

**ZONING CHANGE REVIEW SHEET**

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

**PC DATE:** October 10, 2017  
October 24, 2017  
November 14, 2017  
December 12, 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

**PLANNING COMMISSION ACTION**

**NOVEMBER 14, 2017** – APPROVED POSTPONEMENT REQUEST BY THE MONTOPOLIS NEIGHBORHOOD ASSOCIATION TO DECEMBER 12, 2017 ON CONSENT, VOTE 13-0 [J. SHIEH 1<sup>ST</sup>, T. WHITE 2<sup>ND</sup>].

**DECEMBER 12, 2017** – APPROVED NEIGHBORHOOD MIXED USE (ERC-NMU) FOR A PORTION OF THE PROPERTY, INCLUSION IN THE HUB, MAXIMUM HEIGHT OF 50 FEET AND ELIGIBLE FOR A DEVELOPMENT BONUS OF 65 FEET, VOTE 10-1 [J. SCHISSLER 1<sup>ST</sup>, P. SEEGER 2<sup>ND</sup>, AGAINST - K. MCGRAW].

**CITY COUNCIL ACTION**

**FEBRUARY 1, 2018** – POSTPONED BY APPLICANT TO FEBRUARY 15, 2018, VOTE 11-0. PUBLIC HEARING IS KEPT OPEN.

**FEBRUARY 15, 2018** – POSTPONED AT THE REQUEST OF THE APPLICANT TO MARCH 22, 2018, VOTE 10-0. PUBLIC HEARING IS KEPT OPEN.

**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.

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 Thrasher 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 (fee-in-lieu is allowed for heights over 90 feet and FAR of at least 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).

**ISSUES:**

Applications to change the ERC districts requires Planning and Zoning staff to conduct a neighborhood meeting. That meeting was held September 27, 2017 at the Montopolis Recreation Center. The Montopolis Neighborhood Plan Contact Team submitted a letter in opposition to the request (attached).

**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	Montopolis Tributary Trail Association
Austin Neighborhoods Council	Pleasant Valley
Bike Austin	Preservation Austin
Carson Ridge Neighborhood Association	SEL Texas
Crossing Garden Home Owners Association	Sierra Club, Austin Regional Group
East Austin Conservancy	Vargas Neighborhood Association
El Concilio Mexican-American Neighborhoods	
Friends of Austin Neighborhoods	
Homeless Neighborhood Organization	
Montopolis Area Neighborhood Alliance	
Montopolis Community Alliance	
Montopolis Neighborhood Plan Contact Team	

**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). Through the Montopolis Neighborhood 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.

The subdistrict designation in this Plan 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	Forwarded to Council without a recommendation.	Approved CMU, Inclusion in HUB, Height Map (60ft), Development Bonus Height Map (65 ft). (11-6-2014)

	(65 ft).		
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 (120ft). (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 February 15, 2018

**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 Montopolis and E. Riverside, change the height map from 35 feet to 60 ft 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 support 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 if adjacent property (2110 Thrasher Lane) is zoned SF-6 (C14-2017-0126) to serve as a transition to the adjacent SF-3 to the south.

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 NR subdistricts.

**Permitted Land Uses in ERC Subdistricts**

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

Below are the specific site development standards for CMU and NR:

**Development Standards in ERC Subdistricts**

	<b>CMU</b>	<b>NR</b>
Maximum Building Height *	60 feet	35 feet
Maximum FAR*	2 to 1	.5 to 1
Desired Minimum FAR	60%	60%
Impervious Cover	90%	55%

\* 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.

Staff recommends the subdistrict designation of Corridor Mixed Use (CMU) IF the property at 2110 Thrasher Lane is changed from SF-3 to SF-6 to serve the same function as the ERC-NR portion of this property. With the change to CMU the development will have unified development standards allowing a more cohesive project. A significant portion of the property is likely to be subject to compatibility standards which will impact the final height of the buildings.

**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)**

---

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.

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.

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, NR has a maximum height of 35 feet and not eligible for a development bonus; 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 65 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 65 or 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**

---

Staff's support of the requested changes to the East Riverside Corridor subdistricts, HUB, Height and Development Bonus maps are contingent on the adjacent property to the south at 2110 Thrasher Lane receiving SF-6-NP combined district zoning (C14-2017-0126). The existing ERC-NR portion of the property is intended to provide a transition from the more intense ERC-CMU subdistrict. The property will likely be subject to compatibility standards from SF-3-NP properties along Thrasher Lane that are outside of the East Riverside Corridor. Staff also supports designating the property eligible for a development bonus (FAR) in exchange for the provision of community benefits.

