

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHBORHOOD PLAN: Govalle/Johnston Terrace Combined (Govalle)

CASE#: NPA-2022-0016.01

DATE FILED: April 4, 2022 (Out-of-Cycle)

PROJECT NAME: 830 Airport

PC DATE: July 12, 2022

ADDRESS/ES: 917 & 923 Shady Ln and 830 & 838 Airport Blvd

DISTRICT AREA: 3

SITE AREA: 2.48 acres

OWNER/APPLICANT: Sam's Radiator, Inc. and 838 Airport 2017, LP

AGENT: Clinton Sayers

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

STAFF EMAIL: Maureen.Meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Commercial and Single Family **To:** Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2022-0054

From: CS-CO-NP and SF-3-NP **To:** CS-V-MU-CO-NP

NEIGHBORHOOD PLAN ADOPTION DATE: March 2003

CITY COUNCIL DATE: July 28, 2022

ACTION:

PLANNING COMMISSION RECOMMENDATION:

July 12, 2022 – (action pending)

STAFF RECOMMENDATION: Staff supports the applicant's request for Mixed Use land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Mixed Use land use because the property has frontage on Airport Blvd which is an activity corridor where mixed use zoning and land use is appropriate. The applicant proposes a mixed-use development that includes commercial services with residential units, 10% of which will be affordable to households earning 60% of the median family income (MFI). The proposed development will increase the number and variety of housing units to the city and the planning area.

Below are sections of the Govalle/Johnston Terrace Combined Neighborhood Plan that supports the applicant's request.

Land Use Goals

- Goal 1:** **Adjacent land uses should be compatible.** (Sector Plan)²
- Key Principles: Address the "over-zoning" of properties in the Govalle/Johnston Terrace Neighborhood Planning Area. (Sector Plan and modified by Gov/JT)
- Non-residential development should not adversely affect existing businesses or neighborhoods, either by increases in traffic, noise, pollutants, or other safety hazards. (Sector Plan)
- Goal 3:** **Develop a balanced and varied pattern of land use.** (Sector Plan)
- Key Principles: Provide a balance of land use and zoning for people to both live and work in the area. (Gov/JT)
- Encourage mixed use so that residential uses are allowed on some commercial properties. (Gov/JT)
- Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop) in a convenient and walkable environment. (Gov/JT)

Commercial Corridors: Major commercial corridors such as East 7th St and Airport Boulevard are recommended as commercial corridors on the FLUM. These roadways are major thoroughfares where a variety of commercial uses are considered appropriate. Where these commercial properties abut single family residential uses to their rear, restrictions are recommended to ensure compatibility with the residential neighborhoods.

The encouragement of commercial corridors is reflective of the plan's key planning principles to:

- Encourage the development of a diversity of neighborhood-oriented businesses and employment
- Develop diverse economic and employment opportunities
- Provide a balance of land use and zoning for people to both live and work in the area
- Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop) in a convenient and walkable environment, and
- Non-residential development should not adversely affect existing businesses or neighborhoods, either by increases in traffic, noise, pollutants, or other safety hazards.

LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

Single family - Detached or two family residential uses at typical urban and/or suburban densities.

Purpose

1. Preserve the land use pattern and future viability of existing neighborhoods;
2. Encourage new infill development that continues existing neighborhood patterns of development; and
3. Protect residential neighborhoods from incompatible business or industry and the loss of existing housing.

Application

1. Existing single-family areas should generally be designated as single family to preserve established neighborhoods; and
2. May include small lot options (Cottage, Urban Home, Small Lot Single Family) and two-family residential options (Duplex, Secondary Apartment, Single Family Attached, Two-Family Residential) in areas considered appropriate for this type of infill development.

Commercial -Lots or parcels containing retail sales, services, hotel/motels and all recreational services that are predominantly privately owned and operated for profit (for example, theaters and bowling alleys). Included are private institutional uses (convalescent

homes and rest homes in which medical or surgical services are not a main function of the institution), but not hospitals.

Purpose

1. Encourage employment centers, commercial activities, and other non- residential development to locate along major thoroughfares; and
2. Reserve limited areas for intense, auto-oriented commercial uses that are generally not compatible with residential or mixed use environments.

Application

1. Focus the highest intensity commercial and industrial activities along freeways and major highways; and
2. Should be used in areas with good transportation access such as frontage roads and arterial roadways, which are generally not suitable for residential development.

PROPOSED LAND USE ON THE PROPERTY

Mixed Use - An area that is appropriate for a mix of residential and non-residential uses.

Purpose

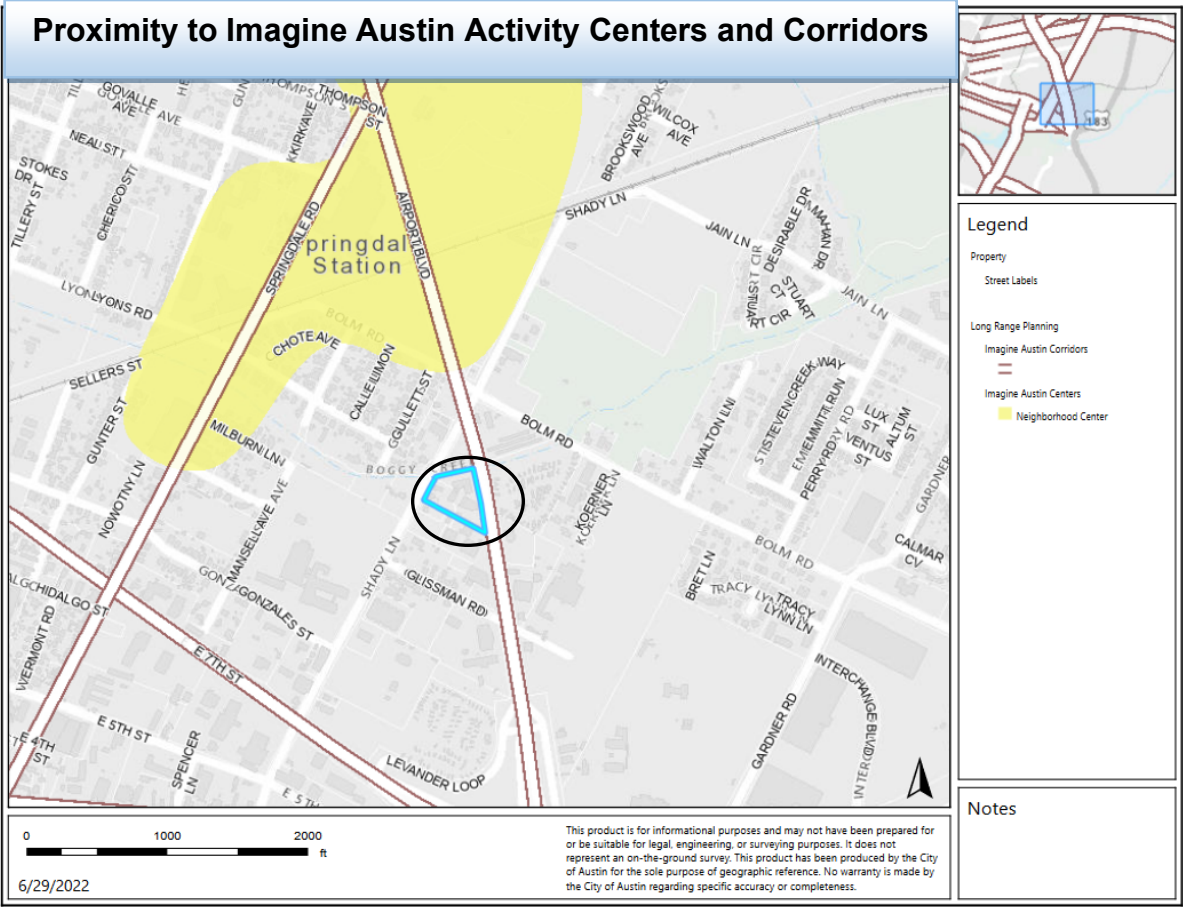
1. Encourage more retail and commercial services within walking distance of residents;
2. Allow live-work/flex space on existing commercially zoned land in the neighborhood;
3. Allow a mixture of complementary land use types, which may include housing, retail, offices, commercial services, and civic uses (with the exception of government offices) to encourage linking of trips;
4. Create viable development opportunities for underused center city sites;
5. Encourage the transition from non-residential to residential uses;
6. Provide flexibility in land use standards to anticipate changes in the marketplace;
7. Create additional opportunities for the development of residential uses and affordable housing; and
8. Provide on-street activity in commercial areas after 5 p.m. and built-in customers for local businesses.

