ZONING CHANGE REVIEW SHEET

CASE: C14-2022-0203 – Riverside and Vargas DISTRICT: 3

ZONING FROM: East Riverside Corridor (ERC-Corridor Mixed Use Subdistrict) and East Riverside Corridor (ERC-Neighborhood Mixed Use Subdistrict)

ZONING TO: East Riverside Corridor (ERC-Corridor Mixed Use Subdistrict), and to amend Figure 1-6 *(East Riverside Corridor Hub Map)* to include the entire lot in the Hub boundary, to Figure 1-7 *(East Riverside Corridor Height Map)* to designate the entire lot as 60 feet for an allowable height, and to Figure 1-8 *(East Riverside Corridor Development Bonus Height Map)*, to increase the maximum building height up to 120 feet through participation in a density bonus program

ADDRESS: 6610 East Riverside Drive SITE AREA: 6.4428 acres

OWNER / APPLICANT: East Riverside Drive UP, LLC (Shawn A.J. Gross)

AGENT: Drenner Group, PC (Amanda Swor)

CASE MANAGER: Wendy Rhoades (512-974-7719, wendy.rhoades@austintexas.gov)

STAFF RECOMMENDATION:

The Staff recommendation is to grant East Riverside Corridor – Corridor Mixed Use Subdistrict (ERC-CMU) district zoning, and to amend Figure 1-6 *(East Riverside Corridor Hub Map)* to include the entire lot in the Hub boundary, to Figure 1-7 *(East Riverside Corridor Height Map)* to designate the entire lot as 60 feet for an allowable height, and to Figure 1-8 *(East Riverside Corridor Development Bonus Height Map)*, to increase the maximum building height up to 120 feet through participation in a density bonus program. *For a summary of the basis of Staff's recommendation, please see case manager comments on pages 2 - 3.*

The Restrictive Covenant includes all recommendations listed in the Zoning Traffic Analysis memo, dated January 5, 2023, as provided in Attachment A.

PLANNING COMMISSION ACTION / RECOMMENDATION:

February 28, 2023:

November 15, 2022: *MEETING CANCELLED; TO BE RESCHEDULED FOLLOWING COMPLETION OF THE ZONING TRAFFIC ANALYSIS*

November 8, 2022: *APPROVED A POSTPONEMENT REQUEST BY THE STAFF TO NOVEMBER 15, 2022*

[C. HEMPEL; J. SHIEH – 2ND] (11-0) R. SCHNEIDER – ABSENT; ONE VACANCY ON THE DAIS

CITY COUNCIL ACTION:

March 9, 2023:

ORDINANCE NUMBER:

ISSUES:

On Monday, October 24, 2022, Staff joined the Montopolis Neighborhood Plan Contact Team meeting held at the Montopolis Recreation and Community Center to fulfill the intent of the meeting requirement outlined in Section 25-2-786.02(F)(2) *(Regulating Plan)*.

CASE MANAGER COMMENTS:
The subject platted lot is undeveloped and located on the north side of East Riverside Drive, and bounded by Idea Road on the north, Lawrence Street on the east, and Vargas Road on the west. The property has a depth of approximately 600 feet on Vargas Road. Approximately 60 percent of the property's depth closest to East Riverside Drive is within the corridor mixed use (CMU) subdistrict and is permitted to construct buildings up to 60 feet in height and a base floor-to-area (FAR) of 2 : 1. The remaining 40 percent on the north side of the property is within the neighborhood mixed use (NMU) subdistrict and is permitted to construct buildings up to 50 feet in height and a base floor-to-area (FAR) of 1 : 1. The Hub boundary is consistent with the CMU subdistrict, thus, approximately 60 percent of the property is within the Hub and the remaining 40 percent is outside of the Hub. The adopted ERC Regulating Plan does not identify the depth of the boundary line between the CMU and NMU subdistricts, hence the approximation of each subdistrict's percentage.

A public primary educational facility is across Idea Road to the north (ERC-NMU); condominiums and single family residences are across Lawrence Street to the east (ERC-CMU; ERC-NR) multifamily residences under construction, undeveloped land and commercial use is across East Riverside Drive to the south (ERC-CMU); and mixed use development and existing multifamily residences are across Vargas Road to the west (ERC-CMU; ERC-UR). ***Please refer to Exhibits A (Zoning Map) and A-1 (Aerial Exhibit).***

The Applicant is requesting to rezone the entire property to the Corridor Mixed Use (ERC-CMU) subdistrict and to amend Figure 1-6 *(East Riverside Corridor Hub Map)* to include the entire property in the Hub boundary, to Figure 1-7 (*East Riverside Corridor Height Map*) to designate the entire lot as 60 feet for an allowable height, and to Figure 1-8 *(East Riverside Corridor Development Bonus Height Map)*, to increase the maximum building height up to 120 feet through participation in a density bonus program. ***Please refer to Exhibit B.*** The requested amendment would allow the property to be developed with 95 live / work units, 4,000 square feet of ground floor commercial, pedestrian-oriented uses, 10,000 square feet of amenities, and 600 multifamily residences (including approximately 300 affordable units) and provide a unified set of subdistrict regulations. The project is proposed as a S.M.A.R.T.

(**S**afe, **M**ixed-Income, **A**ccessible, **R**easonably-priced, **T**ransit-Oriented) Housing project, with approximately 50 percent of the units will be affordable at the 60% and 80% of regional median family income.

