

C16

ZONING CHANGE REVIEW SHEET

CASE: C14-2013-0110 **PC DATE:** January 14, 2014
East Riverside Corridor Subdistrict Amendment December 10, 2013
a.k.a. 6507, 6603, 6505 E. Riverside Drive & 2108 Thrasher Lane

ADDRESS: 6507, 6603, 6505 E. Riverside Drive & 2108 Thrasher Lane

AREA: 5.13 acres

NEIGHBORHOOD PLAN AREA: Montopolis

OWNER: Dempsey Buchanan LP (David Buchanan)

AGENT: Binkley & Barfield Consulting Engineers (Rey Gonzalez, P.E.)

REQUEST (ERC PLAN AMENDMENT):

FROM: ERC (Subdistrict: Neighborhood Residential)

TO: ERC (Subdistrict: Corridor Mixed Use)

IMPORTANT PROCEDURAL NOTE:

This is not a standard zoning case; rather, it is an amendment to the East Riverside Corridor (ERC) Regulating Plan. However, for purposes of public notice, staff review, consideration by the Planning Commission and City Council, it has been, and will continue to be, processed as a rezoning case.

SUMMARY STAFF RECOMMENDATION:

Staff recommendation is to continue ERC zoning with an ERC Regulating Plan amendment designating that portion of the property currently identified as Neighborhood Residential Subdistrict to Neighborhood Mixed Use Subdistrict.

In addition, staff recommends that prior to consideration of the third reading of the plan amendment ordinance, fiscal posting and other terms of the TIA memorandum dated November 20, 1024 (see Exhibit T) shall be met as specified, and other terms or requirements shall be incorporated into a public restrictive covenant, as appropriate.

PLANNING COMMISSION ACTION:

December 10, 2013 Postponed until January 14, 2014, at the request of the Montopolis Neighborhood Plan Contact Team with the Applicant in agreement.

DEPARTMENT COMMENTS:

The subject tract is approximately 5.13 acres located south of East Riverside Drive between Montopolis and Thrasher, south of Riverside's intersection with Vargas (see Exhibits A). The tract is comprised of four parcels, three fronting on Riverside, one onto Thrasher Lane. With the exception of an Automotive Sales use on one of the parcels, the subject tract is essentially undeveloped.

All parcels comprising the subject tract were covered by the East Riverside Corridor Regulating Plan. As such, each is depicted on Future Land Use Maps as "Specific Regulating District" (similar to TODs, or Transit Oriented Development districts), and each parcel has ERC zoning. The Regulating Plan, which contains 5 different subdistrict types, identified these parcels as Corridor Mixed Use (CMU) along Riverside Drive and Neighborhood Residential (NR) subdistrict further inland and for the parcel abutting Thrasher. The CMU portion abuts Riverside Drive and extends southward about 265 feet

on the parcel to the east, and 400 feet on the parcel to the west; together, the CMU designation covers approximately 2 acres of the subject tract. The remaining 3 acres, to the south and extending eastward toward Thrasher, is designated NR. When the ERC Regulating Plan was adopted, subdistrict boundaries were not purposefully drawn to exactly match parcel boundaries, or certain distances and widths. Consequently, it is not uncommon to see different subdistricts assigned to a (larger) parcel, or portions of parcels assigned the same subdistrict.

The current request, to designate the entire property CMU, is driven by the stated request to develop the parcels as one mixed use project. Though conceptual, the applicant has indicated the project would be approximately 100 residential units above 12,000 square feet of retail, and may involve some form of structured parking. CMU designation would allow for the project, and would provide a uniform, and more flexible, standard under which the site could be developed.

EXISTING ZONING AND LAND USES:

	ZONING	SUBDISTRICT	LAND USES
<i>Site</i>	ERC	CMU & NR	Automotive Sales; Undeveloped
<i>West</i>	ERC	CMU; NMU	Undeveloped; Montopolis Dr; Service Station, Single-Family Residential; Montessori School; Multifamily Residential
<i>East</i>	ERC	CMU; SF-3; NMU	Religious Assembly; Single-Family Residential; Undeveloped; Rehabilitation & Healthcare Services
<i>South</i>	SF-3-NP		Mobile Home Residential; Single-Family Residential
<i>North</i>	ERC	CMU	Riverside Dr; Service Stations; Undeveloped

Subdistricts: CMU: Corridor Mixed Use; NR: Neighborhood Residential; NMU: Neighborhood Mixed Use

TIA: Required (see attached TIA memo, Exhibit T)

WATERSHED: Carson Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: Yes

NEIGHBORHOOD ORGANIZATIONS:

Crossing Garden Home Owners Association	299
El Concilio Coalition of Mexican American Neigh. Assn.	477
Austin Neighborhoods Council	511
Montopolis Area Neighborhood Alliance	634
Del Valle Independent School District	774
PODER	972
Homeless Neighborhood Organization	1037
League of Bicycling Voters	1075
Carson Ridge Neighborhood Association	1145
Vargas Neighborhood Association	1179
Super Duper Neighborhood Objectors and Appealers Organization	1200
Austin Monorail Project	1224
Sierra Club, Austin Regional Group	1228
The Real Estate Council of Austin, Inc.	1236

