

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHBORHOOD PLAN: Govalle/Johnston Terrace Combined

CASE#: NPA-2017-0016.04

DATE FILED: July 27, 2017 (In-cycle)

PROJECT NAME: Govalle/Johnston Terrace FLUM Amendment

PC DATE: March 13, 2018
February 27, 2018
January 23, 2018

ADDRESSES: 4813 Gonzales Street & 4820 E. 7th Street

DISTRICT AREA: 3

SITE AREA: 4.196 acres

OWNER/APPLICANT: Laura Hensley

AGENT: McLean and Howard (Jeff Howard)

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Commercial **To:** Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2017-0140
From: CS-CO-NP **To:** CS-MU-V-CO-NP

NEIGHBORHOOD PLAN ADOPTION DATE: March 27, 2003

PLANNING COMMISSION RECOMMENDATION:

March 13, 2018 -

February 27, 2018 – Postponed to March 13, 2018 on the consent agenda at the request of staff. [J. Schissler – 1st; J. Shieh- 2nd] Vote: 12-0 [J. Thompson absent].

January 23, 2018 – Postponed to February 27, 2018 on the consent agenda at the request of Staff. [P. Seeger- 1st; G. Anderson – 2nd] Vote: 10-0 [K. McGraw, A. De Hoyos Hart, and J. Schissler absent].

STAFF RECOMMENDATION: Recommended

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Mixed Use land use because the property is located along an Imagine Austin Comprehensive Plan Activity Corridor that supports mixed use developments and higher density developments. In addition, East 7th Street is a Future Core Transit Corridor.

The Govalle/Johnston Terrace Neighborhood Plan document supports a varied pattern of land uses and mixed use developments to provide opportunities for people to live and work.

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 2: |
Preserve and protect current and future single-family neighborhoods. (Gov/JT) |
| Key Principles: | Initiate appropriate rezoning to preserve and protect established and planned single-family neighborhoods. (Gov/JT) |
| | Encourage higher density residential developments to locate near major intersections, and in locations that minimize conflicts with lower density single-family neighborhoods. (Sector Plan) |
| | Encourage higher density non-residential land uses to locate near major intersections and in industrial districts/business parks. (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)
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- Goal 4:** **Create and preserve a sense of "human scale" to the built environment of the neighborhood.** (Gov/JT)
- Key Principles:** Ensure that new development and redevelopment respects the existing scale and character of the planning area. (Gov/JT)

LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

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.

