

## ORDINANCE AMENDMENT REVIEW SHEET

### **Amendment:** C20-2025-001

Amendments to the East Riverside Corridor Regulating Plan (ERC):

Conduct a public hearing and consider a recommendation to amend City Code Title 25 to amend the East Riverside Corridor Regulating Plan (ERC) to remove the property at 1201 Tinnin Ford Road from the ERC Regulating Plan and to change the boundary of the ERC Regulating Plan.

### **Background and summary of proposed code amendment:**

Initiated by the City Council under [Resolution No. 20250213-030](#).

Council Sponsors: Council Member José Velásquez, Mayor Pro Tem Vanessa Fuentes, Council Member José "Chito" Vela, Council Member Ryan Alter, Council Member Zohaib "Zo" Qadri.

On February 25, 2010, the Austin City Council adopted the ERC as an amendment to the Imagine Austin Comprehensive Plan. The ERC Plan presents a long-term vision for the area to redevelop the existing low density, auto-oriented commercial uses into an urban mixed-use neighborhood that is more pedestrian and bicycle-friendly. An important element of the plan is to enhance development design quality and create great places where people can live, work, shop, interact and recreate within a walking distance of one another.

In May 2013, City Council adopted [Ordinance No. 20130509-039](#) which created the ERC zoning district and adopted the East Riverside Corridor Regulating Plan for the East Riverside Corridor Zoning District which established the ERC Planning Area Boundary (ERC Regulating Plan). The City Council also adopted [Ordinance No. 20130509-042](#) which rezoned 228 acres of land within the area generally known as the East Riverside Corridor district from their current base zoning districts designations to ERC.

The approximate 2.3368-acre property located at 1201 Tinnin Ford Road, which lies directly adjacent to the Lakeshore PUD, was rezoned within the boundary of the ERC Regulating Plan by Ordinance No. 20130509-042. In August 2023, a planned unit development amendment application was submitted to the City under Case No. C814-06-0103.03 (the PUD Amendment Application) to amend the development regulations within the Lakeshore PUD and to add the Tinnin Ford Tract to the Lakeshore PUD. Therefore, in order for the PUD Amendment Application to include the Tinnin Ford Tract, a Code amendment to change the boundary of the ERC Regulating Plan to remove the subject track is required. The amendment will allow for cohesive development regulations within the Lakeshore PUD. The current Plan includes various figures containing the subject property. **See Exhibit "A".**

### **Staff Recommendation:**

Staff recommends **APPROVAL** of the proposed Code Amendment to amend the East Riverside Corridor Regulating Plan to remove the property located at 1201 Tinnin Ford Road from the following figures as depicted by **Exhibit "B"**:

1. Amend Figure 1-1: East Riverside Corridor (ERC) Zoning Map
2. Amend Figure 1-2: East Riverside Corridor Subdistrict Map
3. Amend Figure 1-3: East Riverside Corridor Roadway Type Map
4. Amend Figure 1-4: East Riverside Corridor Active Edges Map
5. Amend Figure 1-5: East Riverside Corridor Collector Street Map
6. Amend Figure 1-6: East Riverside Corridor Hub Map
7. Amend Figure 1-7: East Riverside Corridor Height Map
8. Amend Figure 1-8: East Riverside Corridor Development Bonus Height Map
9. Amend Figure 1-15: Map of Properties with Drive-Through Facilities
10. Amend Figure 1-17: Map of Properties with Service Stations

**City Council and Board and Commission Actions:**

1. **February 13, 2025:** Initiated by the City Council under Resolution No. 20250213-030.
2. **Planning Commission April 8, 2025:** Postponed to April 22, 2025
3. **Planning Commission April 22, 2025:** Postponed to May 13, 2025
4. **Planning Commission May 13, 2025:** Postponed to May 27, 2025
5. **May 27, 2025:** Conduct public hearing at Planning Commission  
The motion to close the public hearing and approve staff recommendation on the Consent agenda made by Commissioner Woods, 2<sup>nd</sup> by Commissioner Skidmore) Howard abstaining on 17 (Haney off the dias at 6:30 pm)-Unanimous, Anderson off dias.
6. **May 22, 2025:** Postponement request at City Council to June 5, 2025
7. **June 5, 2025:** Postponement request at City Council to July 24, 2025

**City Staff:** Jorge E. Rousselin, CNU-A    **Phone:** (512) 974-2975    **Email:** [Jorge.rousselin@austintexas.gov](mailto:Jorge.rousselin@austintexas.gov)



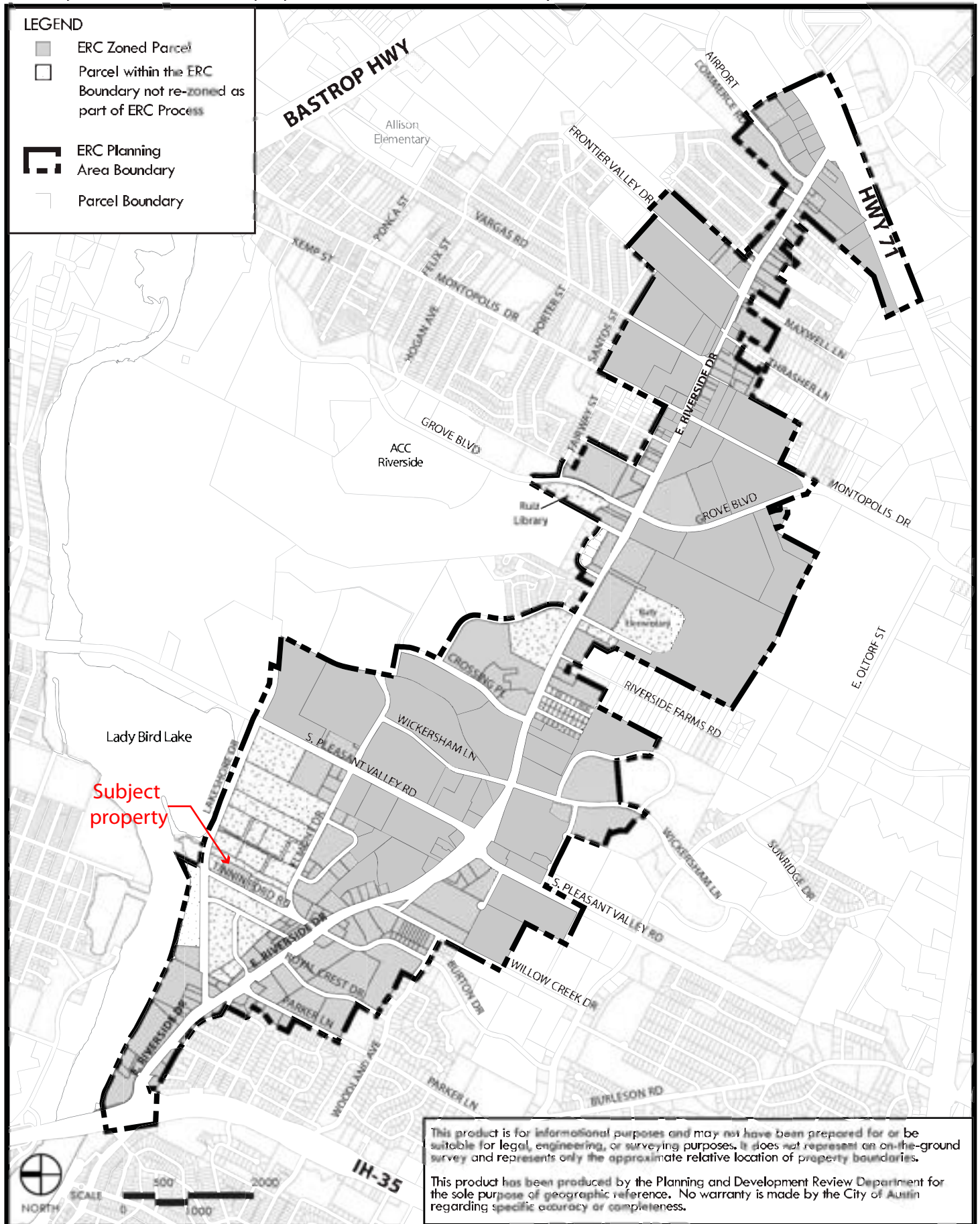
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## **Exhibit “A”**

Existing Figures in the ERC Regulating Plan

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

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





**LEGEND**

- Corridor Mixed Use
- Industrial Mixed Use
- Neighborhood Mixed Use
- Urban Residential
- Neighborhood Residential
- Parcel within the ERC Boundary not re-zoned as part of ERC process
- ERC Planning Area Boundary
- Parcel Boundary

**Subject property**

**Map Labels:** BASTROP HWY, AIRPORT COMMERCE RD, HWY 71, FRONTIER VALLEY DR, MAXWELL LN, THRASHER LN, MONTOPOLIS DR, GROVE BLVD, RIVERSIDE FARMS RD, WICKERSHAM LN, SUNRIDGE DR, BURLESON RD, PARKER LN, BURTON DR, WILLOW CREEK DR, S. PLEASANT VALLEY RD, E. RIVERSIDE DR, CROSSING PL, WICKERSHAM LN, S. PLEASANT VALLEY RD, ELMONT DR, TINNIN FORD RD, ROYAL CREST DR, PARKER LN, WOODLAND AVE, I-35, Lady Bird Lake, Allison Elementary, Ruiz Library, Baty Elementary, ACC Riverside.

