

ZONING CHANGE REVIEW SHEET

CASE: C14-2023-0135 – 1500 & 1600 Royal Crest

DISTRICT: 3

ZONING FROM: East Riverside Corridor (ERC-Urban Residential Subdistrict)

ZONING TO: East Riverside Corridor (ERC-Corridor Mixed Use Subdistrict), and to amend Figure 1-8 (*East Riverside Corridor Development Bonus Height Map*), to increase the maximum building height up to 160 feet through participation in a density bonus program

ADDRESS: 1500 and 1600 Royal Crest Drive

SITE AREA: 10.06 acres

OWNER / APPLICANT: 1500 Royal Crest LP (Anthony Clarke)

AGENT: Drenner Group, PC (Amanda Swor)

CASE MANAGER: Nancy Estrada (512-974-7617, nancy.estrada@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 1-8 (*East Riverside Corridor Development Bonus Height Map*), to increase the maximum building height up to 160 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.

PLANNING COMMISSION ACTION / RECOMMENDATION:

August 13, 2024: APPROVED East Riverside Corridor – Corridor Mixed Use Subdistrict (ERC-CMU) district zoning, and to increase the maximum building height up to 160 feet through participation in a density bonus program AS STAFF RECOMMENDED, BY CONSENT.

[A. AZHAR; A. WOODS – 2nd] (12-0) P. HOWARD – ABSENT

July 9, 2024: APPROVED A POSTPONEMENT REQUEST BY THE NEIGHBORHOOD TO AUGUST 13, 2024

[A. AZHAR; F. MAXWELL – 2nd] (10-0) C. HEMPEL, P. HOWARD, A. PHILLIPS – ABSENT

June 11, 2024: APPROVED A POSTPONEMENT REQUEST BY THE NEIGHBORHOOD TO JULY 9, 2024

[A. AZHAR; A. WOODS – 2nd] (10-0) J. MUSHTALER – OFF THE DIAS; N. BARRERA-RAMIREZ, G. COX – ABSENT

CITY COUNCIL ACTION:**September 12, 2024:**ORDINANCE NUMBER:ISSUES:

The developer will comply with the Tenant Notification and Relocation Assistance requirements in the City of Austin Land Development Code. [LDC 25-1-712]. The applicant held a meeting with the current tenants on May 13, 2024 and provided the following information as proposed Tenant Protection items:

- No termination of leases without good cause.
- Rental rate + mandatory fees increase by no more than 7.5% per year for a period of 5 years.
- 365-day notice of redevelopment provided to tenants.
- 180-day notice of demolition.
- 90-day move-out notice.
- On-site services to help tenants find new housing or other qualified programs.
- Ability for tenant to break lease without repercussion once 180-day notice of demolition is filed.
- Moving allowance of \$3,000 flat payment.
- Last three (3) months of rent waived for tenants still in units.
- Full refund of security & pet deposits once demo permit is filed.
- No unit entry without 48-hour advance notice.
- No prevention of activities associated with tenant's organization.
- Right to return - first chance at new units; both affordable (if qualifications are met) and market rate.

The items listed are subject to being amended.

CASE MANAGER COMMENTS:

The subject rezoning area is approximately ten acres and located south of East Riverside Drive and north of Woodland Avenue between Royal Crest Drive and Parker Lane. The property is currently developed with a 3-story building of existing multifamily residences with 286 units. This site is in the East Riverside Corridor (ERC) Regulating Plan within the Urban Residential (UR) subdistrict and is also included in the hub boundary. The (UR) subdistrict allows for buildings up to 40 feet in height which are not eligible for a development bonus.

Directly to the east across Royal Crest Drive are multifamily residences (ERC-UR) as well as some commercial uses that are also within the (UR) subdistrict; multifamily and single family residences are to the north and to the west across Parker Lane (MF-2-NP; SF-3-NP); and existing multifamily residences are immediately adjacent to the south with some single family residences (MF-2-NP; SF-3-NP). ***Please refer to Exhibits A (Zoning Map) and A-1 (Aerial Exhibit).***

East Riverside Drive is designated as a core transit corridor. Both Royal Crest Drive and Parker Lane are urban roadways from which access is proposed for the future development. Transit along East Riverside Drive is located within one quarter of a mile north of the property.

The Applicant is requesting to rezone the property to the Corridor Mixed Use (ERC-CMU) subdistrict and to amend Figure 1-8 (*East Riverside Corridor Development Bonus Height Map*), to increase the maximum building height up to 160 feet through participation in a density bonus program. ***Please refer to attached Figures.*** The requested amendment would allow the property to be redeveloped with 1100 multifamily residences at a maximum building height up to 160'. The additional height and density would be in exchange for the provision of community benefits.

Staff is recommending the Corridor Mixed Use subdistrict (ERC-CMU) and to amend the bonus height map to increase the maximum building height up to 160 feet through participation in a density bonus program.

BASIS OF RECOMMENDATION:

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

The East Riverside Corridor Regulating Plan created land use districts to help guide development in accordance with proposed transit improvements. The proposed transit improvements, now known as Project Connect’s Blue Line Project, maintain the same general alignment and transit center alignment as shown in the ERC Regulating Plan.

This site is located just south of East Riverside Drive which is identified as a Core Transit Corridor within the ERC. The current CapMetro bus system shows existing MetroBus routes along East Riverside Drive which are less than one quarter of a mile from the property.

The Corridor Mixed Use (CMU) subdistrict is the highest intensity district as it relates to density and height. Rezoning this lot to the CMU subdistrict and allowing an amendment to the bonus height map would promote higher density and supports transit development. The majority of this property is located within the proposed Lakeshore neighborhood hub. 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
<i>Site</i>	ERC (UR subdistrict)	Multifamily residences (286 units)
<i>North</i>	ERC (CMU and NR subdistricts)	Multifamily residences
<i>South</i>	MF-2; SF-3-NP	Multifamily residences; Single family residences

<i>East</i>	ERC (UR subdistrict)	Multifamily residences; Cocktail lounge; Fuel station
<i>West</i>	MF-2; SF-3-NP	Single family residences; Multifamily residences

NEIGHBORHOOD PLANNING AREA: East Riverside/Oltorf Combined (Riverside)

WATERSHED: Lady Bird Lake – Urban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: Austin Independent School District

Sanchez Elementary

Martin Middle School

Travis High School

COMMUNITY REGISTRY LIST:

Austin Independent School District, Austin Lost and Found Pets, Austin Neighborhoods Council, Crossing Gardenhome Owners Assn. (The), Del Valle Community Coalition, East Riverside Corridor Staff Liaison, Friends of Riverside ATX Neighborhood, Neighborhood Empowerment Foundation, Riverside Farms Road Neighborhood Assn., Parker Lane Condominium Owners Association, Southeast Austin Neighborhood Alliance, South River City Citizens Planning and Zoning Committee, East Riverside/Oltorf Neighborhood Plan Contact Team Waterfront Condominium Homeowners Association	Friends of Austin Neighborhoods, East Austin Conservancy, Pleasant Valley, Preservation Austin, SELTexas, Sierra Club Austin Regional Group, South Central Coalition, South River City Citizens Assn., Homeless Neighborhood Association,
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AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2012-0111a and C14-2012-0111b – East Riverside Corridor Regulating Plan (East Riverside and Pleasant Valley)	Rezoning approximately 700 acres from Various to ERC	To Grant rezonings per the ERC Regulating Plan	Apvd May 9, 2013
C14-2011-0129 – East Riverside Corridor Regulating Plan	Rezoning approximately 1,000 acres from Various to ERC	Expired	

