6. To the west is ERC-CMU and neighborhood mixed use (ERC-NMU) zoning with existing single family, a Montessori school and multifamily uses. These properties have a height limit of 60 (CMU) and 50 (NMU) feet and are eligible for a height and density bonus. Please see zoning map and Exhibits 1-3.

The current request, to designate the property with the ERC subdistrict of Corridor Mixed Use (CMU), to include it within a designated Hub, and to allow for the opportunity for additional height by participating in the density bonus/community benefits program, is driven by the stated request to develop the parcel as a mixed use project, with more density than currently allowed under the NR subdistrict. The density bonus allows the removal of the floor to area ratio similar to vertical mixed use (VMU).

The East Riverside Corridor density bonus program is intended to:

- Encourage construction of projects with height or density greater than is allowed in the ERC Subdistrict in exchange for the provision of community benefits;
- Encourage the provision of affordable housing and mixed income communities;
- Encourage additional density while allowing new development to support public benefits that are important to achieve as the East Riverside Corridor area transforms into a pedestrian-friendly urban neighborhood. These public benefits include affordable housing, open space, improved bicycling facilities, commercial or office uses, and improved flood and water quality controls.

Required Public Benefit Percentages

To be eligible for the development bonus described in Subsection 6.3.3, the applicant must provide public benefits as described below:

- A minimum of 50% of the Bonus Area shall be earned through the provision of on-site affordable housing or payment of an in-lieu fee for affordable housing, as described in Subsection 6.4.1; and
- A minimum of 25% of the Bonus Area shall be earned through the provision of publicly accessible open space, as described in Subsection 6.4.2; and
- The remainder of the Bonus Area shall be earned through the provision of any combination of public benefit options for which the project is eligible, as described in Section 6.4.
- A project providing a public benefit meeting multiple public benefit criteria will be granted cumulative Bonus Area for all benefits for which the criteria is met.

The affordable housing provision of the East Riverside Corridor stipulates that 4 bonus square feet will be granted for each 1 square foot of on-site affordable housing provided.

Though preliminary and still in conceptual stages, the applicant has indicated the project would be approximately 250 multifamily units along with any additional commercial and/or live-work or pedestrian-oriented uses required by the ERC Regulating Plan.

An Education Impact Study (EIS) was conducted for this site. All schools have adequate capacity to handle the projected students (see attached EIS).

**EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>SUB-DISTRICT</b>	<b>LAND USES</b>
<i>Site</i>	ERC	CMU & NR	Vacant, formerly used car dealer
<i>West</i>	ERC	CMU & NMU	Multifamily Residential
<i>East</i>	ERC	CMU & NR	Single Family, Montessori School, Multifamily
<i>South</i>	SF-3-NP		Vacant, formerly mobile home
<i>North</i>	ERC	CMU	Lake Shore District PUD (Residential-Commercial Mixed Use)

ERC Subdistricts: CMU: Corridor Mixed Use; NMU: Neighborhood Mixed Use UR: Urban Residential NR: Neighborhood Residential;

**TIA:** Not required.

**WATERSHED:** Carson Creek

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**SCENIC ROADWAY:** No

**NEIGHBORHOOD ASSOCIATIONS & COMMUNITY ORGANIZATIONS:**

Austin Heritage Tree Foundation  
 Austin Neighborhoods Council  
 Bike Austin  
 Carson Ridge Neighborhood Association  
 Crossing Garden Home Owners Association  
 East Austin Conservancy  
 El Concilio Mexican-American Neighborhoods

Friends of Austin Neighborhoods  
 Homeless Neighborhood Organization  
 Montopolis Area Neighborhood Alliance  
 Montopolis Community Alliance  
 Montopolis Neighborhood Plan Contact Team  
 Montopolis Tributary Trail Association  
 Pleasant Valley  
 Preservation Austin  
 SEL Texas  
 Sierra Club, Austin Regional Group  
 Vargas Neighborhood Association

**SCHOOLS:**

Austin Independent School District:

Metz Elementary School      Martin Middle School      Eastside Memorial HS at Johnston

**RELATED ZONING HISTORY:**

**ERC**

This property and those around it were rezoned to ERC as part of the ERC Regulating Plan adoption on May 9, 2013 (C14-2012-0112). Prior to ERC Regulating Plan adoption, the subject parcel was zoned CS-MU-NP for the first 200 feet from E. Riverside and MF-2 for the remainder. The same is true for the adjacent property to the east.

Though the zoning district is now identical on all parcels within the ERC Regulating Plan, it is the subdistrict designation in this Plan that specifies primary and allowed uses and site development standards. The subject tract currently maintains Corridor Mixed Use (CMU) and Neighborhood Residential (NR) subdistrict designations. The applicant is interested in developing the site under one set of development standards for CMU.

There have been two other zoning case modifying the ERC subdistricts. The details for those case are below:

NUMBER	REQUEST	PLANNING COMMISSION	CITY COUNCIL
C14-2014-0099 1500 S. Pleasant Valley	NMU-CMU Inclusion in HUB, Height Map (60ft), Development Bonus Height Map (65 ft).	Forwarded to Council without a recommendation.	Approved CMU, Inclusion in HUB, Height Map (60ft), Development Bonus Height Map (65 ft). (11-6-2014)
C14-2016-0115 2222 Town Lake Circle	NMU-CMU Inclusion in HUB, Height Map (60ft), Development Bonus Height Map (120 ft).	Recommended approval of CMU with inclusion in HUB, Height Map (60ft) and Bonus Height Map (120).	Approved CMU with inclusion in HUB, Height Map (60ft) and Bonus Height Map (120). (4/20/2017).





**ABUTTING STREETS & TRANSIT:**

Street Name	ROW Width	Pavement Width	Classification	Bicycle Plan	Bus Service within	Sidewalks
E. Riverside Drive	80'	divided	Major Arterial	Yes	Yes	Yes
Thrasher Lane	60 ft.		Local	No	No	No

**CITY COUNCIL DATE:** Scheduled for consideration December 7, 2017

**ORDINANCE READINGS:**

**ORDINANCE NUMBER:**

**CASE MANAGER:**

Andrew Moore - 512-974-7604 e-mail: Andrew.moore@austintexas.gov

**SUMMARY STAFF RECOMMENDATION**

The property currently is designated ERC-CMU and ERC-NR district zoning. This district was established for properties included within the East Riverside Corridor Master Plan and East Riverside Corridor Regulating Plan. The purpose of the ERC district is to provide appropriate standards to ensure a high quality appearance for development and redevelopment and promote pedestrian-friendly design, to improve access to transit services and create an environment that promotes walking and cycling, among other goals identified in the Master Plan.

There are five subdistricts within the ERC zoning district; each has distinct site development and use standards to ensure that the development is in line with the East Riverside Corridor Master Plan vision. Additional standards apply depending on the roadway type(s) adjacent to the tract, and tracts within an ERC Hub may also have specific standards.