BASIS OF RECOMMENDATION:

1. The proposed zoning should be consistent with the goals and objectives of the City Council.

This site is located along East Riverside Drive which is identified as a Core Transit Corridor within the ERC. The current CapMetro bus system map shows two existing High-Frequency MetroBus routes as well as other regular routes along this portion of East Riverside Drive. It is also along the proposed Blue Line of Project Connect, a future light rail route planned to run from North Lamar and U.S. 183 through downtown and to Austin-Bergstrom International Airport (AUS). This site does not contain any existing residential uses, so should the Applicant's request for rezoning be granted by City Council, redevelopment of the site would not result in any displacement of existing residents.

The Corridor Mixed Use (CMU) subdistrict is the most intensive district as it relates to density and height. Rezoning the entire lot to the CMU district and allowing inclusion within the Hub boundary would provide a consistent set of development standards on the lot and promote higher density and supports transit development along this Future Rail Line Corridor. Based on the information above, Staff believes the proposed rezoning change is supported by the East Riverside Corridor Regulating Plan.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	ERC (NMU and CMU subdistricts)	Undeveloped
North	ERC (NMU subdistrict)	Public primary educational facility
South	ERC (CMU and NMU subdistricts)	Under construction for 263 multifamily units; Undeveloped; Commercial; Convalescent services
East	ERC (NMU and NR subdistricts)	Condominiums (55 units); Single family residences
West	ERC (CMU and UR subdistricts)	Under construction for 7 mixed use buildings; Apartments

NEIGHBORHOOD PLANNING AREA: East Riverside Corridor (Montopolis)

Zoning Traffic Analysis (ZTA): Is required – Please refer to Attachment A

WATERSHED: Carson Creek – Suburban

CAPITOL VIEW CORRIDOR: No SCENIC ROADWAY: Yes

SCHOOLS:

The property is within the Del Valle Independent School District.

COMMUNITY REGISTRY LIST:

299 – The Crossing Gardenhome Owners Assn.
477 – El Concilio - Mexican American Neighborhoods 511 – Austin Neighborhoods Council
742 – Austin Independent School District 774 – Del Valle Independent School District
1145 – Carson Ridge Neighborhood Association 1179 – Vargas Neighborhood Association
1227 – Montopolis Neighborhood Plan Contact Team
1228 – Sierra Club, Austin Regional Group 1255 – Pleasant Valley
1258 – Del Valle Community Coalition 1357 – Montopolis Community Alliance
1363 – SEL Texas 1424 – Preservation Austin
1444 – East Austin Conservancy 1474 – East Riverside Corridor Staff Liaison
1530 – Friends of Austin Neighborhoods 1550 – Homeless Neighborhood Association
1616 – Neighborhood Empowerment Foundation 1774 – Austin Lost and Found Pets

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-03-0154.SH – Steiner Tract – 7300-7320 E Riverside Dr; 900 Bastrop Hwy	SF-6-CO-NP; MF-3-CO-NP; CS-MU-NP to SF-4A-NP on 86.5 acres	To Grant SF-4A-NP for Tracts 1, 2, 4 and 5 (approx. 69 acres); To Deny SF-4A-NP for Tract 3 (17 acres)	Apvd SF-4A-NP for Tracts 1, 2, 4 and 5, as PC recommended (3-4-2004).

RELATED CASES:

The subject rezoning area is described as Lot 1, Block 1, Amended Plat of Park Place at Riverside, a subdivision recorded in September 2015 (C8-2015-0136.0A).

The East Riverside Corridor Regulating Plan rezoned approximately 235 acres on 11 tracts of land in the Montopolis Neighborhood Plan Area from various districts to the ERC district. City Council approved ERC base district zoning on May 9, 2013 (C14-2012-0112). All properties within the ERC Regulating Plan – Montopolis Planning Area are designated as Specific Regulating District on the Future Land Use Map (NPA-2012-0005.04).

EXISTING STREET CHARACTERISTICS:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
East Riverside Drive	Corridor Mobility - Level 3	140 feet	130 feet	77 feet	Yes	Shared lane (on-street)	Yes
Vargas Road	Local Mobility - Level 2	84 feet	79 feet	44 feet	Yes	Wide Curb Lane	Yes
Lawrence Street	Local Mobility - Level 1	58 feet	59 feet	35 feet	Yes	No	Yes
Idea Road	Local Mobility - Level 1	58 feet	59 feet	29 feet	No	No	Yes

Note: A new traffic signal and curb ramps are traffic improvements slated for the East Riverside Drive / Vargas Road intersection

ADDITIONAL STAFF COMMENTS:

Drainage

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City's Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

The site is not located over the Edwards Aquifer Recharge 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. The site is in the Desired Development Zone.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

Development Classification	*% of Gross Site Area*	*% of Gross Site Area with Transfers*

Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to floodplain maps there is no floodplain within or adjacent to the project location.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2-year storm on site.

Impervious Cover and Building Coverage

The maximum impervious cover and building coverage allowed by ERC zoning (CMU subdistrict) is 90% (Article 4.2, General Development Standards, Section C).

PARD – Planning & Design Review

Parkland dedication will be required for the new residential units proposed by this development, multifamily with ERC-CMU zoning, at the time of subdivision or site plan, per City Code § 25-1-601. Whether the requirement shall be met with fees in-lieu or dedicated land will be determined using the criteria in City Code Title 25, Article 14, as amended.

The East Riverside Corridor Regulating Plan has specific requirements regarding the eligibility for the development bonus: to be eligible for the bonus, there must be some parkland dedicated as part of the development (cannot be satisfied only through fee in-lieu). See Article 6.4.2 of the Regulating Plan. PARD approval is required to authorize the development bonus.