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 – Ivan Naranjo - 512-974-7649

- TR1 The Austin Metropolitan Area Transportation Plan calls for a total of 200 feet of right-of-way for E. Riverside Drive. Additional right-of-way up to 100' front the centerline may be required. [LDC, 25-6-51; 25-6-55]. The dedication of right-of-way may be deferred to the subdivision or site plan stage. LDC, 25-6-55(B).
- TR2. A Traffic Impact Analysis or Neighborhood Traffic Analysis may be required during the site plan stage if triggered by LDC 25-6-113 or LDC 25-6-114.
- TR3. Capital Metro bus service (Routes No. 4, 100, 350) is available along E. Riverside Drive.
- TR4. According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, a protected bike lane is recommended for East Riverside Drive.
- TR5. Janae Ryan, 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.

TR6. Existing Street Characteristics:

Name	ROW	Pavement	Classification	Sidewalks	Bike Route	Capital Metro (within ¼ mile)
E. Riverside Drive	80 ft.	45 ft.	Major Arterial	Yes	Yes, wide curb	Yes
Thrasher Lane	50 ft.	30 ft.	Local	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 Comprehensive Planning Review - Anne Milne 512-9742868
--

#### **6507 E Riverside/ C14-2017-0084**

This zoning case is located at 6505, 6507, 6603 East Riverside Drive and 2108 Thrasher Lane which is east of Montopolis Drive and west of Thrasher Lane, on 4 tracts or 5.13 acres of land, located in the East Riverside Corridor. The case also includes 2110 Thrasher Lane, 1 tract of 2.4 acres, which is not part of the East Riverside Corridor Plan but rather included in the Montopolis Neighborhood Plan. Two of the tracts have existing uses, retail and multifamily, the other tracts are vacant. Surrounding land uses include multifamily housing to the east, single family housing the west and south. North of the property, across East Riverside there are large areas of vacant land. The proposed use is a mixed use project, proposing 250 units of residential housing.

**Connectivity.** The Walkscore for this site is 40/100, meaning some most errands require a car and that there are few public transportation options nearby. There are public sidewalks located along East

Riverside Drive and on Montopolis Drive that would provide future residents with connections to the adjacent commercial uses.

### **East Riverside Corridor Master Plan**

The ERC Master Plan sets forth a vision for development along East Riverside Drive that will support mass transit and walkable development (p. 6). Additionally, the plan supports the development of dense development and affordable housing through density bonuses which are available in the Corridor Mixed Use areas at 'activity hubs'. The East Riverside Corridor Master Plan identifies this portion of the planning area as 'Corridor Mixed Use' and 'Neighborhood Residential' on the future land use district map. It is adjacent to areas of Corridor Mixed Use and Neighborhood Mixed Use and partially inside a designated activity hub area. The intention with this type of land use was to support the development of high-capacity transit and encourage compact and connected development.

### **Key Themes/Recommendations:**

- ☐ Enable transit-supportive redevelopment that supports higher levels of development around primary transit stops. (p viii)
- ☐ Encourage private sector funding and/or construction of affordable housing through the provision of density bonuses. (p xix)

### **Land Use Districts**

**Corridor Mixed Use** – This land uses is intended to be centered around primary transit stops along East Riverside Drive and generally coincides with the central core of the Hubs. It is the highest density district designation within the Corridor and ideally will contain buildings with multiple uses. Mixed use development is vital in this district. There is the potential for height and density bonuses within the hubs with the provision of community benefits.

Dense development in the ERC is intended to occur in development hubs where residential, commercial and mixed use developments will be in close proximity. The maximum density recommended by the plan is 55 dwelling units per acre. Additionally, it is envisioned by the plan that residents of these areas will be able to walk to a variety of nearby services. The site of the proposed zoning change is part of the Montopolis Gateway transit hub on East Riverside that was planned for either rail or bus rapid transit. Any development in this area will have to provide pedestrian infrastructure to support greater walkability and access to transit.

The ERC Master Plan identifies a significant need for more housing along the corridor, in particular more affordable housing. CMU areas are afforded additional entitlements provided that the developer builds or pays for affordable housing in the corridor area.

**Neighborhood Residential** – This land use was envisioned to be a transition zone between the more dense areas of the ERC and the existing neighborhoods. This land use allows for residential development only. Development in this district could be single family, duplexes, townhomes, or small scale multi-family buildings. The land proposed to be rezoned as Neighborhood Residential was not included in the East Riverside Corridor Master Plan and is part of the Montopolis Neighborhood Plan. Rezoning this SF-3-NP tract to ERC Neighborhood Residential is intended to create a transition between the CMU area and the existing neighborhood fabric.