The applicant is proposing to change the subdistrict designation from Neighborhood Residential to Corridor Mixed Use, be added to the Hub designated for Pleasant Valley and Riverside, and be allowed the opportunity to participate in a development bonus/community benefit program for additional height and density. Staff from zoning, urban design, and other disciplines have reviewed and are processing what is technically a plan amendment, as a rezoning case. This is the third such amendment for the ERC Regulating Plan.

**BASIS FOR RECOMMENDATION****Amendment # 1 / Amendment to the Subdistrict Designation (ERC Plan Figure 1-2)**

The subject tract is currently designated Neighborhood Residential (see Exhibit C – 1). Per the ERC Regulating Plan, Neighborhood Residential (NR) is a subdistrict between the higher density, more active urban subdistricts and residential sub-districts and districts. Staff can support the requested change. The subdistrict provides for mid-rise residential with neighborhood-oriented retail and smaller employers. It is intended to have opportunities for attached residential and small-scale commercial uses. The NMU subdistrict allows for attached residential such as townhouse, condominium residential, multifamily residential, smaller scale retail for a variety of commercial uses, office, multi-family buildings.

**PROVIDE A DESCRIPTION OF NR HERE**

IF adjacent property is zoned SF-6 to serve as a transition to the SF adjacent, then staff supports this request to ERC-CMU.

Corridor Mixed Use (CMU) is the highest density district designation within the East Riverside Corridor and, per the Plan, would typically be expressed as residential or office uses over commercial ground floor uses, such as retail or office. The ground floors of these buildings are envisioned to be primarily retail or office while upper floors may be office and/or residential. Mixed use development is key within this subdistrict because it will help to create a walkable environment with a variety of land uses located in a compact area. The following table highlights differences in uses and site development standards of the CMU and NMU subdistricts.

**Permitted Land Uses in ERC Subdistricts**

	<b>CMU</b>	<b>NMU</b>
Residential, attached	Permitted	Permitted
Residential, detached	Not Permitted	Not Permitted
Smaller-scale Retail (less than 50,000 sq ft)	Permitted	Permitted
General Retail	Permitted	Not Permitted
Office	Permitted	Permitted
Warehousing & Light Manufacturing	Not Permitted	Not Permitted
Education/Religion	Permitted	Permitted
Hospitality (hotels/motels)	Permitted	Permitted
Civic Uses (public)	Permitted	Permitted

A key difference between CMU and NMU can be found in the specific site development standards, a comparison of which can be found below:

**Development Standards in ERC Subdistricts**

	<b>CMU</b>	<b>NMU</b>
Maximum Building Height *	60 feet	50 feet
Maximum FAR*	2 to 1	1 to 1
Desired Minimum FAR	60%	60%
Impervious Cover	90%	80%

\* Maximum FAR waived and maximum height increased with development bonus.

As can be determined, CMU generally allows for higher buildings, a denser floor-area-ratio (FAR), and higher impervious cover allowances.

Nevertheless, staff recommends the subdistrict designation of Corridor Mixed Use (CMU) for a couple of reasons. First, the current NMU does not permit general retail, thus precluding that option from a mixed-use development, which staff believes will be useful on Ellmont with the completion of the Lakeshore PUD office development and multifamily fronting Elmont. Although the specific types of commercial envisioned in the project are unknown, staff does not see the need to preclude this variety of retail. Second, Corridor Mixed Use (CMU) allows for an additional height and FAR. The Lakeshore PUD creates what staff considers as an additional HUB. The stepping down towards single family development as envisioned for the NMU district is not relevant as this property is between two HUBs.

**Amendment # 2 / Amendment to the Hub boundary (ERC Plan Figure 1-6) and**

**Amendment # 3 / Amendment to the Maximum Height Available under Development Bonus (ERC Plan Figure 1-8)**

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The request to be included in a designated Hub is both its own request, but also is a necessary request in order to consider the third request. Per the Regulating Plan, only properties within the Hub boundaries are eligible for development bonuses in exchange for the provision of specified community benefits.

The ERC Regulating Plan designates four Hubs along E. Riverside and other major streets, corresponding to future transit hubs. These are areas in which the most intensive development within the corridor is encouraged (see Figure 1-6). Following the vision set out in the Master Plan, a key purpose of the Regulating Plan is to: promote transit-supportive development and redevelopment within the ERC Hubs in order to successfully integrate land use and transit by providing greater density than the City of Austin average, a mix of uses, and a quality pedestrian environment around defined centers. It follows that Hubs are seen as dense and vibrant or areas where the most intensive development is encouraged, with urban form and uses that require less reliance on the automobile and are more accommodating of pedestrian, transit, and bicycle transportation.

But more than just an area of concentrated, transit-oriented development and density, these areas were seen as unique, identifiable places that would become distinct designations with housing, shops, and offices. The Master Plan describes hubs as bringing together people, jobs, and services designed in a way that makes it efficient, safe, and convenient to travel on foot or by bicycle, transit, or car. The Plan goes on to discuss the benefits of dense, transit-supportive development.

The boundary of a designated Hub was not specified as some uniform buffer depth or outer edge of equal distance in the Regulating Plan. In fact, a casual review of the Hub map shows a relatively smallish Hub at Riverside and Hwy 71 (the “East Riverside Gateway”) when compared with the Hub at Riverside and Montopolis (the “Montopolis Gateway”). Meanwhile the Hub at Pleasant Valley (the “Pleasant Valley Transit Plaza”) is nearly indistinguishable from the one at Lakeshore (the “Lakeshore Center”). In contrast, the Master Plan depicted these Hubs as more or less uniform (see Exhibit C-3); per that plan, the Hub represented an approximate 5-minute walk from a primary transit stop. Elsewhere, the Master Plan’s text refers to a distance of 1/3rd mile.

The fact these Hub boundaries are not of uniform shape and size in the Regulating Plan reflects the fact the boundaries were based on a public process involving neighborhood stakeholders. According to current and former Urban Design staff (who were the primary points of contact and authors of the ERC plans), these Hubs were identified and the boundaries determined, based upon public feedback, as well as requests and responses from individual property owners. Boundaries largely aligned with parcel boundaries.

Of note, development of a CMU property within a Hub is not subject to the compatibility requirements with which other subdistricts must comply. However, that is a moot point in this case because the subject tract is not adjacent to any triggering properties (i.e., duplex, single-family attached, single-family, small lot single-family, or two-family residential).

Another distinction of development within a Hub is that it may be eligible for additional development bonuses if the project provides community benefits. This leads to the third proposed amendment.

Currently the property is outside the Hub. Only if it is within the Hub can it become eligible for development bonuses. The Regulating Plan provides for additional height or FAR in exchange for community benefits, such as affordable housing, mixed income communities, open space, improved bicycling facilities or improved flood and water quality controls (see Figure 1-8).

Pursuing a development bonus is optional, pursued at the time of site planning. The development bonus requirements must be met in full to receive the bonus. The bonus is increased FAR or height, but not both. The Regulating Plan identifies a Bonus Area which is the greater of either a gross floor area that exceeds the base FAR by right limitation or that exceeds the maximum height by right limitation.