Should fees in-lieu be required, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2).

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: thomas.rowlinson@austintexas.gov. At the applicant's request, PARD can provide an early determination of whether fees in-lieu of land will be allowed.

Site Plan

Site plans will be required for any new development other than single-family, two-family or duplex residential.

Airport Overlay
The site is located within the Controlled Compatible Land Use Area. No use will be allow that create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance. Approval from ABIA is required prior to site plan approval.

Austin Transportation Department – Engineering Review

A Zoning Traffic Analysis is required for this project and will be reviewed by ATD staff. Results are provided in Attachment A.

The Austin Strategic Mobility Plan (ASMP) calls for 140 feet of right-of-way for E RIVERSIDE DR. It is recommended that 70 feet of right-of-way from the existing centerline should be dedicated for E RIVERSIDE DR according to the Transportation Plan with the first subdivision or site plan application [LDC 25-6-51 and 25-6-55].

The Austin Strategic Mobility Plan (ASMP) calls for 84 feet of right-of-way for VARGAS RD. It is recommended that 42 feet of right-of-way from the existing centerline should be dedicated for VARGAS RD according to the Transportation Plan with the first subdivision or site plan application [LDC 25-6-51 and 25-6-55].

LAWRENCE ST and IDEA RD have sufficient right of way to comply with the Austin Strategic Mobility Plan (ASMP) [LDC 25-6-51 and 25-6-55].

Austin Water Utility

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 Austin Water for compliance with City criteria and suitability for operation and maintenance.

Based on current public infrastructure configurations, it appears that service extension requests (SER) will be required to provide service to this lot. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at ser@austintexas.gov.

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.

INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

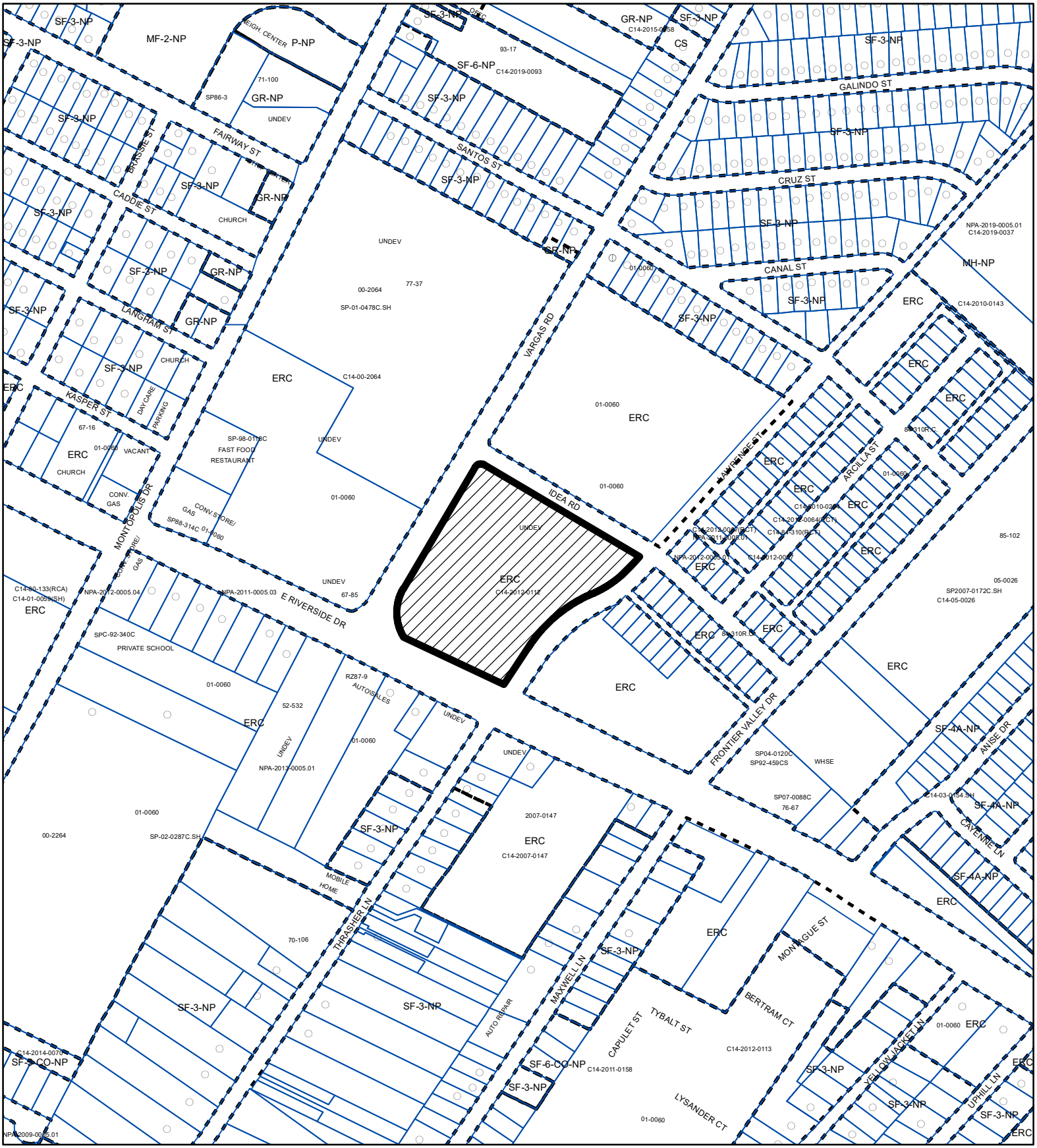
Exhibit A: Zoning Map
Exhibit A-1: Aerial Map