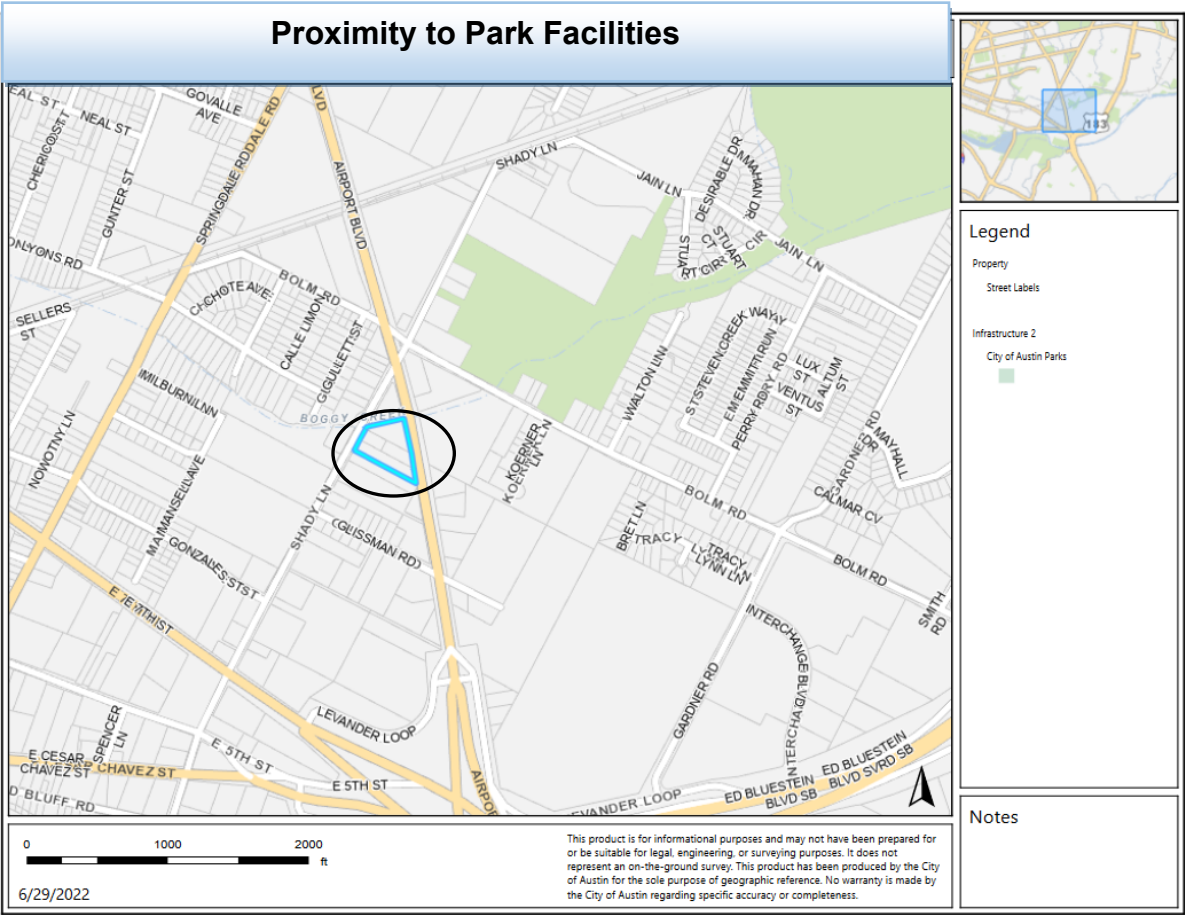
Application

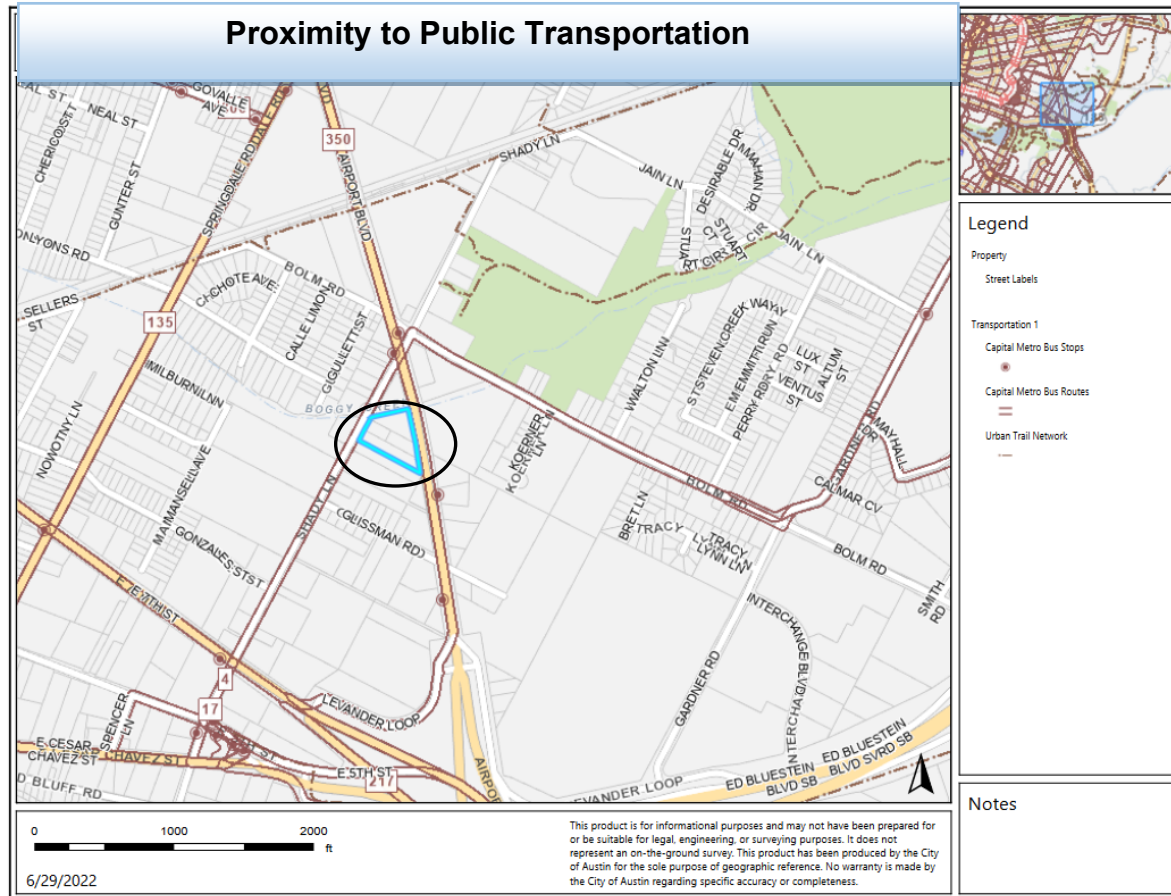
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood Mixed Use Building, Neighborhood Urban Center, Mixed Use Combining District);
4. Mixed Use is generally not compatible with industrial development, however it may be combined with these uses to encourage an area to transition to a more complementary mix of development types;
5. The Mixed Use (MU) Combining District should be applied to existing residential uses to avoid creating or maintaining a non-conforming use; and
6. Apply to areas where vertical mixed use development is encouraged such as Core Transit Corridors (CTC) and Future Core Transit Corridors.