Just as the FAR for subdistricts has been specified by the Regulating Plan, so has the potential, or bonus, height. Under current designation, NMU has a maximum height of 50 feet; if CMU is designated (Amendment #1), this increases to 60 feet, by right. If the property is added to the Hub (Amendment #2) there is no additional entitlement to height – unless the property is determined eligible for bonus development and a bonus height is specified (Amendment #3).

The Regulating Plan provides four options for bonus height: ineligible, 65 feet, 120 feet, and 160 feet. The applicant has requested 120 feet and staff supports this request.

In contrast to the public feedback process(es) that led to the delineation of Hub boundaries, there was no such process for determining which properties were eligible for development bonus height and what that height should be. Indeed, not every CMU subdistrict is within a Hub and eligible for development bonuses. Further, there are both NMU and Neighborhood Residential (NR) subdistricts within a Hub and some of these have been designated eligible for the bonus. At the same time, not every CMU-designated property within a Hub, that is deemed eligible, is assigned the same bonus height; some are entitled to 120 and others 160. Hence, there is no direct correlation between a property's subdistrict designation and its maximum bonus height; rather, eligibility for bonus height, and a specified maximum height, is based on location.

### Summary

**Given the location of this property adjacent to the Lakeshore PUD and proximity to the two HUBS, staff thinks the designation of the property as a Corridor Mixed Use subdistrict is appropriate. Additionally, staff thinks the property should be included with the Pleasant Valley Transit Plaza Hub and Lakeshore boundary because of its proximity to the future transit stop, and because Elmont Drive has existing bus and bicycle options. Lastly, staff supports designating the property as eligible for development bonus height in exchange for the provision of community benefits. Given the options of 65, 120 and 160 feet as a maximum height, staff supports specification of 120 feet, as requested by the applicant, as the maximum bonus height at this time.**

To implement these recommendations requires an amendment to the ERC Regulating Plan that would amend Figures 1-2, 1-6, and 1-8 of the Plan.

Figure 1-7, East Riverside Corridor Height Map – without a development bonus (see Exhibit C-7) would also be updated to reflect the CMU designation, if so granted. This Plan Figure is illustrative of the subdistrict site development standards, and is not regulatory as are other

Plan exhibits; the subdistrict designations on Figure 1-2 are reflected, and controlling over the heights depicted in Figure 1-7, but not the other way around.

In fact, such an update was anticipated when the Regulating Plan was adopted. As specified in the adopting ordinance: *Approved amendments to Figure 1-2 will also be reflected as necessary in Figure 1-7 (East Riverside Corridor Height Map) and Figure 1-8 (East Riverside Corridor Development Bonus Height Map) of the regulating plan.*

### Additional Information

The East Riverside Corridor Regulating Plan, adopted by Council in May 2013, can be found here: [ftp://ftp.ci.austin.tx.us/npzd/Austingo/erc\\_reg\\_plan\\_adopted.pdf](ftp://ftp.ci.austin.tx.us/npzd/Austingo/erc_reg_plan_adopted.pdf)

More information on the East Riverside Corridor Master Plan can be found here: <http://www.austintexas.gov/page/east-riverside-corridor-master-plan>

### ADDITIONAL DEPARTMENTAL REVIEW COMMENTS

DSD Transportation Review - Natalia Rodriguez - 512-974-3099

- TR1. A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC, Sec. 25-6-142]. Comments will be provided in a separate memo.
- TR2. This site shall comply with all design criteria within the East Riverside Corridor Regulating Plan (ERC).
- TR3. Additional right-of-way maybe required at the time of subdivision and/or site plan.
- TR4. Chad Crager, Urban Trails, Public Works Department and Nathan Wilkes, Bicycle Program, Austin Transportation Department may provide additional comments regarding bicycle and pedestrian connectivity per the Council Resolution No. 20130620-056.
- TR5. FYI – the site is over five (5) acres; therefore a street is required to break up the block ERC 3.5.4. The required street shall comply with ERC 3.5.3 and at a minimum, the cross section shall comply with Local Collector Street within ERC Appendix A. This street will be required during the Subdivision and Site Plan Applications.
- TR6. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
Elmont Drive	80 ft.	45 ft.	Collector (Per the ERC, this road is	Yes	No	Yes



			classified as a Pedestrian Priority Collector)			
Town Lake Circle	60 ft.	40 ft.	Local (Per the ERC, this road is classified as an Urban Collector)	No	No	Yes

NPZ Environmental Review - Mike McDougal 512-974-6380

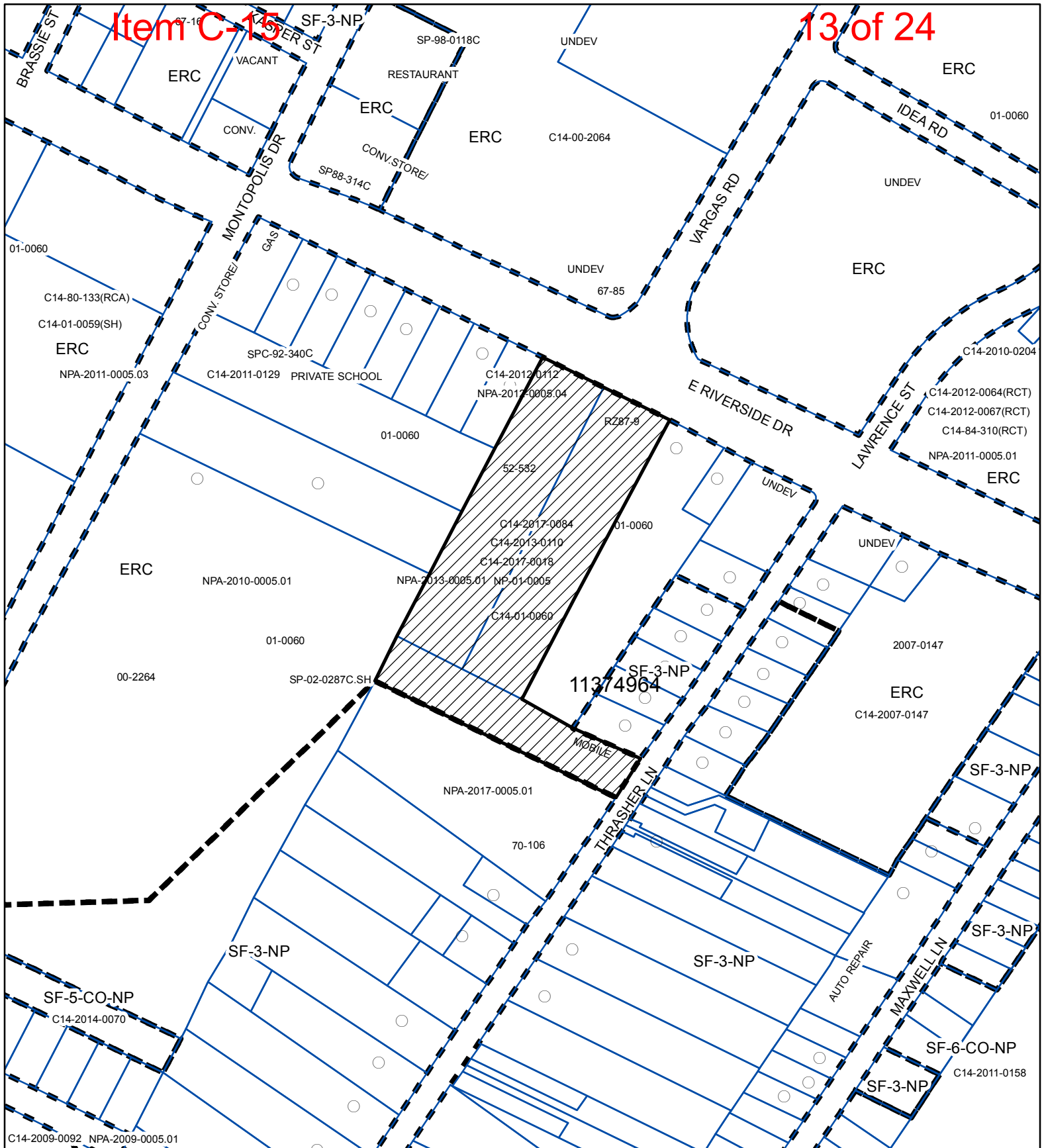
1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Lady Bird Lake Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps there is no floodplain within or adjacent to the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.
6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