Applicant's Summary Letter

Exhibit B: Figure 1-2: East Riverside Corridor Subdistrict Map
Exhibit C: Figure 1-6: East Riverside Corridor Hub Map
Exhibit D: Figure 1-7: East Riverside Corridor Height Map
Exhibit D: Figure 1-8: East Riverside Corridor Development Bonus Height Map

Attachment A: Zoning Traffic Analysis memo

Correspondence Received



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

ZONING

Exhibit A

ZONING CASE#: C14-2022-0203

1 " = 400 '

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 Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or

CITY OF AUSTIN FOUNDED 1839

Created: 8/2/2022



N

SUBJECT TRACT

ZONING BOUNDARY

PENDING CASE

CREEK BUFFER

1 " = 200 '

Riverside and Vargas

Exhibit A - 1

ZONING CASE#:	C14-2022-0203
LOCATION:	6610 East Riverside Dr
SUBJECT AREA:	6.44 Acres
GRID:	L18
MANAGER:	Wendy Rhoades

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

Created: 8/10/2022
by: MeeksS

Amanda Swor
512-807-2904

DRENNER GROUP

July 14, 2022

Ms. Rosie Truelove
Housing and Planning Department
City of Austin
1000 E 11th Street
Austin, TX 78702

Via Electronic Delivery

Re: Riverside and Vargas – Rezoning application for a 6.44-acre lot at 6100 East Riverside Drive in Austin, Travis County, Texas (the "Property")

Dear Ms. Truelove:

As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application package. The project is titled Riverside and Vargas and is located on the north side of East Riverside Drive between Vargas Road and Lawrence Street. The Property is in the full purpose jurisdiction of the City of Austin.

The Property is currently zoned ERC-NMU (East Riverside Corridor – Neighborhood Mixed Use Subdistrict) and ERC-CMU (East Riverside Corridor – Corridor Mixed Use Subdistrict). The requested rezoning is for a 6.44-acre lot, from ERC-NMU and ERC-CMU to ERC-CMU. Additionally, we request the inclusion of the Property within the East Riverside Corridor Zoning District Regulating Plan's hub boundary. The Property is currently undeveloped. Discussion with staff indicated that the current boundary between ERC-NMU and ERC-CMU was indeterminable; therefore, the requested rezoning encompasses the entire Property.

The purpose of the rezoning is to create consistent development standards within this tract that will support a mixed use development. The proposed ERC-CMU designation will allow for increased residential density and retail choices along a Core Transit Corridor, including forthcoming light rail as part of the initial Project Connect investment. This additional density also supports inclusion of affordable housing; 50% of units will be affordable at 80% of the regional median family income. The rezoning implements the goals of the East Riverside Corridor Master Plan by promoting inclusive growth through transit-supportive residential density, a mix of residential and commercial uses, and affordable housing.

The Property is within the Montopolis Neighborhood Planning Area. The Montopolis Neighborhood Plan was adopted September 27, 2001, with a future land use map designation of Specific Regulating District. Because the Property is within the East Riverside Corridor regulating plan area, this zoning change will not require a plan amendment application. The Traffic Impact Analysis ("TIA") has been waived until site plan, per the attached TIA determination waiver dated June 30, 2022, and executed by Justin Good. However, a Zoning Transportation Analysis will be required.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very Truly Yours,