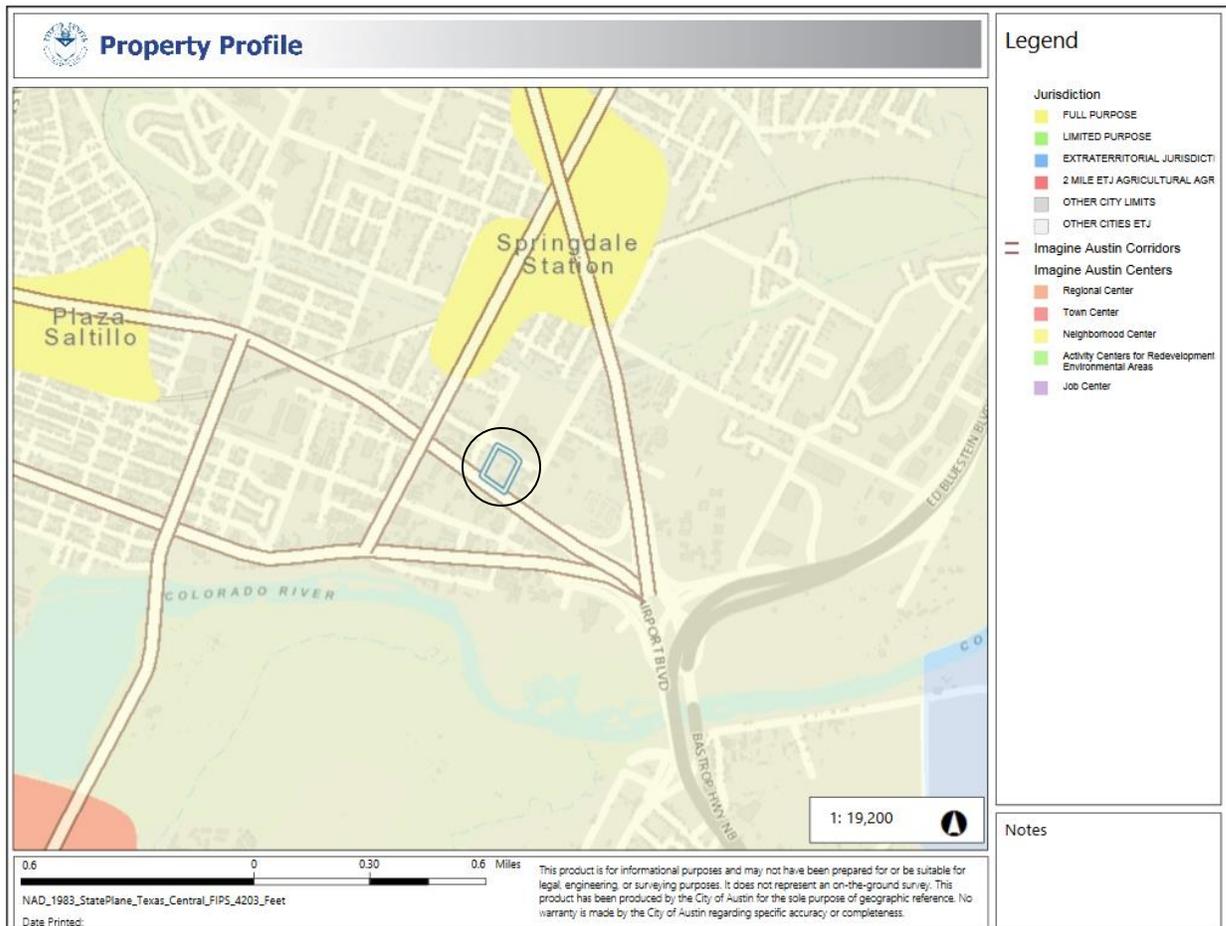
Application

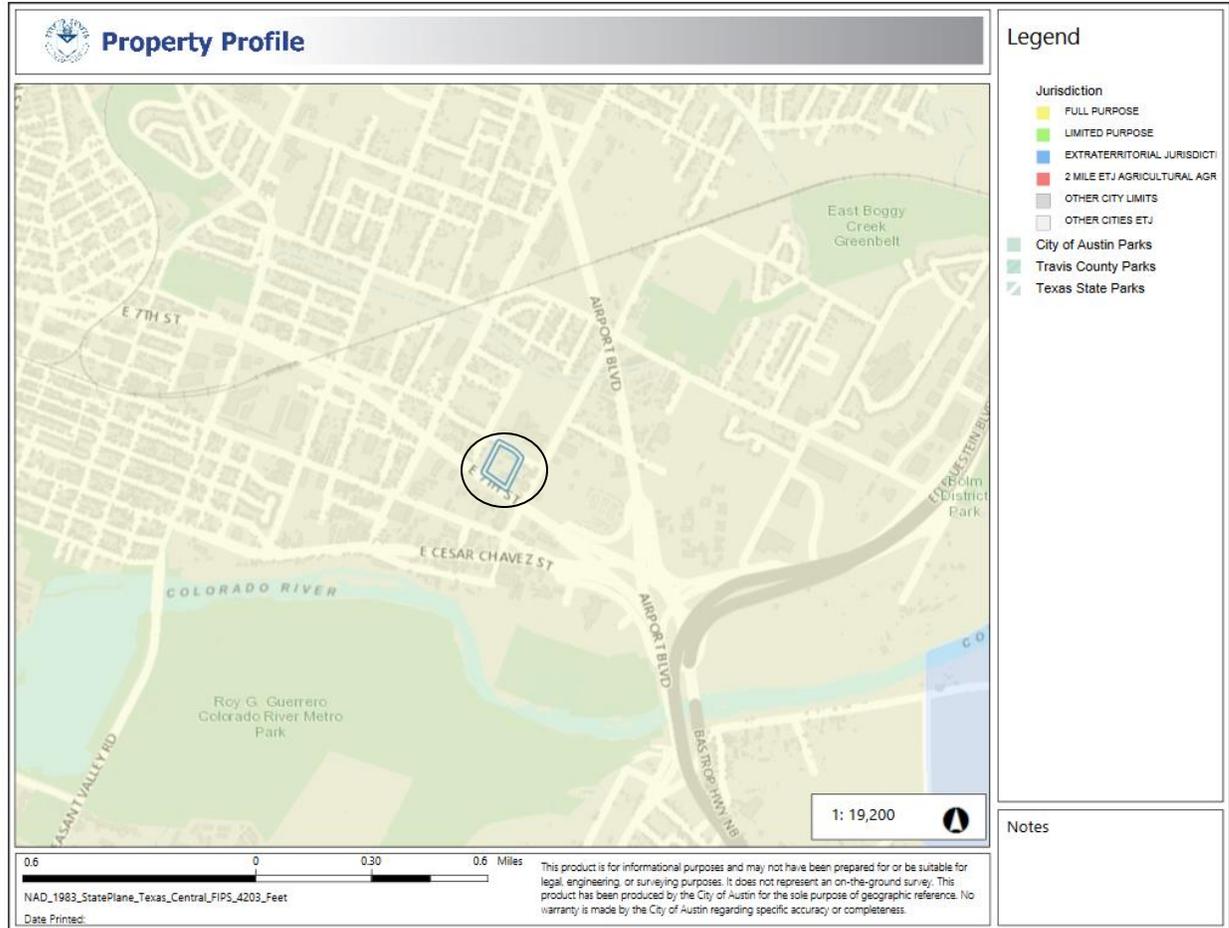
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood 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.