Pleasant Valley	1255
Del Valle Community Coalition	1258
Montopolis Tributary Trail Association	1321
Montopolis Neighborhood Association	1339
Austin Heritage Tree Foundation	1340
Montopolis Neighborhood Association	1357
SEL Texas	1363
Montopolis Neighborhood Association – El Concilio	1394
Preservation Austin	1424

SCHOOLS:

Del Valle Independent School District:

Smith Elementary	John P. Ojeda Middle School	Del Valle High School
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RELATED CASES:**ERC**

As noted previously, these parcels were rezoned to ERC as part of the ERC Regulating Plan adoption on May 9, 2013 (C14-2012-0112). Information about their zoning districts prior to ERC zoning follows:

<u>Parcel</u>	<u>Previous Zoning District</u>	<u>ERCSubdistrict Designation</u>
6505 E Riverside	CS-MU-NP; MF-2-NP	NR
6507 E Riverside	CS-MU-NP; MF-2-NP	CMU & NR
6603 E Riverside	CS-MU-NP; MF-2-NP	CMU & NR
2108 Thrasher Ln	MF-2-NP	NR

Though the zoning district is now identical on all parcels within the ERC Regulating Plan (i.e., ERC), it is the subdistrict designation in the Regulating Plan that specifies use and development standards. The subject tract currently maintains Corridor Mixed Use and Neighborhood Residential subdistrict designation.

In addition to the ERC rezoning adopted by Council in May, 2009, C14-2001-0060, approved by the City Council in conjunction with the adoption of the Montopolis Neighborhood Plan in September, 2001, not only appended the zoning strings with the NP suffix, but also changed the base zoning district of the parcels as follows:

<u>Parcel</u>	<u>From</u>	<u>To</u>
6505 E Riverside,	SF-3; CS	CS-MU-NP for the first 200 feet from Riverside
6507 E Riverside, &	SF-3; CS	and
6603 E Riverside	LR; MF-2	MF-2-NP for the remainder of the site
2108 Thrasher Ln	SF-3	MF-2-NP

CASE HISTORIES:**ERC**

Properties to the north of East Riverside Drive, to the west of the subject tract, and partially to the east were also rezoned to ERC as part of the ERC Plan's adoption. Property to the

south is outside the ERC corridor, was not included in the Regulating Plan, and maintains the zoning district designation established with the Montopolis Neighborhood Plan.

ERC Parcel	Pre-ERC Zoning	Subdistrict Designation
West/Southwest of Site		
(West of Montopolis Dr) 6101& 6205 Riverside; and 2200 Montopolis	RR-NP; GR-MU- CO-NP	Corridor Mixed Use and Neighborhood Mixed Use
(East of Montopolis Dr) 2013 Montopolis 6301, 6305, 6307, 6309, 6401, & 6503 Riverside	GR-MU-NP	Corridor Mixed Use
6407 Riverside	GR-NP	Corridor Mixed Use
2101 & 2201 Montopolis	GR-MU-NP & MF- 3-CO-NP	Neighborhood Mixed Use
East of Site		
(Site to Thrasher) 6625, 6605, & 6609 Riverside and 2000 Thrasher	SF-3-NP; MF-2- NP; LR-NP; GR- MU-NP; & CS-MU- CO-NP	Corridor Mixed Use
(Thrasher to Maxwell) 2005 Thrasher; 6701, 6707, 6801, 6809, & 6811 Riverside	GR-MU-NP	Neighborhood Mixed Use
North of Riverside		
(West of Montopolis Dr) 6010, 6108, 6110, 6114, 6204, 6210, 6200, & 6214 Riverside; and 6201& 6203 Kasper St	GR-MU-NP; GR- MU-CO-NP; CS- MU-NP	Corridor Mixed Use
(Montopolis to Vargas) 1901 Montopolis; 6100 & 6400 Riverside	GR-NP; GR-MU- NP; CS-MU-NP	Corridor Mixed Use and Urban Residential
(Vargas to Frontier Valley) 6600 Riverside and 1721 Vargas	SF-3-NP; CS-MU- NP	Corridor Mixed Use and Neighborhood Mixed Use
7010 Riverside	MF-3-NP; CS-MU- NP	Neighborhood Mixed Use and Neighborhood Residential

REZONINGS

NUMBER	REQUEST	LAND USE COMMISSION	CITY COUNCIL
West/Southwest of Site			
Montopolis at Carson Ridge C14-2009-0092	CS-NP to CS- MU-NP	Recommended GR- MU-CO-NP; 10/13/2009	Approved GR-MU-CO- NP 01/28/2010 (CO limits to 1500 vtd; RC references NTA)
East/Southeast of Site			
Carson Ridge at	LI-NP & CS-NP	Recommend CS-MU-	Approved CS-MU-NP;