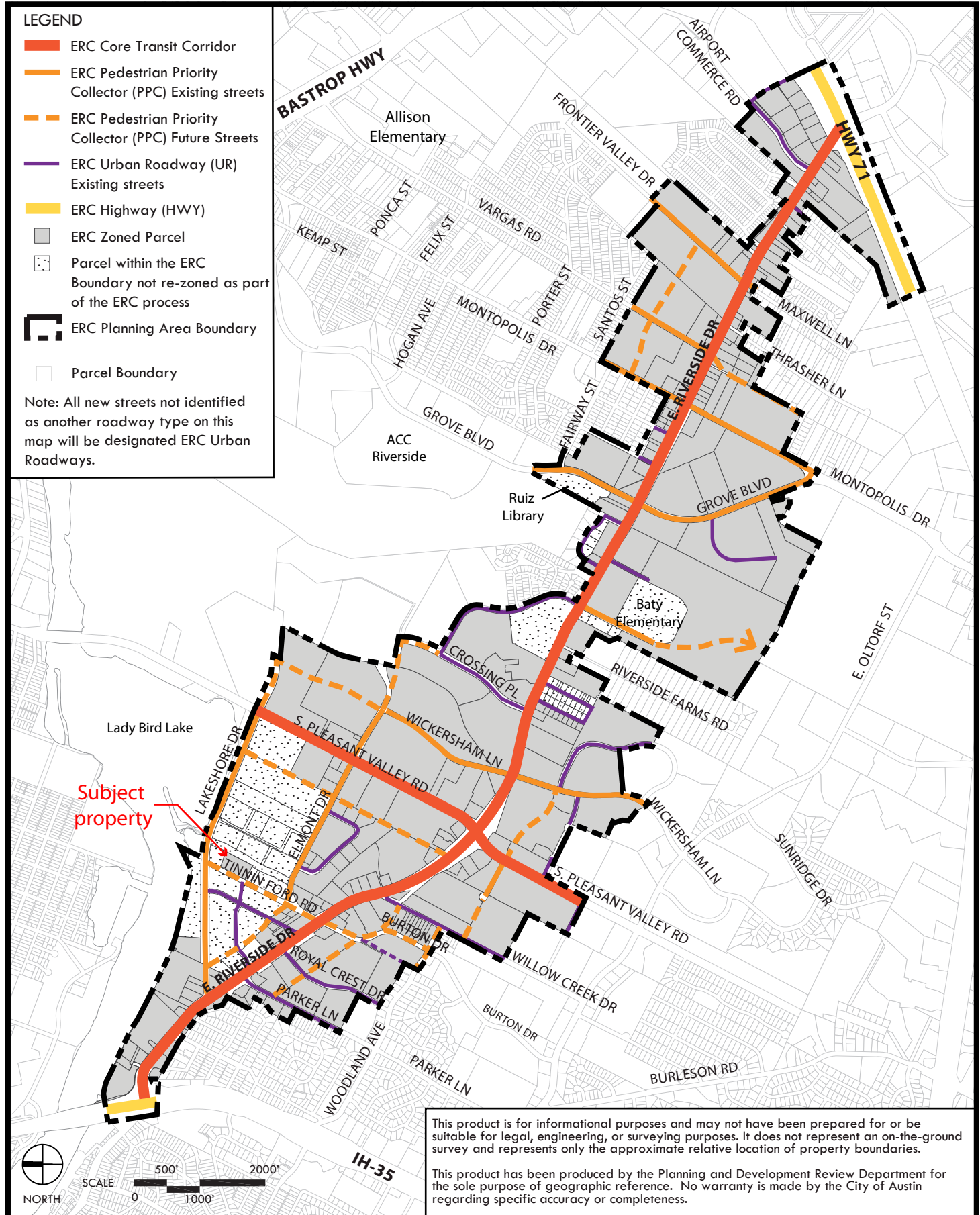
**Scale:** 0, 500', 1000', 2000'

**North Arrow:** NORTH

**Disclaimer:** This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. This product has been produced by the Planning and Development Review Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

### Figure 1-3: East Riverside Corridor Roadway Type Map

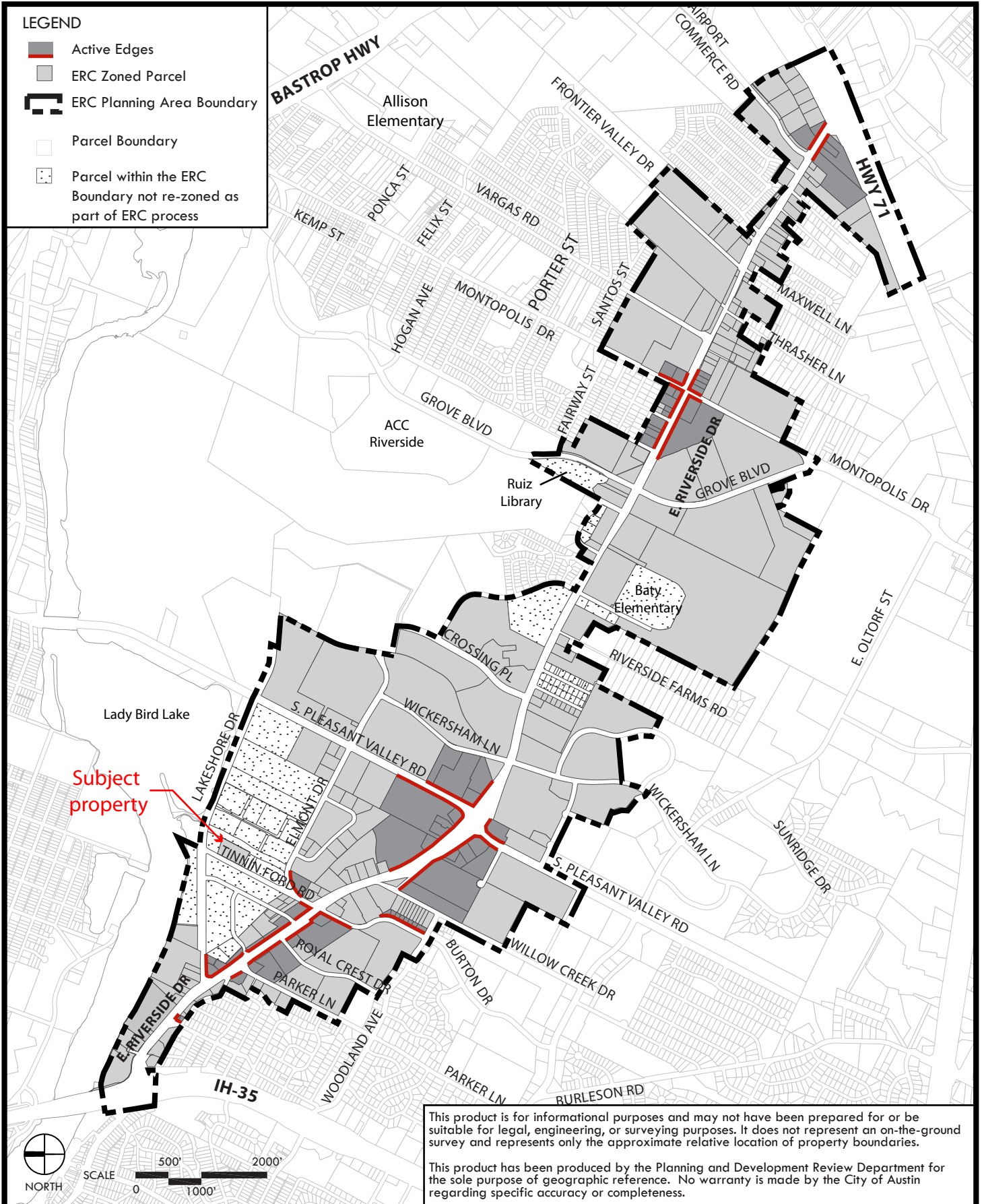
Indicates the Roadway type for all existing and proposed streets within the ERC boundary.





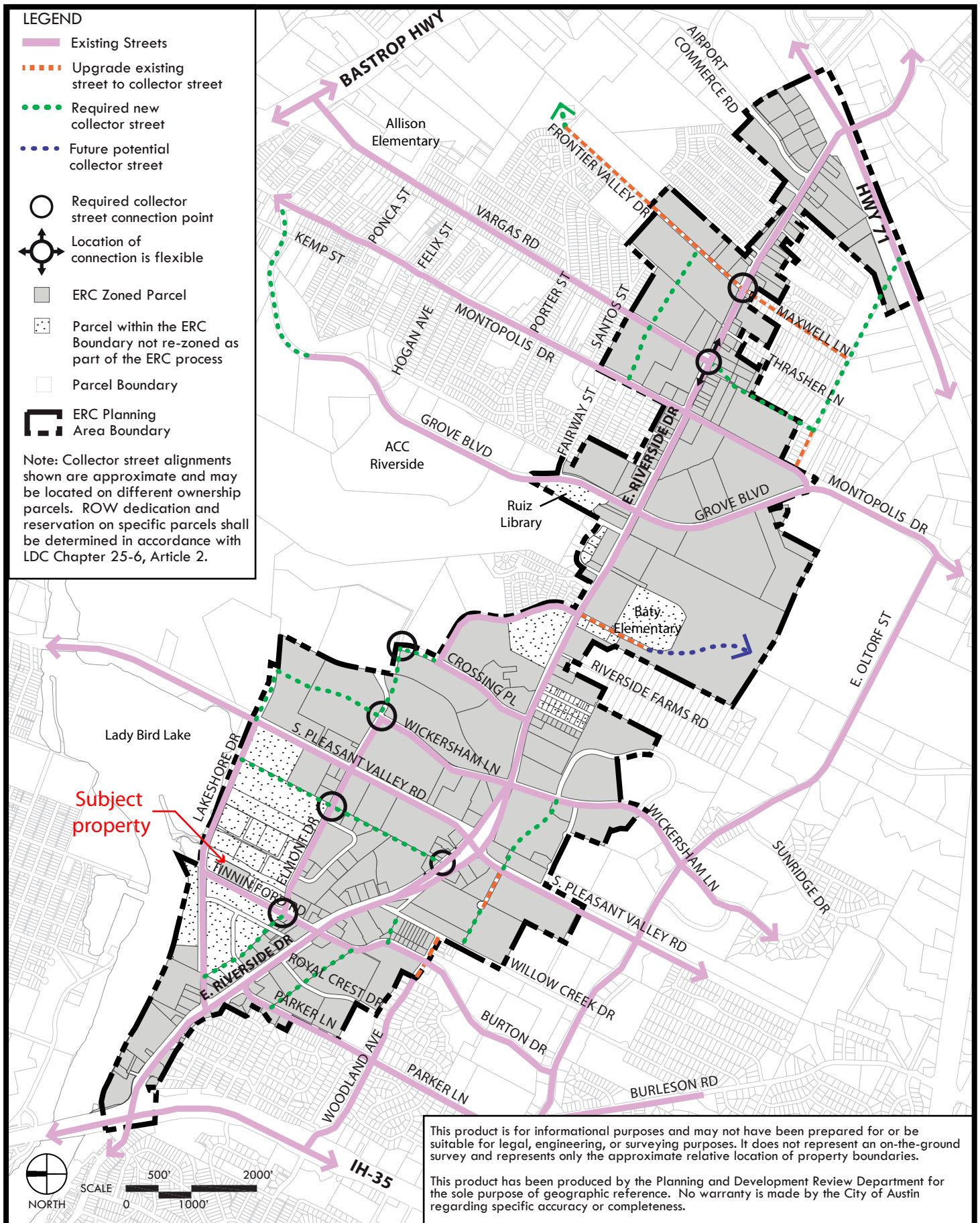
# Figure 1-4: East Riverside Corridor Active Edges Map