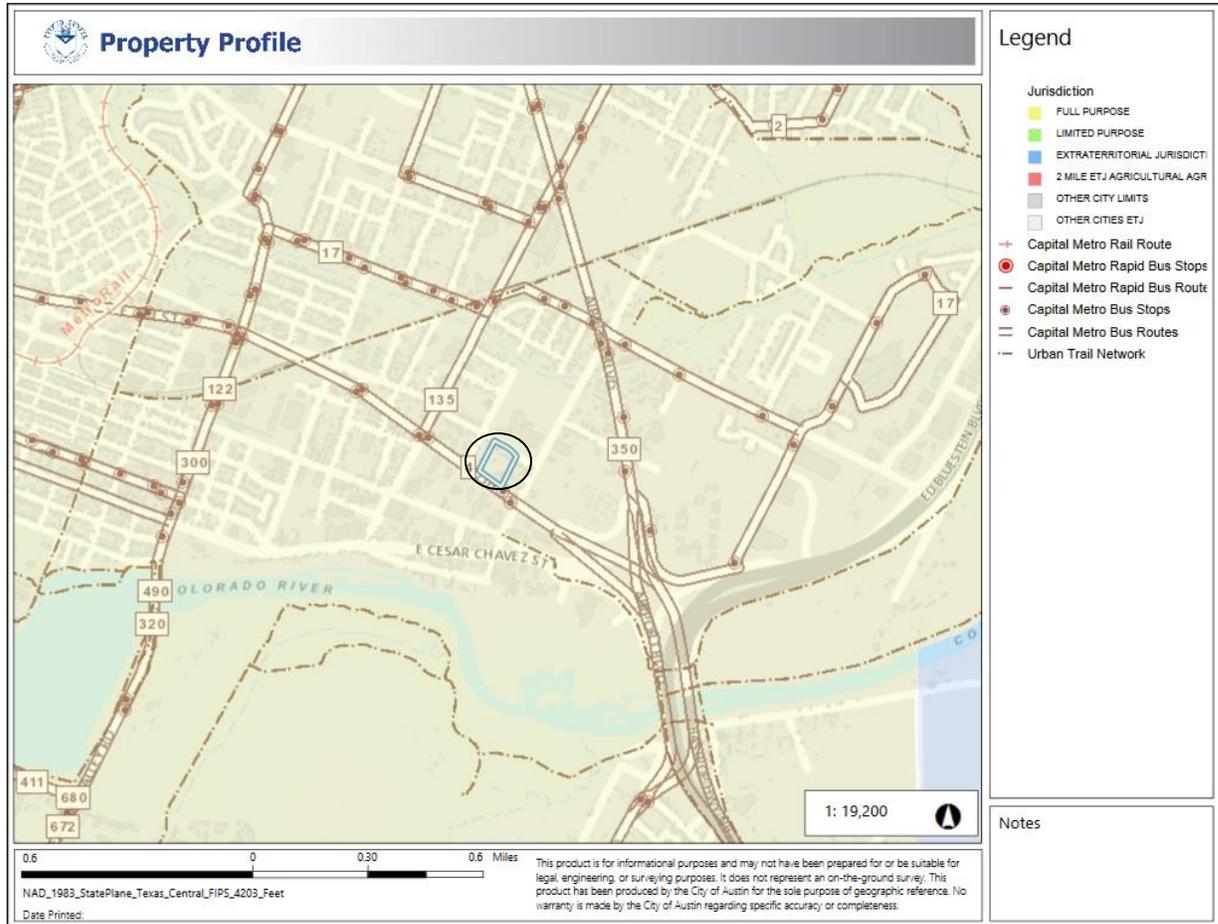
IMAGINE AUSTIN PLANNING PRINCIPLES

1. Create complete neighborhoods across Austin that provide a mix of housing types to suit a variety of household needs and incomes, offer a variety of transportation options, and have easy access to daily needs such as schools, retail, employment, community services, and parks and other recreation options.
 - ***The property is located on E. 7th Street, which is an activity corridor, with Capital Metro bus routes and within walking distance to numerous businesses. The property is located directly south of Allen Jr. High School and near Govalle Neighborhood Park to the north and the Colorado River Park to the south.***
2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.
 - ***The property is located on E. 7th Street, which is an activity corridor, with Capital Metro bus routes and within walking distance to numerous businesses.***
3. Protect neighborhood character by ensuring context-sensitive development and directing more intensive development to activity centers and corridors, redevelopment, and infill sites.
 - ***The property is located on an activity corridor and is an infill site located in the urban core.***
4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
 - ***The applicant is proposing a multifamily development within a CS-MU-V zoning district. The proposed multifamily development will expand the number of housing units in the area.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
 - ***Mixed Use land use is appropriate for an activity corridor with a mix of zoning and land uses.***
6. Protect Austin's natural resources and environmental systems by limiting land use and transportation development over environmentally sensitive areas and preserve open space and protect the function of the resource.
 - ***The property is not located in an environmentally sensitive area of the city, but is located in the Desire Development Zone.***
7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.
 - ***Not applicable.***

8. Protect, preserve and promote historically and culturally significant areas.
 - ***There are no historic or culturally significant elements to this property.***
9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.
 - ***Not directly applicable.***
10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.
 - ***Not directly applicable.***
11. Sustain and grow Austin’s live music, festivals, theater, film, digital media, and new creative art forms.
 - ***Not applicable.***
12. Provide public facilities and services that reduce greenhouse gas emissions, decrease water and energy usage, increase waste diversion, ensure the health and safety of the public, and support compact, connected, and complete communities.
 - ***Not applicable.***







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.

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 application was filed on July 27, 2017 which is in-cycle for neighborhood planning areas located on the east side of I.H.-35.

The applicant proposes to change the land use on the future land use map (FLUM) from Commercial to Mixed Use. In the associated zoning case, C14-2017-0140, the applicant proposes to change the zoning on the property from CS-CO-NP to CS-MU-V-CO-NP for a

multifamily development. For more information on the associated case, please refer to the zoning case report.

PUBLIC MEETINGS: The ordinance required community meeting was held on September 14, 2017. Approximately 144 meeting notices were mailed to people who live or own property within 500 feet of the property, in addition to neighborhood groups and environmental organizations who requested notification for the area. Seven people attended the meeting, including the applicant.

After city staff gave a brief presentation on the planning process and the applicant's request, Mac McElwrath, the applicant, and Jeff Howard, the applicant's agent, gave the following presentation.

Mr. McElwrath said he has been a multifamily developer in Austin for seven years. They have the property under contract. Currently the property is Dirty Works and a fleet maintenance facility. Their desire is to build a multifamily development. The buildings will be 3-, 4-, and 5-story buildings, they don't want to do more than this. The buildings will be compliant with the compatibility requirements and setbacks. They haven't decided yet if they plan to build retail on E. 7th Street. The VMU requires affordable housing units. They haven't decided if they want to build affordable units on site or pay off-site affordability.