NPZ Site Plan Review - Katie Wettick 512-974-3529

- SP1. Site plans will be required for any new development other than single-family or duplex residential.
- SP2. Any new development is subject to the requirements of the East Riverside Corridor Regulating Plan. Additional comments will be made when the site plan is submitted.

NPZ Austin Water Utility Review - Neil Kepple 512-972-0077




FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fees once the landowner makes an application for Austin Water utility tap permits.



## ZONING

Zoning Case: C14-2017-0084



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

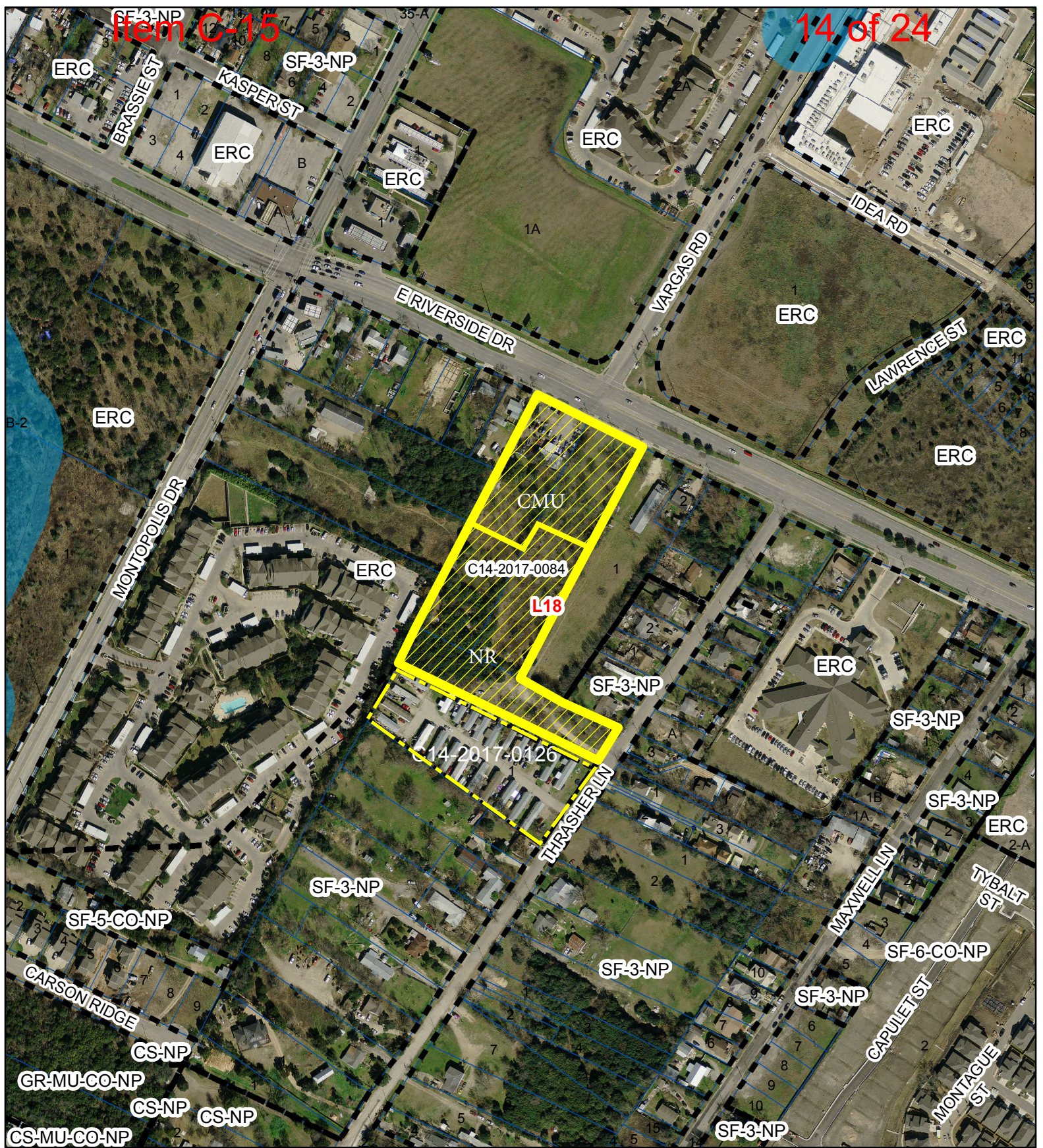
1" = 250'

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.