This map shows properties that have an active edge requirement and on which street face the active edge is located. The requirements for Active Edges can be found in Section 5.6 of this document.



### Figure 1-5: East Riverside Corridor Collector Street Map

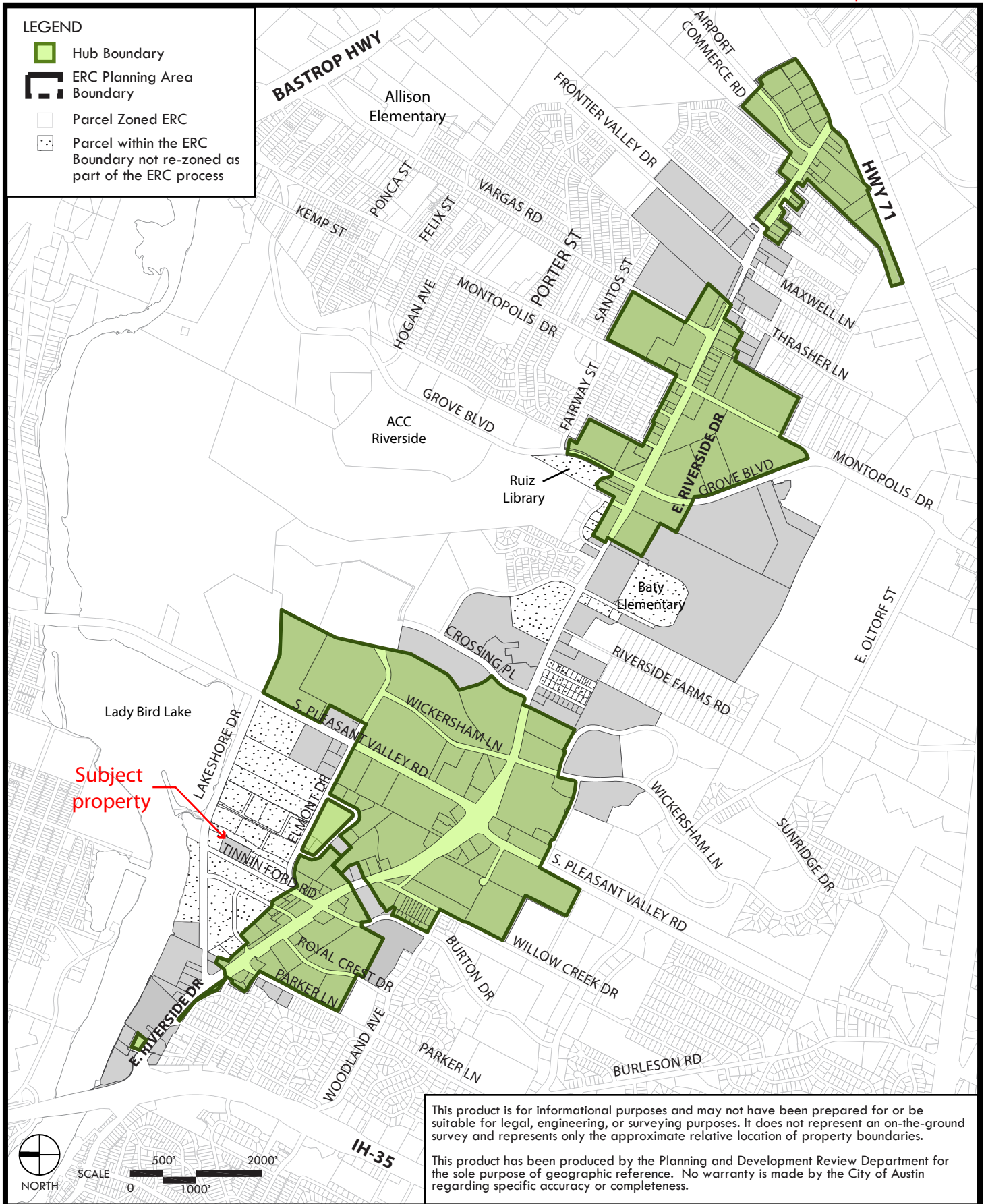
Shows existing and new streets designated as Collector streets.





## Figure 1-6: East Riverside Corridor Hub Map

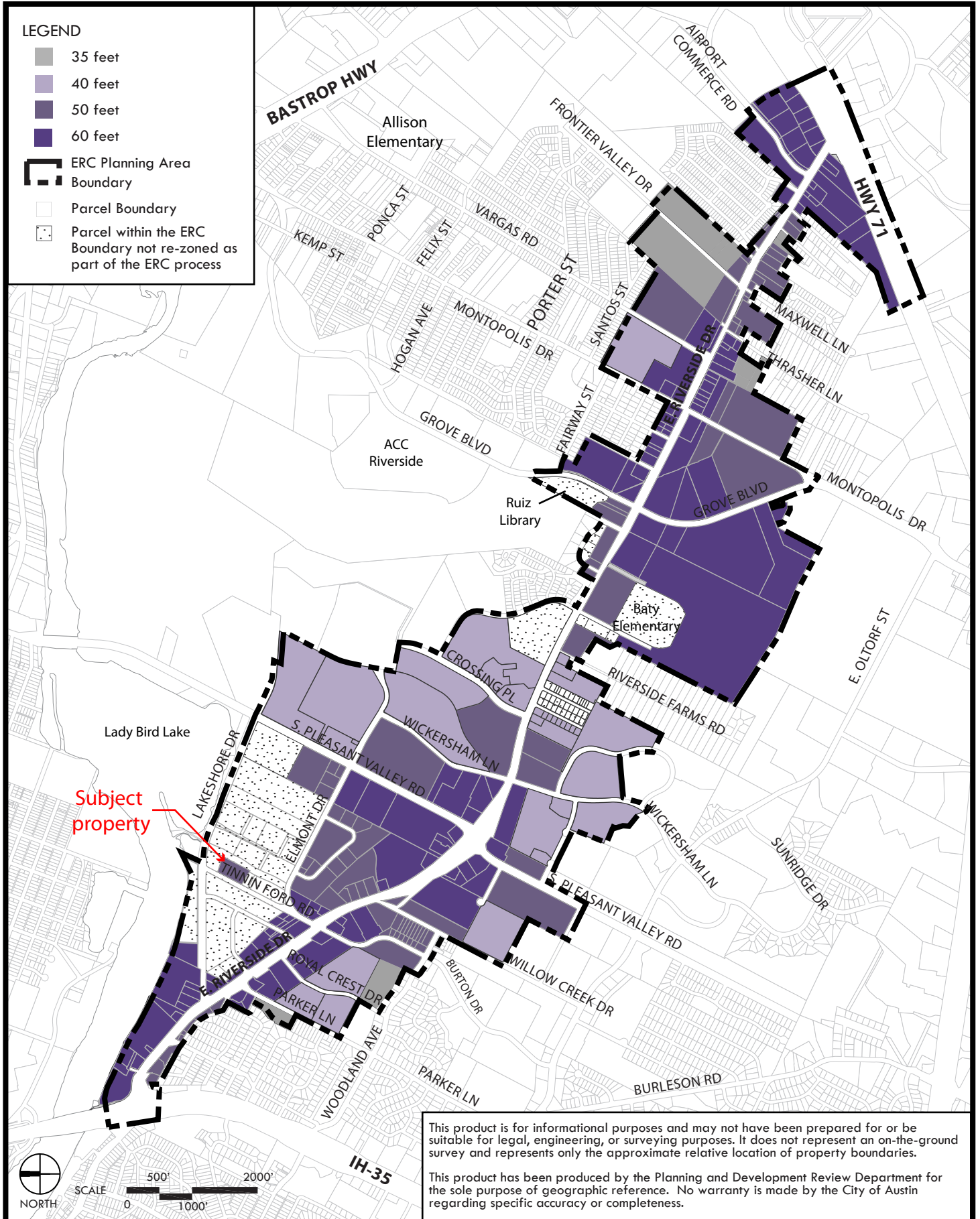
This map shows the Hubs within the ERC boundary. Properties located within a Hub are eligible for additional entitlements as outlined in Article 6.





