

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: Govalle/Johnston Terrace Combined (Govalle)

CASE#: NPA-2020-0016.01

DATE FILED: July 1, 2020 (In-cycle)

PROJECT NAME: MSC & CTC Tracts NPA

PC DATE: November 24, 2020

ADDRESSES: 748, 750, 760, 764 Airport Blvd & 5301 Glissman Road

DISTRICT AREA: 3

SITE AREA: 5.2116 acres

OWNER/APPLICANT: Modern Supply Company of Austin, Texas (M. Jack Hall) &
Coastal Transport Co., Inc. (Joe A. Morgan)

AGENT: Alice Glasco Consulting (Alice Glasco)

CASE MANAGER: Maureen Meredith, Housing and Planning Dept.

PHONE: (512) 974-2695

STAFF EMAIL: maureen.meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Commercial

To: Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2020-0073

From: CS-CO-NP

To: CS-MU-V-NP

NEIGHBORHOOD PLAN ADOPTION DATE: March 27, 2003

PLANNING COMMISSION RECOMMENDATION:

November 24, 2020 – Pending.

STAFF RECOMMENDATION: To grant the applicant's request for Mixed Use land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Mixed Use because the property is located along Airport Boulevard which is an activity corridor as identified on the Imagine Austin Growth Concept Map where Mixed Use is appropriate.

Below are sections of the Govalle/Johnston Terrace 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 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)

Housing

Goal 5: **Maintain an affordable and stable housing stock.** (Sector Plan)

Key Principles: Provide a diverse range of housing opportunities for all stages of life and income levels. (Sector Plan and modified by Gov/JT)

Increase home ownership opportunities. (Sector Plan)

Encourage the development of affordable single-family and multi-family units on vacant tracts in established neighborhoods. (Sector Plan)

Goal 6: **Foster and protect existing neighborhoods.** (Sector Plan)

Key Principles: Increase code enforcement related to housing quality and use in the neighborhood. (Gov/JT)


(Goal 2 under Land Use also addresses the protection and preservation of existing neighborhoods).

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)

 Rectangular Sign

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.