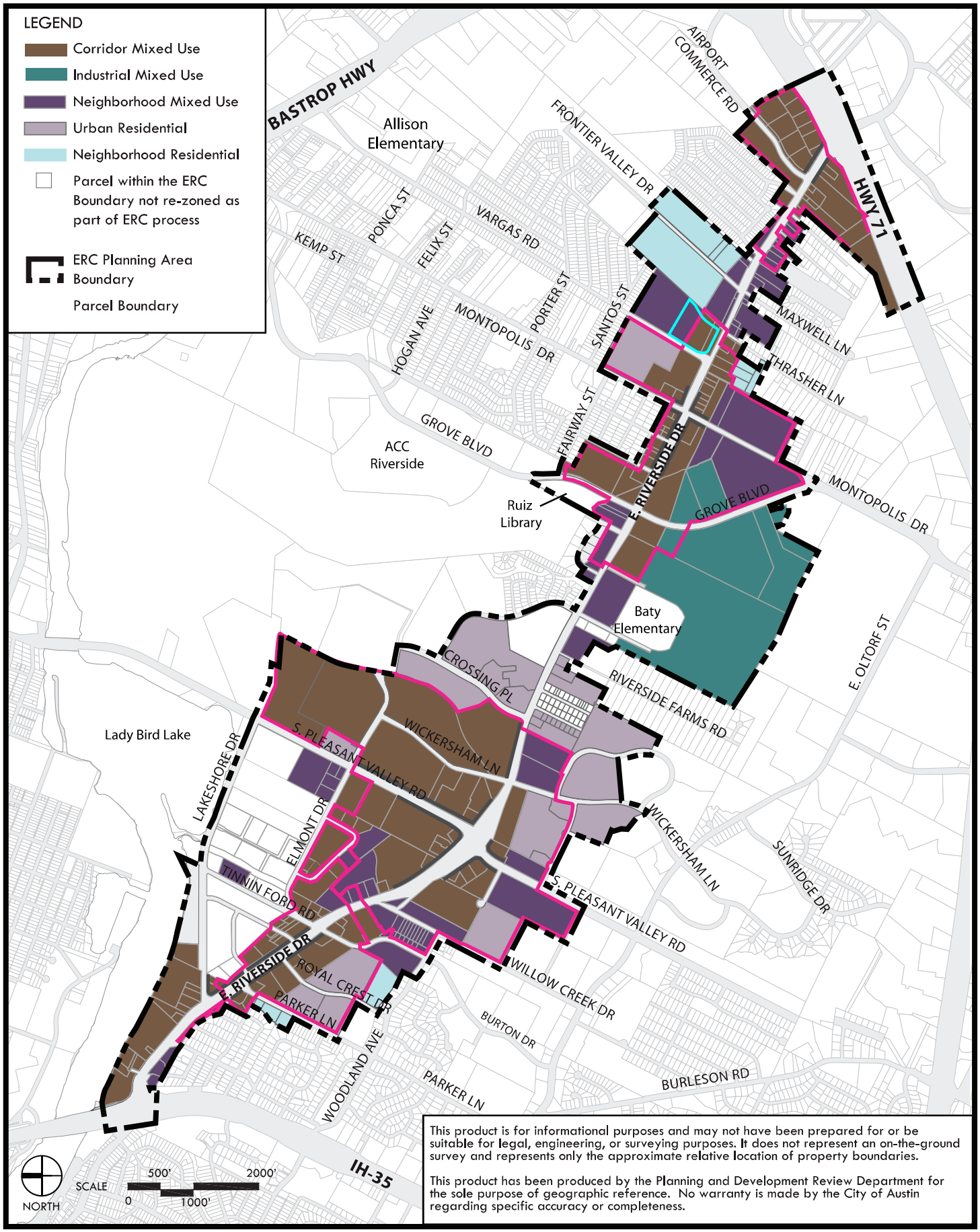


Amanda Swor

cc: Jerry Rusthoven, Housing and Planning Department *(via electronic delivery)*
Joi Harden, Housing and Planning Department *(via electronic delivery)*

FIGURE 1-2: East Riverside Corridor Subdistrict Map

Identifies the subdistrict for each property within the ERC boundary.



As amended per Ordinance No. 20141106-084 adopted 11-17-2014 .