## Figure 1-7: East Riverside Corridor Height Map

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



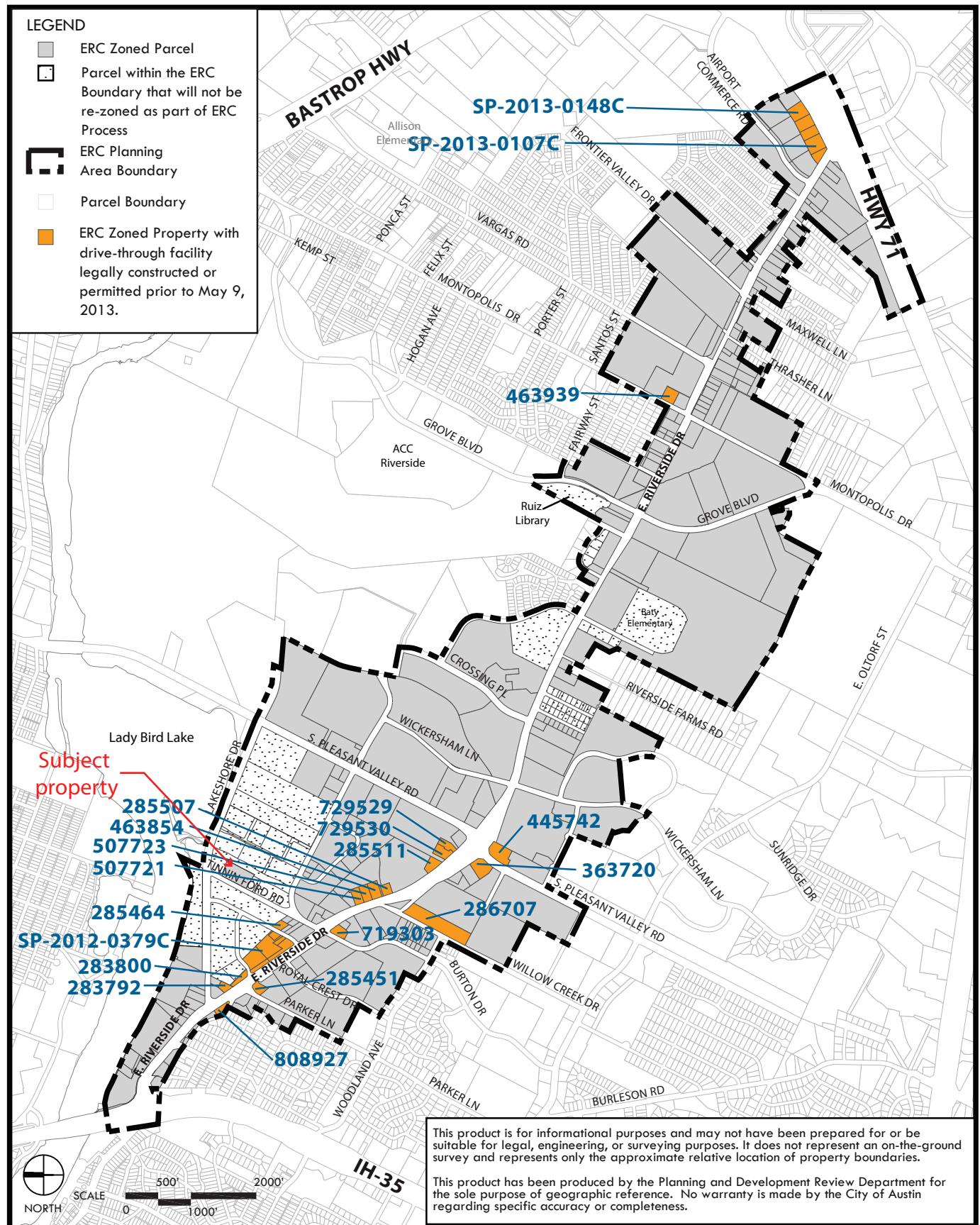
This map shows eligible properties and maximum heights allowed with a development bonus.





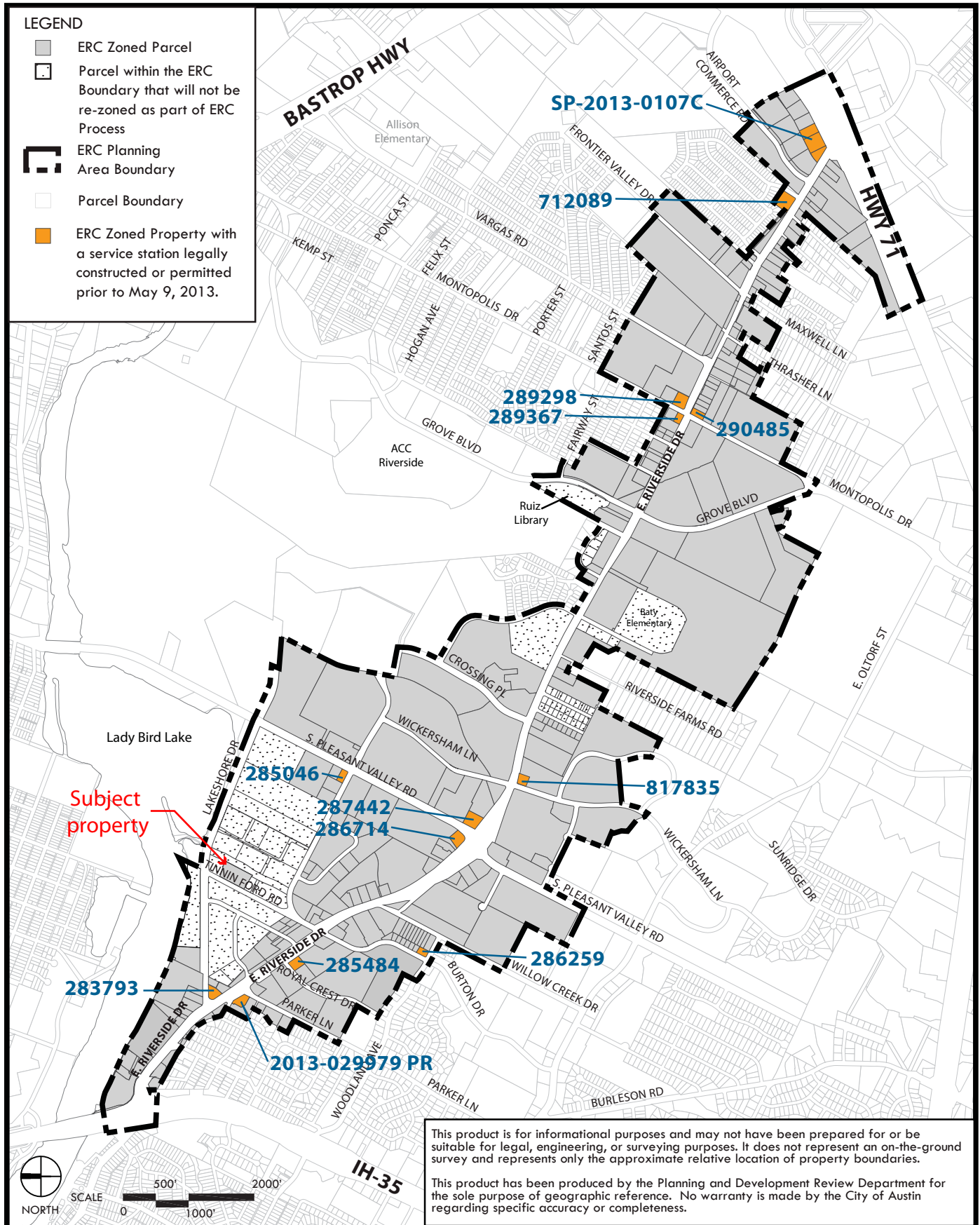
**Figure 1-15: Map of Properties with Drive-Through Facilities**

Map of properties to which Subsection 2.3.5.B (Drive-Through Facilities) and Subsection 4.5 (Drive-Through Facilities) applies.



**Figure 1-17: Map of Properties with Service Stations**

Map of properties to which Figure 2-1: Land Use Table, Service Station permitted or constructed prior to May 9, 2013, applies.