C14-2010-0140 – Parker Lane – 1406-1506 Parker Lane	SF-3 to MF-2-CO	Withdrawn by applicant prior to Commission action	N/A
C14-05-0112 - East Riverside/Oltorf Combined Neighborhood Plan			Apvd 11/16/2006

RELATED CASES: N/A

ADDITIONAL STAFF COMMENTS:

Comprehensive Planning

Urban Residential is a residential zone that allows for a range of housing types, including townhouses, rowhouses, condos, or multifamily dwellings. The Properties, located at 1500 & 1600 Royal Crest Drive, are located on the southwestern edge of the ERC Regulating Plan boundary and therefore exist in a transitional space. Across Parker Lane are majority single-story homes, zoned SF-3-NP with some MF-2-NP. To the east of the Property is ERC-UR. South of the Property is the Jewel Apartment Homes complex. To the north, there is an ERC-CMU property and it has a maximum height with development bonus of 120 feet.

In terms of scale for how this Property relates to its neighbors, the northern part of the Property, which is adjacent to an ERC-CMU property, is the area of the Property best suited for the tallest height allowance. A smaller scale (lower height and FAR) in the southern and western portion of the Property would help the Property transition to meet the SF-3-NP and MF-2-NP neighbors and respect the neighborhood character.

1500 & 1600 Royal Crest Drive are currently the sites of the Element Austin Apartments. This apartment complex provides 286 residential units, has a 90.7% occupancy rate, and provides studios, one-bedrooms, and two-bedrooms units. Rental prices start at \$950 for a studio, \$1,150 for a one bedroom, and \$1,578 for a two bedroom. The Project Connect Anti-Displacement Dashboard identifies this area as “vulnerable,” meaning “there are vulnerable populations present, with no significant demographic change, some tracts are near or contain high-value and high-appreciation areas.” Dashboard website: <https://austin.maps.arcgis.com/apps/MapSeries/index.html?appid=799dbd68b43a4d9d8c0292befe8c9b34>.

In summary, Urban Design encourages the following considerations:

- Project Connect’s Anti-Displacement identification of this area as “vulnerable” and the potential displacement of 280+ residents.
- Respect the scale and character of the neighbors to the west and the south.
- Designate the Property’s edge along the required Proposed Pedestrian Priority collector an active edge or consider requiring the parking standards outlined in 5.6.2.B.

- Within the ERC Regulating Plan, base height corresponds with the subdistrict designation. The change from UR to CMU will increase base height entitlements by 20 feet and more than double base FAR entitlements.

1500 & 1600 Royal Crest Drive		
	Current	Request
Zoning	ERC Urban Residential (Figure 1-2)	ERC Corridor Mixed Use
Land Use	Multi family residential 286 units 90.7% occupancy rate Units include studios, one bedrooms, and two bedrooms. Rental prices start at \$950 for a studio, \$1,150 for a one bedroom, and \$1,578 for a two bedroom.	TBD
Hub boundary	Yes (Figure 1-6)	Yes
Base Height	40 feet (Figure 1-12)	60 feet (Figure 1-9)
Base FAR	.75:1 (Figure 1-12)	2:1 (Figure 1-9)
Development Bonus	Height: 65 feet (Figure 1-8) FAR: n/a <i>UR properties are not eligible to participate in the Development Bonus. See comments for more about this contradiction.</i>	Height: 160 feet FAR: n/a
Setbacks & Stepbacks	Interior Side Yard: 0' Rear Yard: 0' Stepback: 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.	Interior Side Yard: 0' Rear Yard: 0' Stepback: 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.
Maximum Impervious Cover	65% or maximum allowed by LDC 25-8	90% or maximum allowed by LDC 25-8
Compatibility Standards	Per Section 4.2.4 (B) properties within the ERC Hubs will not trigger the compatibility standards of 4.2.4 (D).	Per Section 4.2.4 (B) properties within the ERC Hubs will not trigger the compatibility standards of 4.2.4

		(D).
Active Edge	Active Edge (Figure 1-4) = no	N/A
Adjacent Street Types	Roadway type (Figure 1-3) = Royal Crest Drive and Parker Lane are ERC Urban Roadway existing streets.	Roadway type (Figure 1-3) = Royal Crest Drive and Parker Lane are ERC Urban Roadway existing streets.
Future Streets	Proposed street (See Figure 1-3 and Figure 1-5) = Yes. There is a required new Pedestrian Priority Collector street on the north side of the property.	Proposed street (See Figure 1-3 and Figure 1-5) = Yes. There is a required new Pedestrian Priority Collector street on the north side of the property.

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 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.

Zoning district impervious cover limits apply in the Urban Watershed classification.

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.

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.

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.

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 intensity of the proposed development creates a need for over six acres of additional parkland, per requirements described in § 25-1-602; when over six acres, parkland must be dedicated – see § 25-1-605 (A)(2)(a). However, a development application submitted after January 1, 2024 will be subject to new requirements that comply with state law, and as such may owe a different amount of parkland.

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

A site plan will be required for any new development other than single-family, two-family or duplex residential.

Any new development is subject to the design standards in Subchapter E of the Land Development Code. Additional comments will be made when the site plan is submitted.

Any development which occurs in an SF-6 or less restrictive zoning district which is located 540 ft. or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations.

Demolition:

In the event that demolition or relocation of existing buildings is proposed, the applicant is responsible for requesting demolition or relocation permits at the appropriate stage of the development process. The City Historic Preservation Office will review all proposed building demolitions and relocations. If a building meets city historic criteria, the Historic Landmark Commission may initiate a historic zoning case on the property.

Please be aware of the tenant notification requirements in the LDC 25-1-712 for any demolition of multifamily buildings with five or more occupied units.

Austin Transportation Department – Engineering Review

This site must demonstrate compliance with the Zoning Transportation Analysis (ZTA) Final Memo dated 02/08/24 at time of site plan. LDC 25-6, TCM 10.5.0.

The Austin Strategic Mobility Plan (ASMP) calls for 72 feet of right-of-way for Parker Lane. It is recommended that 36 feet of right-of-way from the existing centerline should be dedicated for Parker Lane 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 72 feet of right-of-way for Royal Crest Drive. It is recommended that 36 feet of right-of-way from the existing centerline should be dedicated for Royal Crest Drive according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

The adjacent street characteristics table is provided below:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Parker Lane	Level 2 – Collector	72’	68’	39’	No	Yes	Yes
Royal Crest Drive	Level 2 – Collector	72’	60’	38’	No	No	Yes

Austin Water Utility

No comments on zoning change.

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.

Depending on the development plans submitted, water and or wastewater service extension requests may be required.

All new development within the proposed project will be subject to City Code Chapter 25-9 and any future amendments relating to reclaimed water connections, water benchmarking, and mandatory onsite water reuse.

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.

INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

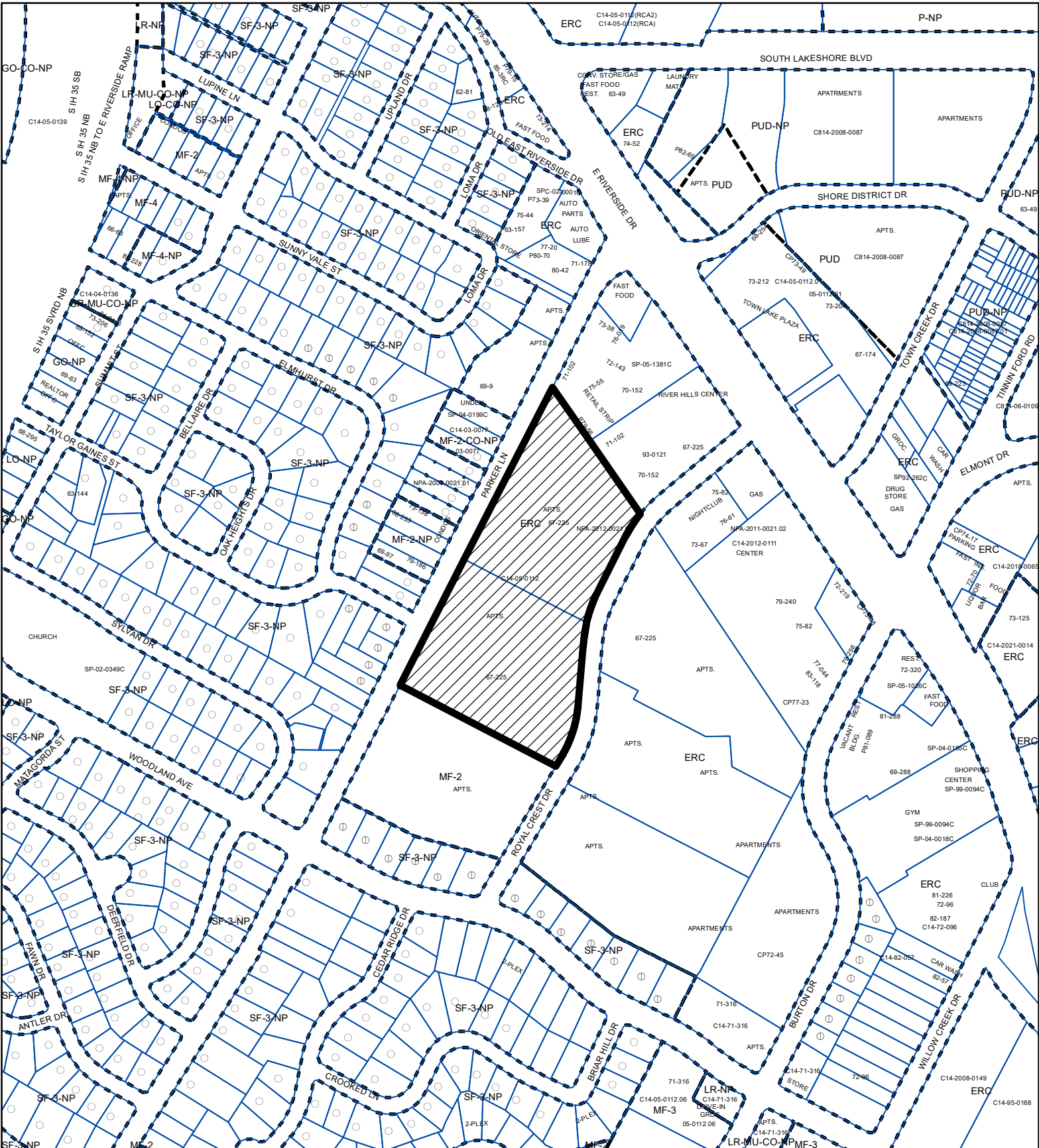
Exhibit A: Zoning Map
Exhibit A-1: Aerial Map

Applicant's Summary Letter

Attachment A: Zoning Transportation Analysis (ZTA)

Figure 1-2: East Riverside Corridor Subdistrict Map
Figure 1-8: East Riverside Corridor Development Bonus Height Map
Figure 1-9: Corridor Mixed Use (CMU) – Development Standards Summary


Correspondence





ZONING


ZONING CASE#: C14-2023-0135

EXHIBIT A



 SUBJECT TRACT

 PENDING CASE

 ZONING BOUNDARY

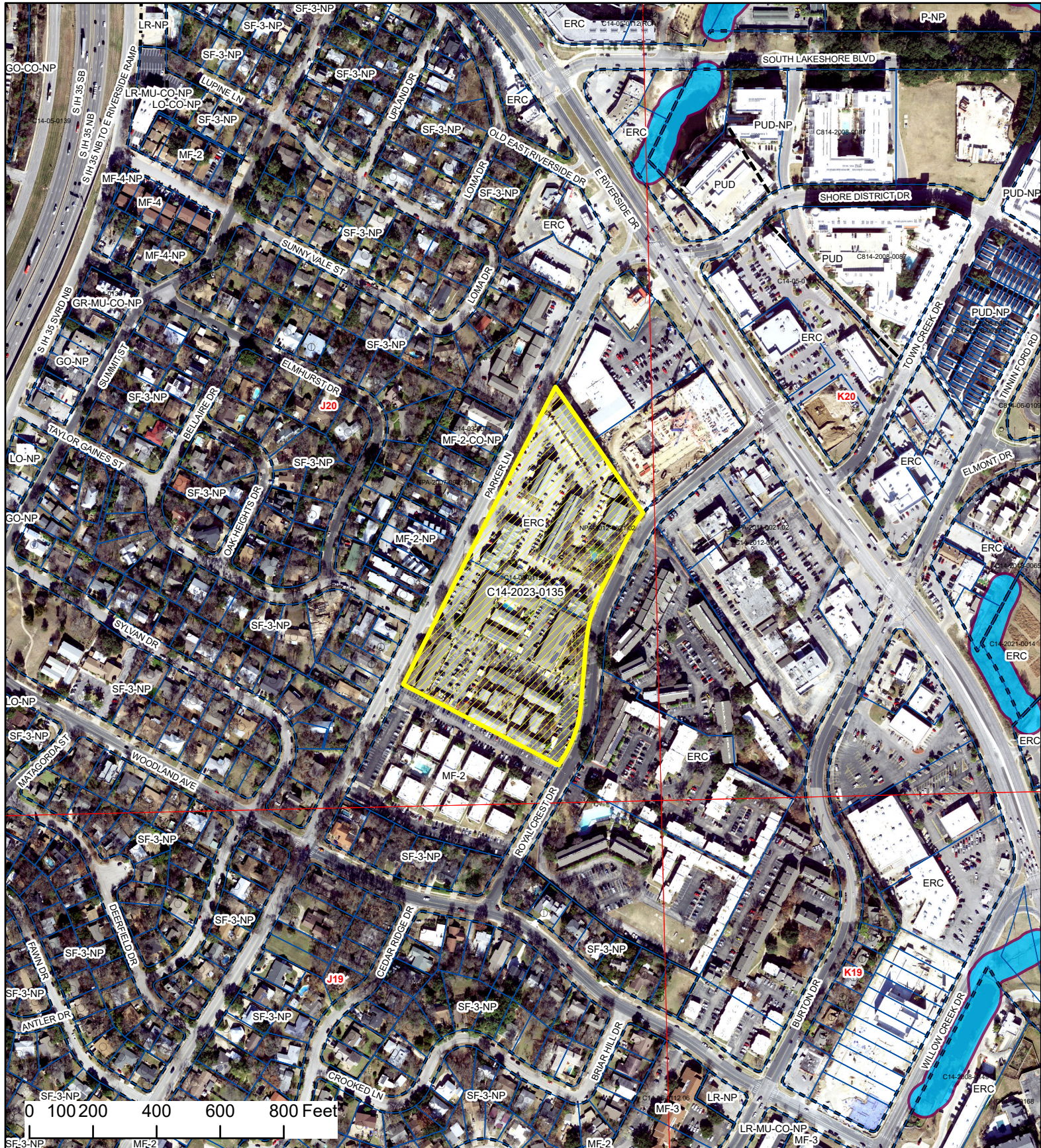
1" = 400'