Yes	Imagine Austin Decision Guidelines
Compact and Connected Measures	
Yes	Imagine Austin Growth Concept Map: Located close to, within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified on the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center: <ul style="list-style-type: none"> The property is located on Airport Blvd which is an activity corridor.
Yes	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> The property is located between Shady Lane and Airport Blvd, both of which have public transportation facilities
Yes	Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> There does not appear to be sidewalks along the property along Airport Blvd where this property is located. There are sidewalks along Shady Lane
Yes	Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> There are numerous businesses located along Airport Blvd.
	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market.
	Connectivity and Education: Is located within 0.50 miles from a public school or university.
Yes	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreational area, park and/or walking trail. <ul style="list-style-type: none"> The Govalle Neighborhood Park is located less than ½ mile north of the property
	Connectivity and Health: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, specialized outpatient care.)
Yes	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable houses. <ul style="list-style-type: none"> The applicant proposes that 10% of the residential units are affordable to families with 60% of MFI
Yes	Housing Choice: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint.

Yes	Mixed Use: Provides mixed use development (minimum 10% residential and 10% non-residential floor area).
	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
8	Total Number of “Yes’s”
Imagine Austin Priority Program Bonus Features (Extra Points)	
Yes	Small Area Plan Policies: Supports applicable Small Area Plans, including the Future Land Use Map, goals, objectives, actions and text. List three small area plan policies that relate to this project. <ul style="list-style-type: none"> • The Govalle/Johnston Terrace Neighborhood Plan supports mixed use projects where people can live and work • The plan supports balances and varied land uses.
	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
	Culture and Creative Economy: Expands Austin’s creative economy (ex: live music venue, art studio, film, digital, theater.)
	Workforce Development, the Economy and Education: Expands the economic base by creating permanent jobs, especially an industry that is currently not represented in particular area or that promotes a new technology.
	Workforce Development, the Economy and Education: Promotes educational opportunities or workforce development training.
Imagine Austin Priority Program PUD Specific Bonus Features (Extra Points)	
	Public Space Features and Public Art: Incorporates public space features and/or public art into project (Ex: plazas, streetscapes, gardens, and other people-friendly spaces where different ages can socially interact).
	Integrates and/or Expands Green Infrastructure: Preserves or expands Austin’s green infrastructure (ex: parkland, community gardens, green streets, creeks, stormwater features that mimic natural hydrology) into the urban environment and transportation network.
	Protects the Environment: Reduces greenhouse gas emissions, water, energy usage, and/or increases waste diversion.
	Protects Environmentally Sensitive Lands: Protects Austin’s natural resources and environmental systems by limiting land use and transportation development over or near environmentally sensitive areas, preserves open space, and protects natural resources in excess of ordinance requirements.
	Water/Waste Water Infrastructure: Sustainably manages Austin’s water resources and stream corridors through on-site use of storm water, effective landscaping, flood mitigation, and other low-impact development techniques in excess of ordinance requirements.
1	Total Number of “Yes’s” Under Bonus Features







IMAGINE AUSTIN GROWTH CONCEPT MAP

Definitions

Neighborhood Centers - The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. However, depending on localized conditions, different neighborhood centers can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other instances, new or redevelopment may occur incrementally and concentrate people and activities along several blocks or around one or two intersections. Neighborhood centers will be more locally focused than either a regional or a town center. Businesses and services—grocery and department stores, doctors and dentists, shops, branch libraries, dry cleaners, hair salons, schools, restaurants, and other small and local businesses—will generally serve the center and surrounding neighborhoods.

Town Centers - Although less intense than regional centers, town centers are also where many people will live and work. Town centers will have large and small employers, although fewer than in regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size from one-to three-story houses, duplexes, townhouses, and rowhouses, to low-to midrise apartments, mixed use buildings, and office buildings. These centers will also be important hubs in the transit system.

Regional Centers - Regional centers are the most urban places in the region. These centers are and will become the retail, cultural, recreational, and entertainment destinations for Central Texas. These are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. Housing in regional centers will mostly consist of low to high-rise apartments, mixed use buildings, row houses, and townhouses. However, other housing types, such as single-family units, may be included depending on the location and character of the center. The densities, buildings heights, and overall character of a center will depend on its location.

Activity Centers for Redevelopment in Sensitive Environmental Areas - Five centers are located over the recharge or contributing zones of the Barton Springs Zone of the Edwards Aquifer or within water-supply watersheds. These centers are located on already developed areas and, in some instances, provide opportunities to address long-standing water quality issues and provide walkable areas in and near existing neighborhoods. State-of-the-art development practices will be required of any redevelopment to improve stormwater retention and the water quality flowing into the aquifer or other drinking water sources. These centers should also be carefully evaluated to fit within their infrastructural and environmental context.

Job Centers - Job centers accommodate those businesses not well-suited for residential or environmentally- sensitive areas. These centers take advantage of existing transportation infrastructure such as arterial roadways, freeways, or the Austin-Bergstrom International airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. They should nevertheless become more pedestrian and bicycle friendly, in part by better accommodating services for the people who work in those centers. While many of these centers are currently best served by car, the growth Concept map offers transportation choices such as light rail and bus rapid transit to increase commuter options.

Corridors - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment

opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

BACKGROUND: The plan amendment application was filed on April 4, 2022 which is out-of-cycle for neighborhood planning areas located on the east side of I.H.-35. The application was allowed to file out-of-cycle because the Govalle/Johnston Terrance Neighborhood Plan Contact allowed the application to be filed outside of the July open filing period.

The applicant proposes to change the land use on the future land use map from Commercial and Single Family to Mixed Use.

The applicant proposes to change the zoning on the property from CS-CO-NP (General Commercial Services district- Conditional Overlay combining district- Neighborhood Plan combining district) and SF-3-NP (Family Residence district - Neighborhood Plan combining district) to CS-MU-V-CO-NP (General Commercial Services district - Mixed Use combining district- Vertical Mixed Use Building combining district- Conditional Overlay combining district- Neighborhood Plan combining district to develop a mixed-use project with affordable housing with 10% of the on-site housing units being affordable at 60% of MFI for 40 years. The applicant estimates that 22-25 of these on-site units to be affordable. For more information on the proposed zoning, please see case report C14-2022-0054.

PUBLIC MEETINGS: The ordinance-required community meeting was held on May 17, 2022. The recorded meeting can be viewed at <https://www.speakupaustin.org/npa>. Approximately 221 community meeting notices were mailed to people who own property or have a utility account within 500 feet of the subject tracts, in addition to neighborhood and environmental groups who requested notification for the area. Two city staff members attended the meeting, Maureen Meredith, and Susan Watkins from the Housing and Planning Department in addition to three people associated with the application, Ross Wilson from StoryBuilt, Michael Whellan and Michael Gaudini from Drenner Group. Two people from the neighborhood attended the meeting.

Michael Whellan provided the following information. His presentation is provided in this report.

- The property is a 2.4 acre site with frontage on Airport Blvd.
- We are proposing a mixed-use project with 10% of the on-site housing units being affordable at 60% of MFI for 40 years. We are estimating that 22-25 of these on-site units to be affordable.
- We need three approvals, zoning, FLUM and, eventually, a variance.

- We are requesting CS-V-CO-MU across entire site to participate in VMU affordable housing program
- The future variance is for modified compatibility, but with the support of the affected adjacent properties.
- The applicant has worked with the G/JT NPCT to meet this compromise development.
- There will be a zoning buffer from most of the single-family lots.
- The two immediate adjacent property owners support our request.
- The site has flood plain constraints which we will be sensitive to.
- Ross Wilson has worked with neighborhood since November 2021 to come up with compromise plan. Originally, we asked for a multifamily development which would not have required affordable housing, but with the compromise agreement, we are not asking for VMU which will require it.
- The existing two residents on the property will have the right to return in the new development.
- The Contact Team wanted limited access to Shady Lane, except for emergency access.
- Will provide a contribution to the East Austin Conservancy.

Q: Neighborhood wants the affordable units to be for families, not just have studio units. Is there a breakdown of the size of the units? Also, the neighborhood wants to have retail in the development, especially Goodwill Industries.

A: Goodwill's lease ends at the end of next year and they will not extend their lease. They want to own real estate on Airport Blvd, so they are looking for property. The current site does not have a loading area, so this location doesn't work for them. The neighborhood felt the 60-foot height limit was critical here which limited the size of the project. MF-6 allowed for more units, but when we went to VMU with the affordable units that limited the pro rata mix of units and the size of the units. The plan is a mix of predominantly one and two bedrooms with a few three-bedroom apartments.