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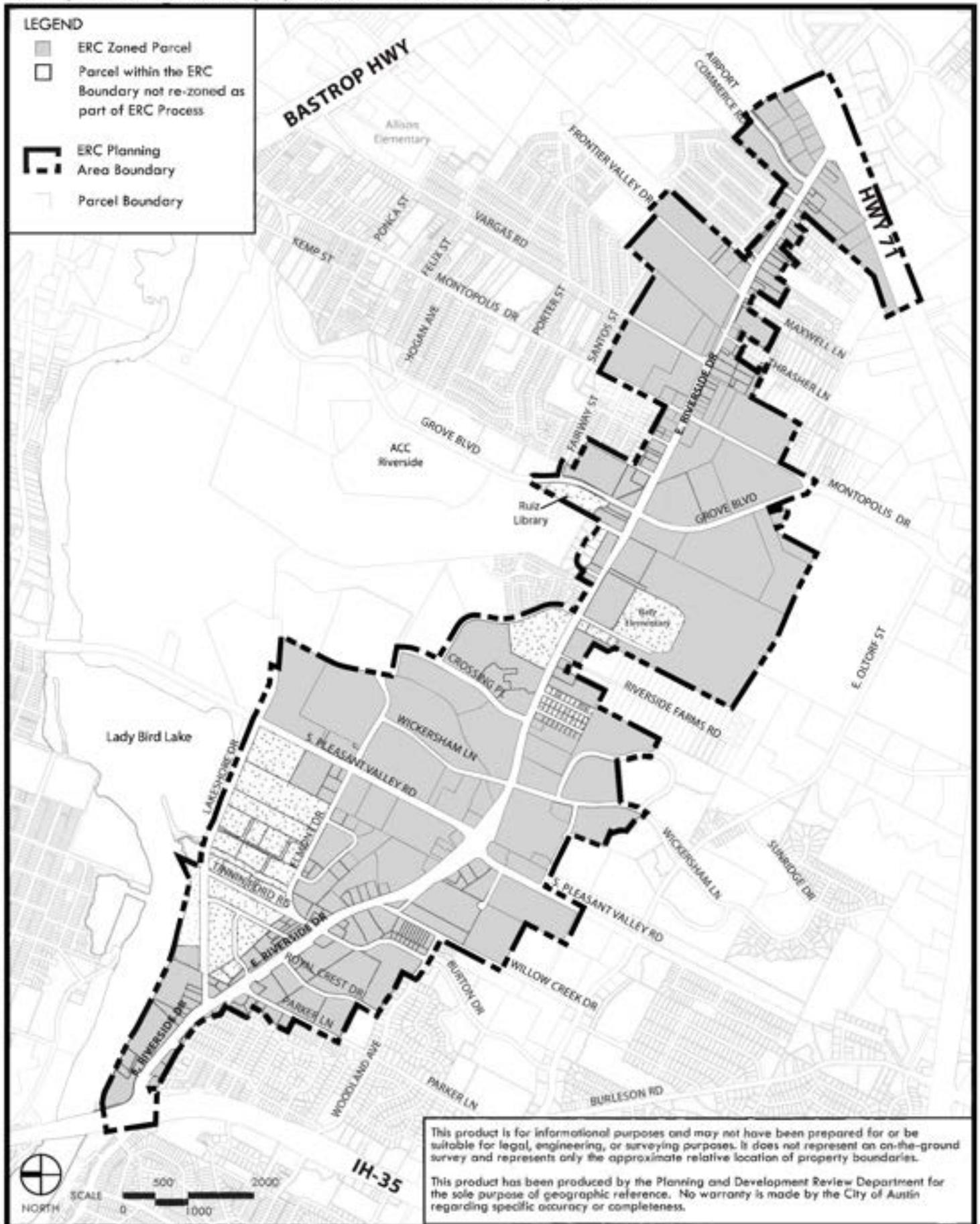
## **Exhibit “B”**

Proposed Modified Figures to the ERC Regulating Plan



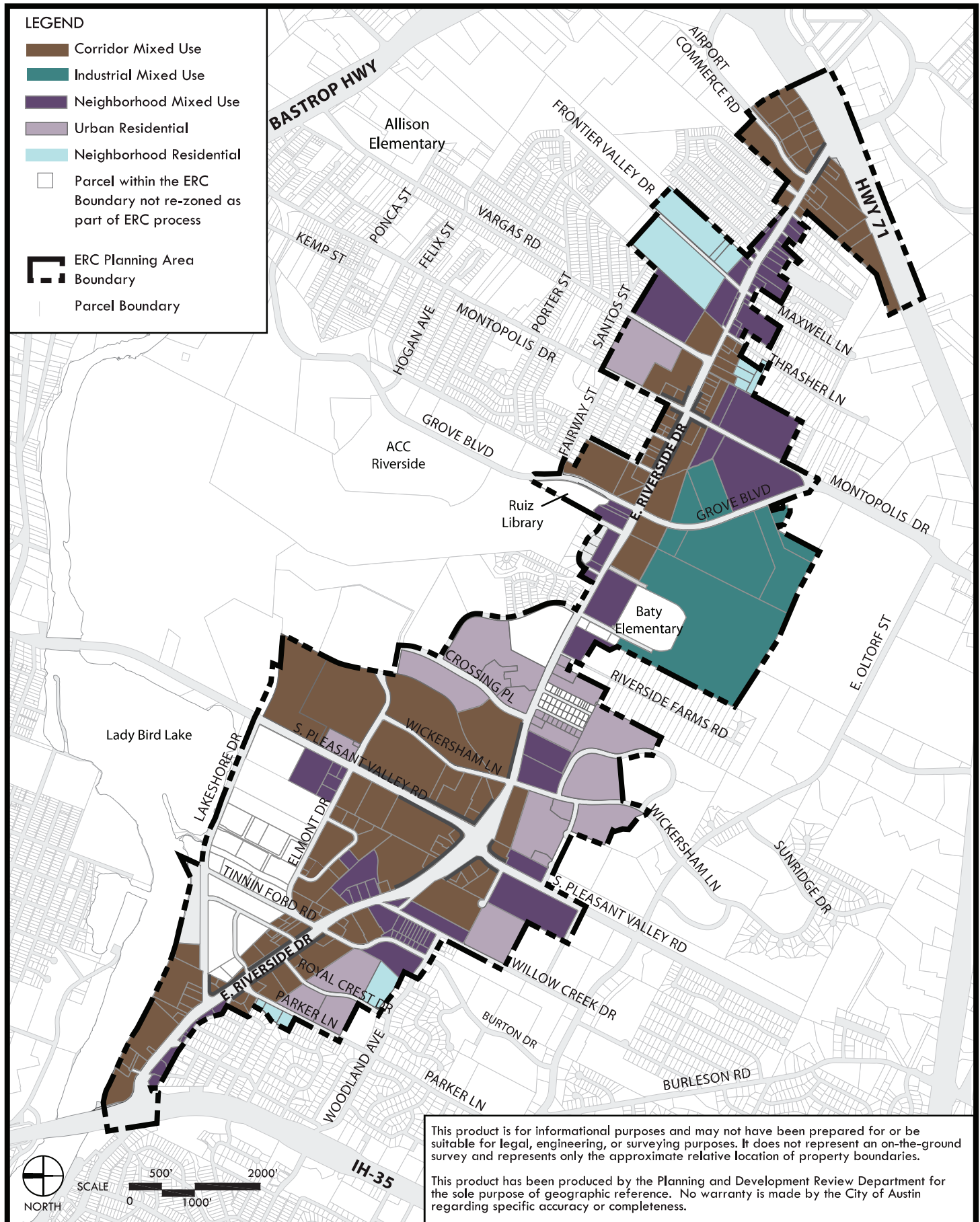
### Figure 1-1: East Riverside Corridor (ERC) Zoning Map

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



## FIGURE 1-2: East Riverside Corridor Subdistrict Map

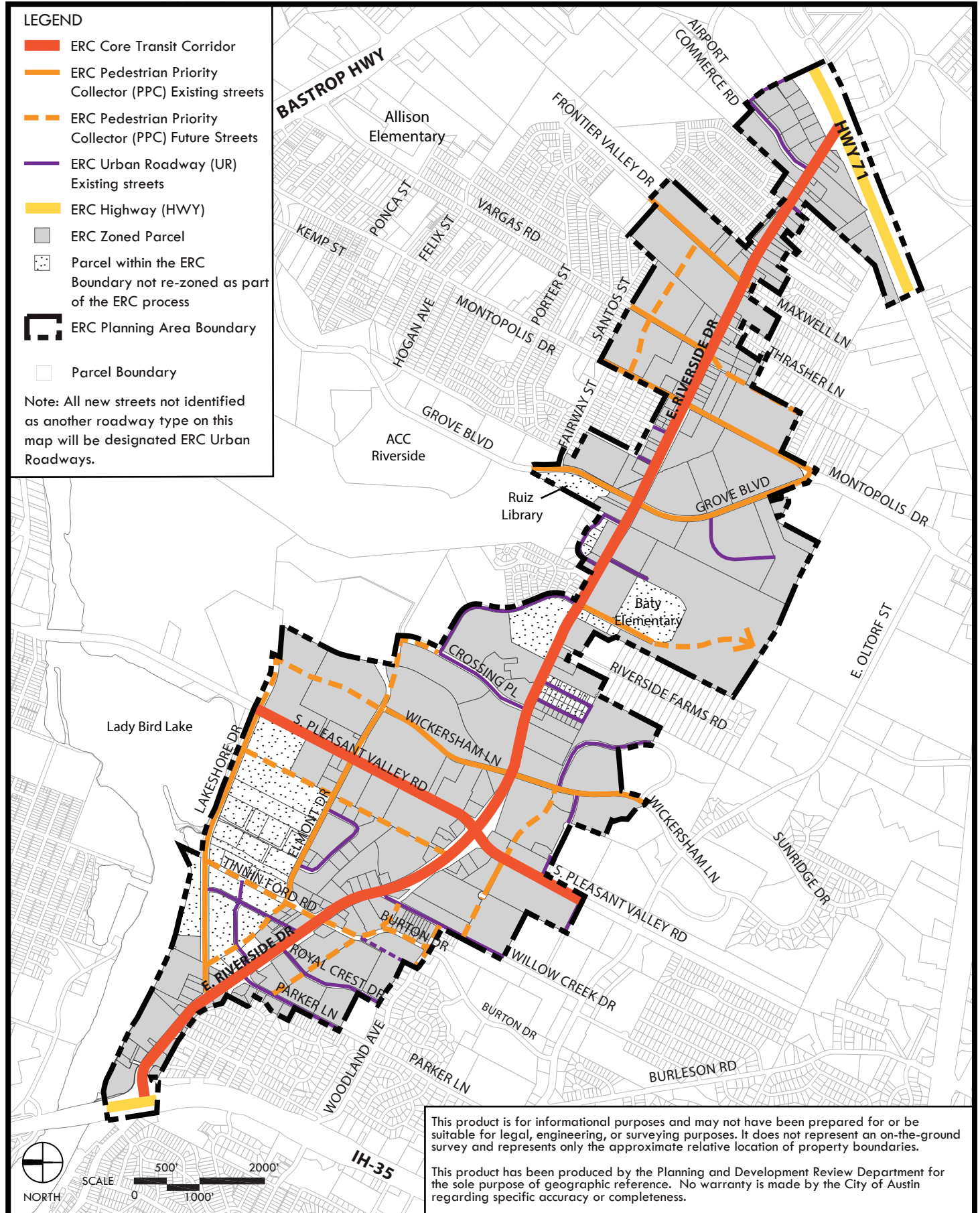
Identifies the subdistrict for each property within the ERC boundary.