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



Created: 11/7/2023



1500 & 1600 Royal Crest EXHIBIT A-1

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

ZONING CASE#: C14-2023-0135
 LOCATION: 1500, 1600 Royal Crest Dr
 SUBJECT AREA: 10.06 Acres
 GRID: J20
 MANAGER: Nancy Estrada



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October 31, 2023

Ms. Lauren Middleton-Pratt, Director
Planning Department, City of Austin
Street-Jones Building
1000 East 11th Street, Suite 200
Austin, Texas 78702

Via Electronic Delivery

Re: 1500 & 1600 Royal Crest – Rezoning application for a 10.06-acre piece of property located at 1500 & 1600 Royal Crest Drive, Austin, Texas 78741 (the "Property").

Dear Ms. Middleton-Pratt:

As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application package for this 10.06-acre property. The project is titled 1500 & 1600 Royal Crest and is located west of Royal Crest Drive and east of Parker Lane, south of East Riverside Drive. The Property is in the full purpose jurisdiction of the City of Austin, in the East Riverside/Oltorf Combined Neighborhood Planning Area, and is within the East Riverside Corridor Regulating Plan.

The Property is currently zoned ERC-UR (East Riverside Corridor Regulating Plan – Urban Residential Subdistrict) and is currently located within the Hub Boundary. The Property is currently developed with multifamily apartments.

The requested rezoning is from ERC-UR to ERC-CMU (East Riverside Corridor Regulating Plan – Corridor Mixed Use), with continued inclusion in the Hub Boundary.

As part of this Subdistrict request, we are also requesting modifications to the following exhibits such that the Property will be eligible for the Development Bonus:

- FIGURE 1-8: *East Riverside Corridor Development Bonus Height Map*. Amend the boundaries of the Property a maximum height with a development bonus from 65 feet to 160 feet.

The proposed rezoning will allow for increased residential density within one quarter of a mile of East Riverside Drive, a designated Core Transit Corridor. The rezoning implements the goals of the East Riverside Corridor Regulating Plan by providing transit-supportive residential density and contributing to a pedestrian-friendly, urban neighborhood.

The East Riverside/Oltorf Neighborhood Plan was adopted November 16, 2006, with a Future Land Use Map designation of Specific Regulating District. This request will not require a Neighborhood Plan Amendment application.

A Zoning Transportation Analysis (ZTA) is required per the attached TIA Determination Worksheet dated October 17, 2023. A ZTA will be submitted within the Code-required timeline following rezoning submittal.

October 31, 2023

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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,

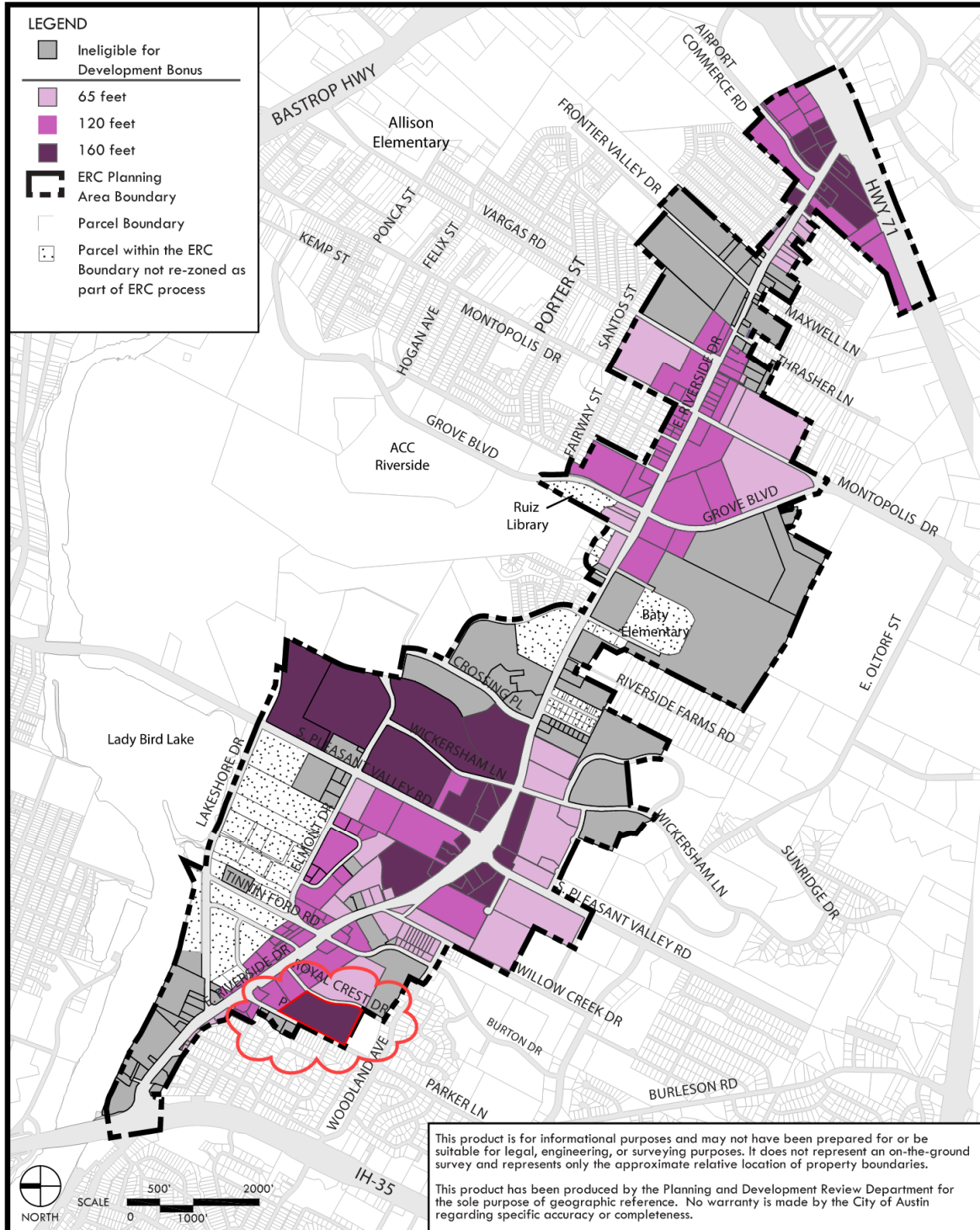
A handwritten signature in blue ink that reads "Amanda Swor". The signature is written in a cursive, flowing style.