FIGURE 1-6: East Riverside Corridor Hub Map

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

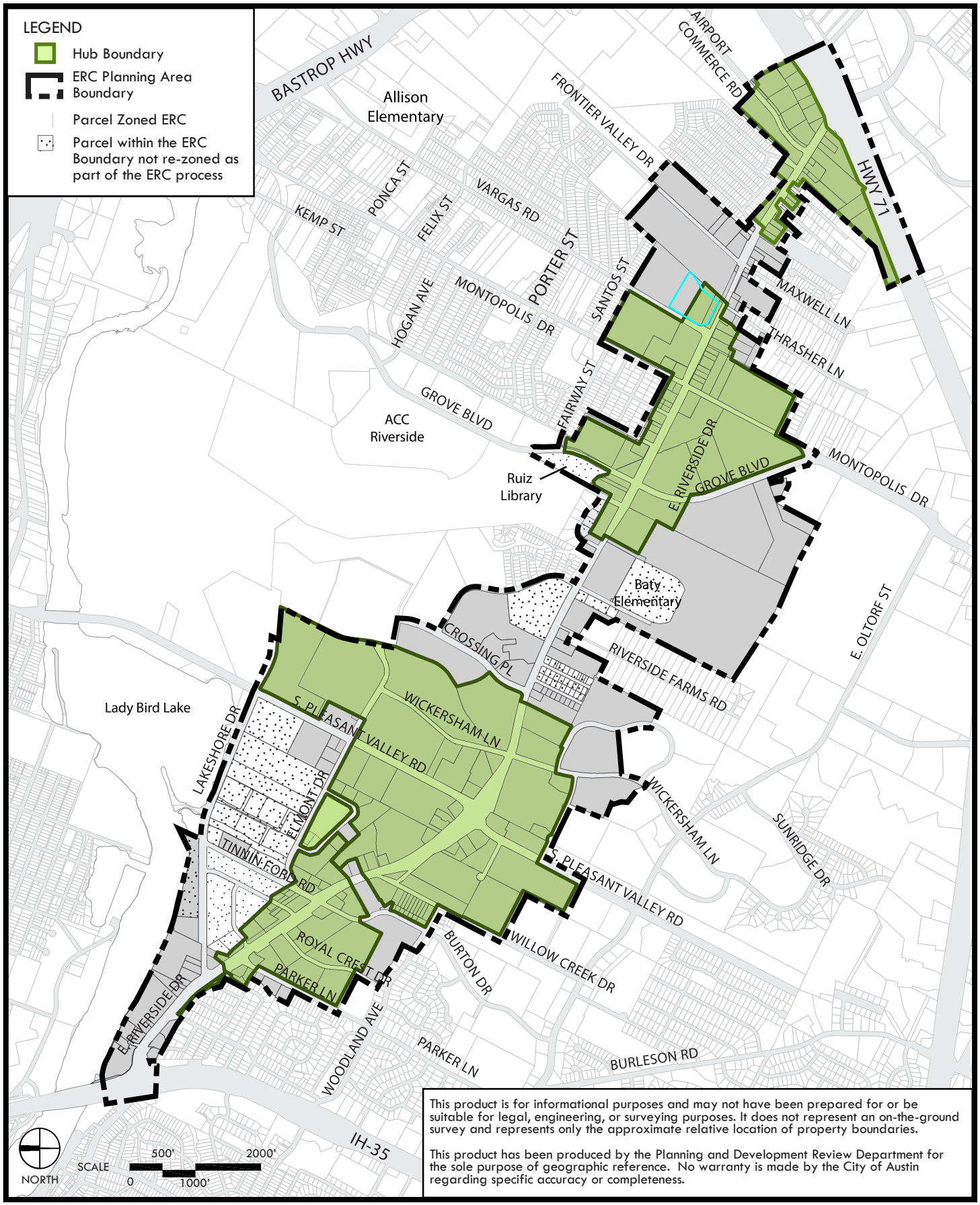
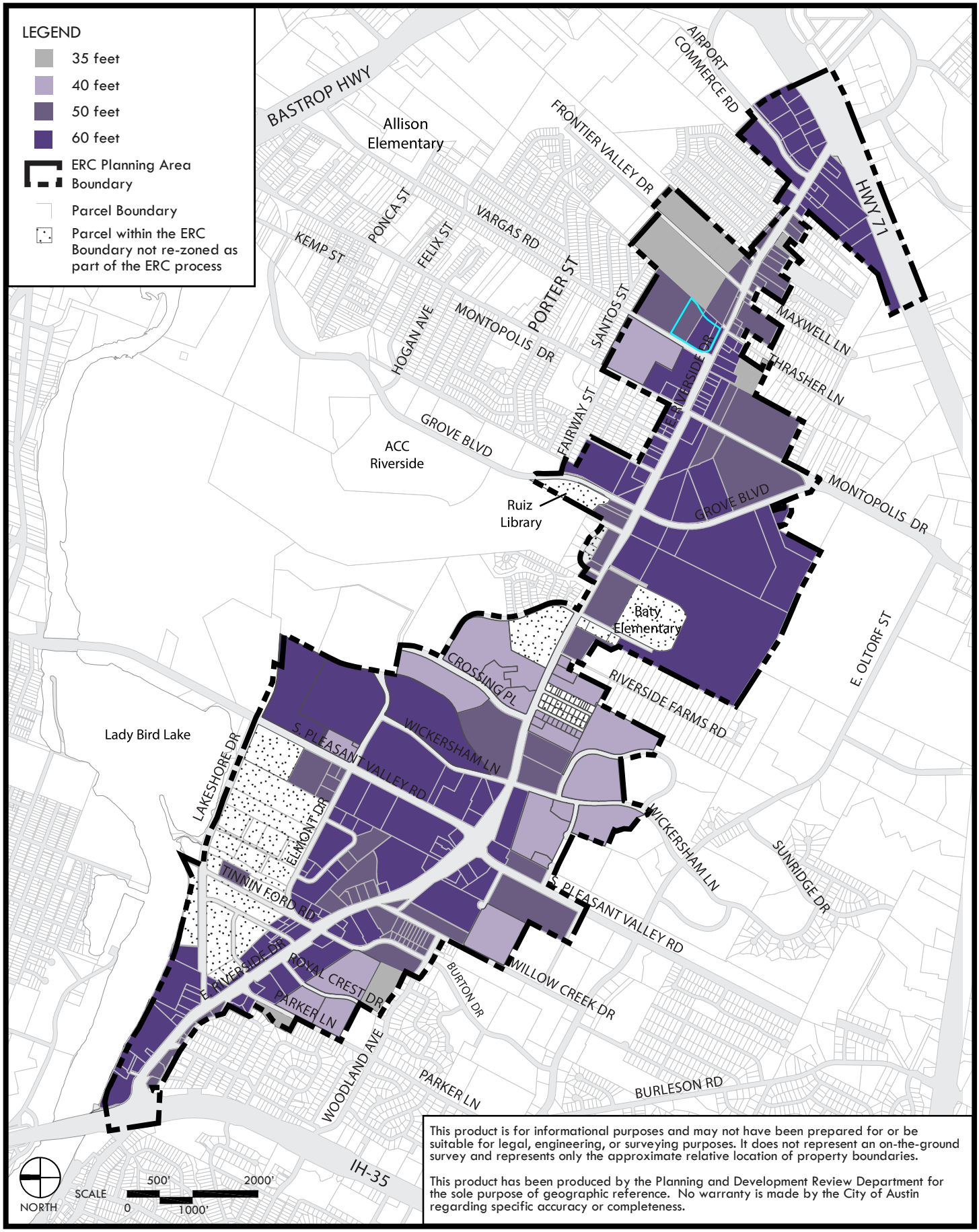