Thrasher C14-2011-0169; C14-79-074RCT; & C14-79-285RCT	to LI-MU-NP & CS-MU-NP RC req'd PDA for industrial use; limited use to promotion, sales or lease of mobile or modular homes	NP; 02/28/2012 Recommend termination; 02/28/2012	04/05/2012 Approved termination; 04/05/2012
6801 Riverside C14- 2007-0147	GR-MU-NP & LR-MU-NP TO GO-MU-NP	Recommended; 11/13/2007	Approved; 02/14/2008
2209 Maxwell C14-2011-0158	SF-3-NP to SF- 6-NP	Recommended; 01/24/2012	Approved; 03/22/2008 (RC provides ped access point)
7003 Riverside (Yellow Jacket) C14-2012-0113	SF-3-NP to SF- 6-NP	Recommended w/conditions; 11/13/2012	Approved; 02/28/2013 (CO limits to 2000 vtd, access from Yellow Jacket, and specifies certain height & setback standards)
North of East Riverside Drive			
1619 – 1805 Montopolis C14-00-2064	SF-3, GR & CS to MF-1, to GR- MU & CS-MU as amended	Postponed 11/14/2000; Recommended alongside Montopolis Plan) 07/31/2001	Approved; 09/27/2001
6600 Riverside and Vargas (Neighborhood Plan C14-01-0060)	SF-3 to CS-MU- NP for the first 300' from Riverside Drive; SF-3-NP for remainder of site	Approved; 08/07/2001	Approved; 09/27/2001
Riverside at Frontier Valley (22 acres) C14-84-310 Neighborhood Plan C14-01-0060	I-SF-3 to MF-3 and CS CS, MF-3 to CS- MU-NP for the first 300' from Riverside Drive; CS-NP and MF- 3-NP for remainder of site	Recommended; 10/24/1984 Recommended; 04/12/2011 Recommended CS-	Approved; 3/6/1986 (RC establishes setback along north & northeast corner) Approved; 09/27/2001 Denied; 06/23/2011
6716 Riverside C14-2010-0204	CS-NP, MF-3- NP, CS-MU-NP to SF-4A	Recommended; 04/12/2011	Denied; 06/23/2011
1700 ½ Frontier		Recommended CS-	

Valley (17 acres) C14-2012-0067	CS-NP to CS-MU-NP; CS-NP to MF-3-NP, as amended, for 9 acres)	MU-CO-NP; 09/11/2012 Recommended MF-3-CO-NP w/conditions; 10/09/2012	Approved 10/18/2012 (CO limits to 2000 vtd; RC requires ROW dedication)
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ABUTTING STREETS & TRANSIT:

Street Name	ROW Width	Pavement Width	Classification	Bicycle Plan	Capital Metro	Sidewalks
E Riverside Drive	120 Feet	MAD 6	Arterial	Yes	Yes	Yes

CITY COUNCIL DATE: Scheduled for January 30, 2014

ORDINANCE READINGS:

1st **2nd** **3rd**

ORDINANCE NUMBER: -

CASE MANAGERS:

Erica Leak / 512-974-2856 / e-mail erica.leak@austintexas.gov

Lee Heckman / 512-974-7604 / e-mail lee.heckman@austintexas.gov

STAFF RECOMMENDATION**C14-2013-0110****SUMMARY STAFF RECOMMENDATION**

Staff recommendation is to continue ERC zoning with a ERC Regulating Plan amendment designating that portion of the property currently identified as Neighborhood Residential Subdistrict to Neighborhood Mixed Use Subdistrict.

Prior to consideration of the third reading of the resulting plan amendment ordinance, fiscal posting and other terms of the TIA memo (see Exhibit T) shall be met, as specified and other terms or requirements shall be incorporated into a public restrictive covenant, as appropriate.

BACKGROUND

The property currently is designated East Riverside Corridor (ERC) 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. This application, if approved, would not change the ERC zoning district designation.

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.

Earlier in 2013 the applicant contacted Neighborhood Planning to determine whether a Neighborhood Plan Amendment was required, as he was proposing to rezone the property from CS-MU-NP and MF-2-NP to CS-MU-NP. The applicant also contacted transportation review staff to discuss the scope of a TIA, if required as part of the zoning request. At the time, the ERC Regulating Plan had been adopted, but not yet reflected on zoning maps or other media.

The applicant is proposing to change the subdistrict designation on that portion of the subject tract that is currently designated Neighborhood Residential to Corridor Mixed Use. Staff from zoning, urban design, and other disciplines have reviewed and processed what is technically a plan amendment, as a rezoning case. This is the first such amendment for the ERC Regulating Plan.

Neighborhood Residential is a residential transition zone located between the higher density, more active urban subdistricts and existing single-family neighborhoods. It provides for a height transition to the existing neighborhoods outside of the ERC Zoning District. The Neighborhood Residential subdistrict allows for single family homes, duplexes, townhouses, row houses, and smaller scale multi-family buildings.

Corridor Mixed Use is the highest density district designation within the East Riverside Corridor and will 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.