### **Design considerations**

Chapter 5 of the ERC Master Plan makes many urban design recommendations that were later incorporated into the ERC Regulating Plan. Thus, any new development in this area would have to meet the urban design guidelines that include: Wide sidewalks and improved streetscape; building step backs; build to the street; Street level windows and doors; shade for pedestrians; accentuate primary building entrances; façade articulation; active outdoor space amenities; new development that respects the scape and character of neighborhood edges.

Per the ERC Master Plan policies and text above, it appears that it supports the development of Corridor Mixed Uses at 6507 East Riverside Drive and the inclusion of 2110 Thrasher Lane Neighborhood Residential at 2110 Thrasher Lane, improving the potential for mass transit and affordable housing in this part of the plan. Redevelopment in this area will support walkability and connectivity and follow the urban design guidelines established by the ERC regulating plan.

### **East Riverside Corridor Regulating Plan**

The ERC Regulating Plan was adopted in 2010 in order to implement the goals and recommendations established by the ERC Master Plan. New development in the ERC area must adhere to the intent and design standards described by the Regulating Plan.

The ERC Regulating Plan designates 6507 East Riverside Drive as Corridor Mixed Use and Neighborhood Residential. The tract at 2110 Thrasher is designated as SF-3-NP and was not included in the ERC Regulating Plan. As in the Master Plan, the area of the proposed zoning change is partially in a Hub.

The intentions of the ERC Regulating Plan that are applicable to this case are listed below.

**1.1.3.** To improve the area's access to transit services and create an environment that promotes walking and cycling. (p. 1)

**1.1.4.** 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. (p. 1)

**1.1.6., 2.1.6.** To allow for and encourage dense mixed-use and residential uses to accommodate some of the region's expected population growth. (p. 1, 29)

**2.1.1.** Allow for creation of dense and vibrant Hubs, or areas where the most intensive development within the corridor is encouraged, with urban form and uses that require less reliance on the automobile and are more accommodating of pedestrian, transit, and bicycle transportation. (p. 29)

**2.1.2.** Provide for and encourage development and redevelopment that achieves a balance of jobs, housing, retail, open space and community facilities within close proximity to each other and to both current and future transit. The essence of a mixed-use area is that it creates opportunities to live, work and play within the same area. (p. 29)

**3.1.1.** Increase mobility both within the East Riverside Corridor area and to surrounding areas by improving connectivity and accommodations for pedestrians, cyclists and transit. (p. 39)

**4.1.1.** Ensure that buildings relate appropriately to the surrounding area, create a cohesive visual identity and attractive street scene, and frame the pedestrian environment. (p. 57)

**6.1.3.** Encourage additional density while allowing new development to support "public benefits" that are important to achieve as the East Riverside Corridor area transforms in to 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. (p. 99)

As per the regulating plan policies identified above, it appears that the plan supports Corridor Mixed Use and Neighborhood Mixed Use development at proposed site, improving the potential for mass transit, walkability, and affordable housing in this part of the plan. Dense development at this site

would be compatible with the surrounding land uses and provide additional opportunities for affordable housing and other community benefits in the district.

### **Imagine Austin**

*Imagine Austin* addresses the issues of density, walkability, mobility, and transit at a City-wide scale. The plan has established goals and guidelines that relate to the specifically to the ERC area. First, one of the primary themes of the plan is to support the growth of Austin as a compact, connected city (p.10). The plan notes that the population of the City has boomed, but that much of this growth has offered around the edges and suburban areas of the City. Major challenges identified by the plan, and relevant to this case, include how to plan for the additional population growth that is anticipated, how to increase the supply of housing near employment centers, and how to improve mobility and access to transit.

The *Imagine Austin Growth Concept Map* identifies the subject property as being located along a **High Capacity Transit Corridor (East Riverside)**. These corridors identify locations for rail or bus rapid transit and will provide greater transportation options and impact where businesses and people choose to locate. The map also identifies the East Riverside District as being within a **Town Center**. Town Centers are envisioned by the plan to be areas where many people live and work as well as being important hubs in the transit network.