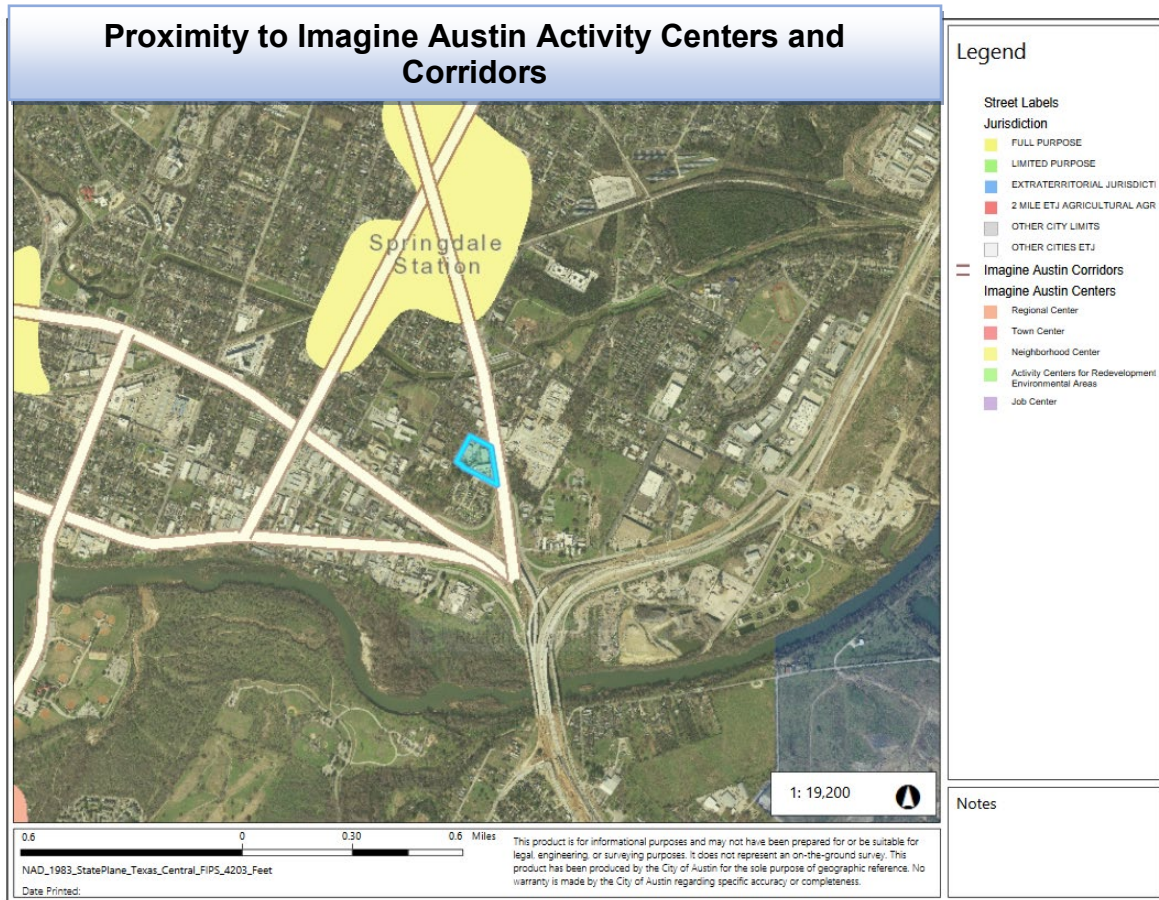
Application

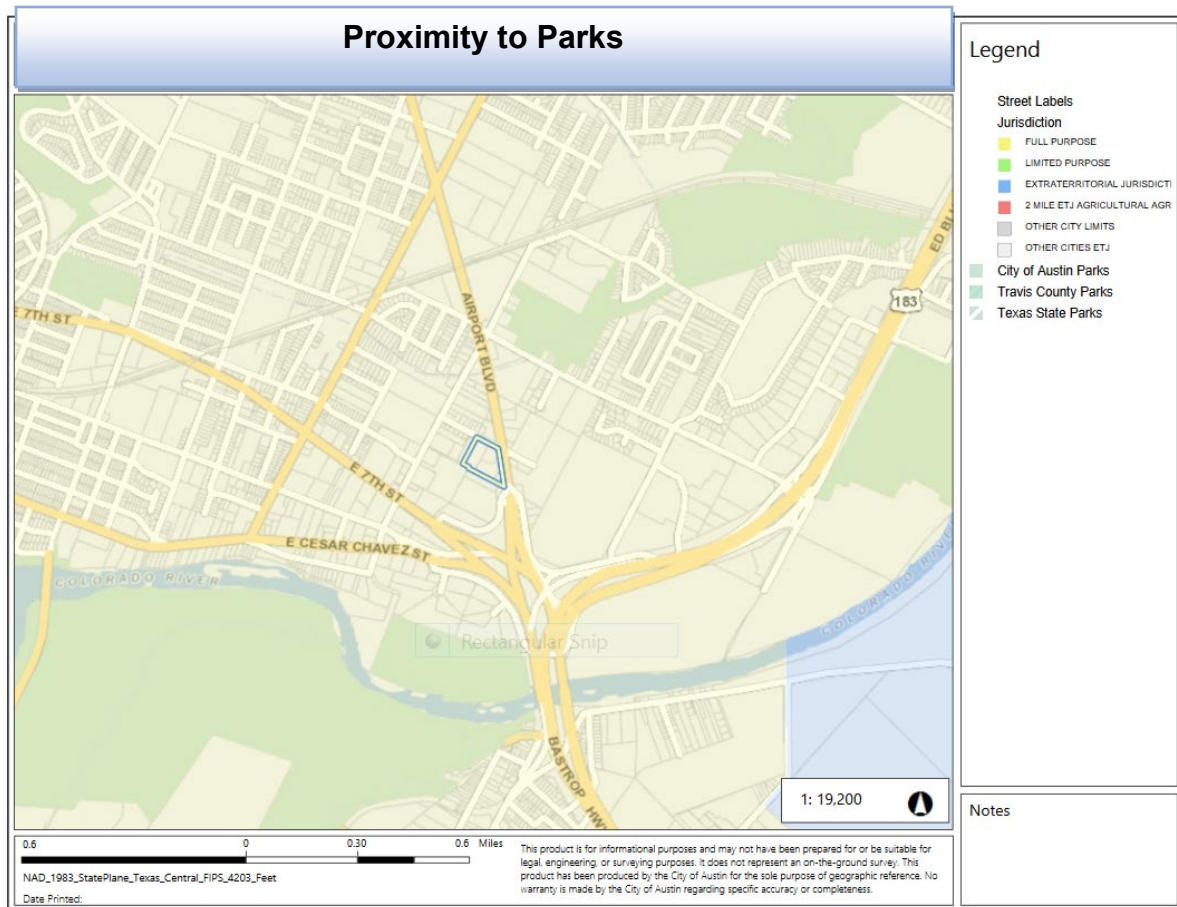
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood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

