

2819, 2821, & 2823 Manor Road

Demolition Permit

Site Location



MLK TOD Mixed Use

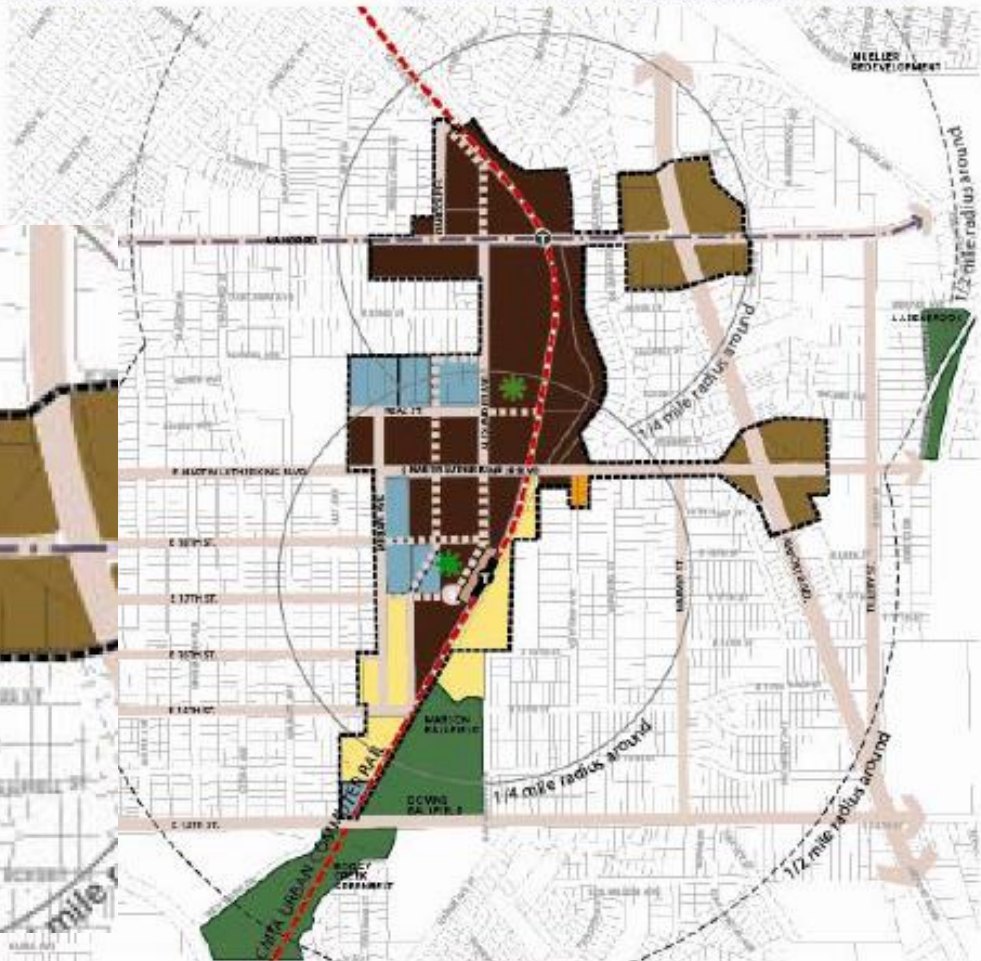
SITE Location



Revised 05-24-2012 per Ordinance No. 20120524-128

MLKTOD

LAND USE AND DESIGN CONCEPT PLAN



LEGEND

- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- TOD MIXED USE (showing active edges)
- CORRIDOR MIXED USE
- LIVE/WORK FLEX
- EXISTING CITY PARKLAND
- * POTENTIAL PARKLAND