FIGURE 1-7: East Riverside Corridor Height Map

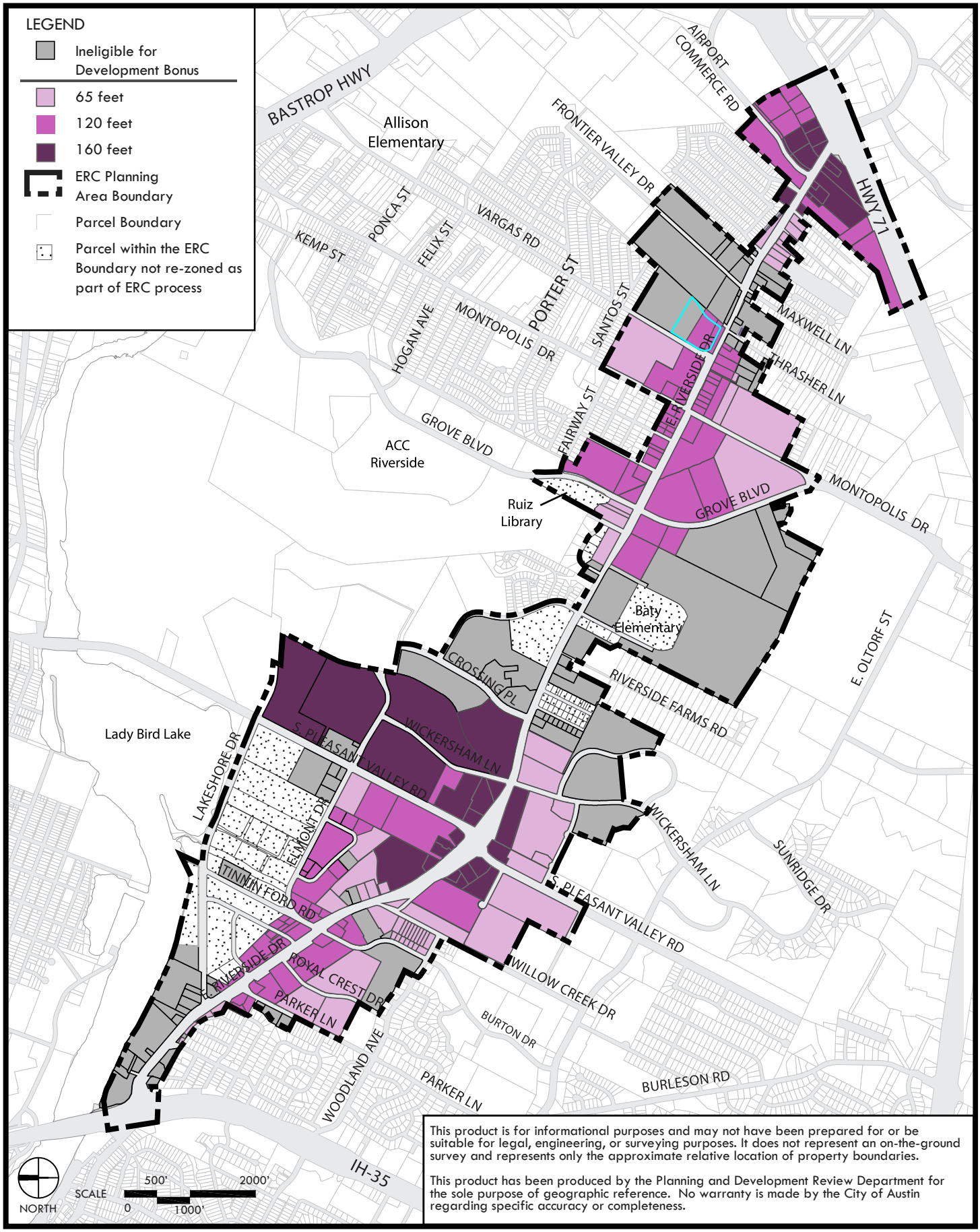
This map shows allowable building heights on a parcel without a development bonus.



As amended per Ordinance No. 20141106-084 adopted 11-17-2014 .

FIGURE 1-8: East Riverside Corridor Development Bonus Height Map

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



As amended per Ordinance No. 20141106-084 adopted 11-17-2014 .

Figure 1-9: Corridor Mixed Use (CMU)
Summary of CMU Subdistrict Development Standards

CMU
IMU
NMU
UR
NR

Lot Size

Minimum Lot Size: 2,500 sf

Minimum Lot Width: 20'

Minimum Setbacks

Front and Street Side Yard*:
No ground-level front yard or side yard setbacks are required. Instead, development must meet the building placement standards in Section 4.3.

Interior Side Yard: 0'
Rear Yard: 0'

Upper-Story Building Facade Street-Side Step-backs:
The building facade at the fourth story and above must be stepped back a minimum of 10 feet from the ground-level building facade line.

* If the street right-of-way is less than 60 feet in width, see Section 4.3.3.C.

Building Placement

Building placement determined by Roadway type and Active Edge Designation.

*See Fig. 1-3 for Roadway Type designation and Section 4.3 for design requirements.

Maximum Impervious Cover

Impervious Cover: 90% or Maximum Allowed by LDC 25-8.

Floor to Area Ratio (FAR)

Maximum Floor-to-Area Ratio (FAR) by Right: 2:1

Desired minimum FAR: 60% of maximum FAR by right.

Note: Additional building height may be granted in exchange for the provision of public benefits. Maximum FAR waived with a development bonus. Development bonus criteria and standards are detailed in Article 6.

Building Height

Maximum Building Height:
60 feet maximum w/ a minumum of 2 stories.

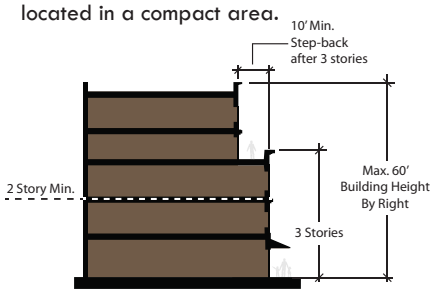
Maximum Building Height with Development Bonus:
See Figure 1-8.

Compatibility

See Section 4.2.4 for compatibility standards.

CORRIDOR MIXED USE (CMU) SUBDISTRICT

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.



ABOVE:
Typical minimum stories, height limit, and step back requirements for buildings within the Corridor Mixed Use (CMU) Subdistrict.*

*Max. Building Height with a Density Bonus is established on Figure 1-8.