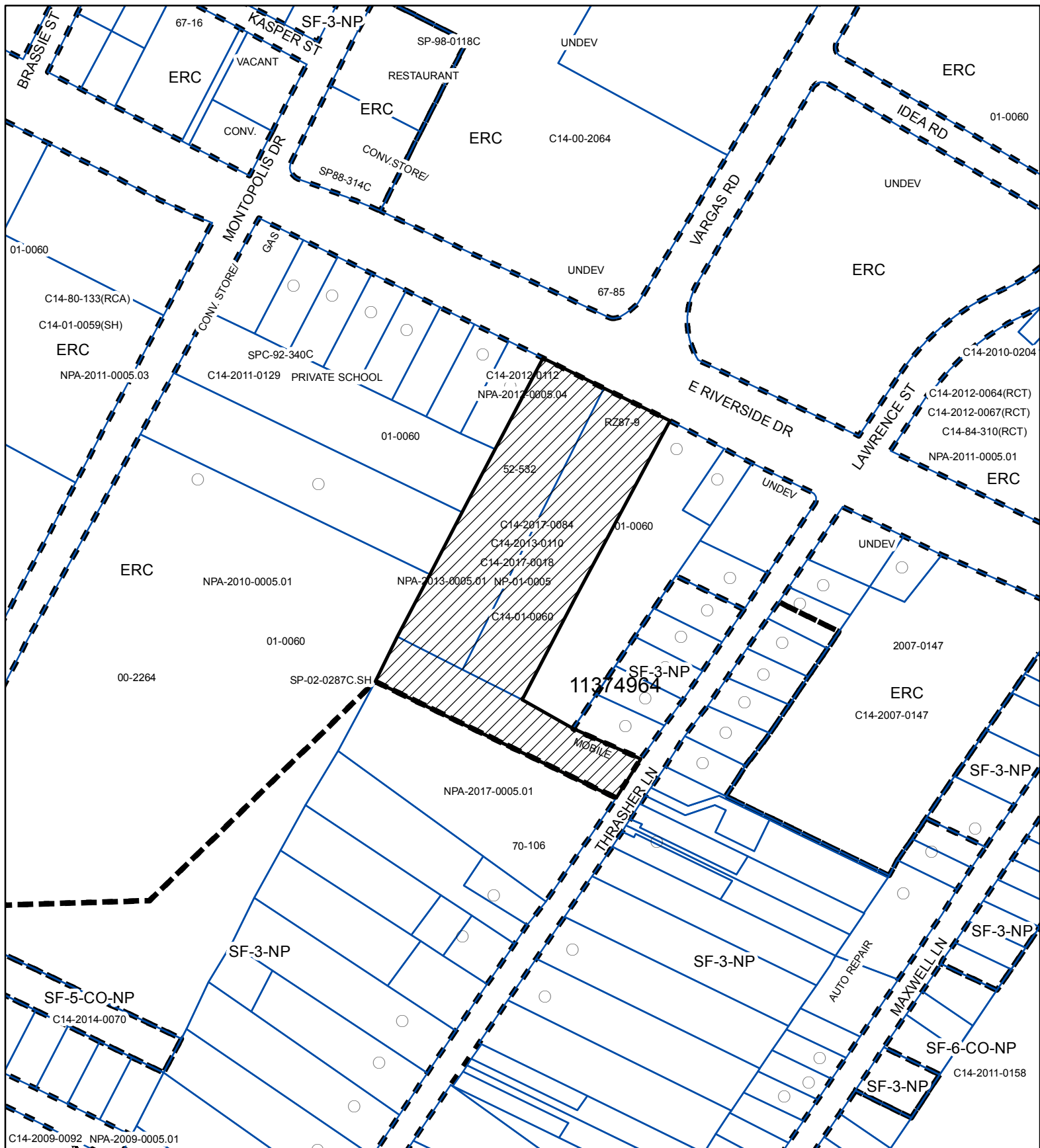
The following *Imagine Austin* Comprehensive Plan policies are applicable to this case:

- ☐ **LUT P3.** Promote development in compact centers, communities, or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.
- ☐ **LUT P7.** Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.
- ☐ **LUT P32.** Assure that new development is walkable and bikable and preserves the positive characteristics of existing pedestrian friendly environments.
- ☐ **HN P7.** Reuse former brownfields, grayfields and vacant building sites to reduce negative impacts of vacancy and provide new mixed use and/or housing options.

Based upon *Imagine Austin* policies referenced above and the Growth Concept Map, which supports growth along High Capacity Transit Corridors, staff believes that this proposed zoning change is supported per the *Imagine Austin* plan. Staff also encourages the applicant to thoroughly review the vision and detailed design guidelines for in this area, as specified in the ERC Regulating Plan.

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.