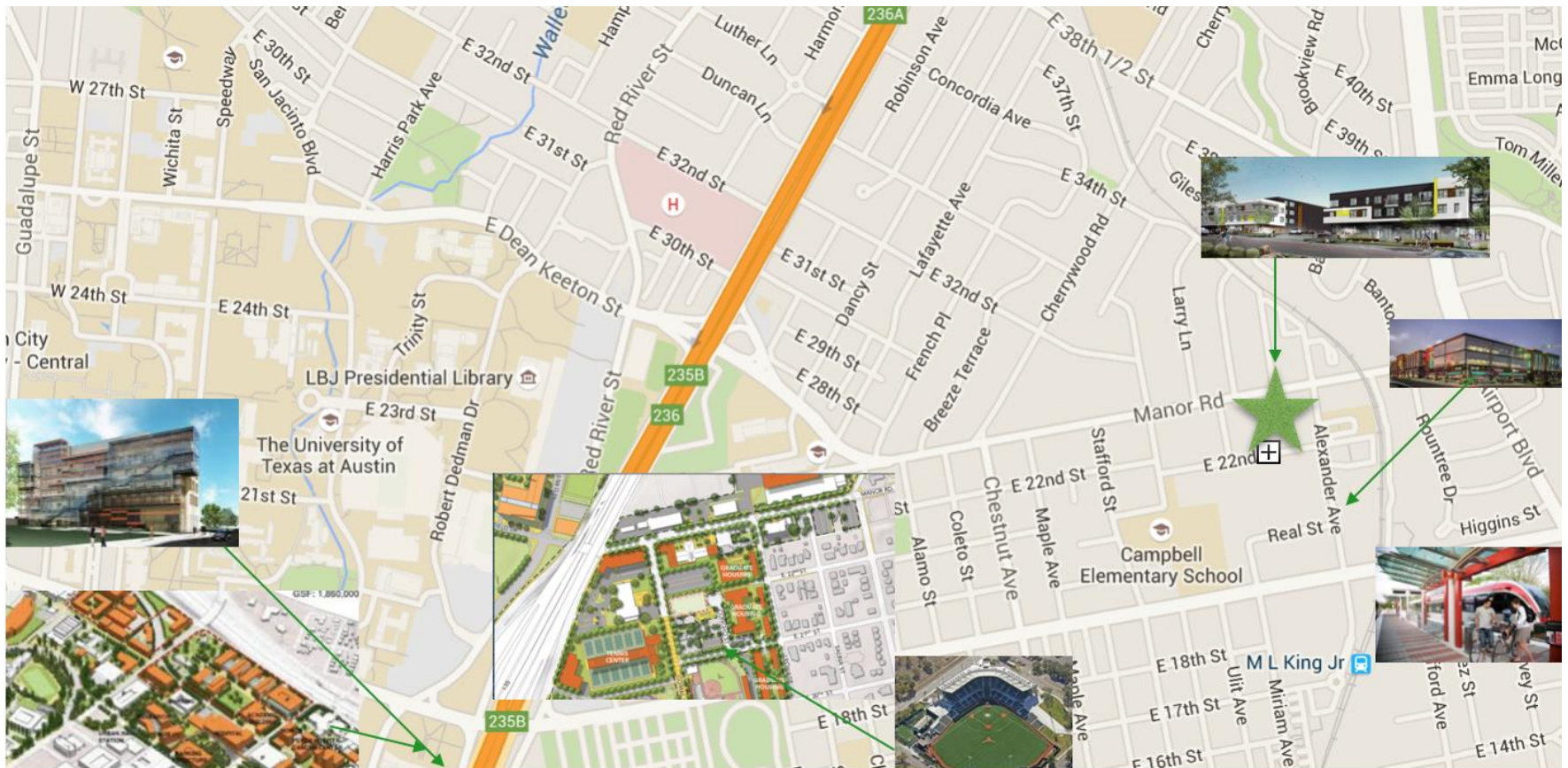
- EXISTING STREETS
- POTENTIAL NEW STREETS
- TOD DISTRICT BOUNDARY
- POTENTIAL STREETCAR ROUTE
- METROPOLITAN STATION
- POTENTIAL STREETCAR STOP
- TRANSIT PLAZA