- SUBJECT TRACT
- PENDING CASE
- ZONING BOUNDARY
- CREEK BUFFER

1" = 300'

**6507 RIVERSIDE**

ZONING CASE#: C14-2017-0084  
LOCATION: 6505, 6507, 6603 E. RIVERSIDE  
2108 THRASHER LANE  
SUBJECT AREA: 5.13 ACRES  
GRID: L18  
MANAGER: ANDREW MOORE

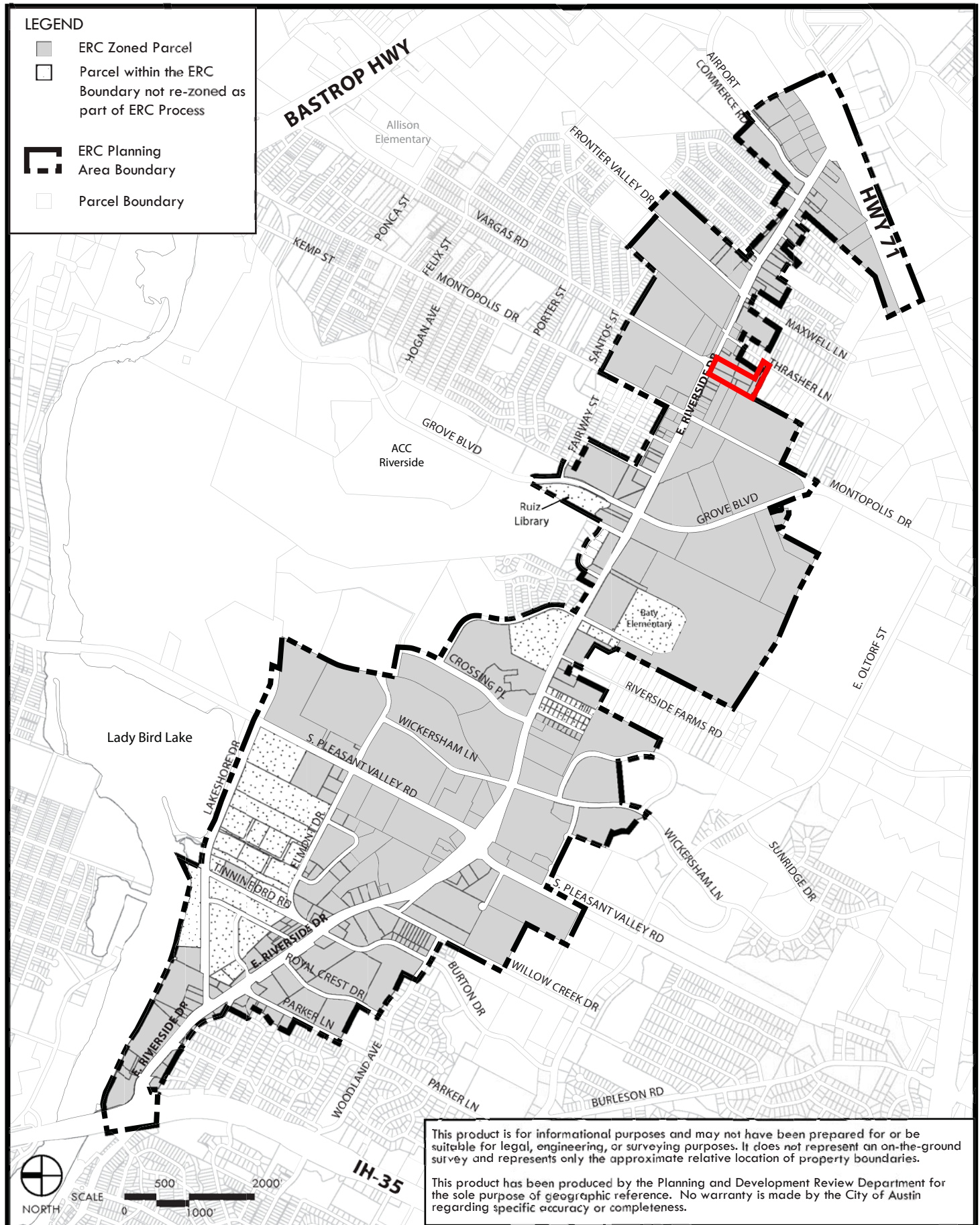


This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

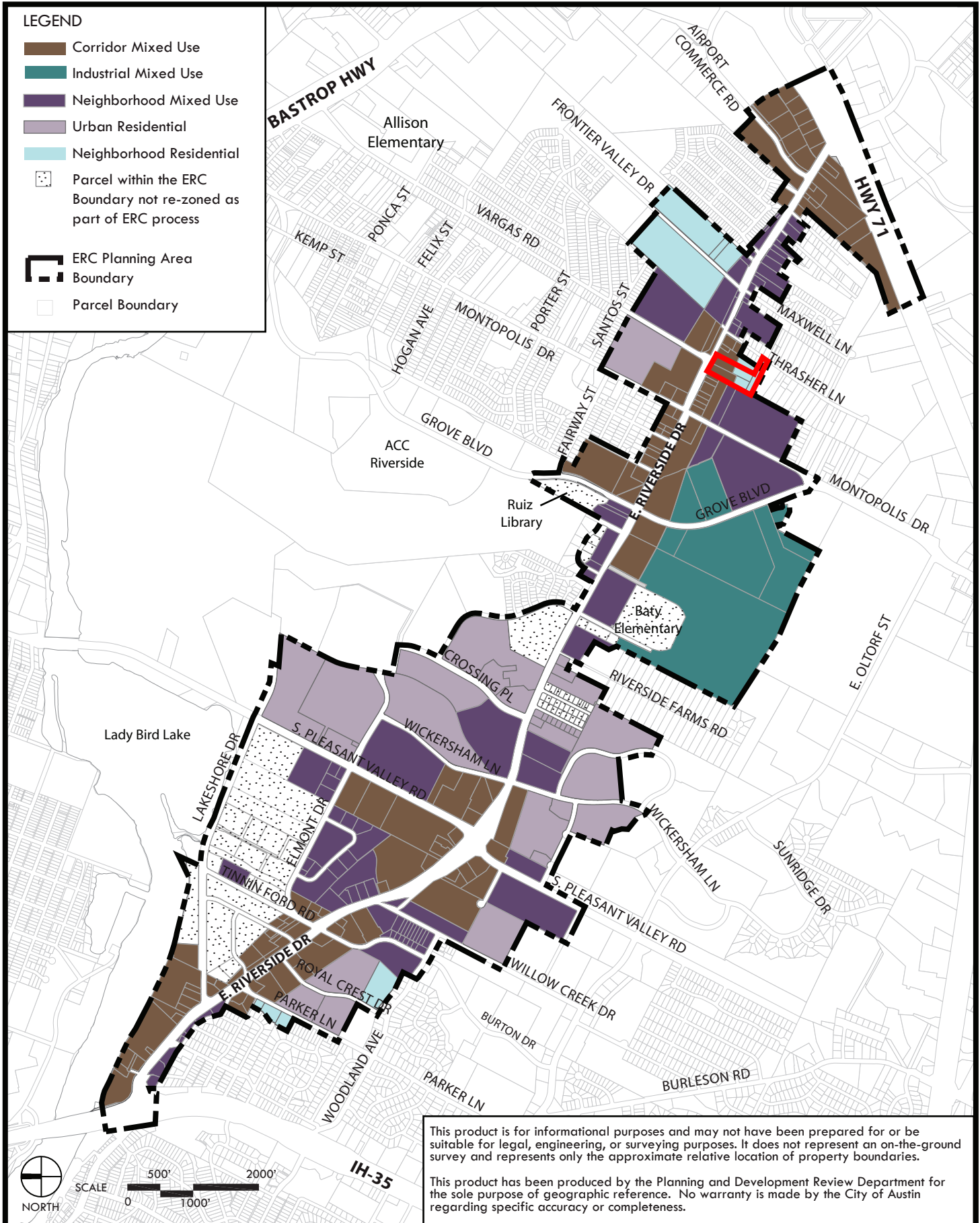


**Figure 1-1: East Riverside Corridor (ERC) Zoning Map****6507 E. Riverside Drive**

The map below indicates the properties within the ERC boundary zoned ERC.