Q. Do you proposed a multifamily development or condos?

A. Apartments.

Q. What other multifamily developments have you done?

A. Lenox Boardwalk, near St. Elmo and Pleasant Valley, a five-story development and there is one in south Austin near Onion Creek Parkway.

Q. Where will the access be?

A. At this time, only from E. 7th Street. There will be no access from Shady Lane.

Q. How many apartment dwelling units?

A. Around 260 – 285 multifamily units.

Q. How many parking spaces will you provide?

A. We will aim for 1.45 to 1.55 parking spaces per unit.

Q. What size of the apartment units?

A. There will be a combination of 1, 2 and 3 bedroom units, but probably more heavily towards one bedroom. The neighborhood wants more 2 – 3 bedroom units which are not usually what we do.

Q. Will it be gated?

A. It will be a secured community.

Q. What will the price of the units be?

A. They will start around \$1,000, but it will depend on the size of the unit. It will be a market-rate community. If we go for Vertical Mixed Use, it will require 10\$ affordable. We are working with Foundation Communities.

Q. What kind of amenities will you provide?

A. A pool, fitness center, business center, and court yard.

Q. What is the project timeline?

A. If zoning is approved, then we're looking at December 2018 – January 2019 to break ground with completion in the middle of 2020.

CITY COUNCIL DATE:

March 1, 2018

ACTION: Postponed to March 22, 2018 on the consent agenda at the request of Staff.

March 22, 2018

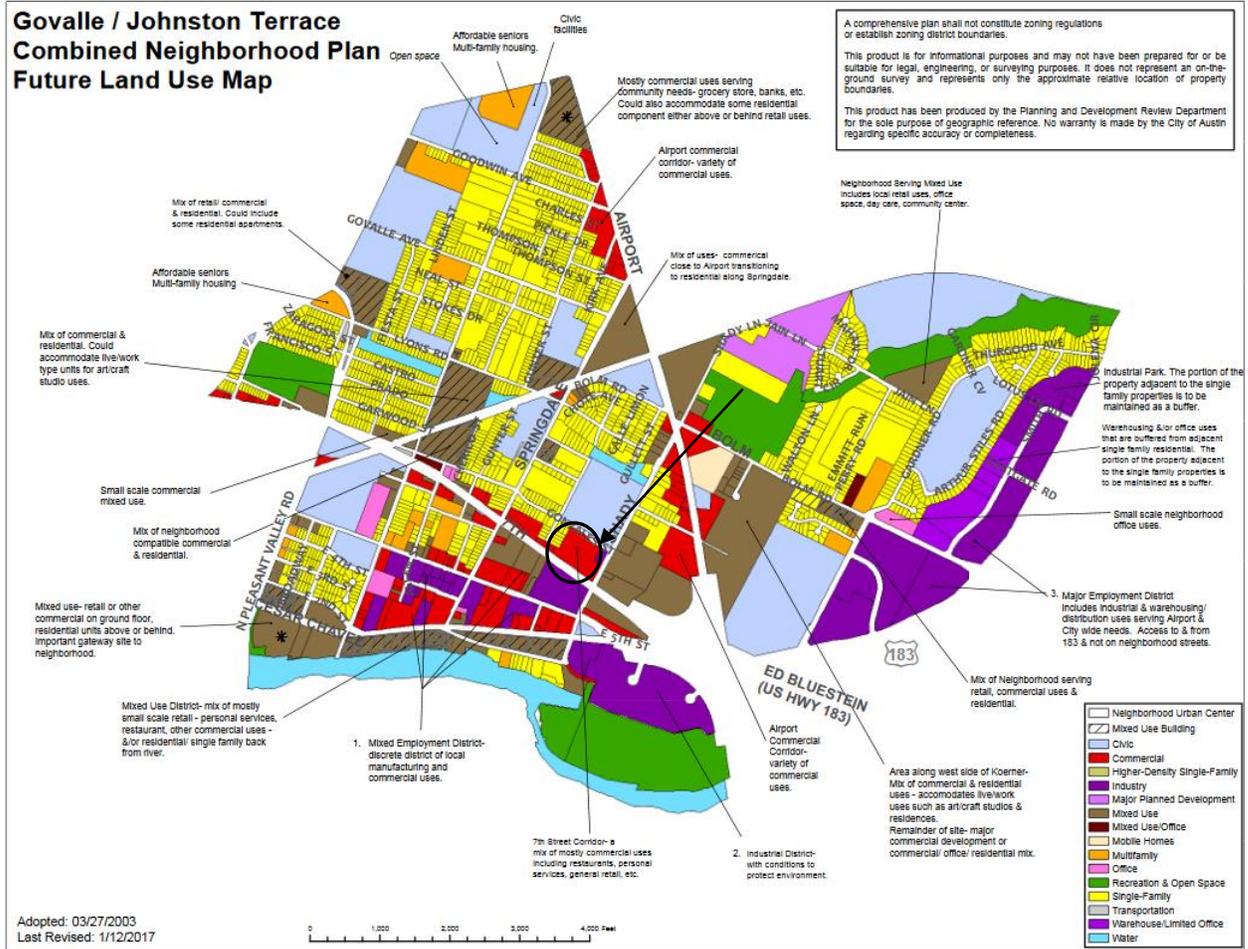
ACTION:

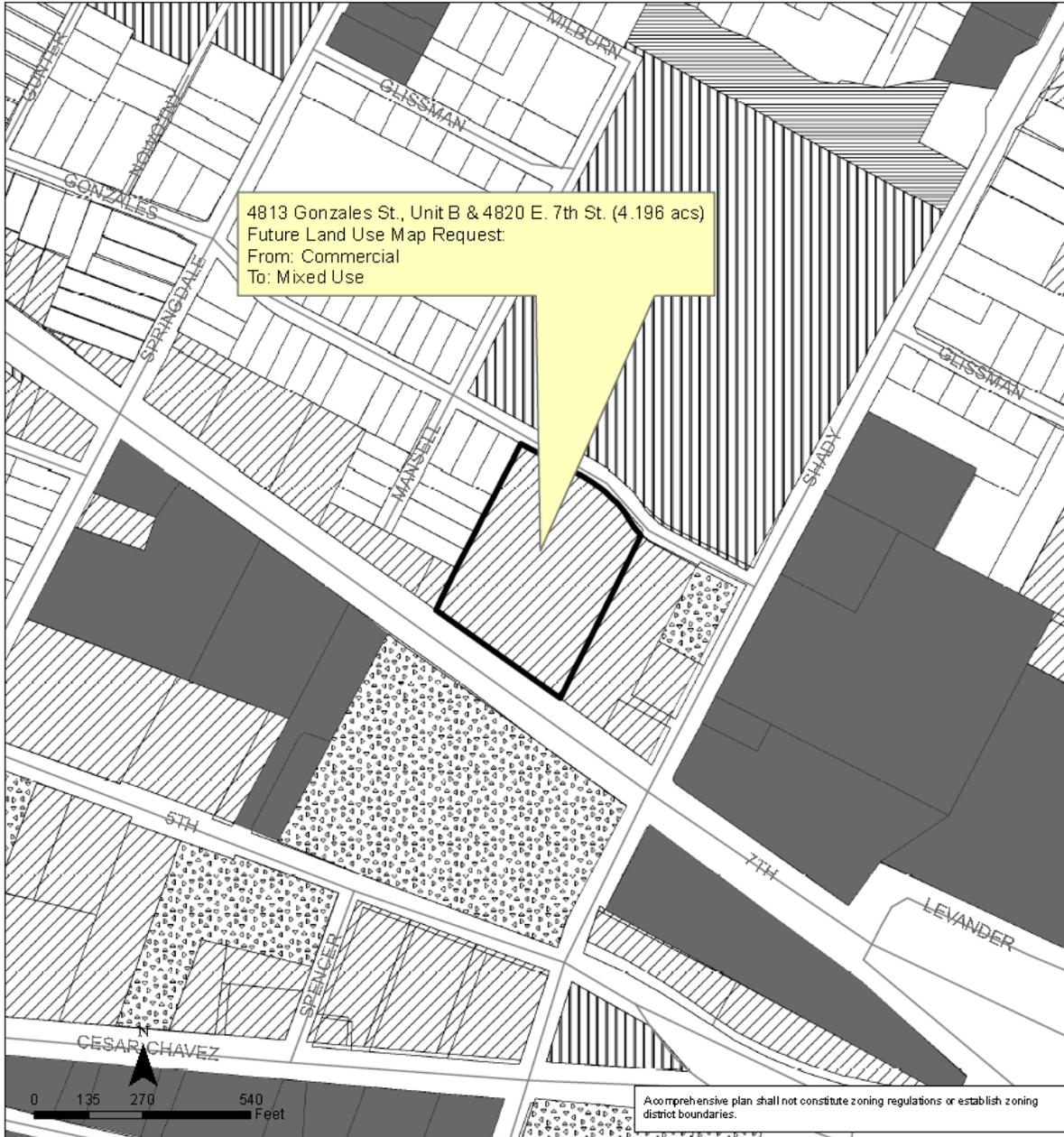
CASE MANAGER: maureen.meredith@austintexas.gov **PHONE:** (512) 974-2695