N



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



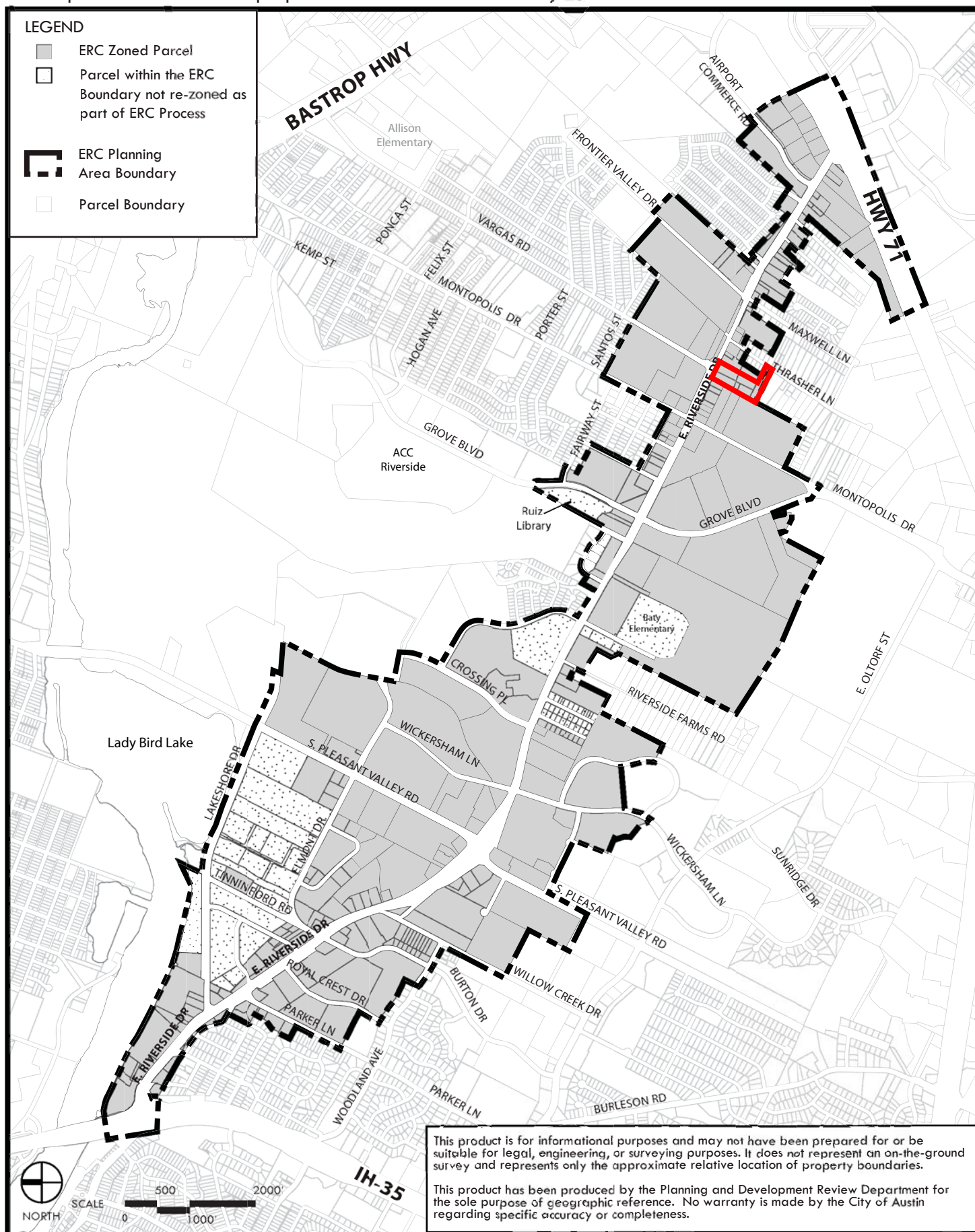
This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