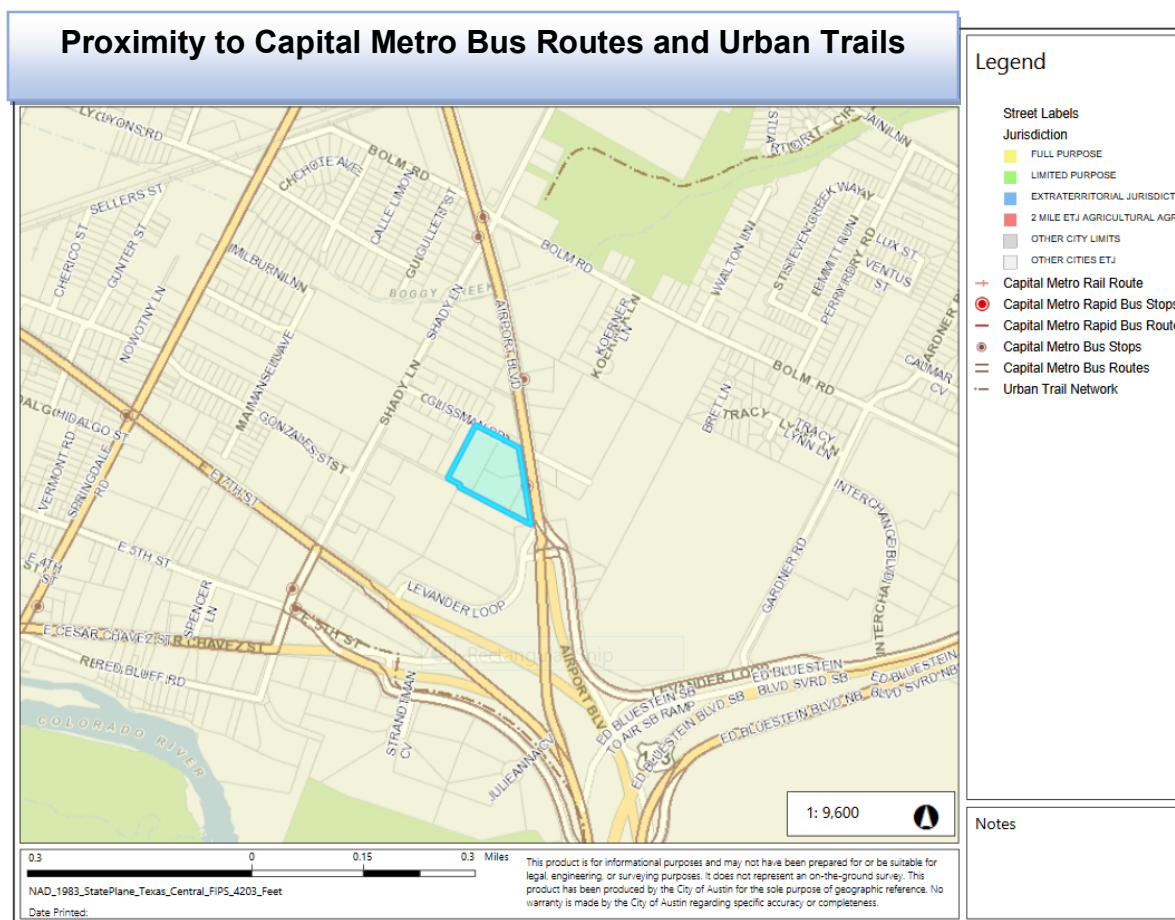
IMAGINE AUSTIN PLANNING PRINCIPLES

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 applicant proposes to build a mixed used development with residential and commercial uses which will provide a variety of housing types, in addition to an affordable housing component. The property is located on a bus route and is near numerous businesses.***
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 along an activity corridor that has access to public transportation.***

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 along an activity corridor where mixed use development is appropriate, in addition the property is considered an infill site.***
4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
 - ***The applicant proposes to build a mixed use development with residential commercial uses with 10% of the units affordable. This proposal will add to the number and variety of housing types.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
 - ***The proposed Mixed Use land use is appropriate in this location along an activity corridor.***
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 such as the Drinking Water Protection 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.
 - ***Not applicable.***
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 1, 2020, 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 from Commercial to Mixed Use.

The applicant proposes to change the zoning on the property from CS-CO-NP to CS-MU-V-NP to build a mixed use development with commercial and residential uses. The applicant

proposes 10% of the residential uses to be affordable. For more information on the proposed zoning, please see case report C14-2020-0073.

PUBLIC MEETINGS: The ordinance-required virtual community meeting was held October 6, 2020. Approximately 112 meeting notices were mailed to people who live or own property within 500 feet of the subject tract, in addition to neighborhood organizations and environmental groups who requested notification for the area. Two city staff members participated in the meeting, in addition to Alice Glasco, the agent representing the seller, and David Hartman, the agent representing the buyer of the property along with Ben Browder from Oden Hughes. There were no other attendees from the neighborhood participating in the meeting.

David Hartman's presentation is at the end of this report. The recorded community meeting can be viewed here: <https://www.speakupaustin.org/npa>.