BASIS FOR E RECOMMENDATION

Per the Regulating Plan, the **Neighborhood Mixed Use** subdistrict provides for mid-rise residential with neighborhood-oriented retail and smaller employers. It is intended to have opportunities for attached residential and smaller-scale commercial uses. As a subdistrict, attached residential is permitted, detached is not. Office use is permitted, as is retail of less than 50,000 square feet; however, general retail, warehousing, and light manufacturing are not permitted.

As a subdistrict, there are only three locations designated Neighborhood Residential in the Regulating Plan. The southern portion of the subject tract, and two large-acre tracts on either side of Frontier Valley Drive, beginning about 300 feet north of Riverside Drive. The tract west of Frontier Valley (the subject of a multifamily rezoning case in 2012), is under development for multifamily residential. The tract east of Frontier Valley is already developed as an apartment complex. Unlike those two tracts, which are entirely residential, the current proposal for the subject tract is to use the site for a mixed use, retail and residential development. A subdistrict designation that allows and encourages mixed use is necessary for the project, as NR does not permit retail. The following table summarizes the land uses allowed in select subdistricts:

Permitted Land Uses in ERC Subdistricts

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

	CMU	NMU	NR
Maximum Building Height *	60 feet	50 feet	50 feet
Maximum FAR*	2 to 1	1 to 1	0.5 to 1
Desired Minimum FAR	60%	60%	60%
Impervious Cover	90%	80%	55%

* Maximum FAR waived and maximum height increased with development bonus; NR is not eligible for additional height under development bonus provisions

As can be determined, CMU generally allows for higher buildings, a more dense FAR, and higher impervious cover allowances. Building placement, determined by the Roadway Type in the Regulating Plan, would be the same across the subdistricts, as the proposed unified project will front on East Riverside, a Core Transit Corridor. Thrasher, which may provide

secondary or emergency access, is not identified as a roadway type in the Regulating Plan. Similarly, the compatibility standards do not change when considering one subdistrict versus another. The Regulating Plan provides for three zones when a triggering property (such as single-family) is adjacent to an ERC-zoned property. These zones, which include screening, restricted use, and height and form, apply to all subdistricts; there are no subdistrict-specific compatibility requirements. Likewise, façade articulation, materials regulations, and other standards apply uniformly across the subdistricts.

Despite the consistency of standards, there is flexibility within the requirements of the Regulating Plan. For example, the screening zone and restricted use zones may be discrete and separate, or blended. So, a screening and restricted use area in one subdistrict may look and function differently than another subdistrict. Or, two properties with the same subdistrict may be designed differently, and thus have differing interfaces with the adjacent triggering property.

Building height is stepped back from triggering property in each subdistrict. However, after a certain distance from the triggering property the standard maximum height allowed in the subdistrict is permitted. Moreover, if a project were eligible for a development bonus (i.e., additional height and FAR in exchange for providing community benefits), the maximum – theoretical – height would vary by subdistrict. As indicated in the table above, NR is not eligible for a development bonus. However, under a CMU subdistrict, a building could – hypothetically – be 120' in height. This compares with a maximum of 160' in height at the areas designated Active Edge and Hub within the ERC, or a maximum of 65' in height for NMU properties.

In this case, the subject tract will have compatibility triggered by the SF-3 zoned properties to the south, as well as those along Thrasher Lane. In addition, although properties east of west of the site are currently zoned ERC, and designated as CMU subdistrict, several are still used as single-family residential. Depending on their distance to the subject tract, they may also trigger ERC compatibility requirements.

Given the compatibility requirements that will likely impact the subject tract if it is developed in the near future, the distinction between designating the NR portion of the tract CMU or NMU may be muted. Nonetheless, given the somewhat reduced height, FAR, and impervious cover standards of NMR, staff thinks this designation is more appropriate given the existing single-family residential will likely remain to the south and east. Properties further south on Thrasher have recently been rezoned from SF-3 to SF-6; these too, if developed as single-family attached residential, would trigger compatibility. Additionally, while general retail may be appropriate along Riverside Drive, staff does not think it appropriate on Thrasher, which is a much smaller, and currently less traveled roadway.

In sum, staff recommends the subdistrict designation of Neighborhood Mixed Use (NMU) for two reasons. First, the current Neighborhood Residential (NR) does not permit retail, thus precluding the possibility of a mixed-use development, which the applicant has proposed. Second, Corridor Mixed Use (CMU) would also allow for this type of development, but CMU also allows for general retail, of over 50,000 square feet, that NMU does not. Further, CMU has allowances for height, FAR and impervious cover, that, theoretically, might be out of scale to the existing residences, be they the single-family to the south and east, or even the multifamily residential to the west. Given the potential for larger and general retail, and given the opportunity for more intense development under CMU (even if currently constrained by compatibility), staff recommends NMU because it seems more appropriate in

the neighborhood context, while still allowing the applicant to pursue the stated mixed-use development.