**Figure 1-1: East Riverside Corridor (ERC) Zoning Map**

**6507 E. Riverside Drive**

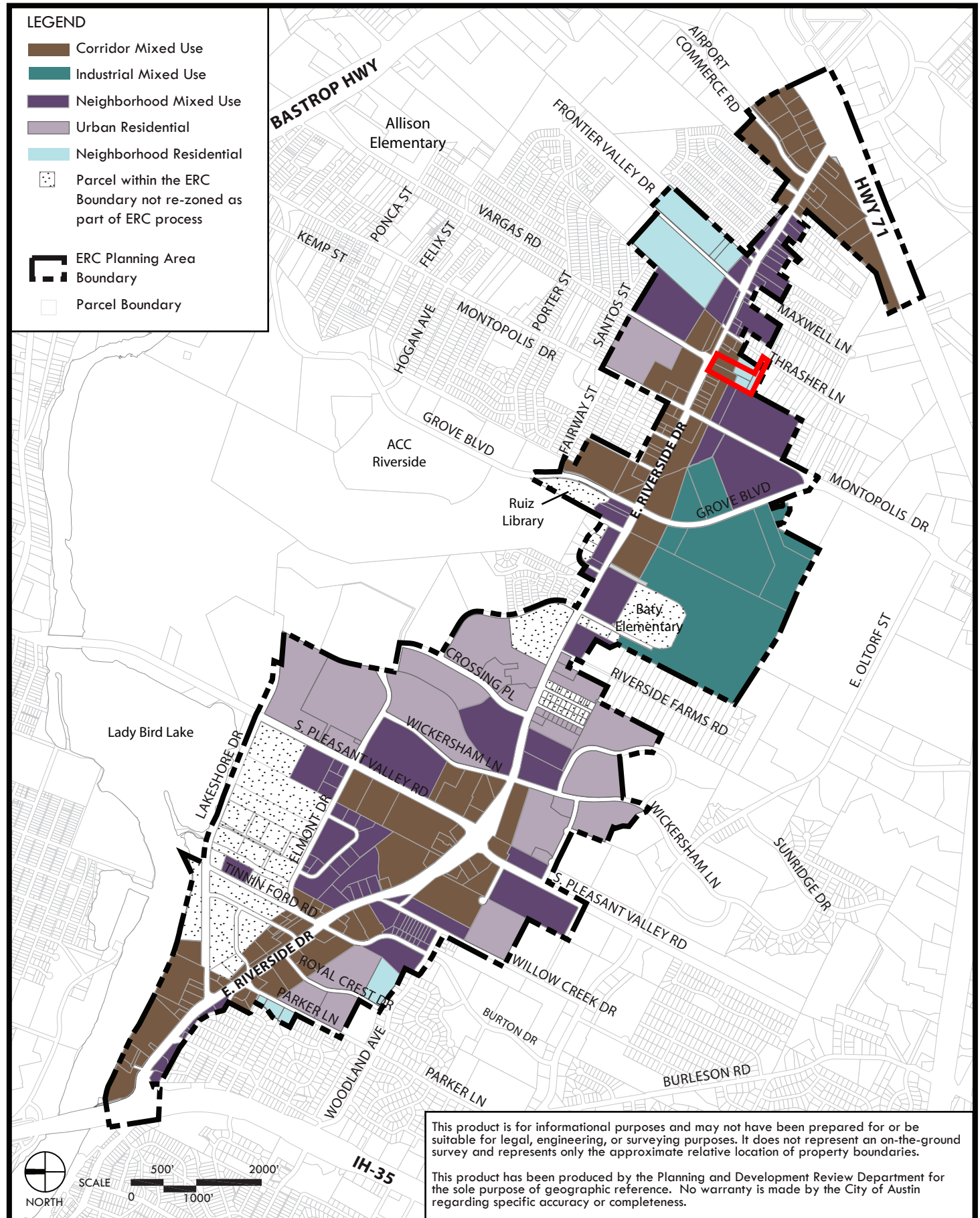
The map below indicates the properties within the ERC boundary zoned ERC.