David Hartman said the site is a little over five acres with existing machine welding, steel fabrication and trucking terminal located along Airport Boulevard and Glissman Road. The application was submitted in July 2020 to change the future land use map from Commercial to Mixed Use. In addition there is a proposed change in the zoning to VMU. The proposal is to build a mixed use project with multifamily and commercial uses. One of the benefits of VMU is the requirement that the project bring 10% affordable housing. The site will have access to Glissman Road and Airport Boulevard.

David gave an overview of the land uses and zoning surrounding the property noting that the Mixed Use land use and the VMU would be appropriate in this location. The property is on Airport Boulevard which is an Imagine Austin corridor and three Imagine Austin centers. There is a Capital metro bus stop at subject tract. David then presented the Compatibility Standards chart in the presentation that shows the setbacks required on the property that are triggered by single family to the west and northwest. He said that about 300 feet from the triggering property is where the subject property could achieve a maximum height of 60 feet but it must step down toward the single family property. Under the VMU zoning there is relaxed minimum site area and FAR, but the big difference is VMU brings affordable units for residential project. He then presented the Goals and Recommendations from the Govalle/Johnston Terrace Neighborhood Plan that he said supports the proposed zoning and future land use map change.

There were no attendees to the virtual meeting so no questions were asked.

CITY COUNCIL DATE:

ACTION:

December 10, 2020

Application Summary Letter

ALICE GLASCO CONSULTING

alice@agconsultingcompany.com* Tel. 512-231-8110

July 1, 2020

Mr. Jerry Rusthoven, Assistant Director
Neighborhood Planning and Zoning Department
505 Barton Spring Road, Suite 500
Austin, Texas 78704

RE: Govalle /Johnson Terrace Combined Neighborhood Plan Amendment and rezoning
for 748, 750, 760 & 764 Airport Blvd. & 5301 Glissman Road

Dear Jerry:

I represent Modern Supply Company of Austin, the entity that owns 748, 750, 760 & 764 Airport Blvd., and Coastal Transport Co., Inc., the entity that owns 5301 Glissman Road in a request to amend the Future Land Use Map (FLUM) of the Govalle /Johnson Terrace Combined Neighborhood Plan and associated rezoning.

The property is currently zoned CS-CO-NP. Our request is to change the FLUM from Commercial to Mixed Use and change the zoning to CS-MU-V-NP.

The site comprises 5.2116 acres and has existing uses that include machine welding and steel fabrication, administrative offices, power transmission products, storage/warehousing, sales, and a trucking terminal (5301 Glissman Road).

JUSTIFICATION FOR A PLAN AMENDMENT AND REZONING

1. Changing the FLUM from Commercial to Mixed Use would allow the property to be redeveloped as a mixed-use project that includes residential.
2. The proposed amendment is consistent with the goals and objectives of the neighborhood plan. The land use goal and key principles that support our plan amendment request are as follows: Land Use Goal # 3: Develop a balanced and varied pattern of land use.
3. Adding Vertical Mixed-use overlay to the base zoning of CS would require that 10% of residential units be designated as affordable at 60% MFI under the neighborhood's VMU-opt-in ordinance.

Mr. Jerry Rusthoven
RE: Govalle /Johnson Terrace Combined Neighborhood Plan Amendment and rezoning
for 748, 750, 760 & 764 Airport Blvd.

Key Principles

- Provide a balance of land use and zoning for people to both live and work in the area.
- Encourage mixed use so that residential uses are allowed on some commercial properties.
- Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop).
- 4. The NPA is consistent with Imagine Austin Comprehensive Plan's policy – LUT P7, which states: encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

We look forward to a positive staff recommendation. Please let me know if you have any questions or need additional information.