### Figure 1-3: East Riverside Corridor Roadway Type Map

Indicates the Roadway type for all existing and proposed streets within the ERC boundary.

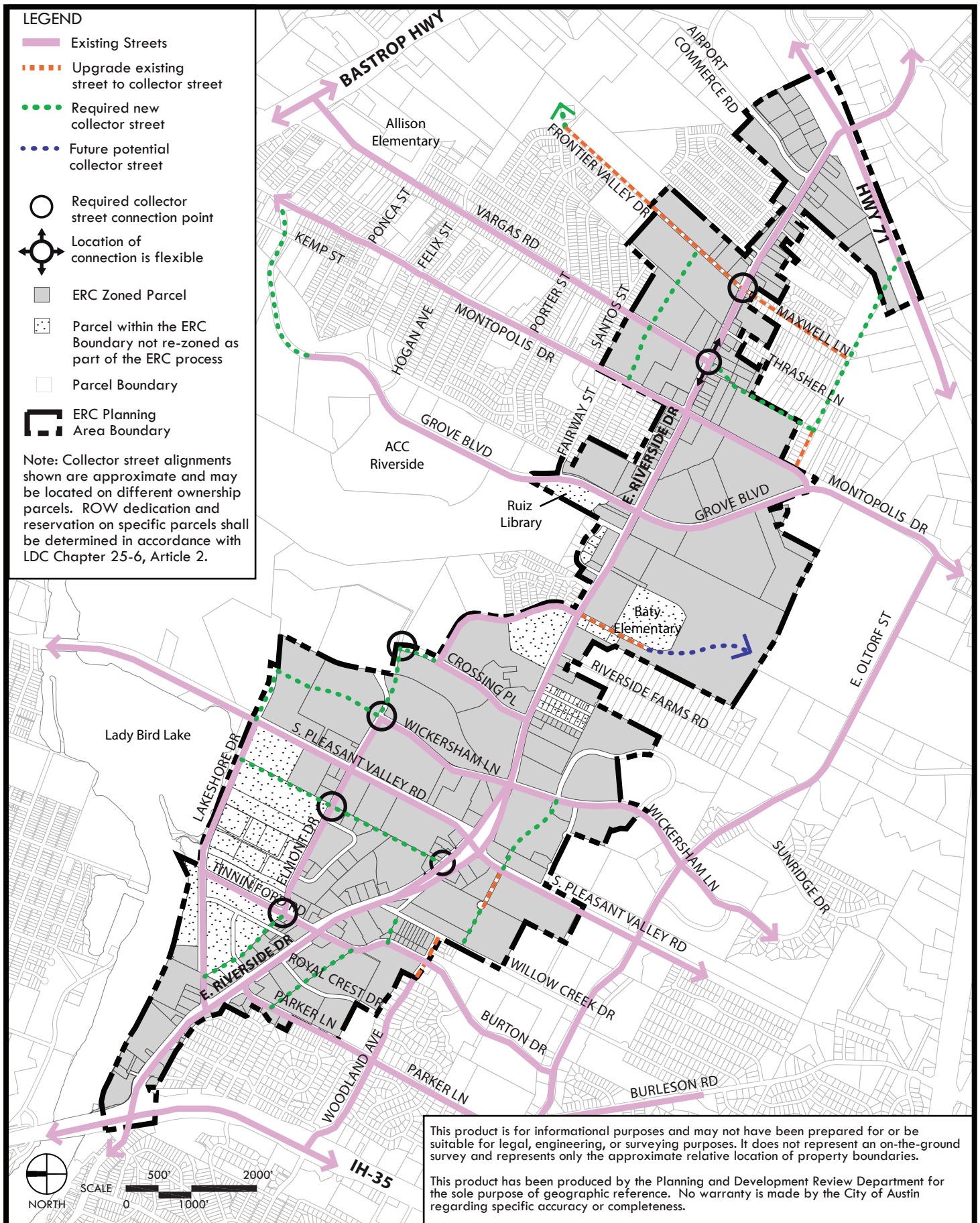






## Figure 1-5: East Riverside Corridor Collector Street Map

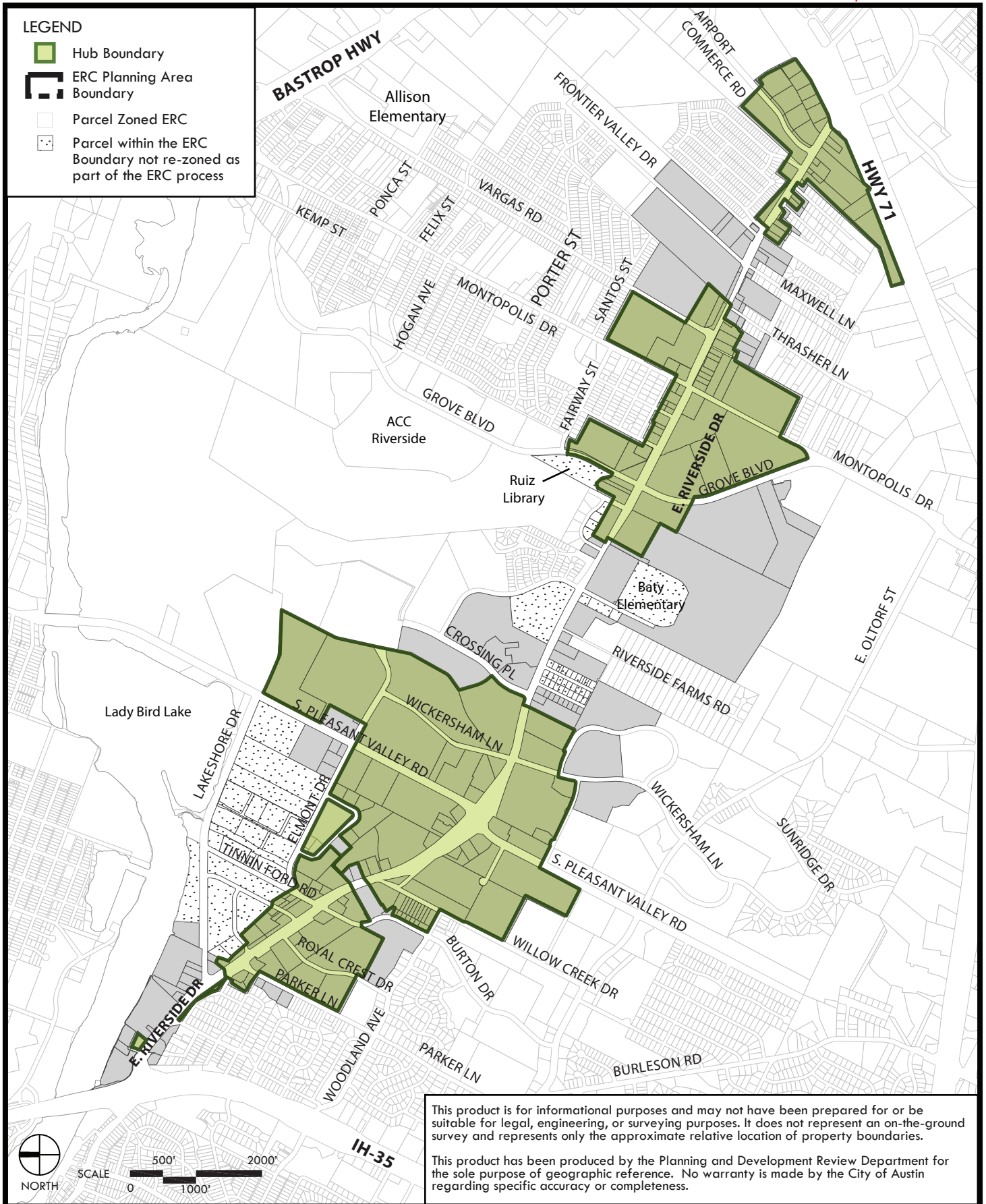
Shows existing and new streets designated as Collector streets.