Amanda Swor

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

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

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





MEMORANDUM

Date: February 8th, 2024
To: Ben Plett, P.E., Kimley-Horn
CC: Danielle Morin, Adrianna Morrow, Eduardo Marino, Transportation Public Works
Reference: **Element Multifamily** – C14-2023-0135
Zoning Transportation Analysis (ZTA) Final Memo

The Austin Transportation and Public Works Department (TPW) has reviewed the “Element Multifamily” ZTA, prepared by Kimley-Horn for Narrow Road Group. The proposed site is comprised of Mid-Rise Multifamily land use (1,100 dwelling units). The development is located west of Royal Crest Drive, east of Parker Lane, and south of East Riverside Drive (shown in Figure 1 below) in Austin, Texas. The proposed development will be built in one phase and is anticipated to be completed in 2026. The project proposes access to the surrounding roadway network via three full-access driveways along Parker Lane and three full-access driveways along Royal Crest Drive.



Figure 1: Site Location

Adjacent Roadway Characteristics:

The applicant proposes access to Royal Crest Drive and Parker Lane through six driveways. The Austin Strategic Mobility Plan (ASMP) outlines a vision for a new roadway in the future, situated along the northern edge of the site, known as the Parker Lane – Burton Drive connector. In the upcoming section, we will briefly describe Parker Lane, Royal Crest Drive, and provide details about the Parker Lane-Burton Drive Connector.

Parker Lane: Parker Lane is currently designated as a Level 2 road, and 72 feet of right-of-way is required per the ASMP. It is a two-lane two-way road with on-street bike lanes (without a buffer) on both sides. The ASMP calls for an all ages and abilities, protected bike facility. Parker Lane has curb and gutter on both sides. However, it lacks sidewalks along most of its length, including the site’s frontage. The average daily traffic on Parker Lane is about 5,928 vehicles per day based on 24-hour tube counts collected along Parker Lane taken in November 2023.

Royal Crest Drive: Royal Crest Drive is currently a Level 2 road, and 72 feet of right-of-way is required per the ASMP. It is a two-lane, two-way road. There are no existing or planned bicycle facilities along Royal Crest Drive per the ASMP. Royal Crest Drive has curb and gutter along both sides of the road as well as a 4’ sidewalk along the eastern curb, but it is missing a sidewalk along the western curb, including along the proposed site’s frontage. The average daily traffic on Royal Crest Drive is about 2,985 vehicles per day, based on 24-hour tube counts collected along Royal Crest Drive in November 2023.

Parker Lane – Burton Drive Connector: The Parker Lane – Burton Drive Connector is identified as a new roadway in the ASMP that runs along the northern edge of the site from Parker Lane to Royal Crest Drive. The ASMP includes plans to continue this road southeast across Royal Crest Drive until it eventually connects to Burton Drive. The ASMP lists this as a future level 2 roadway with 84’ of right-of-way. The ASMP envisions two travel lanes with an all ages and abilities bicycle facility and sidewalks. ROW dedication for this connector will be determined at the time of site plan. This future connection is also included in the East Riverside Corridor Regulating Plan as a future ERC Pedestrian Priority Collector.

Trip Generation and Traffic Analysis:

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the site development will generate approximately 4,994 daily, unadjusted trips including 474 AM peak hour trips (unadjusted) and 430 PM peak hour trips (unadjusted). When adjusted for the 20% *Transportation Demand Management (TDM)* reduction and accounting for the existing trips *on site*, the net trips are approximately 2,085 daily trips with 267 AM peak hour trips and 200 PM peak hour trips. Details are shown in Table 1 below:

Table 1: Site Trip Generation

Land Uses	Quantity	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	1,100 Dwelling Units	221	4,994	474	109	365	430	262	168
Subtotal			4,994	474	109	365	430	262	168
<i>TDM Trips (20% Reduction)</i>			999	95	22	73	86	52	34
<i>Existing Trips</i>			1,910	112	27	85	144	91	53
NET TRIPS AFTER ALL REDUCTIONS			2,085	267	60	207	200	119	81

Average Daily Traffic (ADT) for the existing conditions in 2023 was estimated using 24-hour tube count data collected along Royal Crest Drive and Parker Lane, west of E Riverside Drive, on November 8th, 2023. To project the ADT volumes for the forecasted conditions in 2026, a growth factor of 2% per year from 2023 to 2026 was assumed. Table 2 presents both the existing traffic volumes and the projected volumes for the road segments in the vicinity of the site.

Table 2 Projected Volume Analysis

Roadway	ASMP Classification	Typical ADT Range (vpd)	2023 ADT	2026 No-Build ADT	2026 Site Trips	2026 Site + 2026 Forecasted ADT
Parker Ln	Level 2	2,000-5,000	5,928	6,291	1,355	7,646
Royal Crest Dr	Level 2	2,000-5,000	2,985	3,168	730	3,898

The City of Austin Street Design Guide Multimodal Design Table recommends 2,000 to 5,000 ADT for both Parker Lane and Royal Crest Drive in their existing conditions. Projected volume analysis showed that the adjusted site traffic plus forecasted volume at the anticipated build out year will exceed the typical ADT range recommended for the existing cross-section of Parker Lane (level 2 urban roadways with 2 lanes).

An ASMP Right of Way (ROW) assessment for abutting road segments, turn lane analysis for all driveways, and sight distance analysis for the proposed driveways were also conducted.

Recommendations/Conclusions:

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

1. This site is required to achieve a minimum of 20% trip reduction utilizing various TDM measures per the Transportation Criteria Manual (TCM). This site proposes the following TDM measure categories to achieve the TDM-related trip reductions, details will be determined at site plan stage. The applicant has the flexibility to substitute and/or add other relevant TDM measures as per the TCM at the time of the site plan as long as an overall trip reduction of 20% is achieved.
 - a. Transit Proximity
 - b. Daily Tenant Parking Rates
 - c. Reduced Parking Supply
 - d. Designated Mobility Coordinator
 - e. Universal Transit Passes
 - f. Pedestrian Access and Connectivity Improvements
 - g. Bicycle Access and Connectivity
 - h. Site Plan Access and Connectivity
 - i. Marketing and Information
 - j. Telecommuting Work Option
 - k. Delivery Support Amenities
2. The proposed development is subject to the City of Austin Street Impact Fee (Ordinance # 20201220-061 & 20201210-062). Street Impact Fee (SIF) calculation shall be performed at the time of the Site Plan submission and will be collected at the time of building permit. No offsets to the proposed

development's SIF will be issued until the completion of identified construction items unless those items are included in the proposed Site Plan application.

3. ASMP ROW needs have been assessed and this site might require ROW dedications to meet the ASMP requirements, including potential new right of way for the future Parker Lane – Burton Drive Connector. This will be confirmed at the Site Plan stage.
4. This site proposes utilizing six driveways for general traffic circulation; three are located along Parker Lane and the other three are located along Royal Crest Drive. Approval of this ZTA does not grant nor guarantee approval of proposed driveway locations and configurations. Driveways will be further reviewed during the site plan submittal by the appropriate City of Austin departments. **Any existing driveways proposed to remain will likely require relocation and/or reconstruction to meet TCM requirements.**
5. This ZTA does not relieve a development of the need to conduct a Transportation Assessment (TA) or Full Transportation Impact Analysis (TIA) requirement at the time of site plan.

Please contact me at (512) 974-7136 if you have questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Nathan Aubert". The signature is written in a cursive, slightly slanted style.