Q: Will there be retail in the project?

A: Right now, we have plans for the ground floor retail to comply with VMU regulations.

Q: How will VMU II affect this property if it does pass? Will you be able to build taller if this passes?

A: Compatibility is going to limit this property from taking advantage of additional height on the corridor which is the main proposal for VMU II. In fact, I think it even limits some of the edges of the project to less than 60-feet based on the SF-3 zoning from the properties on Gullett Street and from 905 Shady Lane. It's hard to tell at this point what will happen with the VMU II, so it's difficult to tell.

Q: If VMU II Passes, would you refile your NPA and zoning applications so you can get 90 feet?

A: This would be a client determination, but if we refiled, we would have to come back to you and time is of importance for us and refileing would change the timeframe. You don't have to worry about this.

Q: Are the current owners retaining ownership through the project?

A: Sam is under contract to the ownership group of the property. The intent is for the ownership group to participate in the development.

Applicant Summary Letter from Application

ncil: July 28, 2022

To Whom it May Concern:

Please accept this Summary Letter as it pertains to the Neighborhood Plan Amendment and Zoning Applications associated with 830 Airport Blvd, 838 Airport Blvd 917 Shady Lane and 923 Shady Lane, all combined being approximately 2.5 acres in the Govalle/Johnston neighborhood plan.

830 and 838 Airport are currently zoned as CS-CO-NP and 917 and 923 Shady Lane are zoned SF-3-NP. As the applicants for these applications, we are proposing to amend the Neighborhood Plan from Commercial/single family to Multi-family. The Zoning change is proposed as MF-6 with codified height restrictions. Based on the proposed zoning change, the site would be comprised of approximately 230-250 MF Units.

Per discussions with the Neighborhood Association and Neighborhood Planning Contact Team over a span of 6 months, we collectively identified opportunities in how the proposed project could create a benefit to the neighborhood. Below is a list of agreed upon terms:

1. Provide 10% affordability at 70% MFI. 33% of Affordable units to be multi-bedroom units, with a min of 2 three bedroom units.
2. A donation to the Eastside Conservancy, \$500 per market rate unit.
3. Existing tenant reservation for 2 affordable units.
4. Bring Building facade to grade at Shady Ln.
5. No vehicular access from Shady Ln.
6. Designate frontage along Shady Ln as No Parking (with COA staff approval)

We look forward to working City of Austin Planning and Zoning staff throughout this process.

Thank you

**Out-of-Cycle Letter Authorization from
Neighborhood Plan Contact Team (NPCT)**

-----Original Message-----

From: Daniel Llanes

Sent: Tuesday, January 25, 2022 5:07 PM

To: Meredith, Maureen <Maureen.Meredith@austintexas.gov>

Cc: jarred corbell; ross wilson

Subject: G/JTNP Contact Team sponsors Out of cycle application for 830 Airport

*** External Email - Exercise Caution ***

Hi Maureen,

Please accept this email confirming that the Govalle/Johnston Neighborhood Contact Team is sponsoring an Out-of-Cycle zoning change application for 830 Airport.

Please communicate with Jarred Corbell, copied here, for application details, and let me know if you need anything else from me regarding this out-of-cycle application.

Thank you,

Daniel Llanes, Chair
G/JTNP Contact Team
512-431-9665

**Letter of Recommendation from the Neighborhood
Plan Contact Team (NPCT)**

Govale Johnston Terrace Neighborhood Plan Contact Team
"Strength Through Unity"

Dear Planning Commissioners and City Council members,

Please accept this letter on behalf of the **Govale/Johnston Terrance
Neighborhood Plan Contact Team** as an expression of

Support for the zoning change at 830/838 Airport and 917/923 Shady Ln.

To CS-V-MU

With the following conditions:

CS-V-MU, height restricted to 60', per code

10% Affordable units at @ 60% MFI , per code

Reserve 2 Affordable units for 2 existing residents

No vehicular access off Shady Ln. except for emergency vehicle access

**Designate property frontage on Shady Ln. as no parking, as per City
code.**

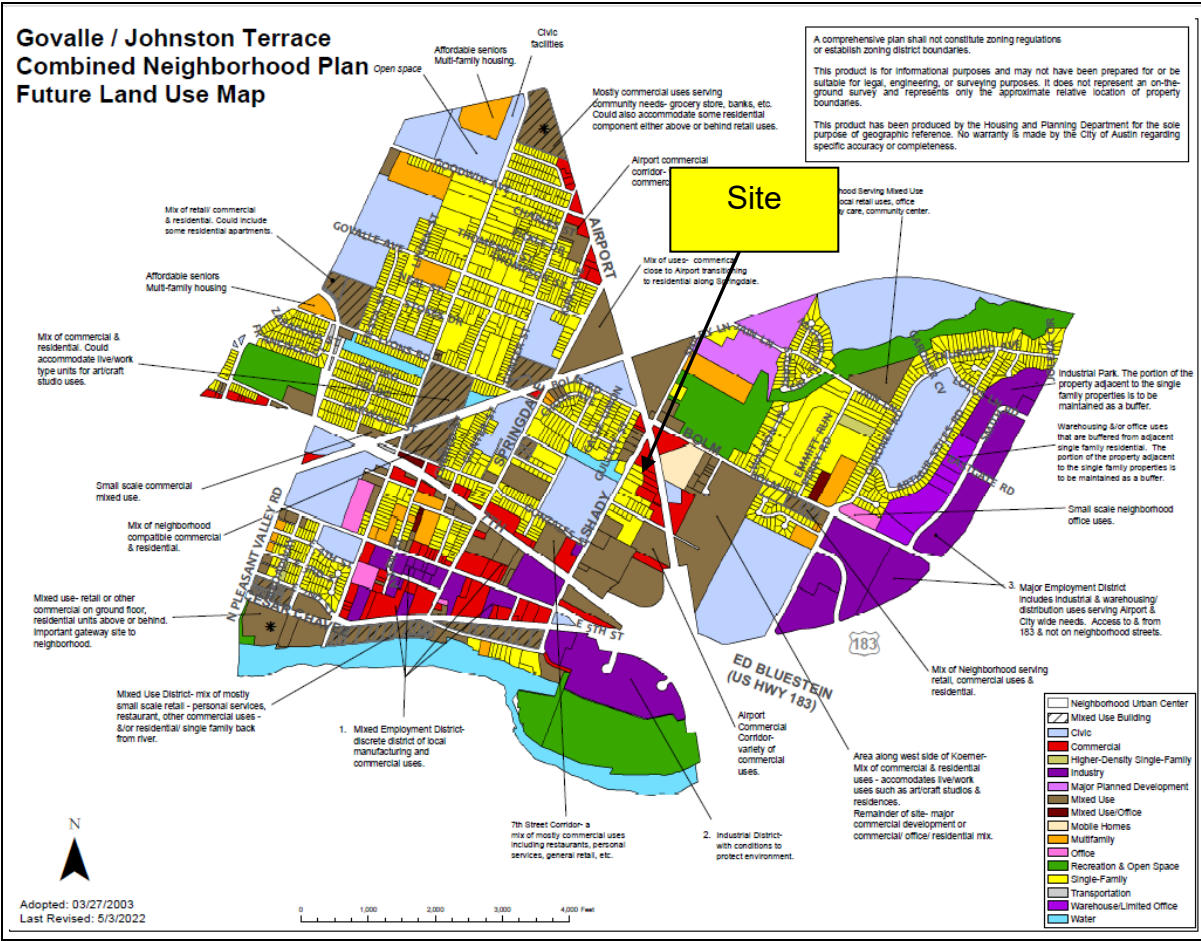
**Support of Compatibility Waiver for Specific Triggering Properties (915
and 914 Shady Ln.), and only if said property owner provides letter of
support for waiver of compatibility as triggered by their property.**