EMAIL: maureen.meredith@austintexas.gov

Letter of Recommendation from the Govalle/Johnston
Terrace Neighborhood Plan Contact Team

(No letter received at this time)



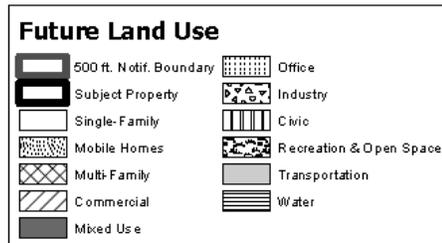


**Govalle/Johnston Terrace Combined Neighborhood Planning Area
NPA-2017-0016.04**

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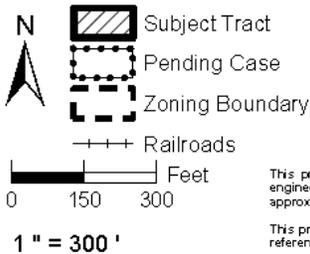
City of Austin
Planning and Zoning Department
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ZONING

Case#: C14-2017-0140

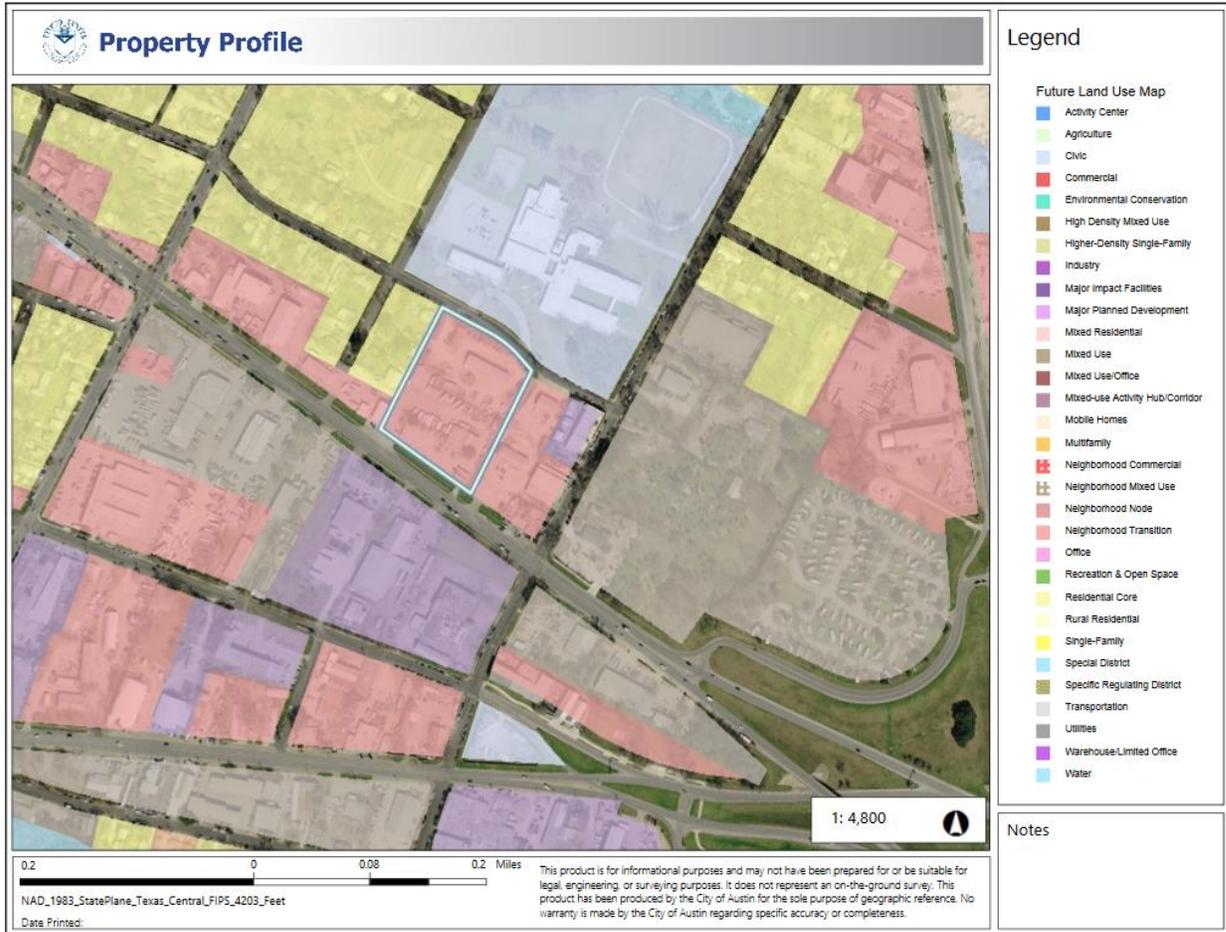