0 200 400 600 FEET



TRANSIT ORIENTED DEVELOPMENT STATION AREA PLANNING

Manor Road & MLK TOD AREA



TOD Background

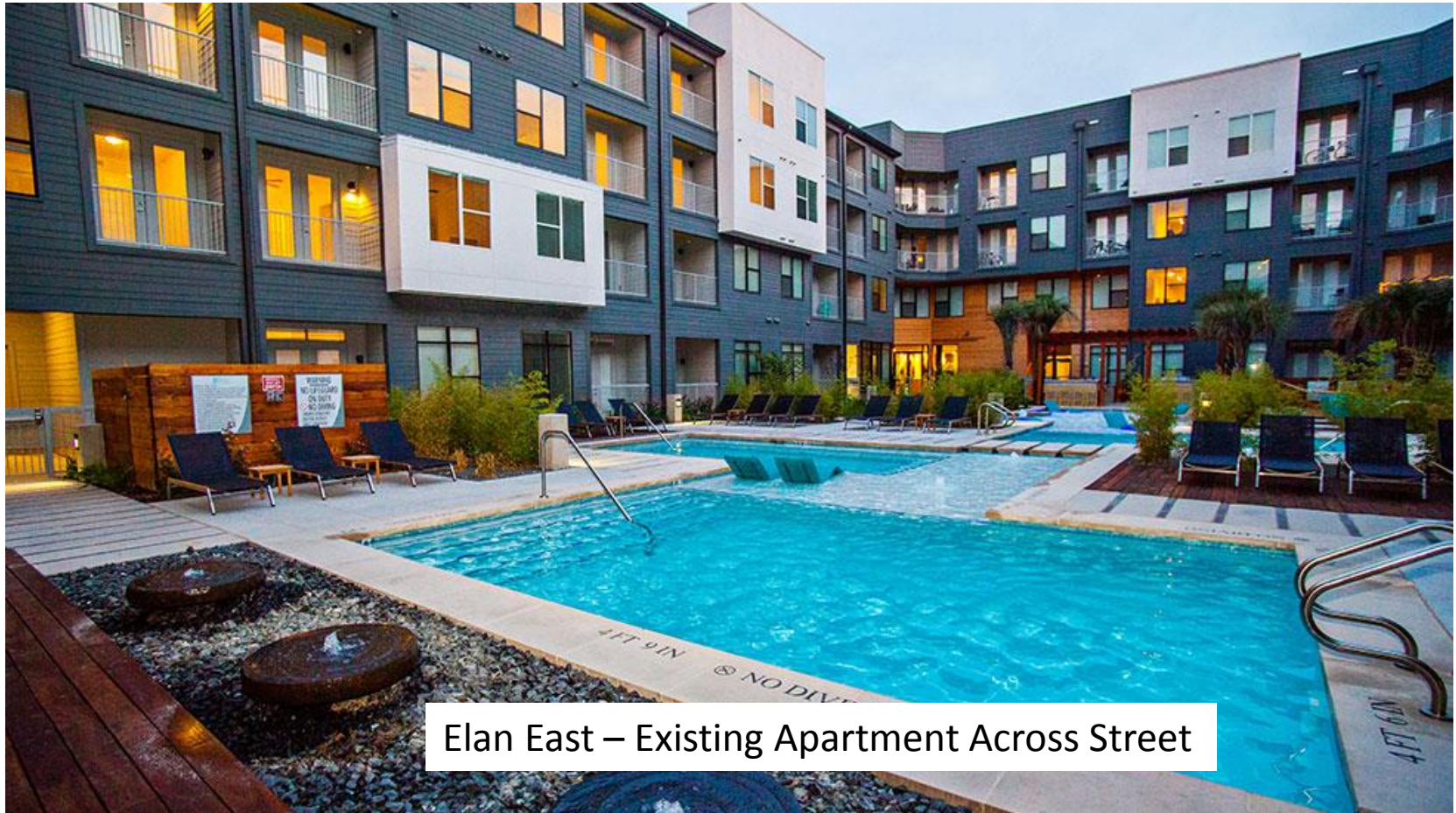
Transit-oriented Development (TOD) is an increasingly popular tool for cities across the U.S. to create more livable communities and combat urban sprawl, which has a number of negative cultural, economic, environmental, and social consequences that are felt in both urban and suburban areas. Sprawl can threaten the quality of life in the central City and inner suburbs due to the risk of deteriorating infrastructure, poor schools, and a shortage of affordable, quality housing. In newer suburban areas, sprawl can cause increased traffic congestion and declining air quality, the absence of a sense of place, and the loss of open space. Since the mid-1990s, the City of Austin has taken steps to redirect Austin's explosive growth away from suburban areas back towards the central City and improve development patterns through a number of land use and planning initiatives.