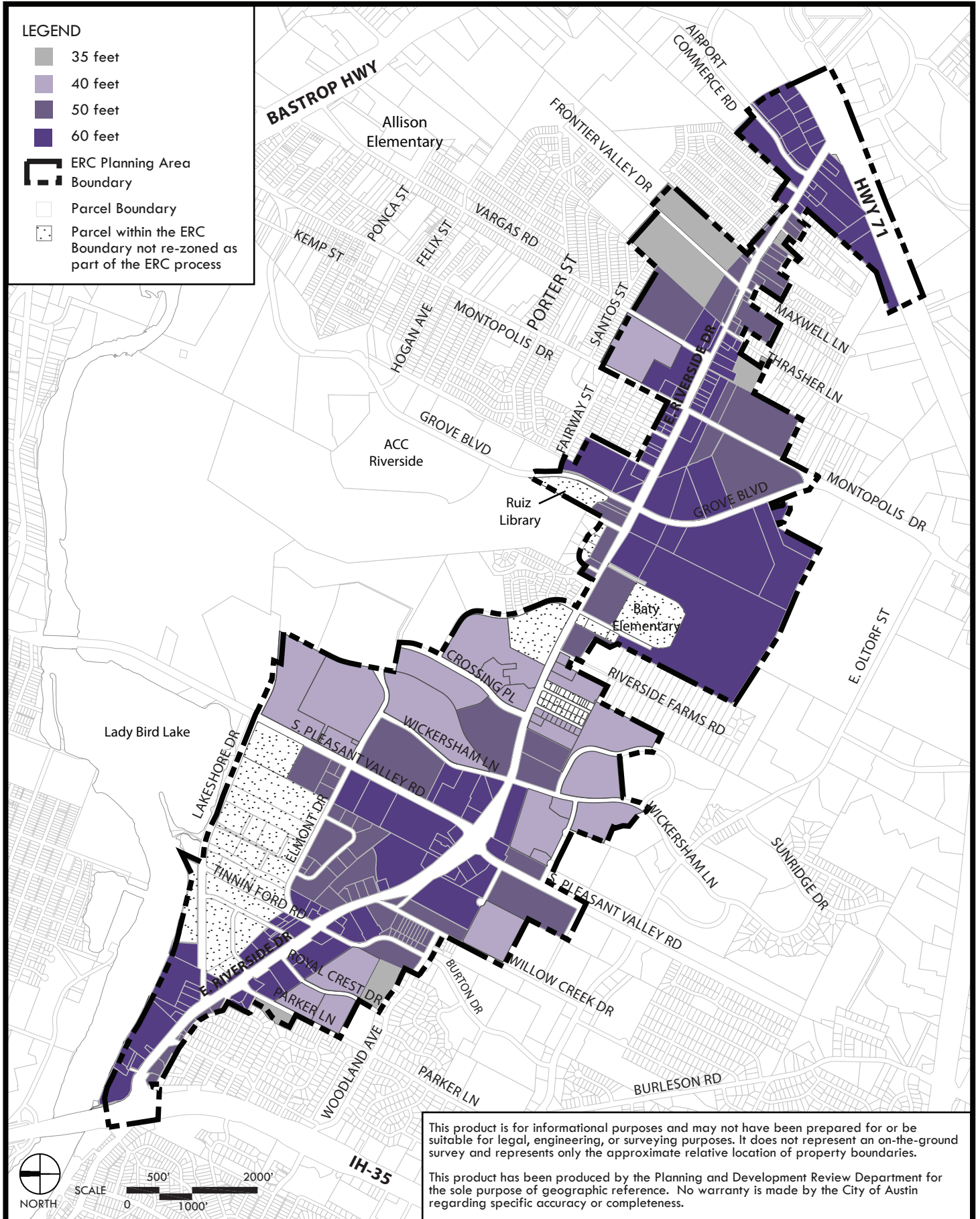
## Figure 1-6: East Riverside Corridor Hub Map

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



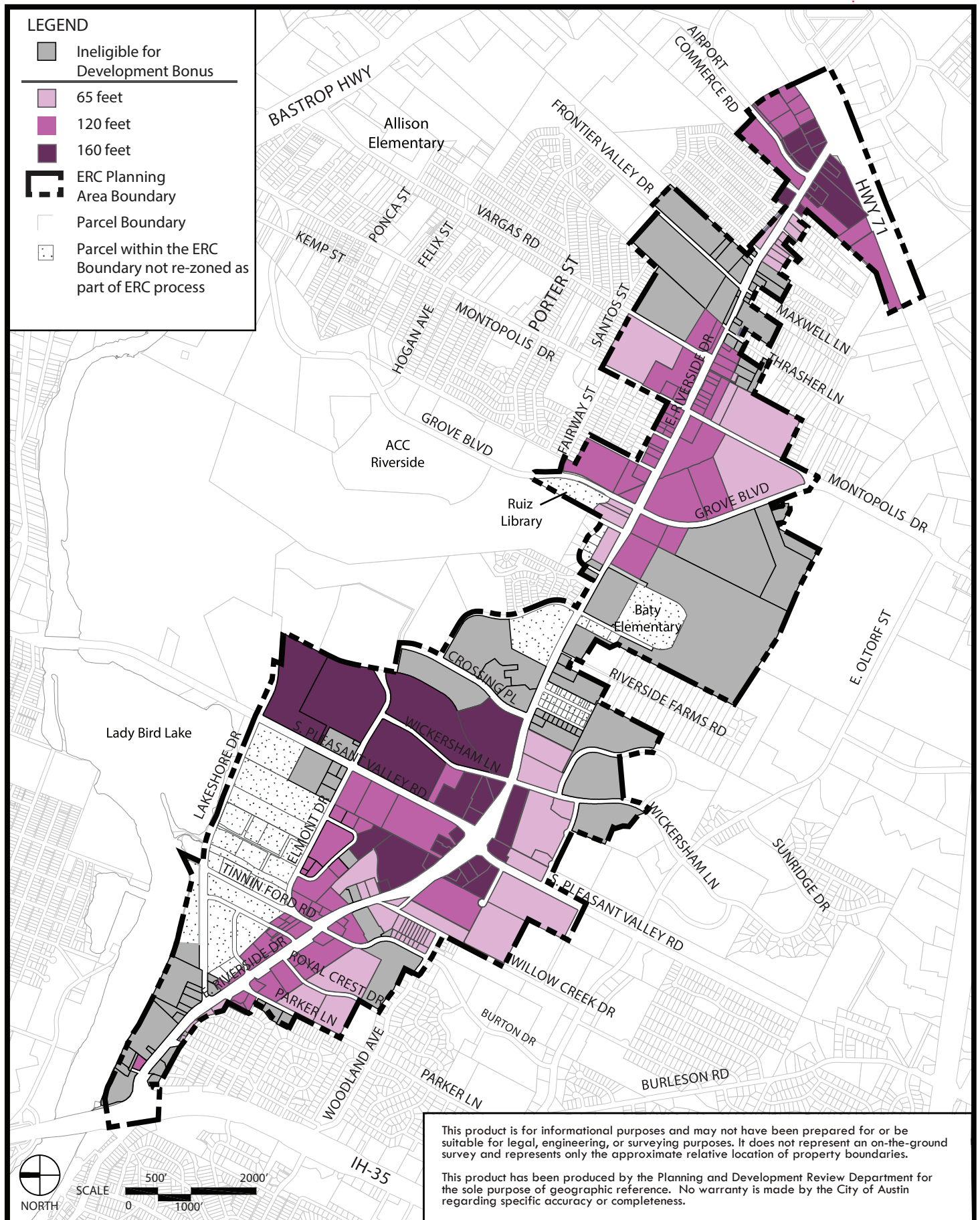
## Figure 1-7: East Riverside Corridor Height Map

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



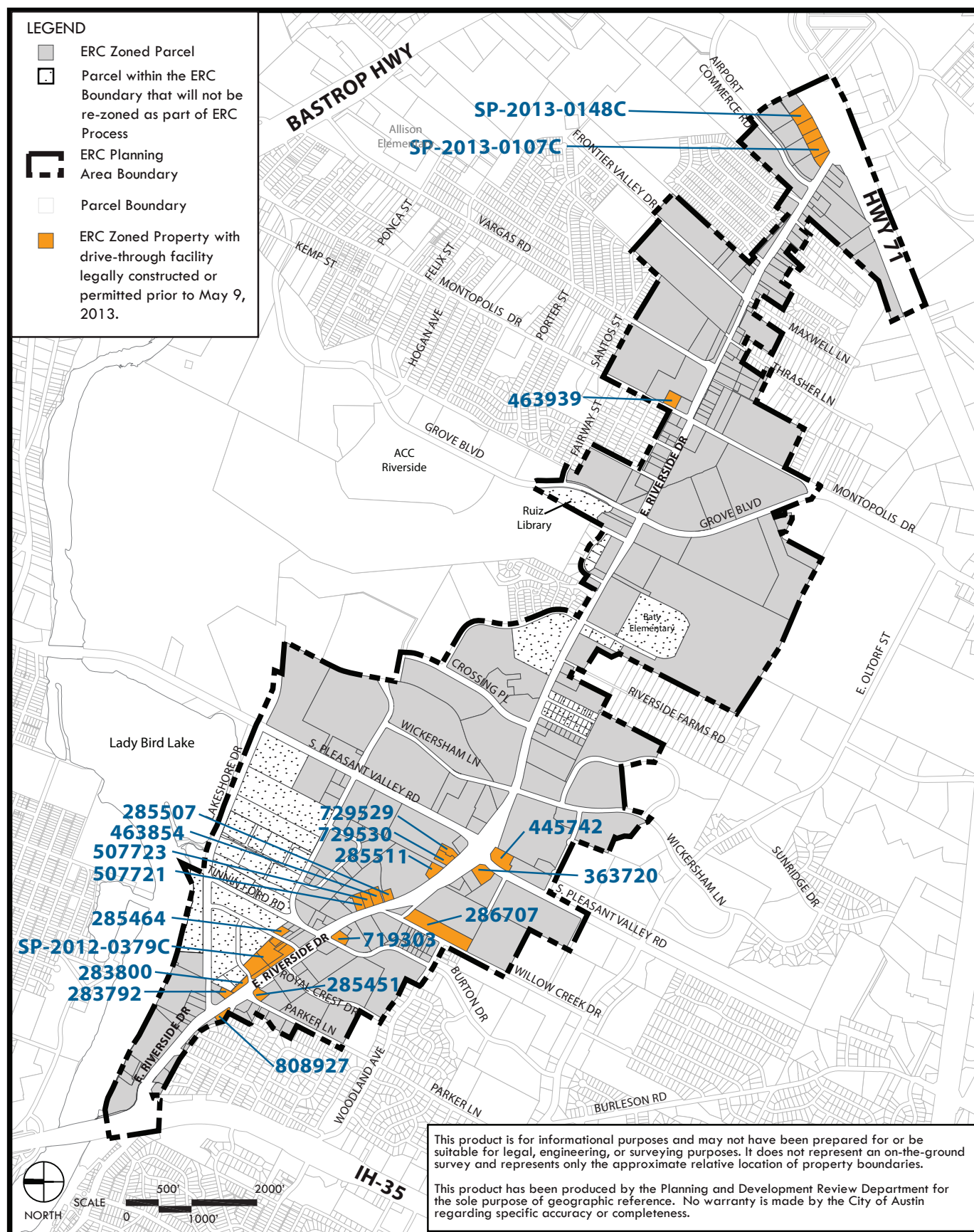


This map shows eligible properties and maximum heights allowed with a development bonus.