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

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

Staff note: For a zoning application, staff typically refers to adopted Zoning Principles to compile, explain, or justify its recommendation. While this isn't a typical zoning case, staff believes the principles still apply. Specifically, staff thinks the following principles are upheld with the recommendation to designate the NR portion of the subject tract Neighborhood Mixed Use:

Promote compatibility with adjacent and nearby uses and should not result in detrimental impacts to the neighborhood character

Promote an orderly and compatible relationship among land uses; and

Promote a transition between adjacent and nearby zoning districts, land uses, and development intensities.

Each of the above zoning principles addresses a paramount theme about a proposed use fitting within the existing neighborhood context while being mindful of future land uses.

A mixed-use project solely on the parcel fronting Thrasher Lane might be questionable; as part of a larger mixed-use project fronting Riverside Drive, with secondary access to and from the Thrasher Lane neighborhood, this mixed-use seems reasonable. Yet, in order to develop a mixed-use project of residential and retail, the ERC subdistrict must allow it. This is reflected in the following zoning principles:

Zoning should allow for a reasonable use of the property; and

The proposed zoning should be consistent with the purpose statement of the district sought.

As to a land use recommendation, staff thinks the NMU designation allows the applicant to develop the mixed use project, and that such would be compatible with adjacent properties, and provide a transition from more intense development along Riverside. At the same time, NMU might provide for a more compatible use and development than allowed under the more generous standards of a CMU subdistrict.

EXISTING CONDITIONS & REVIEW COMMENTS

Site Characteristics

The site consists of 4 parcels. Three of the parcels are undeveloped while the third has been used for automotive sales. There is a cluster of trees at the southwest corner of the subject tract, but it is unknown whether any of these are protected. Each of the parcels are relatively flat; those abutting Riverside slope to the north while the one fronting Thrasher slopes to the east/northeast. The site is not impacted by floodplain or creeks, and is in the Carson Creek suburban watershed. There are no known environmental constraints to development of the property.

East Riverside Drive is considered a Scenic Roadway, for sign regulation purposes. The ERC Regulating Plan does not supersede those regulations, but does modify them slightly. These regulations would apply to that portion of the tract within 200 feet of Riverside Drive. In addition, the subject tract is in the controlled compatible land use area of the Airport Zoning Conditional Overlay. However, the proposed mixed-use residential and commercial project should not be unduly impacted by regulations for land uses, height limits, or other hazards.

Environmental Review

September 18, 2013 (MM)

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Carson Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

2. According to floodplain maps there is no floodplain within or adjacent to the project boundary.
3. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
4. Numerous 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.
5. Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.
6. At this time, no information has been provided as to whether this property has any pre-existing approvals that preempt current water quality or Code requirements.

PDR Site Plan Review

September 20, 2013 (CBH)

SITE PLAN REVIEW OF ZONING CASES

- SP 1. Any new development is subject to East Riverside Corridor design requirements and development standards. Additional comments will be made when the site plan is submitted.
- SP 2. The site is subject to compatibility standards. Along the west property line, the following standards apply:
- a. No structure may be built within 25 feet of the property line.
 - b. No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
 - c. No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
 - d. No parking or driveways are allowed within 25 feet of the property line.
 - e. A landscape area at least 25 feet wide is required along the property line. In addition, a fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- SP 3. Additional design regulations will be enforced at the time a site plan is submitted.
- SP 4. This property is within the Controlled Compatible Land Use Area defined by Chapter 241 of the Local Government Code. Development on this property is limited by Chapter 25-13 of the Austin City Code. Airport hazards as defined in Federal Aviation Regulations Part 77, as adopted by the City in Sections 25-13-23, are prohibited. For more information, contact Joe Medici, Noise Abatement Officer at (512) 530-6652.

PDR Transportation Review

September 13, 2013 (CG)