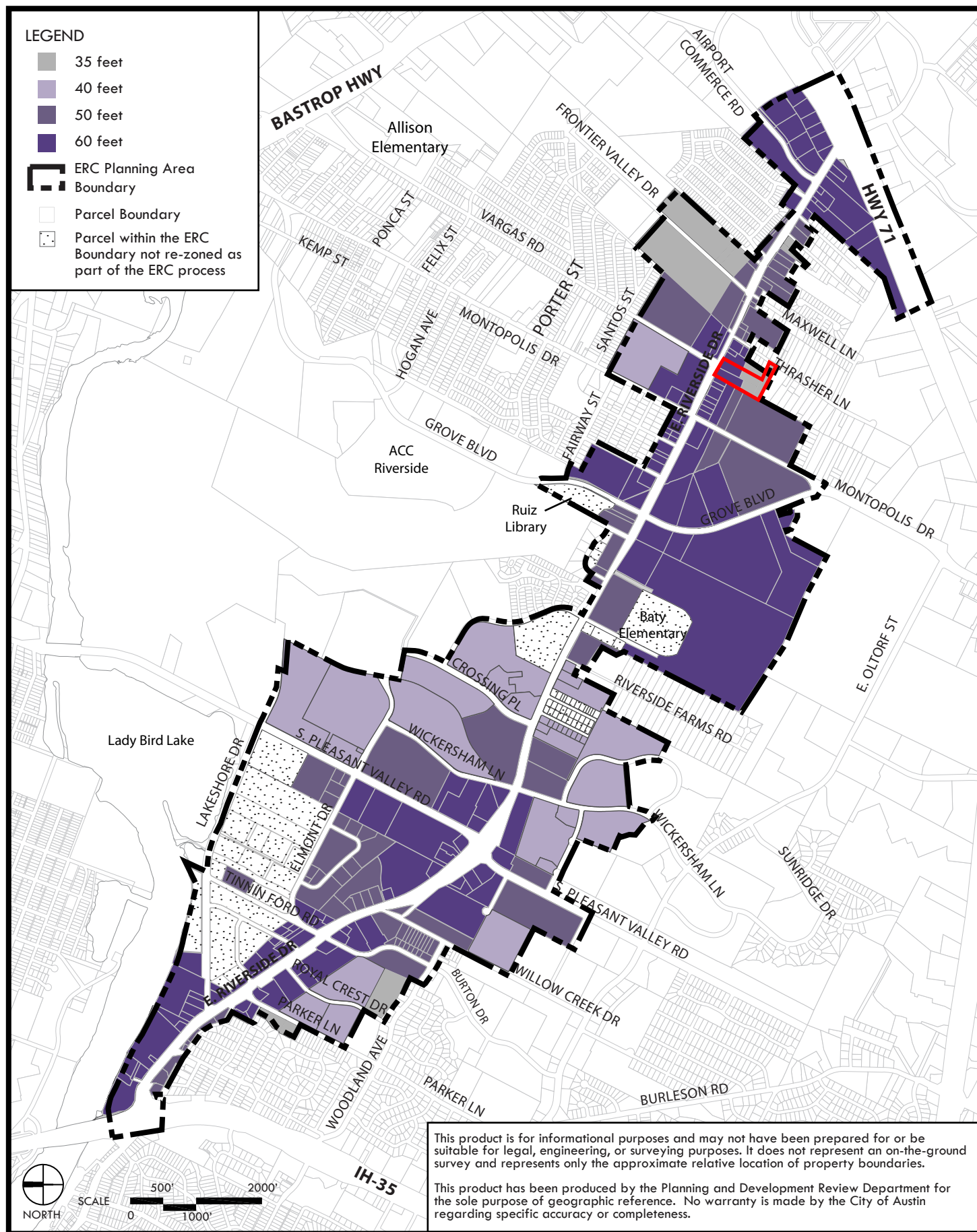
# **FIGURE 1-2: East Riverside Corridor Subdistrict Map** **C14-2017-0084 - 6507 E. Riverside Drive**

Identifies the subdistrict for each property within the ERC boundary.



**FIGURE 1-7: East Riverside Corridor Height Map**

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





**C14-2017-0084 - 6507 E. Riverside Drive**

**LEGEND**

- Ineligible for Development Bonus
- 65 feet
- 120 feet
- 160 feet
- ERC Planning Area Boundary
- Parcel Boundary
- Parcel within the ERC Boundary not re-zoned as part of ERC process

**Map Labels:** BASTROP HWY, AIRPORT COMMERCE RD, HWY 71, FRONTIER VALLEY DR, MAXWELL LN, THRASHER LN, MONTOPOLIS DR, GROVE BLVD, RIVERSIDE DR, FAIRWAY ST, PORTER ST, VARGAS RD, FELIX ST, PONCA ST, KEMP ST, HOGAN AVE, ACC Riverside, Ruiz Library, Baly Elementary, RIVERSIDE FARMS RD, WICKERSHAM LN, SUNRIDGE DR, E. OLTORF ST, BURLESON RD, BURTON DR, WILLOW CREEK DR, PARKER LN, WOODLAND AVE, ROYAL CREST DR, PARKER LN, RIVERSIDE DR, TUNNIN FORD RD, EL MONT DR, S. PLEASANT VALLEY RD, WICKERSHAM LN, CROSSING PL, LAKESHORE DR, Lady Bird Lake, IH-35.