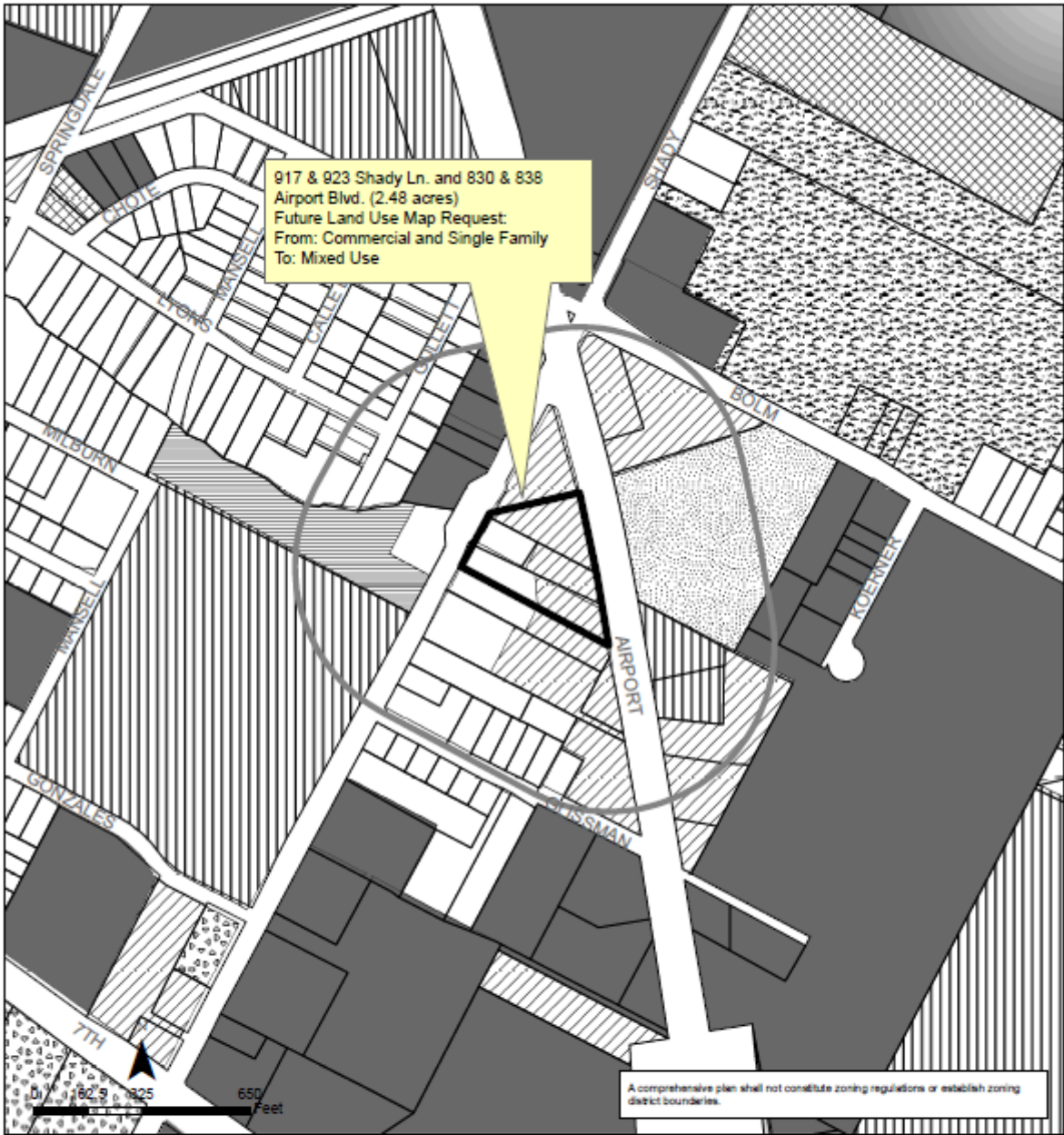
**Community Benefit Contribution to the East Austin Conservancy's Property
Tax Assistance Program equal to \$500. Per market rate unit.**

Please feel free to reach out with any question or comments you may have.

Thank you for your service,

Daniel Llanes, Chair
G/JTNP Contact Team
512-431-9665





Govalle/Johnston Terrace Combined (Govalle) Neighborhood Planning Area
NPA-2022-0016.01

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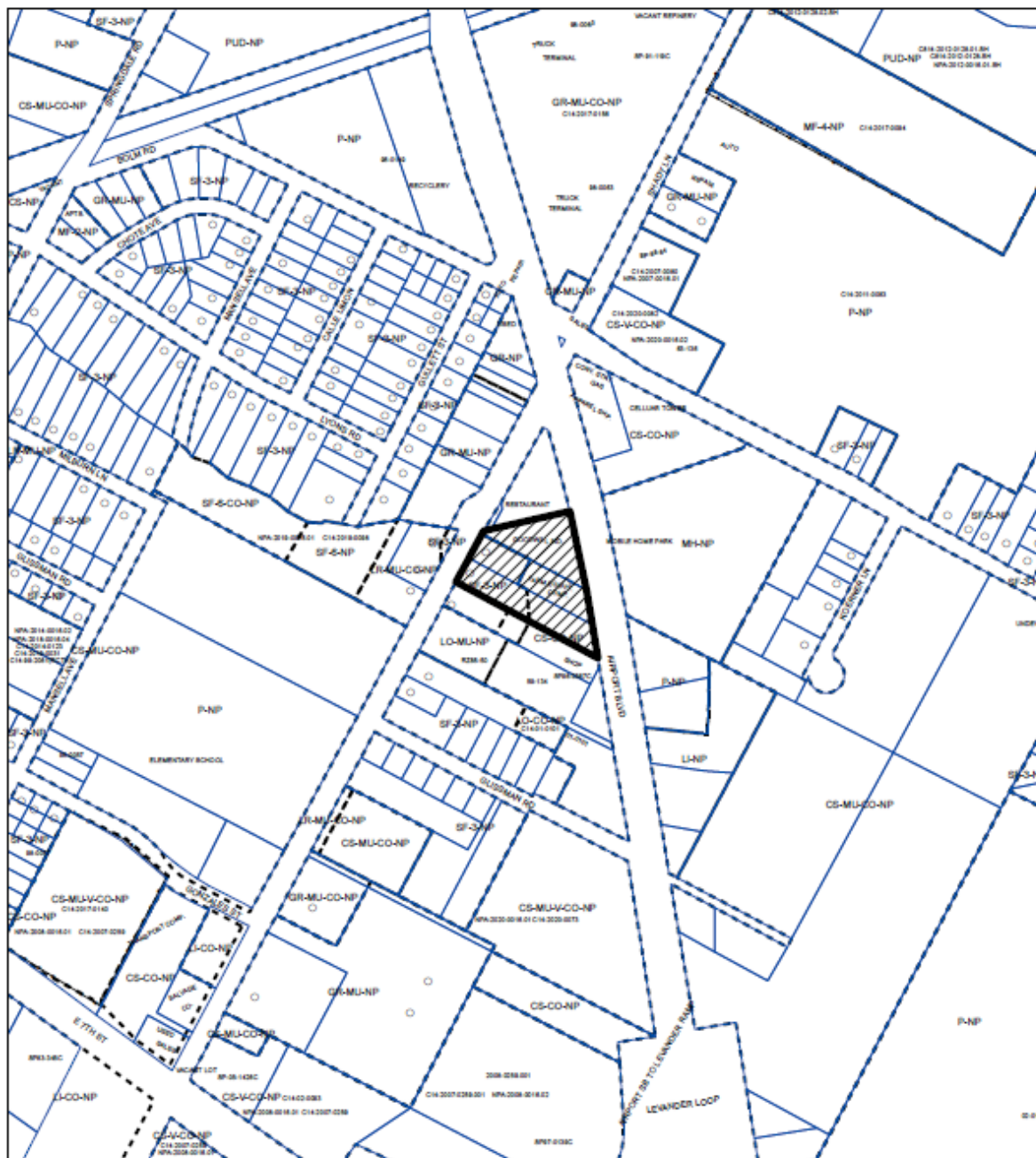
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City of Austin
Housing and Planning Department
Created on 4/19/2022, by: meekss