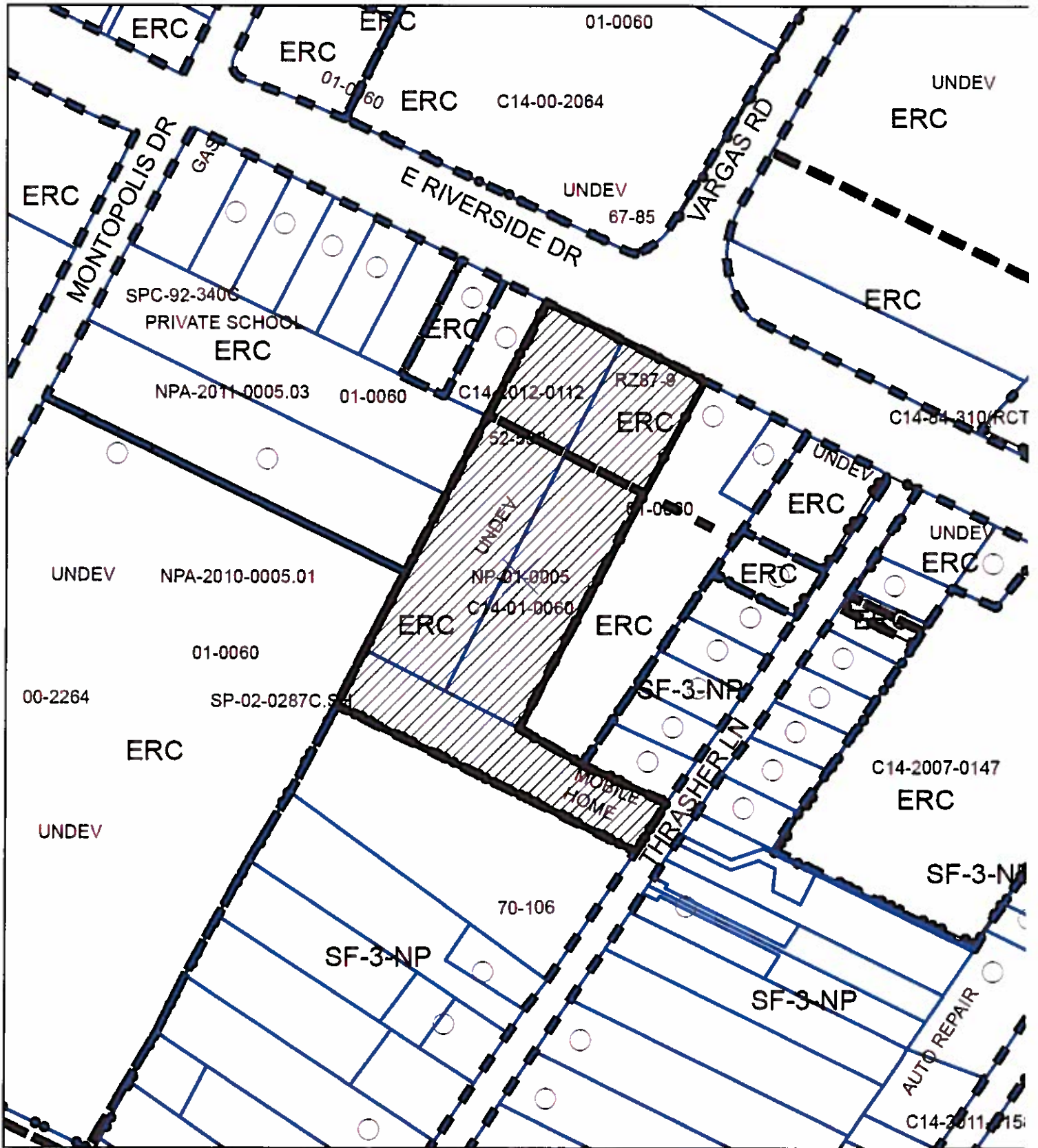
- TR1. A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC, Sec. 25-6-142]. Comments will be provided in a separate memo.




Austin Water Utility Review

September 5, 2013 (BB)

- WW1. 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, utility relocations and or

abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility for compliance with City criteria. Depending on the development plans submitted, water and or wastewater service extension requests may be required. 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 fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

1" = 200'

ZONING

ZONING CASE#: C14-2013-0110

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.