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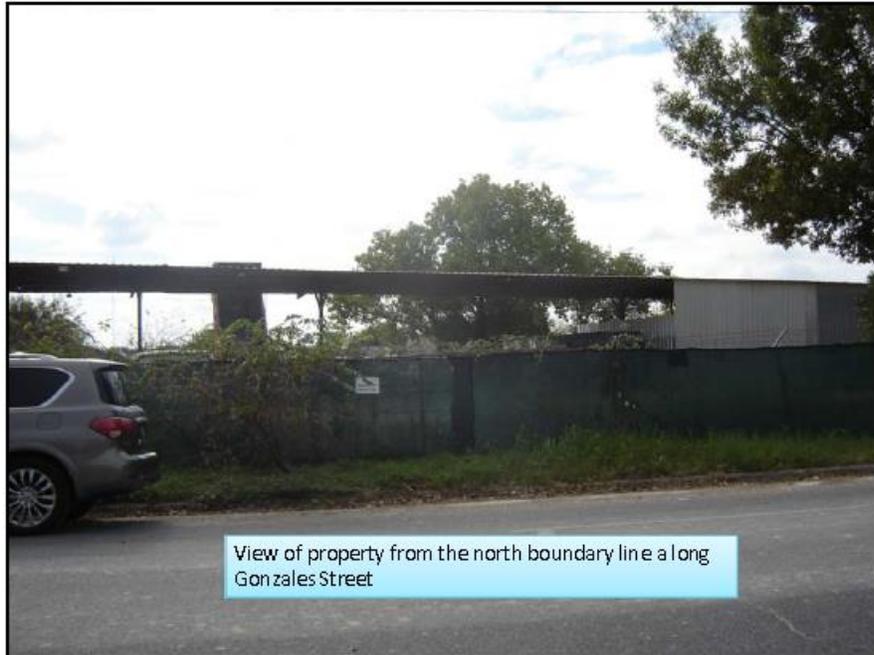


Created: 11/14/2017





Site: 4813 Gonzales and 4820 E. 7th Street



View of property from the north boundary line along Gonzales Street









View south of the site across E. 7th Street



View south of the site along E. 7th Street





View east on E. 7th Street

Handout Distributed by Applicant at the Plan Amendment Community Meeting



SUBJECT SITE
+/- 4.19 acres

 **Site Location Map**
4819 Gonzales Multifamily
4819 Gonzales Street
Austin, Travis County, Texas

0 200 400 600 Feet
0315.40.003 | 05.10.2017 | BIGREDDOG.COM 