Nathan Aubert, P.E.
Transportation & Public Works Department

FIGURE 1-2: East Riverside Corridor Subdistrict Map

Identifies the subdistrict for each property within the ERC boundary.

Updated 4/24/24

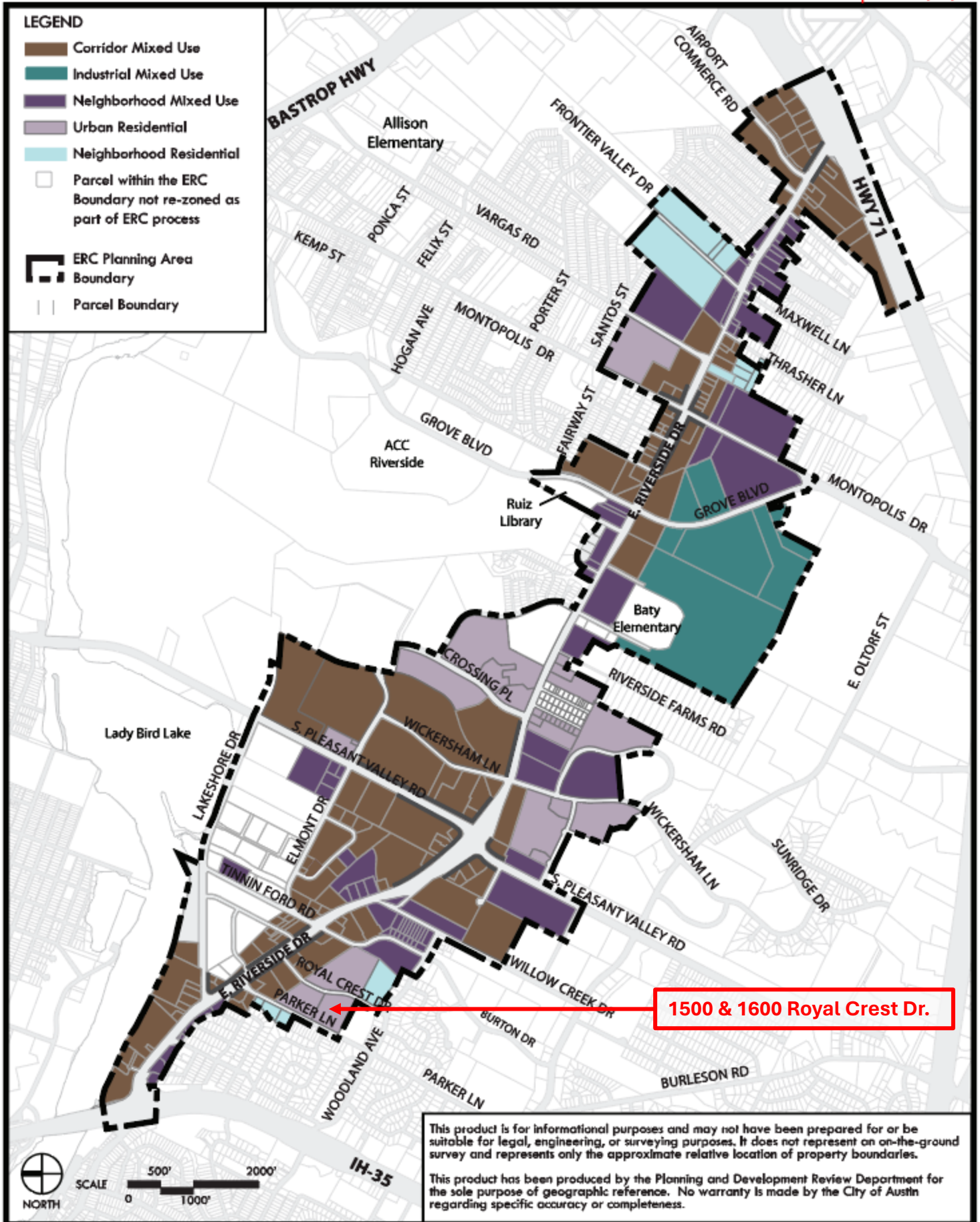


FIGURE 1-8: East Riverside Corridor Development Bonus Height Map

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

Updated 4/24/24

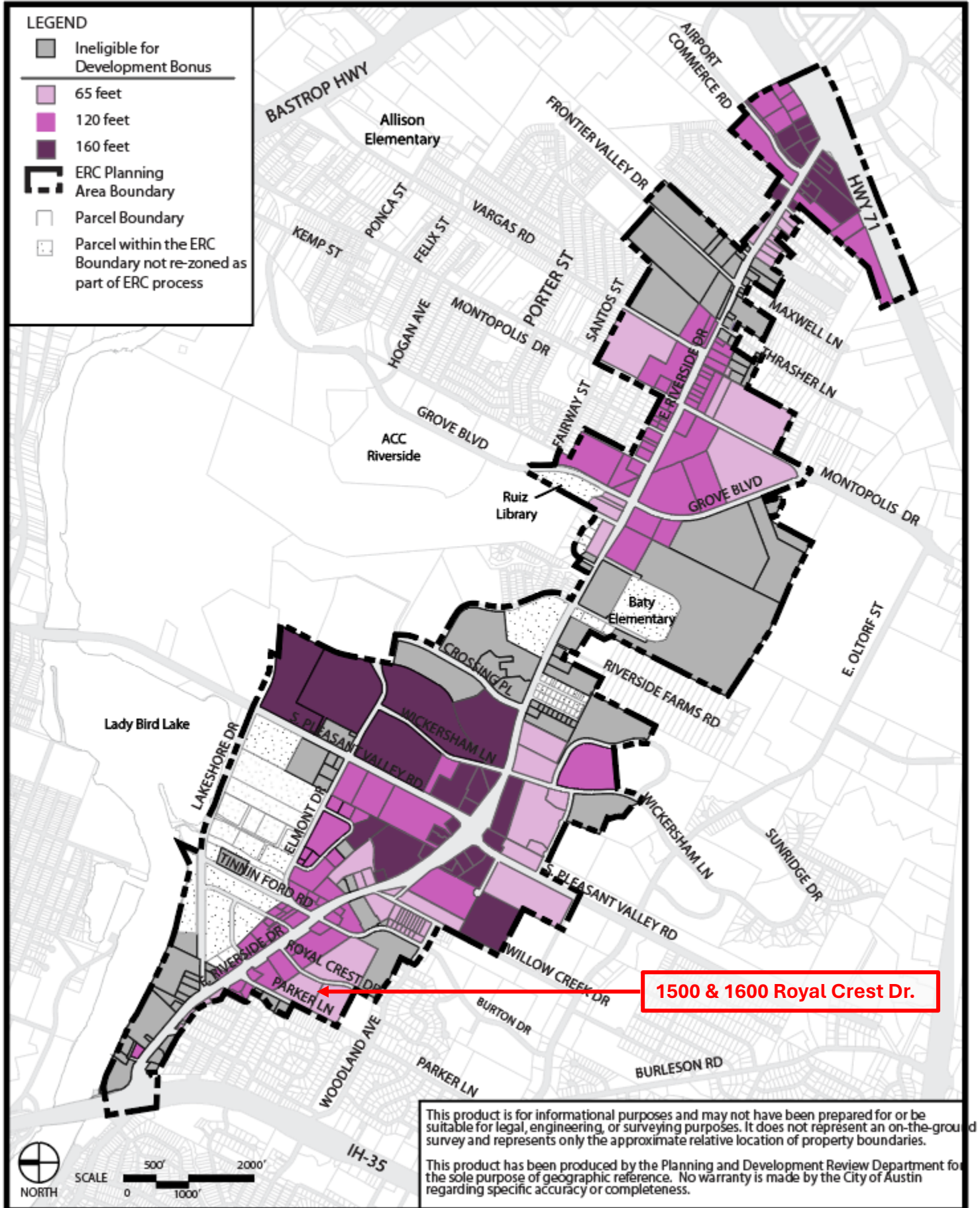
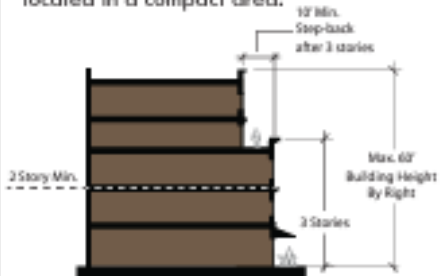