In response to future commuter rail service connecting the cities of Austin and Leander (approved by voters in the November 2004 election), Austin recently made another direct commitment towards guiding where and how the City grows by adopting a Transit-Oriented Development (TOD) Ordinance (adopted by the City Council in May 2005). TOD is the functional integration of land use and transit. It is compact, walkable, mixed-use development connected to high quality public transportation, which balances the need for sufficient density to support convenient transit service with the scale of the adjacent community. Typical features include improved pedestrian and street connectivity, public amenities such as pocket parks and plazas, civic art, landscaping, benches, streetlights, etc., and a concentration of residences and jobs in proximity to transit stations and commercial businesses.

TOD Background (Continued)

The adoption of the TOD Ordinance was the first of a two-step planning process. The TOD Ordinance identified the TOD district boundaries for the Station Areas along with interim regulations relating to land use, parking, and site/building design. The second step involves creating a development vision, plan, and implementation strategy for each of the TOD Station Areas. Station Area Plans (SAP) have been created for the three Neighborhood Center TOD Districts identified in the TOD Ordinance for the Plaza Saltillo, Martin Luther King Jr. Boulevard, and Lamar Boulevard/Justin Lane Station Areas. This Document is intended to implement the MLK TOD Station Area Plan as part of an overall effort to improve the development quality in Austin and to specify the regulations for the TOD base district zoning that all properties have within the MLK TOD Station Area. For properties within the MLK TOD District, this Document will supersede Subchapter E: Design Standards and Mixed Use (Subchapter E), which applies Citywide; however, the intent statements and standards within this Document are consistent with the development and design principles of Subchapter E.