Future Land Use

	Subject Tract		Mobile Homes
	500 ft. notf. boundary		Multi-Family
	Civic		Recreation & Open Space
	Commercial		Single-Family
	Industry		Transportation
	Major Planned Development		Water
	Mixed Use		


$$1'' = 400'$$

 SUBJECT TRACT
 PENDING CASE
 ZONING BOUNDARY

ZONING

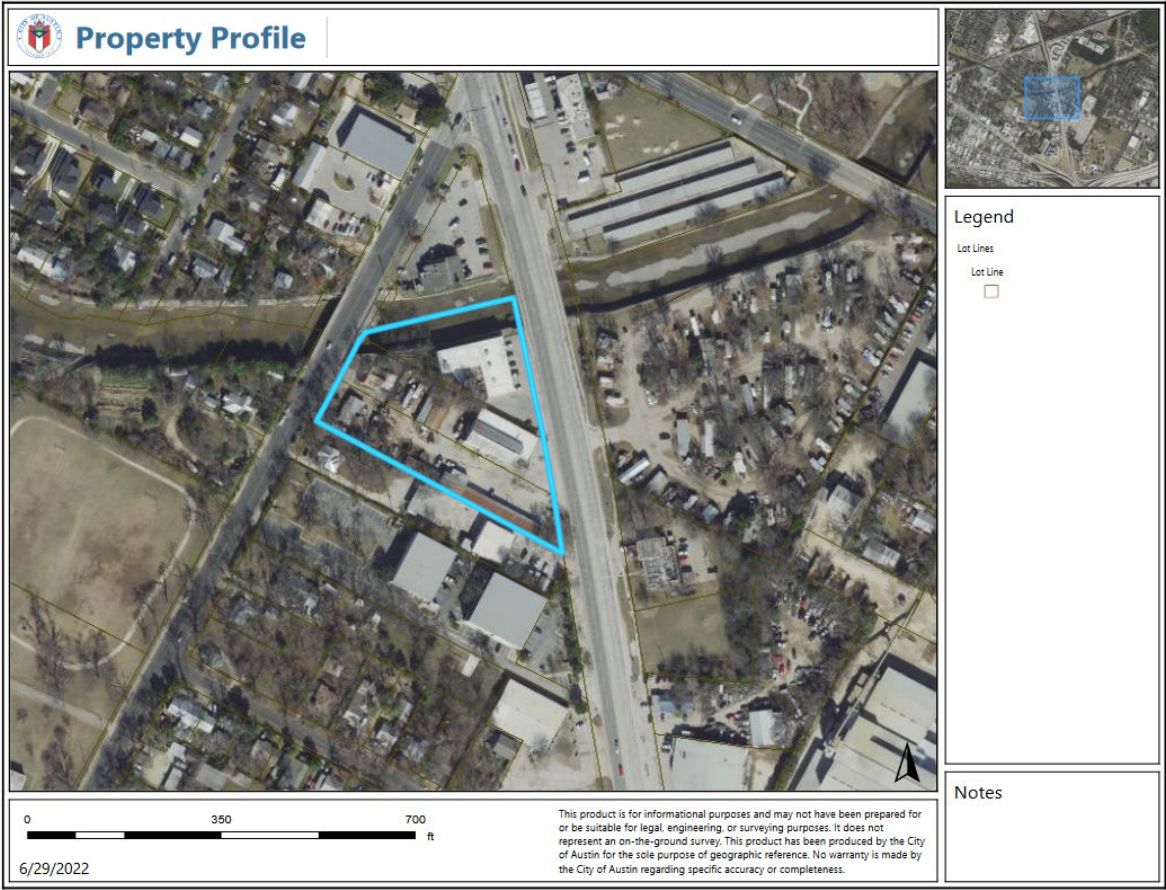
ZONING CASE#: C14-2022-0054

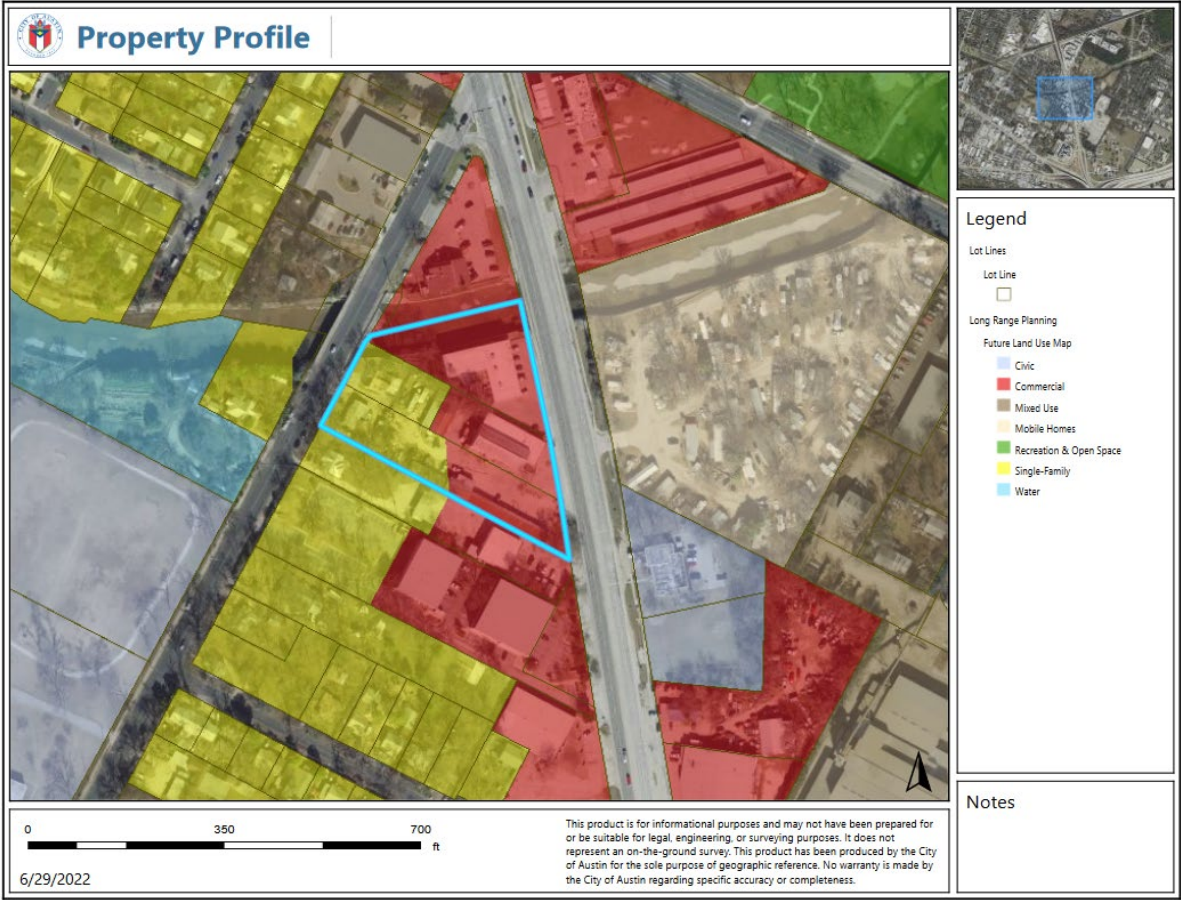
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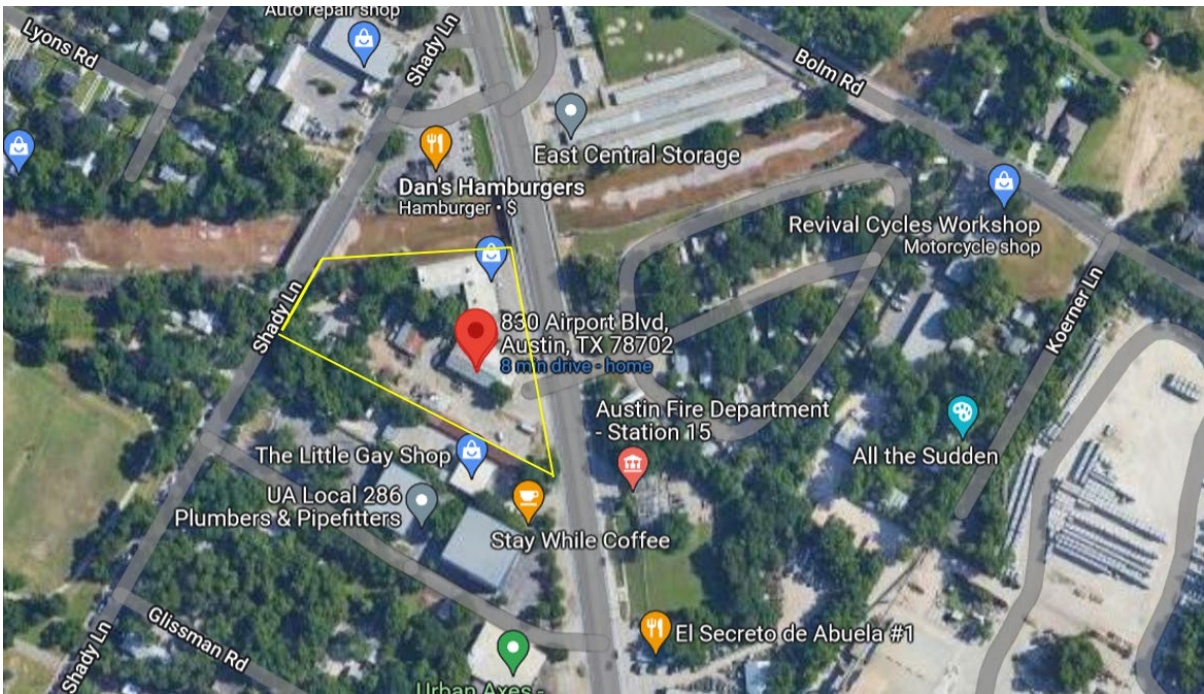
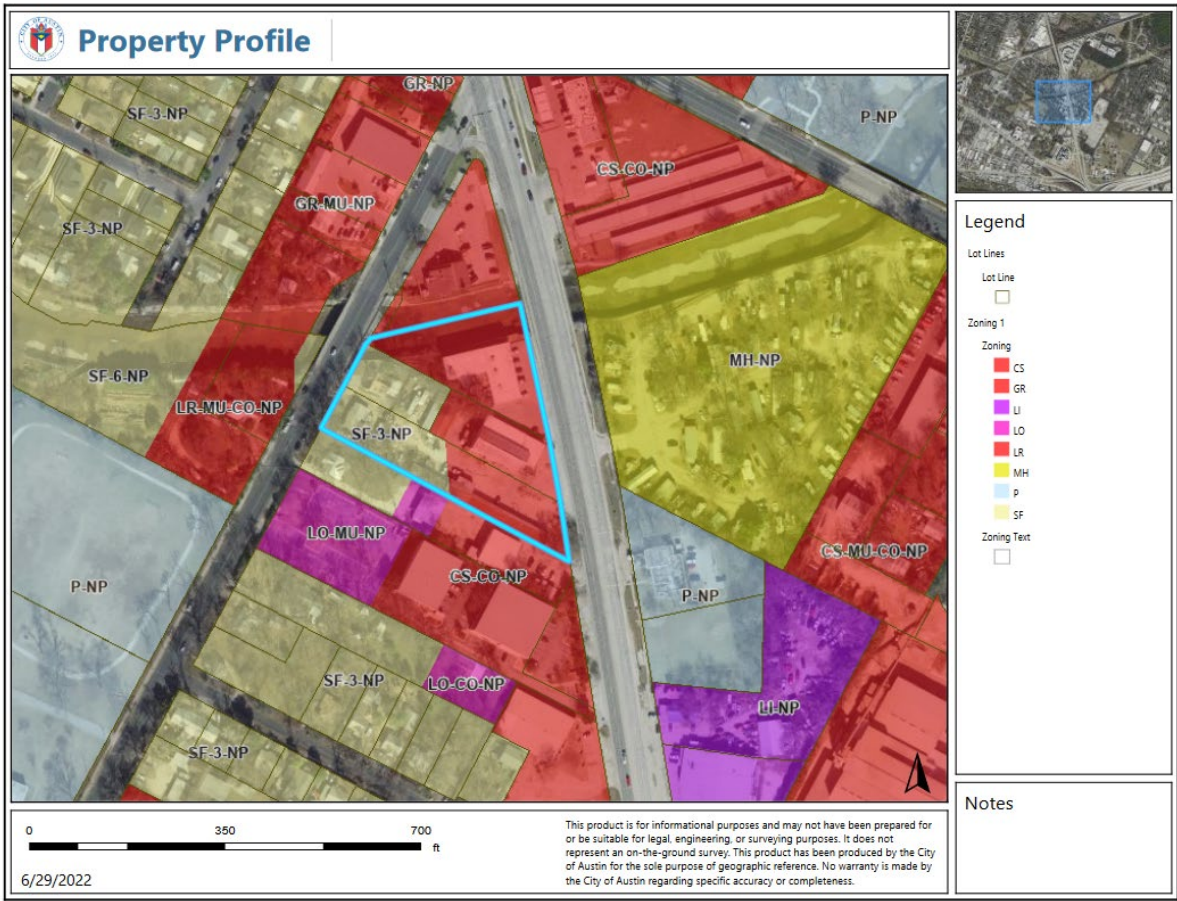
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Created: 5/4/2022