Sincerely,



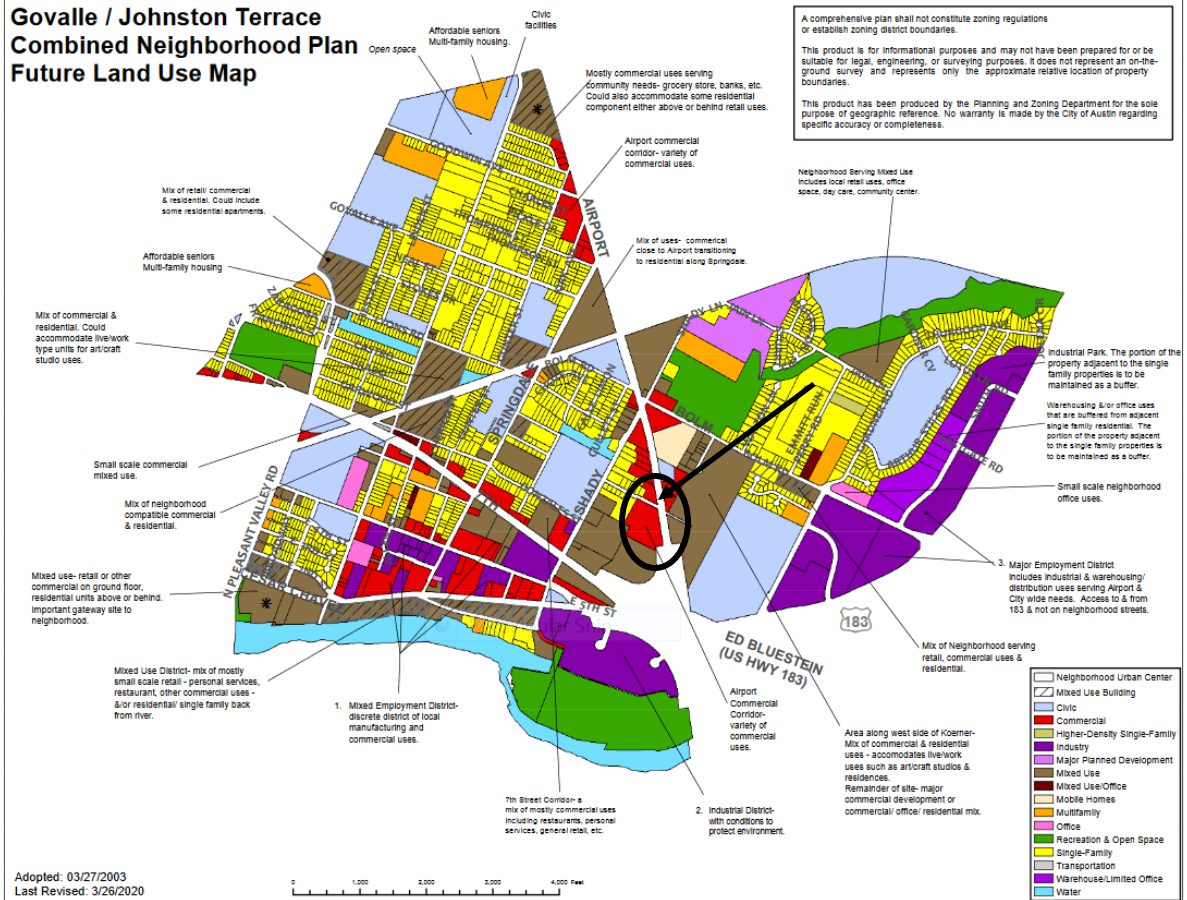
Alice Glasco, President
Alice Glasco Consulting

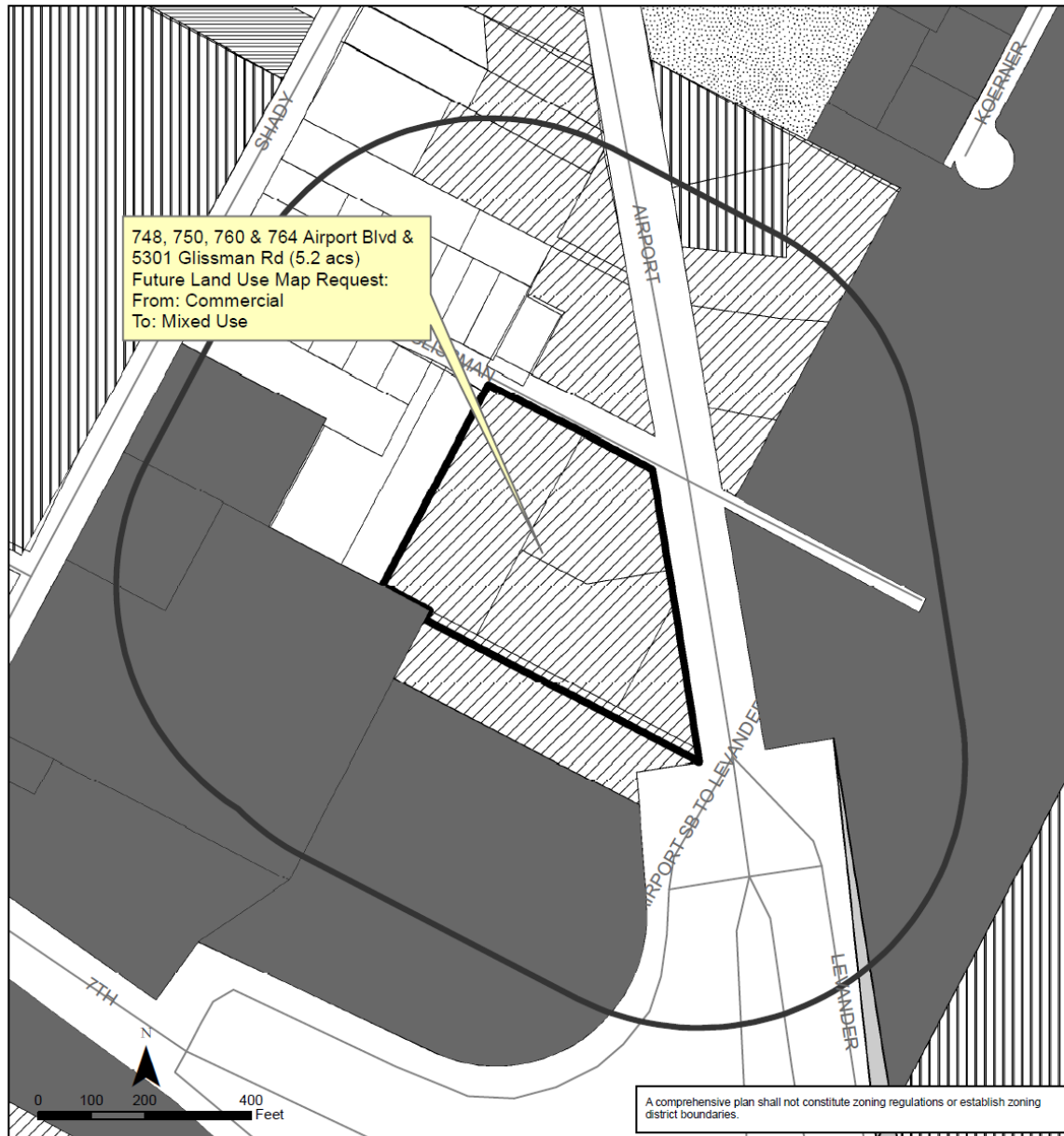
Cc: Maureen Meredith, Neighborhood Planner