Exhibit - A

**C14-2013-0110 / 6507, 6603, 6505 E. Riverside Drive
& 2108 Thrasher Lane**

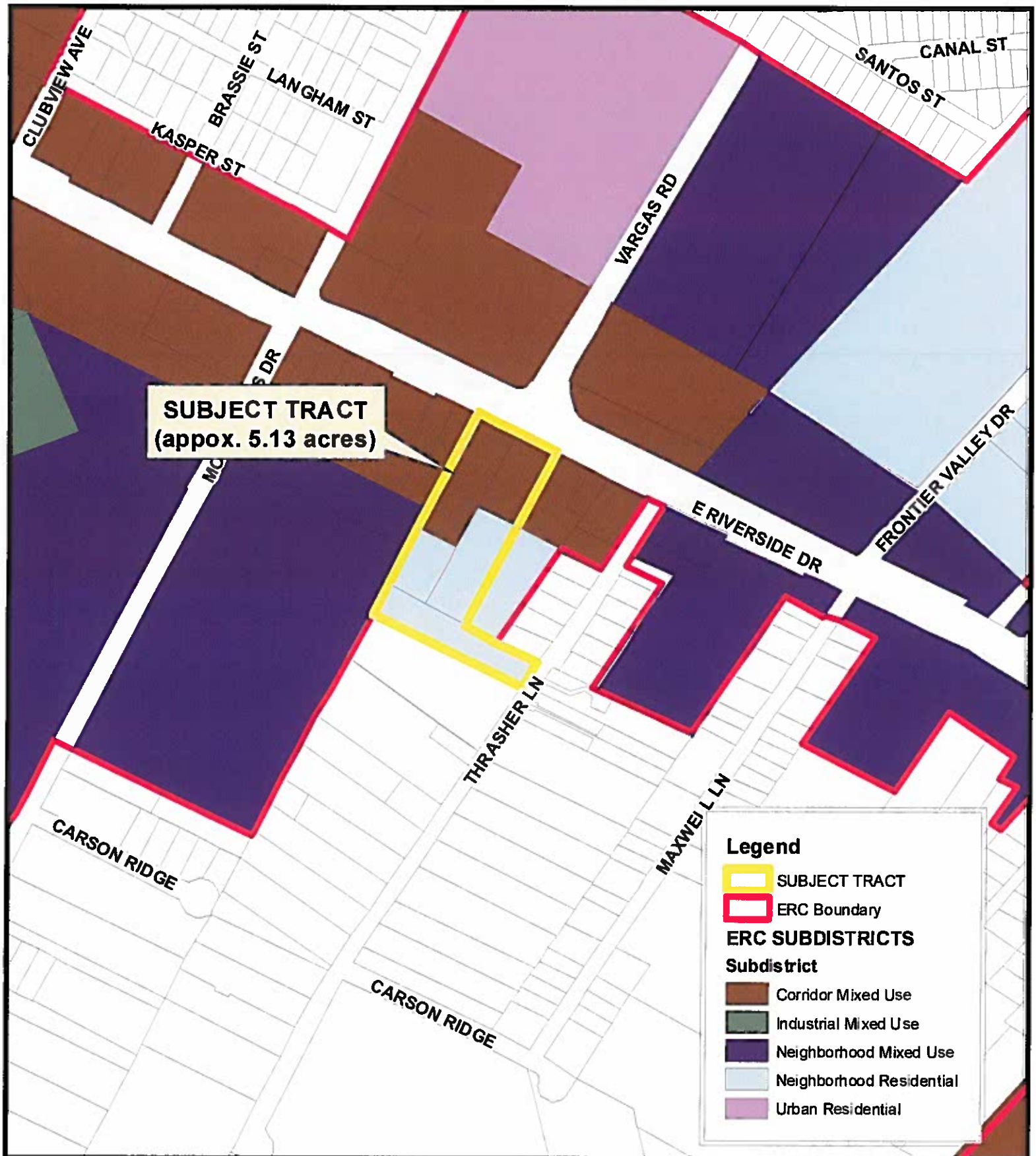


Exhibit A - 1

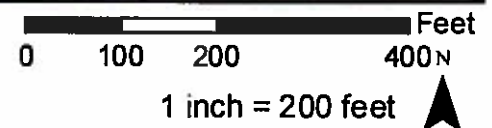
East Riverside Corridor Regulating Plan Subdistricts

0 200 400 800 Feet
1 inch = 400 feet

**C14-2013-0110 / 6507, 6603, 6505 E. Riverside Drive
& 2108 Thrasher Lane**



**Exhibit A - 2
ERC Subdistrict & Zoning**





Date: November 20, 2013

To: Lee Heckman, Case Manager

CC: Joe S. Ternus, P.E. Ternus Consulting Services

Reference: TIA Final Memo E Riverside Zoning Case (C14-2013-0110)

The E Riverside development is located on 5.13 acres south of the East Riverside Drive and Vargas Street intersection. Currently, the portion of the tract fronting East Riverside Drive is in the Corridor Mixed-Use (CMU) sub-district of the East Riverside Corridor Zoning District while the remaining part of the tract is in the Neighborhood Residential sub-district. The applicant is proposing to rezone so that the entire tract is CMU. The proposed mixed-use development will include retail developments and apartments. The site will have access to East Riverside Drive and Thrasher Lane.

The Transportation Review Section has reviewed the Traffic Impact Analysis for the E Riverside Zoning case dated August 28th prepared by Joe S. Ternus, P.E. of Ternus Consulting Services and offer following comments:

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the development will generate approximately 2,442 unadjusted average daily trips (ADT) and 2,393 adjusted ADT upon build out in 2015. The table below shows the unadjusted and adjusted trip generation by land uses for the proposed development.

SUMMARY OF ADJUSTED DAILY AND PEAK HOUR TRIPS						
Proposed Land Use	Size (SF/DU)	24-Hour Volume	Peak		Peak	
			AM Hour	PM Hour	Enter	Exit
			Enter	Exit	Enter	Exit
Apartments	100 units	730	11	42	47	26
Retail	12,000 sf	1,712	27	16	69	76
Total Unadjusted Trips		2,442	38	58	116	102
Pass-by Reduction		(49)	(0)	(0)	(23)	(26)
Net Trips		2,393	76	116	209	178

ASSUMPTIONS

1. Due to the 2015 build-out date, the scope identified a 0.0 percent annual traffic growth rate.
2. Traffic counts were collected by the applicant on August 13th-15th, 2013. These volumes have been increased by 10% since the counts were obtained when school was not in session.
3. Trip distribution and assignment patterns were assumed for the proposed development using the existing traffic distribution pattern.
4. The pass-by trip reductions were applied for the PM peak hour volumes. A 34 percent pass-by reduction for retail only was used.

EXISTING AND PLANNED ROADWAYS

East Riverside Drive: East Riverside Drive is an existing six-lane divided arterial roadway (MAD-6) that provides east/westbound movements north of the site. The 2025 Austin Metropolitan Area Transportation Plan (AMATP) identifies East Riverside Drive to be expanded to a MAD-8. There are existing sidewalks and the roadway serves route no. 60 of the 2009 Bicycle Plan Update with an existing Shared Lane and recommended Bike Lane.