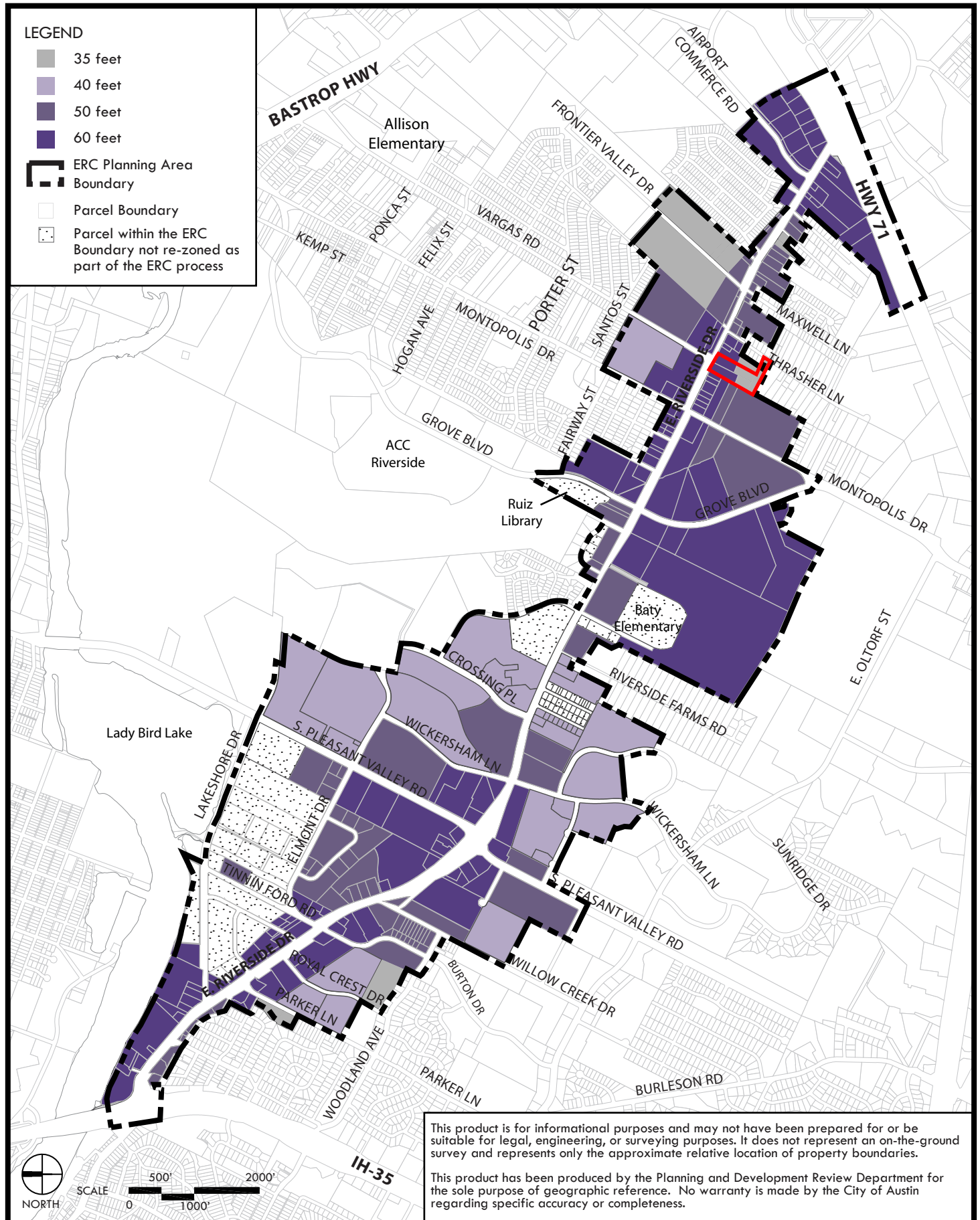


**FIGURE 1-2: East Riverside Corridor Subdistrict Map**  
**C14-2017-0084 - 6507 E. Riverside Drive**  
 Identifies the subdistrict for each property within the ERC boundary.