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

(No letter received at the time report was submitted on November 17, 2020)

Govalle / Johnston Terrace Combined Neighborhood Plan Future Land Use Map





Govalle/Johnston Terrace Combined (Govalle) Neighborhood Planning Area NPA-2020-0016.01

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.

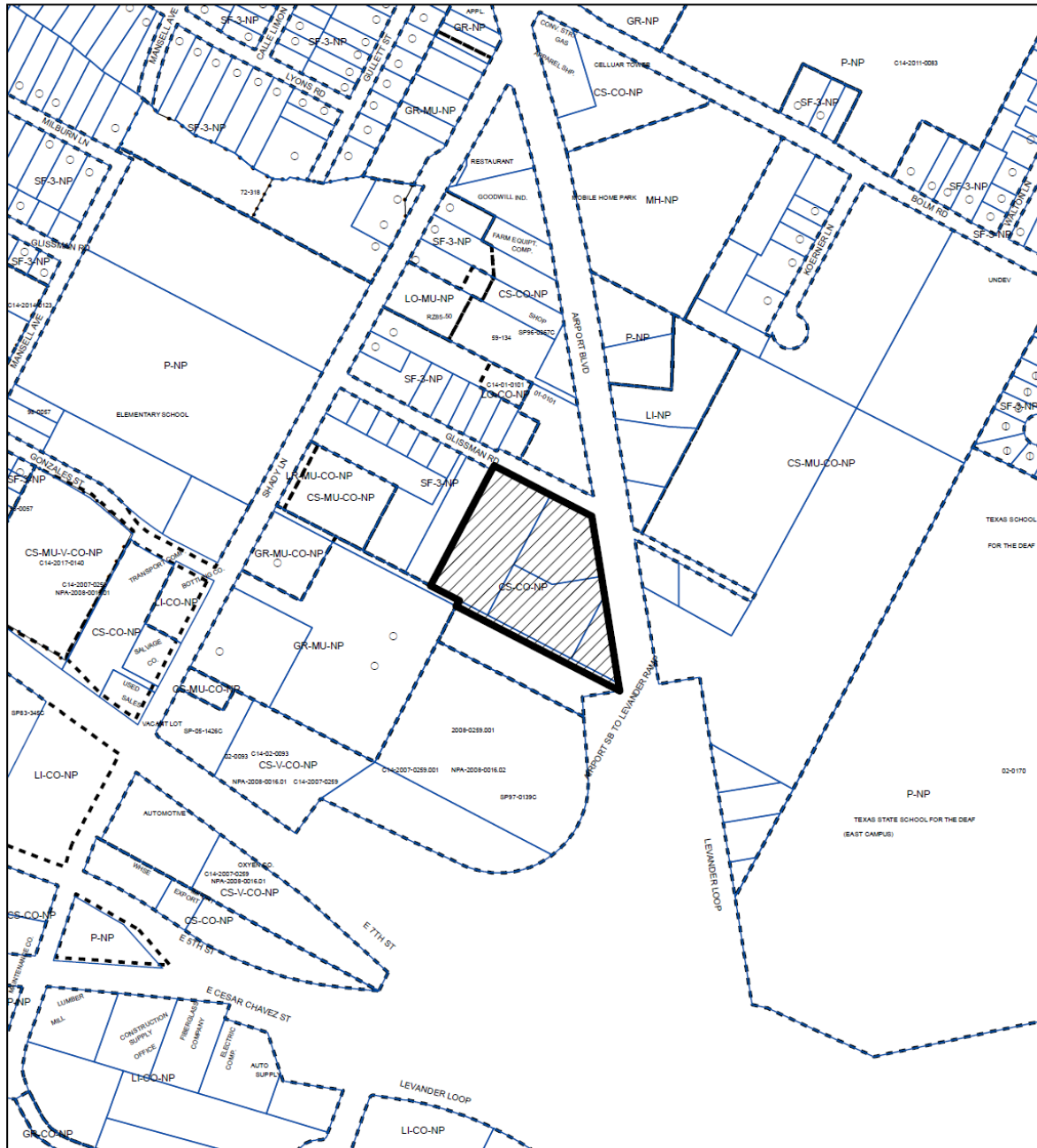
This product has been produced by the Planning and Zoning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