Figure 1-9: Corridor Mixed Use (CMU)
Summary of CMU Subdistrict Development Standards

		CORRIDOR MIXED USE (CMU) SUBDISTRICT																	
CMU	Lot Size	Floor to Area Ratio (FAR)																	
	Minimum Lot Size: 2,500 sf Minimum Lot Width: 20'	Maximum Floor-to-Area Ratio (FAR) by Right: 2:1 Desired minimum FAR: 60% of maximum FAR by right.																	
IMU	Minimum Setbacks	Note: Additional building height may be granted in exchange for the provision of public benefits. <i>Maximum FAR waived with a development bonus. Development bonus criteria and standards are detailed in Article 6.</i>																	
	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.																		
NMU	Interior Side Yard: 0' Rear Yard: 0'	Building Height	IMU																
	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.	Maximum Building Height: 60 feet maximum w/ a minimum of 2 stories.		NMU															
UR	* If the street right-of-way is less than 60 feet in width, see Section 4.3.3.C.	Maximum Building Height with Development Bonus: See Figure 1-8.	UR																
		Compatibility		NR															
	See Section 4.2.4 for compatibility standards.	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.																	
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		Corridor Mixed Use (CMU) Land Use Summary*																	
Impervious Cover: 90% or Maximum Allowed by LDC 25-8.		Land Use																	
		<table border="1"> <tbody> <tr><td>Residential, attached</td><td>Permitted</td></tr> <tr><td>Residential, detached</td><td>Not Permitted</td></tr> <tr><td>Smaller-scale Retail (less than 50,000 sq. ft.)</td><td>Permitted</td></tr> <tr><td>General Retail</td><td>Permitted</td></tr> <tr><td>Office</td><td>Permitted</td></tr> <tr><td>Warehousing & Light Manufacturing</td><td>Not Permitted</td></tr> <tr><td>Education / Religion</td><td>Permitted</td></tr> <tr><td>Hospitality (hotels/motels)</td><td>Permitted</td></tr> <tr><td>Civic Uses (public)</td><td>Permitted</td></tr> </tbody> </table>		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
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																		
		ABOVE & BELOW: Examples of development similar to that allowed in the Corridor Mixed Use Subdistrict.																	
																			
		*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.																	

From: Aneil Naik

Sent: Monday, July 8, 2024 10:56 AM

To: Estrada, Nancy <Nancy.Estrada@austintexas.gov>

Cc: Amanda Swor; Tahin Osborne; Gabriela Garcia; Harden, Joi <Joi.Harden@austintexas.gov>; Leah Bojo; Shoshana Krieger

Subject: RE: Postponement of Item #21 1500/1600 Royal Crest C14-2023-0135

Nancy,

For posterity's sake, we are in agreement with BASTA staff's postponement request for this case from **07/09** to **08/13**.

Let me know if you require anything further.

Thanks,
ANEIL

Aneil Naik, Senior Project Manager

Drenner Group, PC | 2705 Bee Cave Road, Suite 100 | Austin, Texas | 78746
512-807-2900 office

From: Shoshana Krieger

Sent: Monday, July 8, 2024 10:47 AM

To: Aneil Naik

Cc: Estrada, Nancy <Nancy.Estrada@austintexas.gov>; Amanda Swor; Tahin Osborne; Gabriela Garcia; Harden, Joi <joi.harden@austintexas.gov>

Subject: Re: Postponement of Item #21 1500/1600 Royal Crest C14-2023-0135

The 13th works with us!

On Mon, Jul 8, 2024 at 10:41 AM Aneil Naik wrote:

Shoshana & Nancy,

August 6th is the ZAP Commission Meeting. If the BASTA team were to request the postponement (from July 9th) to August 13th which is Planning Commission, we would be in agreement with that.

Thanks,
ANEIL

Aneil Naik, Senior Project Manager

Drenner Group, PC | 2705 Bee Cave Road, Suite 100 | Austin, Texas | 78746
512-807-2900 office

From: Shoshana Krieger

Sent: Monday, July 8, 2024 10:24 AM

To: nancy.estrada@austintexas.gov; Harden, Joi <joi.harden@austintexas.gov>

Cc: Aneil Naik; Amanda Swor; Tahin Osborne; Gabriela Garcia

Subject: Postponement of Item #21 1500/1600 Royal Crest C14-2023-0135

Good morning Nancy and Joi,

We are writing to request the postponement of the case that was scheduled to be heard tomorrow Item #21 - 1500/1600 Royal Crest until **August 6th**.

The applicant is in agreement and have CCed their representatives.

Thanks so much,

Shoshana Krieger

Project Director

Building and Strengthening Tenant Action (BASTA)

a project of Texas RioGrande Legal Aid

4920 N IH 35

Austin TX 78751

512.782.0354 (direct)

512.447.3940 (fax)

From: Shoshana Krieger

Sent: Monday, June 10, 2024 2:18 PM

To: Estrada, Nancy <Nancy.Estrada@austintexas.gov>; Harden, Joi <Joi.Harden@austintexas.gov>

Cc: Amanda Swor <aswor@drennergrou.com>; Tahin Osborne

Subject: Postponement of Item # 27: 27 C14-2023-0135

External Email - Exercise Caution

Good afternoon Nancy and Joi,

We are writing regarding Item 27 - 1500/1600 Royal Crest. The applicant has agreed to a one month postponement (to 7/9) to allow for tenant engagement in the process. I have CCed their representative, Amanda Swor. We had wanted a 6 week postponement as we don't believe it is feasible to get everything worked out before the 9th of July so it is a significant possibility that we will be requesting another postponement at that time.

Thanks so much,

Shoshana Krieger

Project Director

Building and Strengthening Tenant Action (BASTA)

a project of Texas RioGrande Legal Aid

4920 N IH 35

Austin TX 78751

512.782.0354 (direct)

512.447.3940 (fax)

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For any additional questions or concerns, contact CSIRT at

["cybersecurity@austintexas.gov"](mailto:cybersecurity@austintexas.gov).