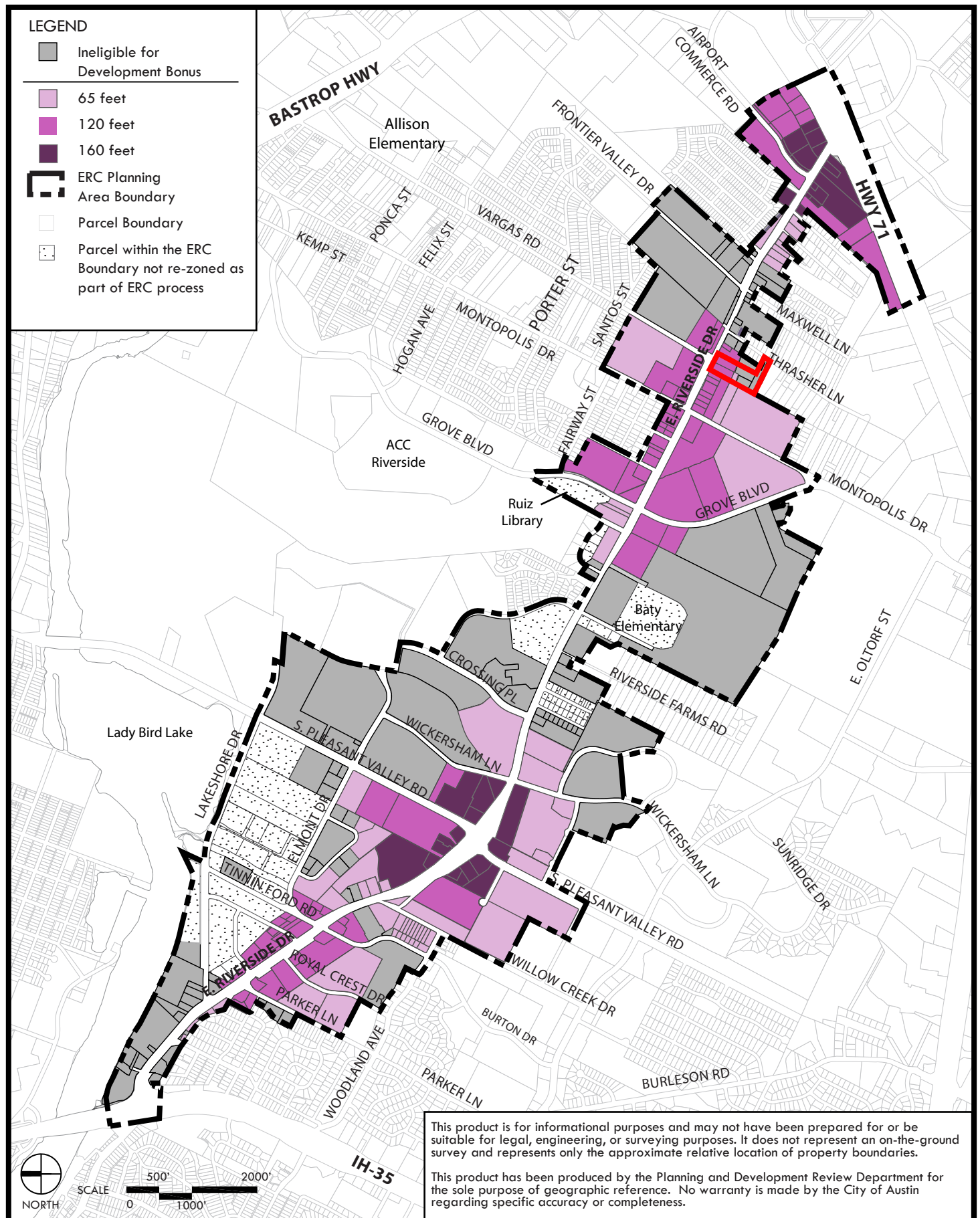


This map shows allowable building heights on a parcel without a development bonus.



**FIGURE 18: East Riverside Corridor Development Bonus Height Map**  
**C14-2017-0084 - 6507 E. Riverside Drive**

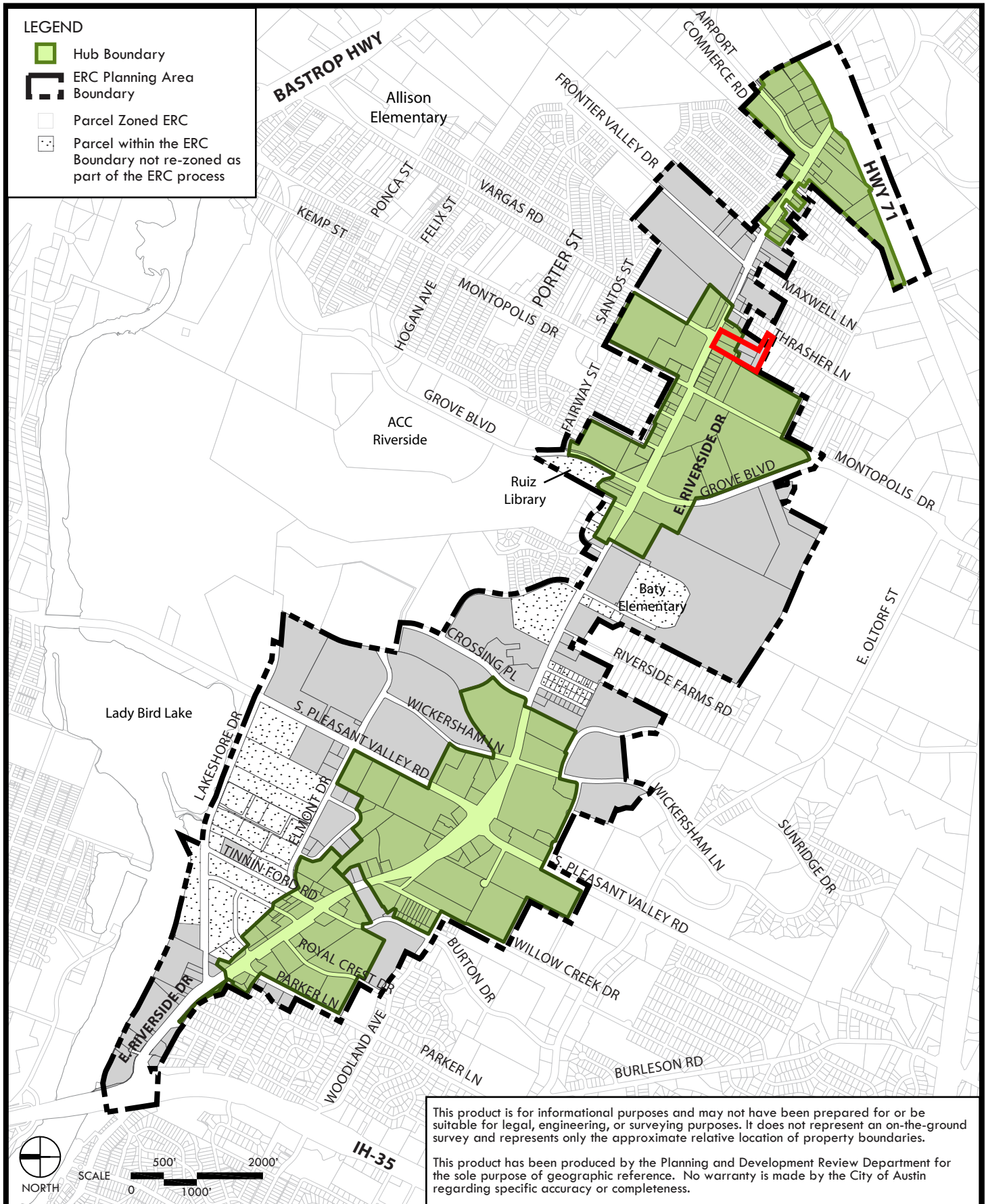
This map shows eligible properties and maximum heights allowed with a development bonus.





**FIGURE 1-6: East Riverside Corridor Hub Map C14-2017-0084- 6507 E. Riverside Drive**

This map shows the Hubs within the ERC boundary. Properties located within a Hub are eligible for additional entitlements as outlined in Article 6.



# Item C-15 EDUCATIONAL IMPACT STATEMENT

20 of 24

Prepared for the City of Austin

Austin  
Independent  
School District



PROJECT NAME: 6507 Riverside

ADDRESS/LOCATION: 6505, 6507, 6603 E. Riverside & 2108, 2110 Thrasher Lane

CASE #: C14-2017-0084

☐ NEW SINGLE FAMILY

☐ DEMOLITION OF MULTIFAMILY

☒ NEW MULTIFAMILY

☐ TAX CREDIT

# SF UNITS: \_\_\_\_\_ STUDENTS PER UNIT ASSUMPTION  
Elementary School: \_\_\_\_\_ Middle School: \_\_\_\_\_ High School: \_\_\_\_\_

# MF UNITS: 250 STUDENTS PER UNIT ASSUMPTION  
Elementary School: 0.126 Middle School: 0.044 High School: 0.049

## IMPACT ON SCHOOLS

The student yield factor for the east region of 0.219 (across all grade levels) for apartment homes was used to determine the number of projected students. The 250 multifamily development is projected to add approximately 54 students across all grade levels to the projected student population. However, because the project is proposed to include only one and two bedroom units, the number of students from this development may be lower than projected. It is estimated that of the 54 students, 31 will be assigned to Allison Elementary School, 11 to Martin Middle School, and 12 to Eastside Memorial High School.