Vargas Road: Vargas Road is an existing two-lane undivided collector street from US 183 to East Riverside Drive. The roadway currently provides north/southbound movement north of the site. There are no planned improvements for Vargas Road. There are intermittent sidewalks and the roadway serves route no. 165 of the 2009 Bicycle Plan Update with an existing and recommended Wide Curb.

Montopolis Drive: Montopolis Drive is an existing four-lane undivided arterial roadway (MAU-4). No additional improvements are planned for the roadway per the 2025 AMATP. The roadway provides north/southbound movements west of the site. There are existing sidewalks and the roadway serves no. 65 of the 2009 Bicycle Plan Update with an existing Shared Lane and recommended Bike Lane.

Thrasher Lane: Thrasher Lane is an existing two-lane local residential street extending from East Riverside Drive and terminates southeast of the site. The roadway currently provides north/southbound movement to Riverside. There are no planned improvements for Thrasher Lane. There are no sidewalks or bike routes along the roadway. A neighborhood Traffic Analysis (NTA) was required for the roadway and is included below.

Frontier Valley Drive: Frontier Valley Drive is an existing two-lane collector street northeast of the site. The roadway currently provides north/southbound movement. There are no planned improvements for Frontier Valley Drive. Sidewalks are intermittent and no bike facilities exist/recommended for the roadway.

Vargas Street extension (new Collector street): The Regulating Plan of the East Riverside Corridor Zoning District (and collector plan adopted per Ordinance 20130509-039) identifies a new collector street within the site. The collector street would extend south from the existing intersection at East Riverside Drive and Vargas Street. The alignment needs to be determined by the Planning and Development Review Department and Austin Transportation Department.

NEIGHBORHOOD TRAFFIC ANALYSIS

A neighborhood traffic analysis (NTA) is required when a development has access to a local or Collector Street serving predominantly single-family residential uses and exceeds the threshold of 300 trips per day. For this project, a NTA was required for Thrasher Lane. Thrasher Lane is a local street existing from East Riverside Drive and terminating southeast of the site. The roadway has 50 feet of right-of-way, 30 feet of pavement, and does not have sidewalks. While the site is proposing access to Thrasher Lane, it is assumed the majority of site trips will utilize the intersection of East Riverside Drive and Vargas Road/Driveway "A" to enter and exit the site. Existing traffic counts on Thrasher Lane show 548 vehicles per day (vpd). Based on ratio of peak hour traffic to daily traffic volumes, the site traffic using Thrasher Lane is estimated to be 517 vpd. Combining the existing and site generated vehicles per day, the overall projected traffic on Thrasher is 1,065 vpd. Per section 25-6-116 of the Land Development Code, a roadway with 30 feet of pavement to less than 40 feet is operating at a desirable level if it does not exceed 1,800 vpd. With the added traffic from the proposed site, Thrasher Lane will still be operating at a desirable level.

INTERSECTION LEVEL OF SERVICE (LOS)

The TIA analyzed the four (4) existing intersections and one (1) proposed driveway along the existing arterials. The results are summarized in the table below:

INTERSECTION LEVEL OF SERVICE						
Intersection	2013 Existing		2015 Forecasted (no build)		2015 Site+ Forecasted	
	AM	PM	AM	PM	AM	PM
Riverside Dr./Montopolis Dr.	D	E	D	E	D	E
Riverside Dr./ Vargas Rd. (Driveway "A")	C	C	D	C	F/D*	F/F*
Riverside Dr./Thrasher Ln.	B	D	B	D	C	D
Riverside Dr./ Frontier Valley Dr.	B/E	C/D	C/E	C/D	C/F	C/E
Driveway "B"/ Thrasher Ln.					A	A

*NB/SB Movements

RECOMMENDATIONS

1. Prior to final reading of the zoning case, the applicant will post pro rata share for the estimated cost to restripe both Vargas Street and Frontier Valley Drive to accommodate two southbound lanes. The restripe will mitigate the site impacts and improve the Level of Service at the intersection. The applicant should submit a cost estimate signed and sealed by an engineer to verify the amount required for posting. It is recommended that these

improvements be implemented by the applicant to assure safer access and circulation for the area.

2. Prior to approval and release of any site plans, the applicant will coordinate with the Austin Transportation Department and Planning and Development Review Department to extend the collector street required by the Regulating Plan of the East Riverside Corridor Zoning District and the collector street plan adopted per Ordinance 20130509-039 .
3. Prior to approval and release of any site plans, the applicant will coordinate with the Austin Transportation Department to determine if additional right-of-way along East Riverside Drive is needed per the 2025 AMATP.
4. Prior to approval and release of any site plans, the applicant will coordinate with the Austin Transportation Department to determine if traffic signal timing at Montopolis and East Riverside should be changed to improve intersection Level of Service.
5. All driveways shall comply with current City of Austin Type II Commercial Driveway standards and shall meet minimum and maximum requirements for driveway width, throat length, driveway spacing, offset, and curb return radii.
6. Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-6420.



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Senior Planner

Transportation Review Section/Land Use Review Division

Planning and Development Review Department