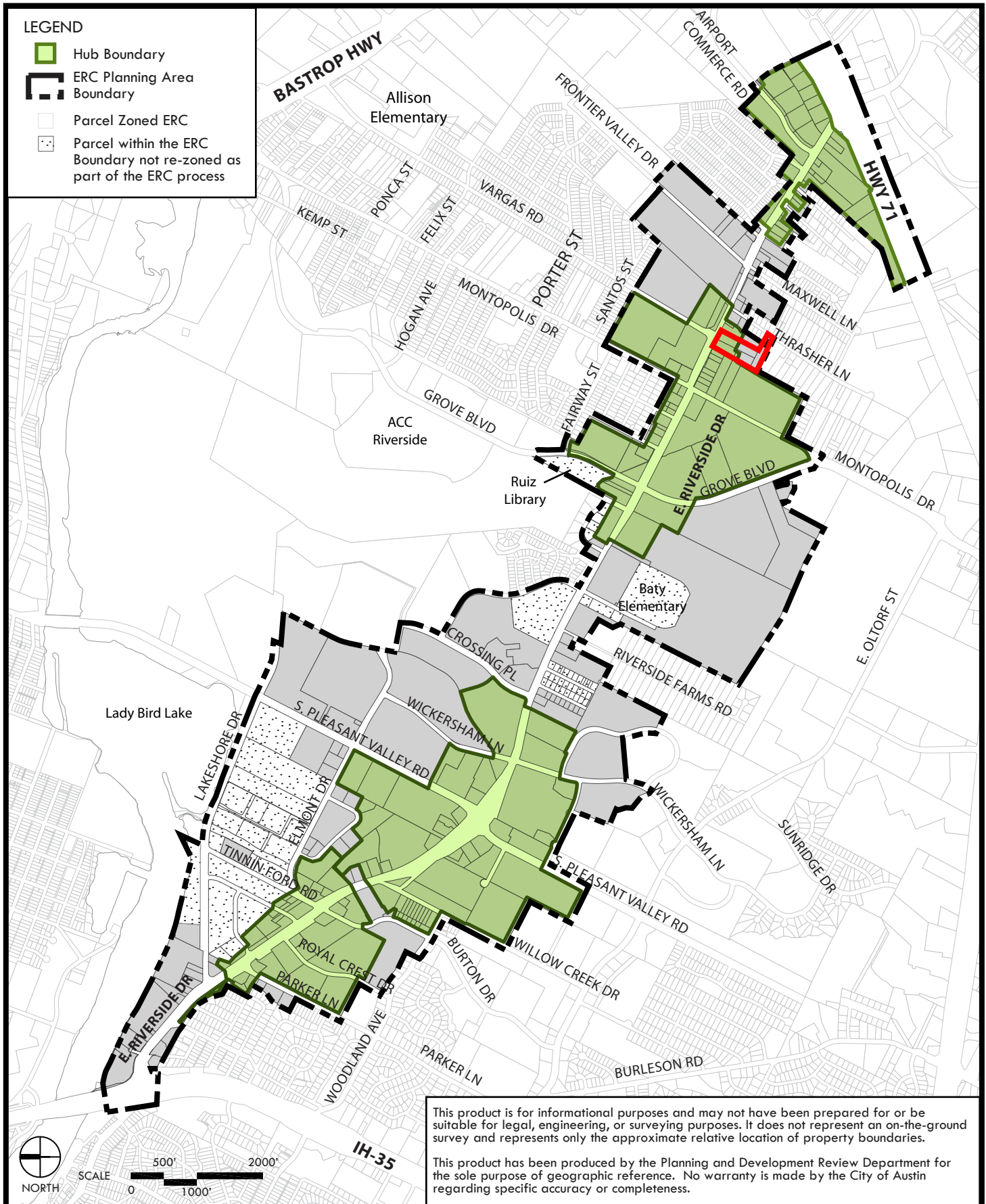
**Scale:** 0 500' 1000' 2000'

**North Arrow:** NORTH

**Disclaimer:** 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 the Planning and Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

**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.





# EDUCATIONAL IMPACT STATEMENT

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: 2/4/21

Director's Signature: \_\_\_\_\_

# EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

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%

# EDUCATIONAL IMPACT STATEMENT

Prepared for the City of Austin

Austin  
Independent  
School District



**HIGH SCHOOL:** Eastside Memorial

**RATING:** Met Standard

**ADDRESS:** 1012 Arthur Stiles

**PERMANENT CAPACITY:** 1,156

**% QUALIFIED FOR FREE/REDUCED LUNCH:** 87.71%

**MOBILITY RATE:** -40.8%

## POPULATION (without mobility rate)

HIGH SCHOOL STUDENTS	2016-17 Population	5- Year Projected Population (without proposed development)	5-Year Projected Population (with proposed development)
Number	964	883	895
% of Permanent Capacity	83%	76%	77%

## ENROLLMENT (with mobility rate)

HIGH SCHOOL STUDENTS	2016-17 Enrollment	5- Year Projected Enrollment* (without proposed development)	5-Year Projected Enrollment* (with proposed development)
Number	571	523	535
% of Permanent Capacity	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.