The percent of permanent capacity by enrollment for SY 2021-22, including the additional students projected with this development, would be within the utilization target range of 75-115% for Allison ES (87%); and would remain below the target range at Martin MS (44%) and Eastside Memorial (46%), assuming the mobility rates remain the same. The projected additional students at Martin MS and Eastside Memorial HS would only minimally help to offset the anticipated decline in student enrollment (due to demographic shifts in the area). All of these schools will be able to accommodate the projected additional student population from the proposed development.

## TRANSPORTATION IMPACT

Although Allison ES is located within 2 miles of the proposed development, the E. Riverside/Montopolis crossing has been identified as a dangerous route; and therefore students would qualify for transportation. Students within the proposed development attending Martin MS and Eastside Memorial HS will qualify for transportation due to the distance from the proposed development to the schools. Students can be accommodated on existing buses.

## SAFETY IMPACT

There are no know safety impacts at this time.

Date Prepared: 2/4/2017 Director's Signature: [Signature]

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## EDUCATIONAL IMPACT STATEMENT

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Austin  
Independent  
School District



### DATA ANALYSIS WORKSHEET

**ELEMENTARY SCHOOL:** Allison

**RATING:** Met Standard

**ADDRESS:** 515 Vargas Road

**PERMANENT CAPACITY:** 486

**% QUALIFIED FOR FREE/REDUCED LUNCH:** 94.81%

**MOBILITY RATE:** -2.8%

#### POPULATION (without mobility rate)

ELEMENTARY SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	464	404	435
% of Permanent Capacity	95%	83%	90%

#### ENROLLMENT (with mobility rate)

ELEMENTARY SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	451	393	424
% of Permanent Capacity	93%	81%	87%

**MIDDLE SCHOOL:** Martin

**RATING:** Met Standard

**ADDRESS:** 1601 Haskell

**PERMANENT CAPACITY:** 804

**% QUALIFIED FOR FREE/REDUCED LUNCH:** 93.06%

**MOBILITY RATE:** -56.3%

#### POPULATION (without mobility rate)

MIDDLE SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	1,008	780	791
% of Permanent Capacity	125%	97%	98%

#### ENROLLMENT (with mobility rate)

MIDDLE SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	440	340	351
% of Permanent Capacity	55%	42%	44%

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<b>HIGH SCHOOL:</b> Eastside Memorial	<b>RATING:</b> Met Standard
<b>ADDRESS:</b> 1012 Arthur Stiles	<b>PERMANENT CAPACITY:</b> 1,156
<b>% QUALIFIED FOR FREE/REDUCED LUNCH:</b> 87.71%	<b>MOBILITY RATE:</b> -40.8%

<b>POPULATION (without mobility rate)</b>			
<b>HIGH SCHOOL STUDENTS</b>	<b>2016-17 Population</b>	<b>5- Year Projected Population (without proposed development)</b>	<b>5-Year Projected Population (with proposed development)</b>
<b>Number</b>	964	883	895
<b>% of Permanent Capacity</b>	83%	76%	77%

<b>ENROLLMENT (with mobility rate)</b>			
<b>HIGH SCHOOL STUDENTS</b>	<b>2016-17 Enrollment</b>	<b>5- Year Projected Enrollment* (without proposed development)</b>	<b>5-Year Projected Enrollment* (with proposed development)</b>
<b>Number</b>	571	523	535
<b>% of Permanent Capacity</b>	49%	45%	46%

\*The 5-Year Projected Enrollment (with and without the proposed development) is an estimate calculated with the assumption that the stated mobility rates (transfers in and out of the school) remain the same over the 5-year period. These estimates are for the sole purpose of the Educational Impact Statement and should not be used for any other purposes.



To: Planning Commission

From: Montopolis Neighborhood Contact Team, Susana Almanza-President

Date: November 2<sup>th</sup>, 2017

RE: Zoning Change: Case C14-2017-0084 (6505, 6507, and 6603 E. Riverside Drive, 2108 Thrasher Lane).

The Montopolis Neighborhood Plan Contact Team met on October 30<sup>th</sup>, to discuss the above case and voted to leave the present assigned zoning of East Riverside Corridor (ERC) to the front part of the property, and the back portion of the E. Riverside property zoned Neighborhood Residential (NR) as is. We oppose any zoning other than the present Single Family (SF-3) zoning at 2108 Thrasher Lane. We voted to leave all the present zoning as is. The owner was aware of the current zoning when he purchased the property. The current zoning allows for high density development at the current site and the single family zoning at 2108 Thrasher Lane is compatible with other single family zoning on Thrasher Lane. The MNPCT recommends that a traffic light be installed at E. Riverside Drive and Vargas Road or E. Riverside Drive and Frontier Valley. With new development and proposed development a traffic light is needed to protect the residents and future residents of the Montopolis community.

**Land Use** –Adopted Montopolis Neighborhood Plan, 2001

**Goal 1: Improve the Quality of Life in Montopolis through Land Use and Zoning**

This current ERC and NR zoning designation will not improve the quality of life for Montopolis residents. It will negatively impact property owners that are adjacent to this property. It will aide in the gentrification process in the Montopolis community, the community that we have worked to preserve. This development will not promote compatability with adjacent and nearby uses and will result in detrimental impacts to the neighborhood character.

The majority of Montopolis residents live at 30% MFI and will not be able to afford to live in the proposed housing development. It will start the displacement of long-time residents in the area.

We do not support multiple high priced homes that will range from \$280,000 and above in the Montopolis community. This proposed development will negatively impact established neighborhoods.

These townhomes and/or apartments will not maintain stability in the neighborhood.

These townhomes and/or apartments will not be affordable. The proposed high priced townhomes and/or apartments will be located within the heart of the Montopolis community.

**Addressing Imagine Austin Planning Principles**

1. Montopolis already has high-priced condos and townhomes along E. Riverside Corridor and we have more condos, and high priced homes being built presently and in the very near future. We want to keep and sustain the current residents in the heart of the neighborhood, whose homes are currently already valued over \$100,000 (which were originally purchased between \$18,000 - \$50,000) and will increase even more with the proposed development.
2. This development will not reduce household expenditures for housing and transportation for current low-income residents.

3. The Montopolis community recognizes that East Riverside Drive was a location directed for more intensive development such as townhomes, apartments and condos, and that the opposition voice to ERC by the Montopolis Contact Team was ignored.
4. The proposed development will help displace long-time residents.
5. These high-priced townhomes/apartments will not be compatible to the single family homes structures that currently exist in the heart of the Montopolis community.
6. This development will impact the green space.
7. Not applicable
8. This project will not preserve and promote the historically and culturally significance of the Montopolis community.
9. This development will not expand the economic base, create job opportunities, nor promote education to support a strong and adaptable workforce.
10. This development will not grow the current community involvement.
11. The development will not provide public facilities and services.