**Applicant's Presentation at the May 17, 2022
Community Meeting**

830 Airport

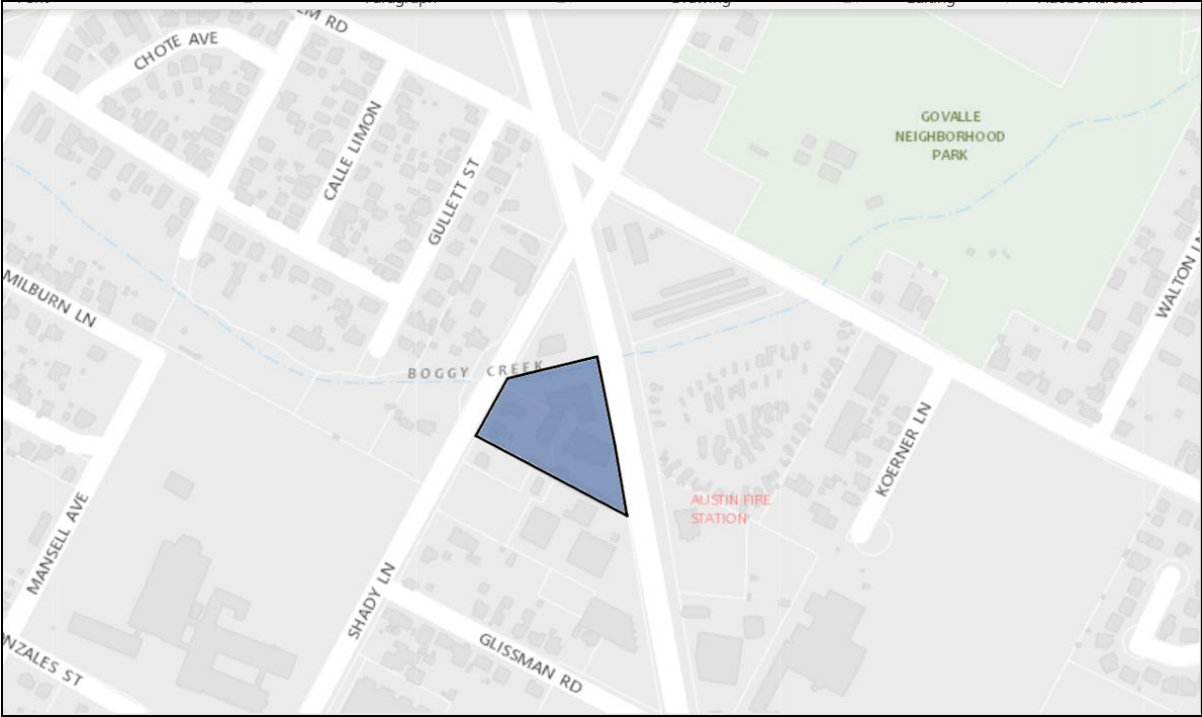
Rezoning & FLUM Amendment

Overview

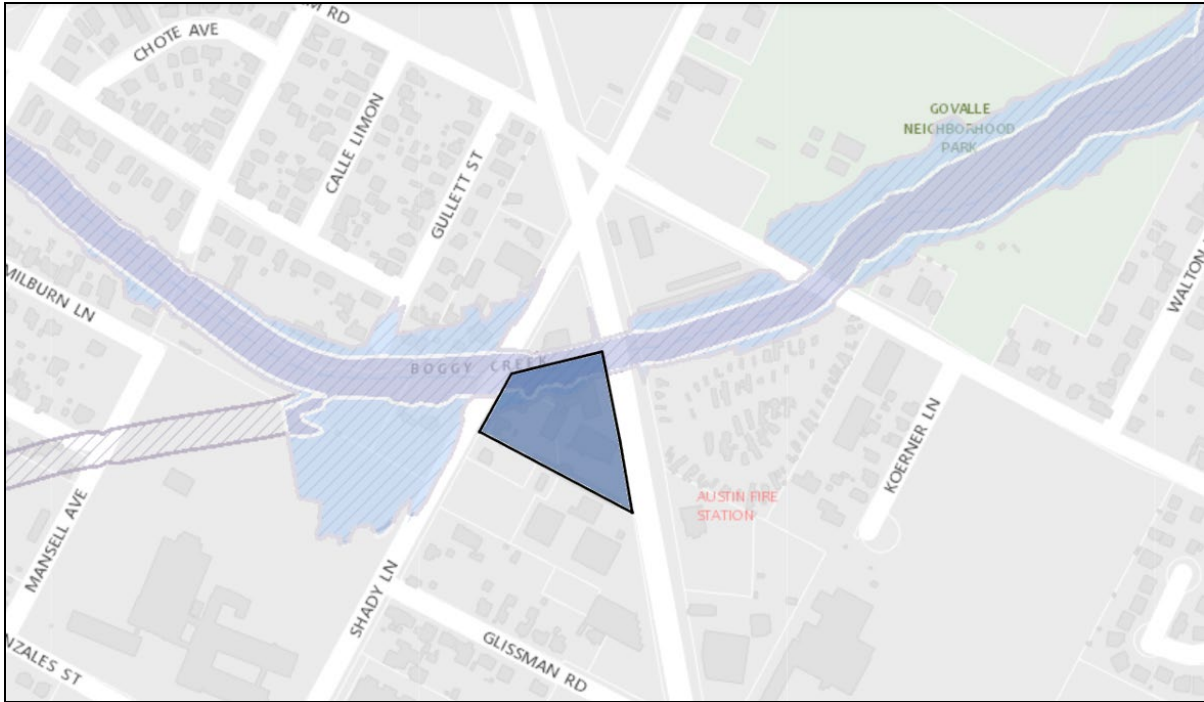
The applicant is requesting three approvals to provide a mixed-use project with affordable units on Airport Boulevard.

Case	Existing	Requested
Zoning	CS-CO-NP and SF-3-NP	CS-V-MU-CO-NP
Future Land Use Map (FLUM) Designation	Commercial and Single-Family	Mixed-Use
Variance Request (Not Yet Filed – Upcoming)	Code Compatibility	Modified Compatibility (With Support from Affected Property)

**The applicant has worked to earn Contact Team support for this request,
with several key conditions related to affordability, “Right to Return,” and vehicular access.**







Community Engagement

The applicant initially reached out to neighborhood in September 2021 –
and has worked through several compromise plan iterations to earn neighborhood support.

Provision	Initial Request	Compromise Plan
Requested Rezoning	MF-6-NP	CS-V-MU-CO-NP
Maximum Height (with Variance)	90 ft.	60 ft.
Affordable Housing	-	10% at 60% MFI
Right to Return Commitment	-	Yes
East Austin Conservancy Contribution	-	\$500 per market unit
Limit Access to Shady Lane ¹	-	Yes
Limit Shady Lane Parking ¹	-	Yes

¹ Shady Lane access and parking subject to City approval; applicant will advocate for committed position.

Affordable Housing: VMU Program

ON-SITE

60% MFI

**10% OF
ALL UNITS**

Under Requested Zoning: 22 to 25 affordable units (est.)

Private Commitment for "Right to Return": 2 existing residents

Annual Affordable Housing Need, 2021-28 (D3): 739 units needed every year

Contact Team Support

With those conditions in place, the
Contact Team supports the
requested rezoning –

– and supports the requested
compatibility variance, with the
condition that the properties from
which the variance is requested also
provide letters of support.

Govale Johnston Terrace Neighborhood Plan Contact Team "Strength Through Unity"

Dear Planning Commissioners and City Council members,

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Neighborhood Plan Contact Team** as an expression of

Support for the zoning change at 830/838 Airport and 917/923 Shady Ln.

To CS-V-MU

With the following conditions:

CS-V-MU, height restricted to 60', per code
10% Affordable units at @ 60% MFI, per code
Reserve 2 Affordable units for 2 existing residents
No vehicular access off Shady Ln. except for emergency vehicle access
Designate property frontage on Shady Ln. as no parking, as per City
code.
Support of Compatibility Waiver for Specific Triggering Properties (915,
914, 905 Shady Ln.), and only if said property owner provides letter of
support for waiver of compatibility as triggered by their property.
Community Benefit Contribution to the East Austin Conservancy's
Property Tax Assistance Program equal to \$500. Per market rate unit.

Please feel free to reach out with any question or comments you may have.

Thank you for your service,

Daniel Llanes, Chair
G/JTNP Contact Team

Recap

The applicant is proposing a mixed-use project – with affordable housing – that fronts onto Airport Boulevard.

To accomplish this, the applicant is requesting rezoning to CS-V-MU-CO-NP and a FLUM designation of Mixed-Use.

The applicant has worked with the Contact Team on a compromise plan, including lowering the height, protecting Shady Lane, providing a Right to Return for on-site residents, and contributing to the East Austin Conservancy.

Zoning Standards Comparison

Zoning Standards	CS-CO-NP Zoning	CS-V-MU-CO-NP Zoning
Height	60 ft.	60 ft.
Impervious Cover	95%	95%
Floor-to-Area Ratio		
Base Entitlement	2:1	2:1
Vertical Mixed-Use Program	No VMU Option	Waived
Commercial Uses	Permitted	Permitted
Residential Uses	Not Permitted	Permitted
Affordable Housing	None	10% of units at 60% MFI

Community Engagement

The applicant initially reached out to neighborhood in September 2021 – and has worked through several compromise plan iterations to earn neighborhood support.

Provision	Initial Request	Compromise Plan
Requested Rezoning	MF-6-NP	CS-V-MU-CO-NP
Maximum Height (with Variance)	90 ft.	60 ft.
Affordable Housing	-	10% at 60% MFI
Right to Return Commitment	-	Yes
East Austin Conservancy Contribution	-	\$500 per market unit
Limit Access to Shady Lane ¹	-	Yes
Limit Shady Lane Parking ¹	-	Yes

¹ Shady Lane access and parking subject to City approval; applicant will advocate for committed position.

Community Engagement

September 2021. Applicant presents initial proposal for MF-6 with a variance for up to 90 ft.

October 2021. Applicant proposes 75 ft. of height, “Right to Return,” and 10% of units at 80% MFI.

January 2022. Applicant proposes 10% at 70% MFI, and commitment to advocate for Shady Lane parking limits.

February 2022. Applicant commits to East Austin Conservancy contribution and Shady Lane access limits.

April 2022. Applicant commits to revise requested zoning to CS-V-MU-CO-NP, with 10% of units at 60% MFI.

May 2022. Applicant is presenting the compromise plan at this community meeting.

Maintains Existing Conditional Overlay

26. Vehicle storage use is a prohibited use of Tracts 26, 108b, 112, 114, 139b, 157, 164, 165, and 166.
27. The following uses are conditional uses of Tracts 26, 108b, 112, 114, 139b, 157, 164, 165, and 166:

Agricultural sales and services
Limited warehousing and distribution
Laundry services
Equipment repair services

Construction sales and services
Building maintenance services
Equipment sales