Existing & Proposed MLK TOD Projects

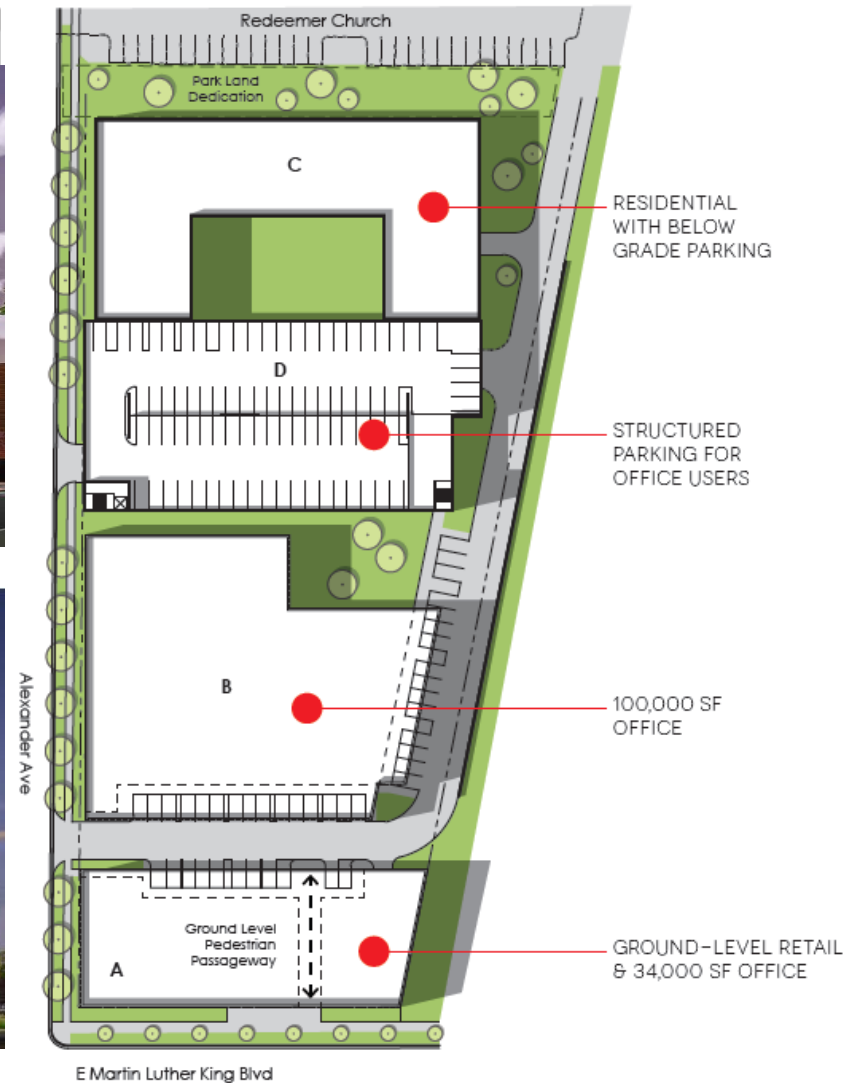


Existing & Proposed MLK TOD Projects



Elan East Phase 2 – Under Construction

Existing & Proposed MLK TOD Projects



Looking East on Manor



Looking West on Manor



2819 & 2821 Manor



C14H-2014-0003

Case Study

APPLICANT: Historic Landmark Commission

HISTORIC NAME: Leland Street Calcasieu Cottages

WATERSHED: Blunn Creek

ADDRESS OF PROPOSED ZONING CHANGE: 311 Leland Street

ZONING FROM: SF-3-NP to SF-3-H-NP

SUMMARY STAFF RECOMMENDATION: Staff does not recommend the proposed zoning change from single family residence, neighborhood plan (SF-3-NP) combining district to single family residence – Historic Landmark – neighborhood plan (SF-3-H-NP) combining district zoning.

Why Moving Does Not Make Sense

- Cost is very expensive to move 4 homes.
- It would cost a lot of money to purchase a new lot.
- Cost to move would be over \$50K
- Houses are not original to location.
- Structures have been modified from original design.