From: Claire Krebs

Sent: Monday, June 17, 2024 6:00 AM

To: Estrada, Nancy <Nancy.Estrada@austintexas.gov>

Cc: Varun Prasad

Subject: Re: Registering for public comment on Item 27 (6/11) - C14-2023-0135 - (1500 & 1600 Royal Crest)

External Email - Exercise Caution

Hi Nancy,

Thank you again for speaking with me last week. I still plan on attending the July 9th meeting but in the meantime I wanted to put my concerns in writing for you in the hope that this will help you and the planning department work with the developer & city to get these concerns addressed. My partner Varun Prasad is cc'd and shares these concerns.

We strongly oppose this rezoning request for several reasons. In our opinion:

(1) We do not need more high-priced residences in this area. Any new housing that is built in this area should be 100% affordable housing. All of the cheaper housing that is built in this area is being bulldozed and replaced by high-priced units, many of which stay vacant. Even the commercial groundfloor units stay empty. Just look at the South Shore District. Many of the commercial spaces have stayed vacant for years (e.g., the north side of South Shore St across from the Chi'lantro). Friends who lived at South Shore (and recently were forced to move because of the high prices) reported that many of the residential units are vacant too. Another retired nurse friend who was lucky enough to secure a spot at the Aria Grand, one of the few affordable places near us, recently had to move across the city to find an affordable spot because the Aria Grand was not built with the needs of its residents in mind. Now she must commute 25 minutes each way to remain part of the community she has built in this neighborhood. I worry about her driving given her advanced age and eyesight, but she doesn't have another choice to stay connected to the community she's been displaced from.

The applicant should be required to make the entire project (i.e. 100%, not a

fraction of it) actually affordable housing. Letting the applicant submit a fee in lieu of creating affordable housing is inadequate because it does not create housing in this area. Creating a right-of-return is also inadequate when people will not be able to afford the units. The only solution is actual affordable housing built on Royal Crest. This is a perfect opportunity to bring affordable housing concerns into the forefront and we urge the City to do so.

(2) An analysis of the heating effects such a massive tower will have on the neighborhood must be done & all steps possible taken to reduce heat radiated outward and increase efficiency of the building itself. Developers are not incentivized to reduce the heat footprint of their buildings and its landscaping, but this has a lasting impact on the space, the neighbors, and the city. The applicant must commit to creating a credible heat map of the project and to minimizing heat effects to levels below what the existing buildings already create. For example, the practice of installing gravel instead of greenery bakes the air; ask Austin Water and they'll give you data on exactly how bad this is. (E.g., in the sun black gravel gets over 50 degrees hotter than the ambient air, whereas plants in the sun are the same or lower temperature than ambient.) Only roaches live in gravel --- ask any exterminator --- their business goes up when gravel goes in because nothing else can live there. It also creates accessibility hazards; while walking our neighbor almost slipped and fell on gravel that was running off of nearby "landscaping." Not only should gravel be prohibited and greenscape maximized, the facade of the building should minimize heat by being white or covered in greenery. The building should also be required to be energy efficient, with additional solar panels (the current apartments have panels). Water efficiency standards --- like gray water capture --- should be required & installed at all possible drains. This would help irrigate the landscaping, which should be planted in mind with how the shade of the building changes over the day.

(3) Parks created by this project should be community-centered, biodiverse, and contribute to city cooling. I understand from the project-specific background material available on the Planning Commission website that the project will require parkland creation. Too many parks built by developers are poorly executed ecological dead zones that do not take into consideration community needs. Hatchery Park is one in which the developer ignored community requests and is creating a lawn-focused ecological desert that will not meet community needs yet unfortunately is still allowed to qualify as parkland creation. Meanwhile, biodiverse

greenspace, like the Food Forest at Festival Beach, has been shown to reduce ambient temperatures by at least 7 degrees, and it is a model community space that brings together seniors in the RBJ center with Austinites from across the city. The parks created by this project must be designed in collaboration with the community it will be housed in. Furthermore, fragmented park space is way less ecologically valuable than intact park space. The developer should not be allowed to "credit" the creation of small dog parks or other tiny spaces that wrap around the buildings. Fragmented strips do not provide the mental and ecological benefits that large greenspaces do. Tree canopy should be prioritized for its cooling effect and biodiverse pollinator-friendly habitat natives should be planted.

I strongly urge the Planning Department not to allow the rezoning of this property unless these concerns are fully addressed.

Respectfully,
Claire Krebs & Varun Prasad

From: Ricardo Roque

Sent: Friday, June 21, 2024 12:38 PM

To: Estrada, Nancy <Nancy.Estrada@austintexas.gov>; District 9 <District9@austintexas.gov>

Subject: Concerns about rezoning at 1500 & 1600 Royal Crest (C14-2023-0135)

External Email - Exercise Caution

Hello,

My name is Ricky and I live on Parker Lane in Councilmember Qadri's district (78741).

I recently learned that Drenner Group, PC is requesting that the entire 10-acre property at 1500 & 1600 Royal Crest Drive be rezoned to the most dense subdistrict with a maximum building height of 160 feet. This is case number C14-2023-0135; the Planning Commission hearing on this has been scheduled for July 9th at 6 pm.

I strongly oppose this rezoning request for several reasons. In my opinion:

(1) We do not need more high-priced residences in this area. Any new housing that is built in this area should be 100% affordable housing. All of the cheaper housing that is built in this area is being bulldozed and replaced by high-priced units, many of which stay vacant. Even the commercial groundfloor units stay empty. Just look at the South Shore District, with both commercial and residential units empty.

The applicant should be required to make the entire project (i.e. 100%, not a fraction of it) actually affordable housing. Letting the applicant submit a fee in lieu of creating affordable housing is inadequate because it does not create housing in this area. Creating a right-of-return is also inadequate when people will not be able to afford the units. The only solution is actual affordable housing built on Royal Crest. This is a perfect opportunity to bring affordable housing concerns into the forefront and I urge the City to do so.

(2) An analysis of the heating effects such a massive tower will have on the neighborhood must be done & all steps possible taken to reduce heat radiated outward and increase efficiency of the building itself. Developers are not incentivized to reduce the heat footprint of their buildings and its landscaping, but this has a lasting impact on the space, the neighbors, and the city. The applicant must commit to creating a credible heat map of the project and to minimizing heat effects to levels below what the existing buildings already create. For example, the practice of installing gravel instead of greenery bakes the air; e.g., in the sun black gravel gets over 50 degrees hotter than the ambient air, whereas plants in the sun are the same or lower temperature than ambient. Only roaches live in gravel --- ask any exterminator --- their business goes up when gravel goes in because nothing else can live there. Not only should gravel be prohibited and the greenscape maximized, the facade of the building should minimize heat by being white or covered in greenery. The building should also be required to be energy efficient, with additional solar panels (the current apartments have panels). Water efficiency standards --- like gray water capture --- should be required & installed at all possible drains. This would help irrigate the landscaping, which should be planted in

mind with how the shade of the building changes over the day.

(3) Parks created by this project should be community-centered, biodiverse, and contribute to city cooling. A rezoning like this requires that the developer create or fund parks. Too many parks built by developers do not take into consideration community needs. The applicant should be required to collaborate honestly and wholeheartedly with the community it will be housed in. The developer should not be allowed to "credit" the creation of tiny parks that wrap around the buildings. Fragmented strips do not provide the mental and ecological benefits that large greenspaces do. Tree canopy should be prioritized for its cooling effect and biodiverse natives should be planted.

Thank you for considering these concerns & your service to the city. I strongly urge you not to allow the rezoning of this property unless these concerns are fully addressed.

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