**Figure 1-15: Map of Properties with Drive-Through Facilities**

Map of properties to which Subsection 2.3.5.B (Drive-Through Facilities) and Subsection 4.5 (Drive-Through Facilities) applies.





Map of properties to which Figure 2-1: Land Use Table, Service Station permitted or constructed prior to May 9, 2013, applies.







## Affordability Impact Statement

### Amendments to the East Riverside Corridor Regulating (ERC) Plan

Res. No. [20250213-030](#)

Date: 04/16/2025

#### Proposed Regulation

In February 2025, City Council Resolution No. 20250213-030 initiated amendments to City Code Title 25 (Land Development Code) to remove the 1201 Tinnin Ford Road property (Tinnin Ford) from the East Riverside Corridor Regulating Plan (ERC) and add it to the Lakeshore PUD (PUD). The Law Department has advised the Planning Department to process the removal of properties from the ERC as a code amendment. The resolution requires that the code amendment should be considered concurrently with City Council consideration of the PUD Amendment Application for 1201 Tinnin Ford.

The Tinnin Ford property is currently zoned as Neighborhood Mixed Use (NMU) within the [ERC](#). This zoning supports mid-rise residential development alongside neighborhood-oriented retail and small-scale employers. Under existing regulations, the site is allowed to build up to 50 feet in height with a floor-to-area ratio (FAR) of 1:1. At present, the property is not eligible for the ERC's density bonus program.

For properties that do qualify for ERC's density bonus program, fifty percent of any additional development area must be earned through the provision of on-site affordable housing, set at 60% of the Median Family Income (MFI) for rental units and 80% MFI for ownership units. In addition, at least 25% of the bonus area must be dedicated to publicly accessible open space. Non-residential developments are required to pay a fee in-lieu of affordable housing. The in-lieu fee for any development, including commercial such as office, retail, or hotel, would be \$1/sq ft.

The [Lakeshore PUD](#) allows for a broad range of uses, including all land uses permitted in the MF-6 base district. Community benefits include the construction of a publicly accessible, minimum 6-foot-wide hike and bike trail along the waterfront reserve, as well as another connecting Lakeshore Boulevard to Elmont Drive through the

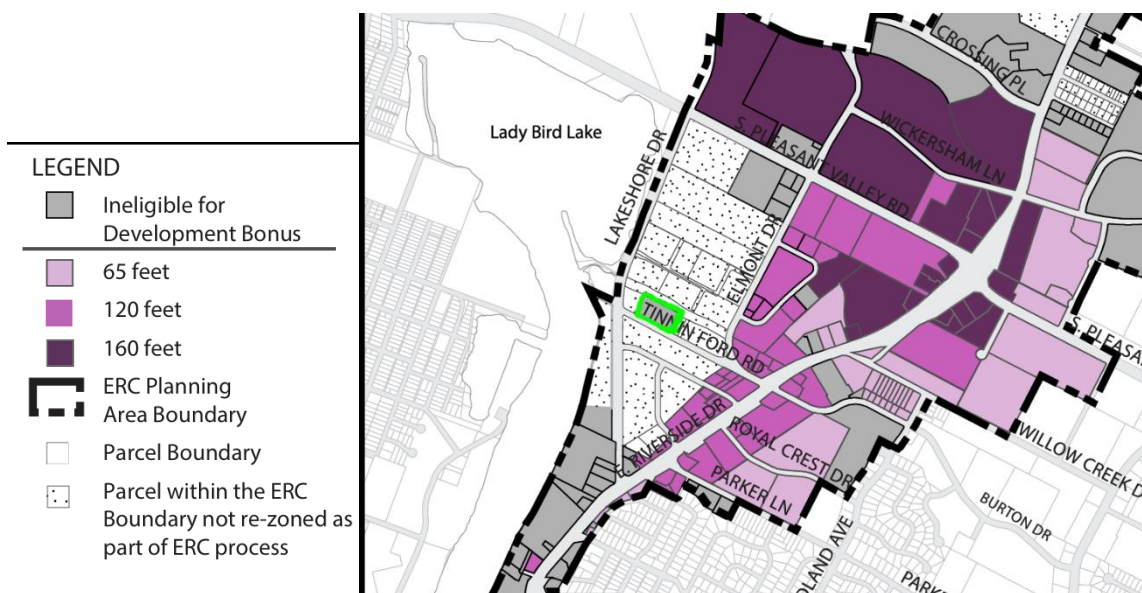
Willow Creek Greenway. Additionally, the plan includes a privately owned but publicly accessible community park of no less than 20,000 square feet.

Beyond these direct amenities, the PUD is also anticipated to generate indirect benefits for the broader community. These include the creation of new jobs through increased commercial activity, as well as potential infrastructure improvements to the area.

## Land Use/Zoning Impacts on Housing Costs

The proposed changes would have a **negative** land use impact on housing costs compared to current regulations.

The applicant for the Lakeshore PUD seeks to rezone the property to achieve heights of 120 ft. [Under ERC](#), the equivalent height would only be achieved through the density bonus that provides affordable units or in-lieu fee to the area. The PUD has neither a density bonus nor does it abet housing affordability in another equivalent manner to ERC. 1201 Tinnin Ford, itself, is not currently eligible (see *Figure A*) for the ERC density bonus, but to achieve heights of 120 ft and remain in the ERC, the applicant would need to rezone into a higher density category that would require a density bonus to enable such development.



*Figure A:* Clipped image from page 18 of the [ERC Regulating Plan](#) that shows maximum heights allowed with a density bonus. **Bright green** indicates the Tinnin Ford property in question.

Tinnin Ford is also situated near three planned Equitable Transit-Oriented Development (ETOD) areas that aim to enhance protection for low-income households and communities of color while ensuring affordability through sensitive development. Adding Tinnin Ford to PUD does not advance the purpose of the [ETOD Policy Plan](#). Council initiated an ERC updated Resolution No. 20250213-030 states that removing the Tinnin Ford site from the ERC will help establish more cohesive development regulations within the proposed PUD. However, it's worth noting that the site was intentionally included in the ERC when the Regulating Plan was adopted, despite being surrounded by PUD-designated properties at that time.



## Impact on Development Cost

The proposed changes would have a **neutral** impact on development costs.

## Impact on Affordable Housing

The proposed changes would have a **negative** impact on affordable housing compared to current regulations.

This code amendment is occurring within the historical context of a census tract that has experienced displacement. In 2016, [the Lakeview Apartments at 2401 S Lakeshore Blvd](#), where two-bedroom units were as affordable as \$740/month, were demolished. In 2022, [Town Lake Village condo community](#), formerly the Tinnin Ford property in question, was purchased and demolished in 2023, removing 74 units of naturally occurring affordable housing (NOAH). Tinnin Ford is also located within an area of chronic displacement area (See *Figure C*), as defined by COA Housing Department.

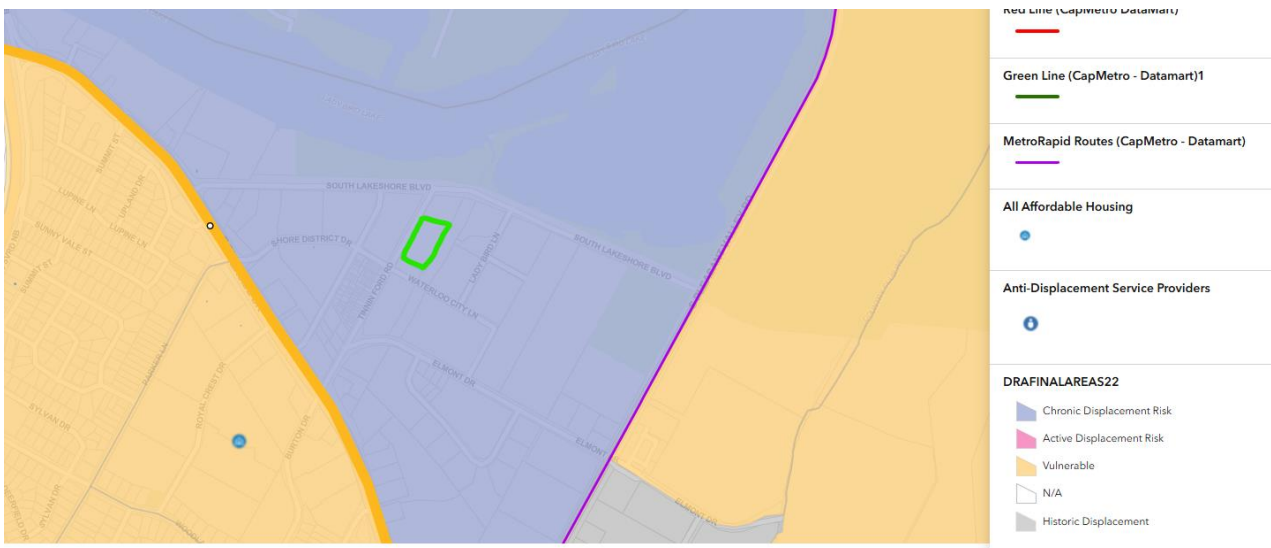


Figure C: Clipped image from [Housing Department's Displacement Prevention maps](#). Bright green indicates the Tinnin Ford property in question.

Removing the Tinnin Ford property from ERC, which abets affordable housing through the density bonus, could set a precedent for development at increased heights being removed from the ERC in a way that is not aligned with COA goals to prevent chronic displacement and ensure affordability.

## Other Policy Considerations

None.

Manager's Signature

*C. H. Smith*