2823 Manor Road



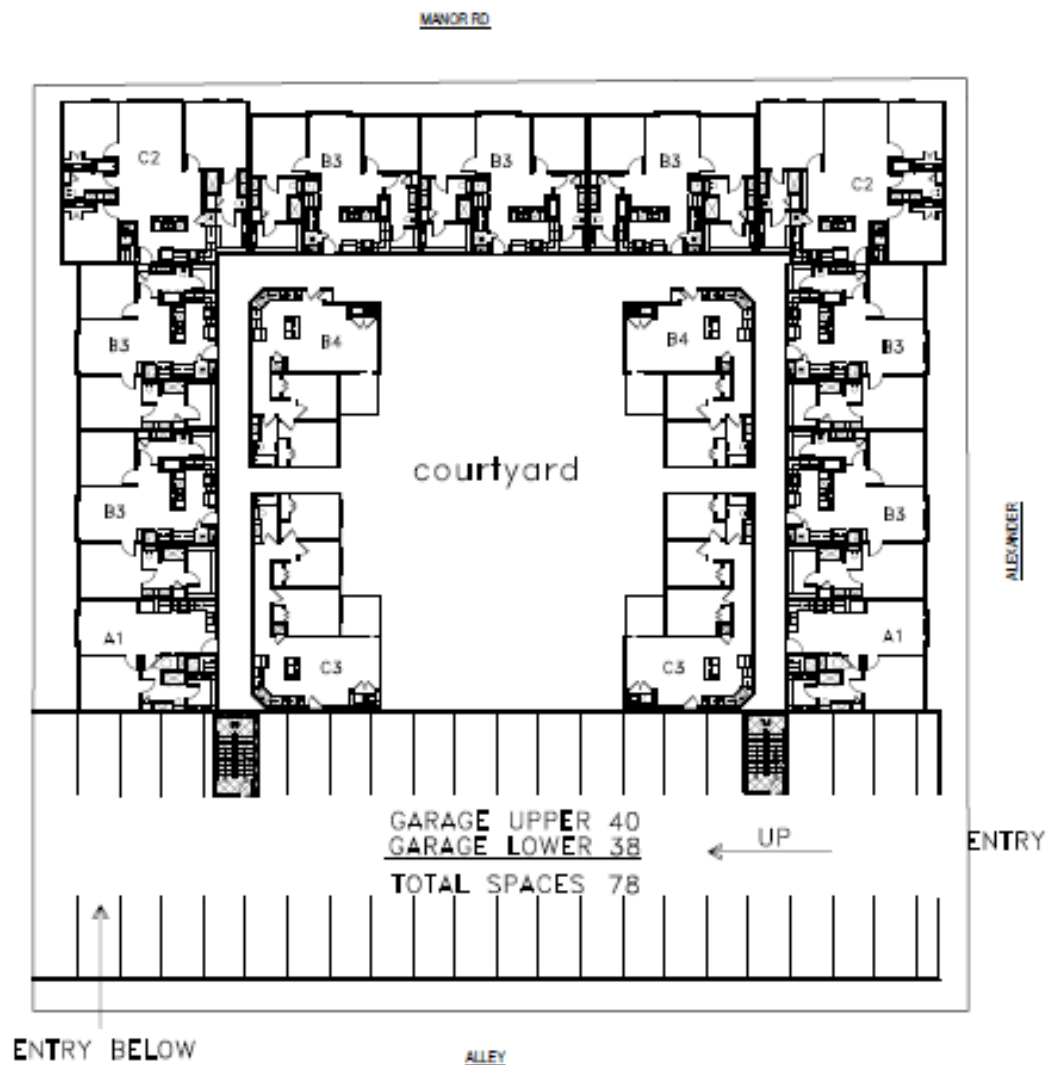
Why Moving Does Not Make Sense

- House it too large to move “as is”.
- Cost to move would be over \$50K to move.
- House does not Physically have Historic Significance
 - Aluminum Siding
 - Property is in bad Condition
 - Too Much \$\$\$ to bring up to a condition of value.

[illegible]