ABOVE & BELOW:
Examples of development similar to that allowed in the Corridor Mixed Use Subdistrict.



Corridor Mixed Use (CMU) Land Use Summary*

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

*The table above provides a summary only of land uses permitted within the Corridor Mixed Use Subdistrict. See Section 2.3.3. for a complete list of permitted land uses.

MEMORANDUM

From: Nathan Aubert, P.E.
To: Amer Gilani, P.E.
Date: January 5, 2023
Subject: Vargas Riverside – Zoning Transportation Analysis (C14-2022-0203)

The Transportation Development Services (TDS) division has reviewed the Zoning Transportation Analysis (ZTA) prepared by Carlson, Brigance & Doering, Inc. The proposal is for 4,000 square feet of strip retail plaza and 695 mid-rise multi-family dwelling units. The development is located northeast of the intersection of Vargas Road and East Riverside Drive in Austin, TX (Figure 1). Site access will consist of two driveways: one along Vargas Road and one along Lawrence Street. The development is anticipated to be constructed in two phases. Phase 1 construction is proposed to start in the 3rd quarter of 2024, and Phase 2 construction in the 4th quarter of 2026.

Fig 1. Site Location Map



Attachment A

Roadways

The site proposes access to Vargas Road and Lawrence Street.

Vargas Road

Vargas Road is currently a Level 2 road in the ASMP, and one full access driveway into/out of the site is proposed. The roadway has approximately 41 feet of pavement width, and the right-of-way varies between 79 to 140 feet. It currently has two travel lanes with curb and gutter and sidewalk on both sides of the road. The average daily traffic on Vargas Road is approximately 3,603 vehicles per day, based on TxDOT's Traffic Count Database System (TCDS) 2020 data set.

Lawrence Street

Lawrence Street is currently a Level 1 road in the ASMP. This road will provide one full access driveway into/out of the site. The roadway's pavement width varies between 25 and 35 feet and the right-of-way varies between 61 and 71 feet. It currently has two travel lanes with curb and gutter and sidewalk on both sides of the road. The average daily traffic on Lawrence Street is 795 based on collected traffic tube counts.

Trip Generation and Traffic Analysis

The project assumes 4,000 square feet of strip retail plaza (ITE Code 822) and 695 mid-rise multi-family dwelling units (ITE Code 221). Based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, the proposed development will generate 3,373 vehicle trips per day. See **Table 1** for a detailed breakdown of the trip generation in vehicles per day (vpd).

Table 1. Trip Generation

Land Use	Size	Unadjusted Trip Generation (vpd)
Strip Retail Plaza	4,000 SF	218
Multi-family Housing (Mid-Rise)	695 Dwelling Units	3,155
	TOTAL (vpd)	3,373

The existing trips on Lawrence St were obtained from collected 24-hour tube counts and on Vargas from TxDOT data, then site trips were added to these volumes using an estimate of the traffic distribution to and from the proposed site. **Table 2** shows both the existing traffic volumes as well as projected volumes on each road in the vicinity of the site.

Table 2. Added Traffic

Street	Existing Traffic [vpd]	Proposed New Site Traffic to each Roadway	Overall Traffic (Existing + Site) [vpd]	Percentage Increase in Traffic
Vargas Rd	3,985	1,687	5,672	42%
Lawrence St	795	1,687	2,482	212%

Recommendations/Conclusions

As a condition of approval for the above-referenced zoning review case, the applicant shall adhere to the following requirements:

1. Provide no more than a single driveway along Vargas Road. This driveway is proposed to operate as full purpose.

2. Provide no more than a single driveway along Lawrence Street. This driveway is proposed to operate as full purpose.

3. The following TDM measures are proposed to be enacted with this site:
   - Pedestrian Access and Connectivity (SM-1)
   - Bicycle Access and Connectivity (SM-2)

   The final determination of TDM measures proposed by this site will be provided during the Site Plan review process.

4. Right-of-way needs have been identified in the ZTA and might require dedication to meet the Austin Strategic Mobility Plan (ASMP) requirements. This will be confirmed at the time of Site Plan application.

5. The City of Austin reserves the right to reevaluate any or all identified improvements associated with this case at the time of Site Plan review.

6. Street Impact Fee (SIF) Ordinances 20201220-061 and 20201210-062 have been adopted by City Council and are effective as of December 21, 2020. The City has started collecting street impact fees with all building permits issued on or after June 21, 2022. For more information, please visit the City's Street Impact Fee website [austintexas.gov/streetimpactfee]. A formal Street Impact Fee calculation shall be performed at the time of the Site Plan submission to be collected at the time of building permit.

7. All construction items should be designed and incorporated into the site plan, and all street impact fees should be paid in full. No offsets to the proposed development's SIF will be issued until identified construction items are completed unless those items are included in the proposed Site Plan application.

If you have any questions or require additional information, please contact me at (512) 974-7136.



Nathan Aubert, P.E.
Austin Transportation Department

From:
To: Rhoades, Wendy
Subject: Case Number: C14-2022-0203
Date: Monday, October 31, 2022 10:49:55 AM

*** External Email - Exercise Caution ***

Hello Wendy,

I'm writing in relation to Case Number: C14-2022-0203. I live in the area and I'm in favor of the zoning change. We need more services and amenities in the area, so I believe this request should be approved.

Thanks!
Robby Taylor

CAUTION: This email was received at the City of Austin, from an EXTERNAL source. Please use caution when clicking links or opening attachments. If you believe this to be a malicious and/or phishing email, please forward this email to cybersecurity@austintexas.gov.