City of Austin
Planning and Zoning Department
Created on 7/22/2020, by: meredithm

Future Land Use

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



1" = 400'

- SUBJECT TRACT
- PENDING CASE
- ZONING BOUNDARY

ZONING

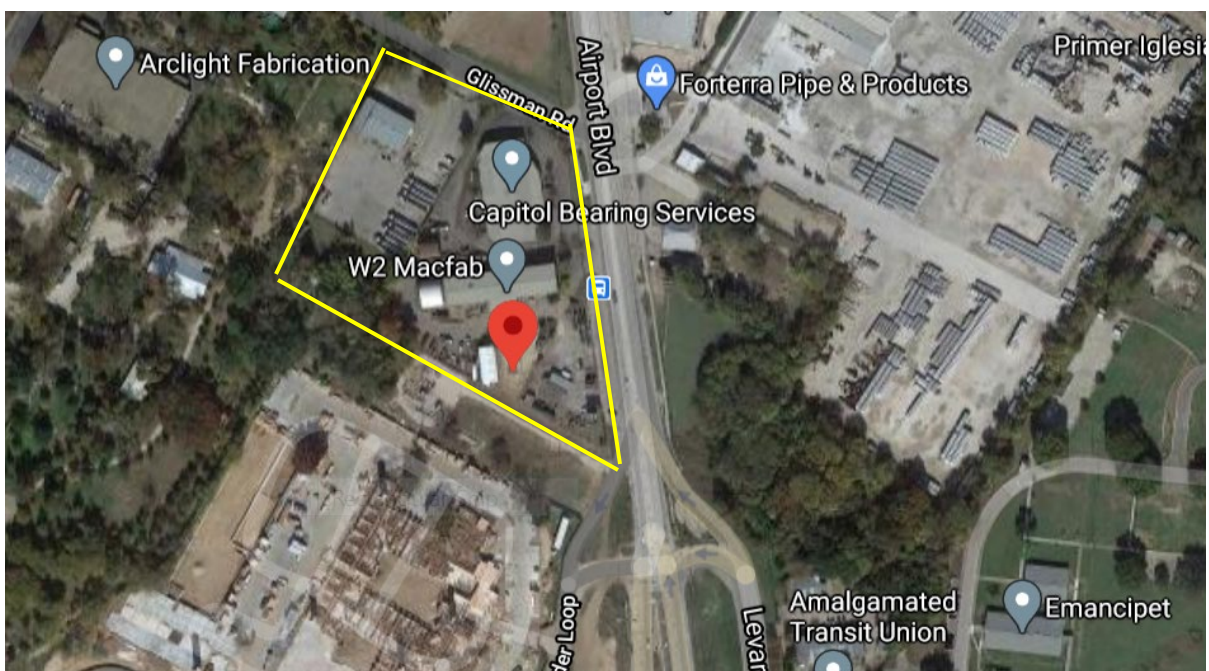
ZONING CASE#: C14-2020-0073

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



Created: 7/2/2020



David Hartman's Community Meeting Presentation

748 Airport

Zoning and FLUM Amendment

NPA-2020-0016.01, C14-2020-0073
October 6, 2020

Project Overview

5.21 acres (5 parcels), machine welding and steel fabrication, administrative offices, power transmission products, storage/warehousing, sales, and a trucking terminal.