Proposed Plan

Multifamily



A1= 6 UNITS
B3 = 21 UNITS
B4 = 6 UNITS
C2 = 6 UNITS
C3 = 6 UNITS
TOTAL UNITS = 45

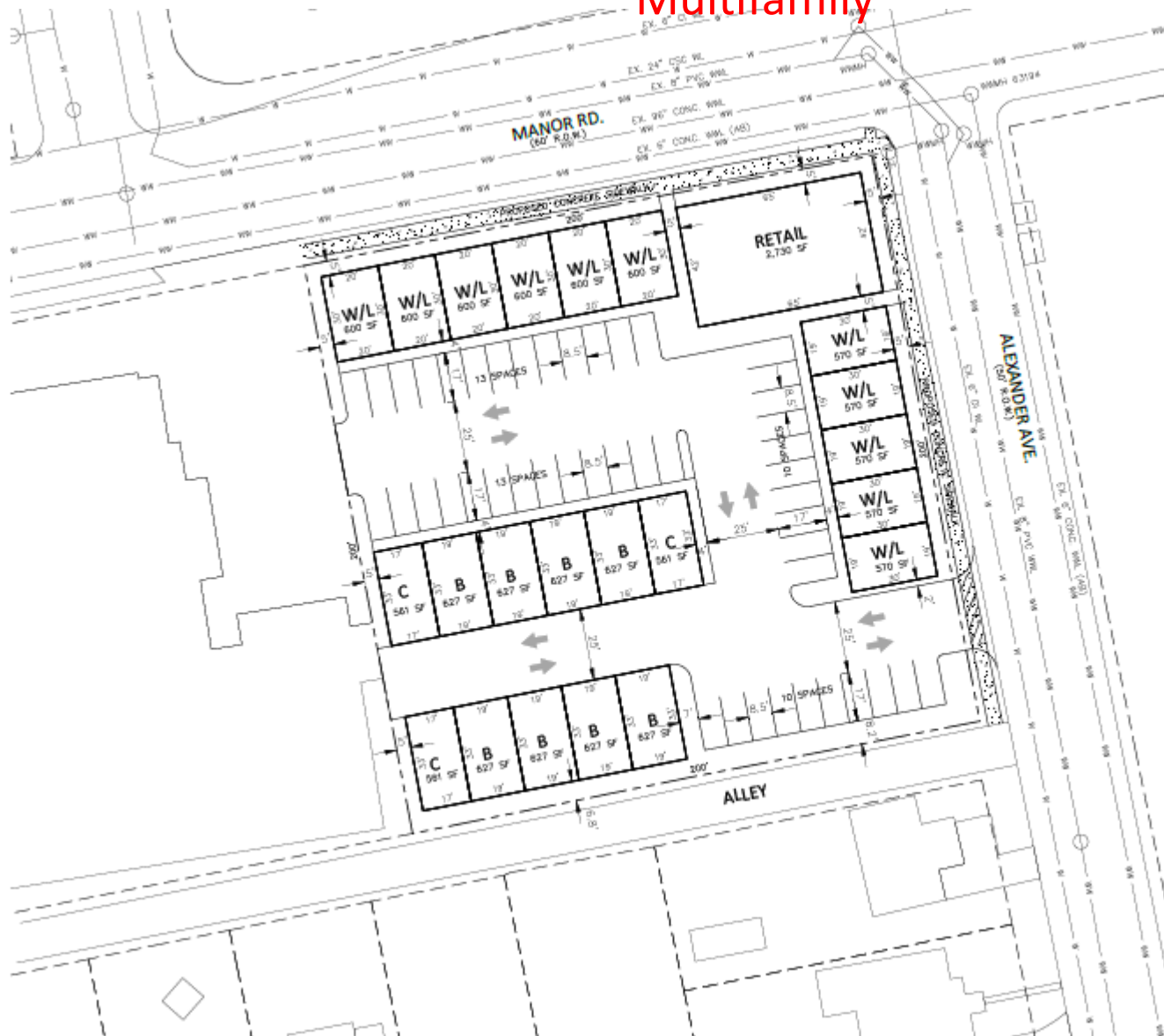
PARKING REQUIRED AT 93 SPACES, REDUCED BY 20% = 74.5
PARKING PROVIDED @ 75 SPACES

96 BEDROOMS AND 5 LOFTS (ON FRONT 5 UNITS)



Proposed Plan

Multifamily



NOTES:

1. PROVIDE PEDESTRIAN CONNECTION TO ADJACENT RESIDENT DEVELOPMENT.
2. PROVIDE SHADED MEDIAN ALONG TOOE OF ALL PUBLIC VEHICLE BUILDING ROADS.
3. SCHEDULING FOR SOLID WASTE COLLECTION AND LOADING AREAS SHALL BE THE SAME AS, OR OF EQUAL QUALITY TO, PRINCIPAL BUILDING MATERIALS.
4. ALL EXTERIOR LIGHTING WILL BE FULL CUT-OFF AND FULL SHIELDED IN COMPLIANCE WITH SUBCHAPTER 2.5.5 AND WILL REMAIN DURING BUILDING PLAN REVIEW. ANY CHANGE OR SUBSTITUTION OF LIGHTING FIXTURES SHALL BE SUBMITTED TO THE DIRECTOR FOR APPROVAL IN ACCORDANCE WITH SECTION 2.5.2.2 E.
5. TRASH CONTAINERS SHALL NOT BE LEFT AT CURB SIDE UNATTENDED. SIGNS MUST BE POSTED ON THE BUILDING OR A LOCATION THAT IS PUBLICLY VISIBLE INDICATING THAT TRASH CONTAINERS MAY NOT BE LEFT AT CURBSIDE. THE SIGN SHALL INDICATE THE CITY OF AUSTIN CODE ENFORCEMENT PHONE NUMBER FOR THE PUBLIC TO REPORT VIOLATIONS.
6. A SECTIVE CONDUIT MAY BE REQUIRED FOR SHOWERDRAIN PURPOSES.
7. SERVICE COMMITMENT FROM A COMMERCIAL TRASH SERVICE MUST BE PROVIDED INDICATING THEY CAN PROVIDE SERVICE. THE LETTER SHOULD ADDRESS THE MINIMUM CLEARANCE REQUIRE FOR THE SERVICE VEHICLE.
8. PUBLIC WORKS WILL RECOMMEND THE APPROPRIATE STORAGE OF THE LOADING SPACE. A FEE MAY BE REQUIRED BY PUBLIC WORKS TO PAY FOR THE REQUIRED STORAGE.
9. THERE ARE NO ACCESSIBLE UNITS ON THIS SITE.
10. APPROVAL OF THESE PLANS BY THE CITY OF AUSTIN INDICATES COMPLIANCE WITH APPLICABLE CITY REGULATIONS ONLY. APPROVAL BY OTHER GOVERNMENTAL ENTITIES MAY BE REQUIRED PRIOR TO THE START OF CONSTRUCTION. THE APPLICANT IS RESPONSIBLE FOR OBTAINING ANY OTHER APPROVALS THAT MAY BE NECESSARY.
11. FOUNDATION TYPE FOR ALL BUILDINGS IS SLAB ON GRADE. THE SITE IS COMPOSED OF 1 LOT/TRACT. IT HAS BEEN APPROVED AS ONE COHESIVE DEVELOPMENT. IF PORTIONS OF THE LOT/TRACT IS SOLD, APPLICATION FOR SUBDIVISION AND SITE PLAN APPROVAL MAY BE REQUIRED.
12. ALL EXTERIOR LIGHTING WILL BE HOODED OR SHIELDED FROM THE VIEW OF ADJACENT RESIDENTIAL PROPERTY. [SECTION 25-2-1004]
13. ALL SHUTTERS AND ANY PERMANENTLY PLACED RECYCLES WILL BE LOCATED AT A MINIMUM OF TWENTY (20) FEET FROM A PROPERTY USED OR ZONED AS SF-3 OR MORE RESIDENTIAL. [SECTION 25-2-1007]
14. THE USE OF HIGHLY REFLECTIVE SURFACES, SUCH AS REFLECTIVE GLASS AND REFLECTIVE METAL ROOFS, WHERE REFLECTANCE IS MORE THAN A RUN OF SEVEN (7) TO A RUN OF TWELVE (12), SHALL BE PROHIBITED. [SECTION 25-2-1007]
15. THE NOISE LEVEL OF MECHANICAL EQUIPMENT WILL NOT EXCEED TO DBA AT THE PROPERTY LINE ADJACENT TO RESIDENTIAL USES. [SECTION 25-2-1007]