- Modern Supply Company (748-764 Airport Blvd.)
- Coastal Transport Co., Inc. (5301 Glissman Road)

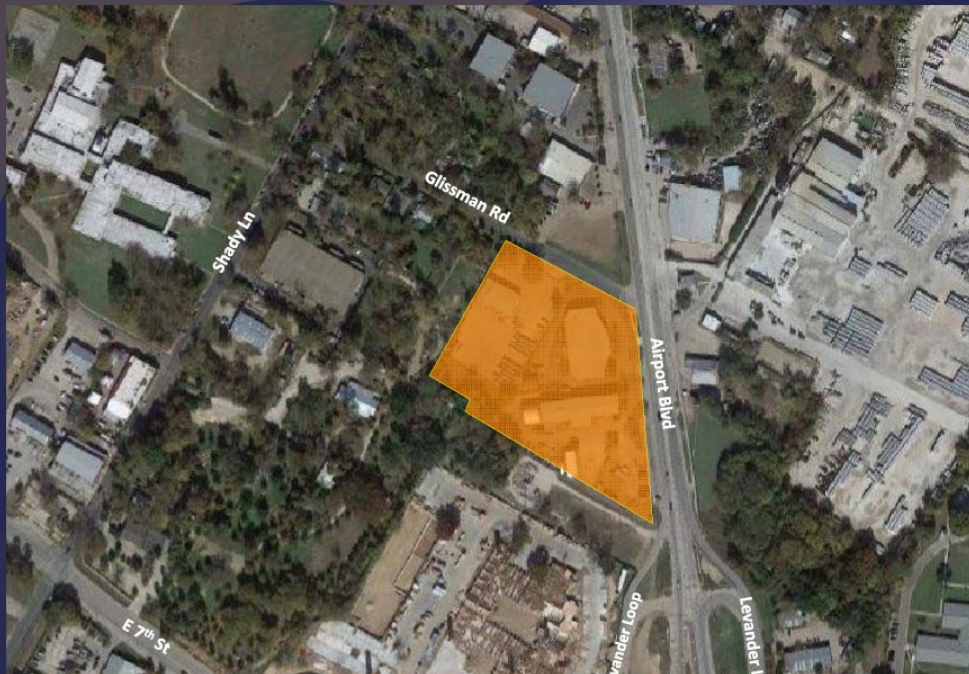
Zoning and Neighborhood Plan Amendment Applications submitted July 2020.

- Change FLUM → Commercial to Mixed Use.
- Change Zoning → CS-CO-NP to CS-MU-V-NP.

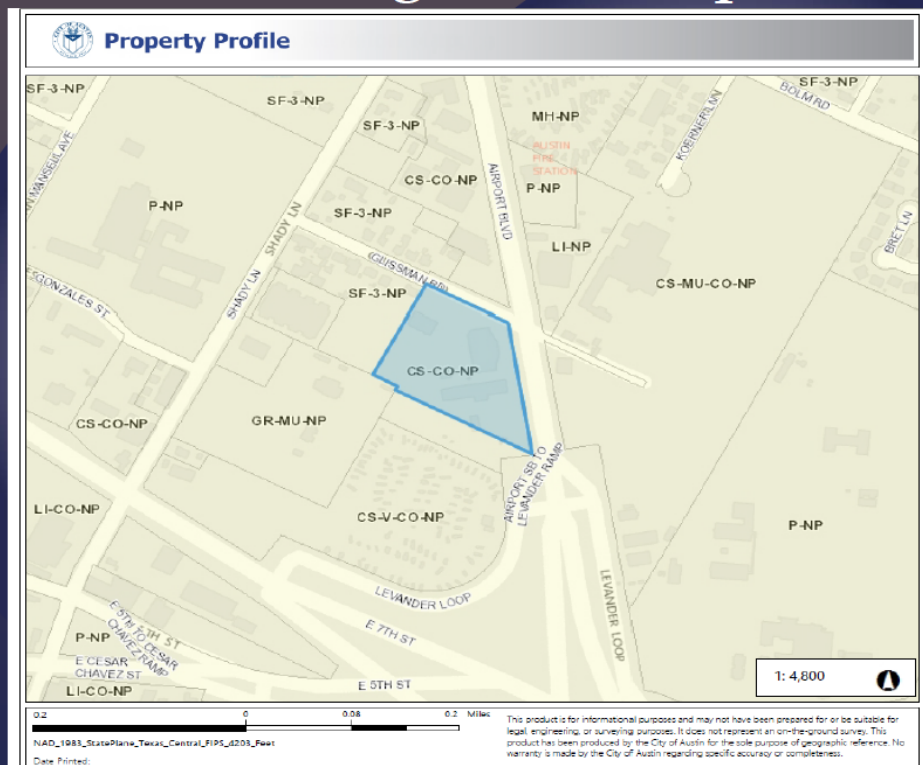
Proposing Mixed Use project, that includes multifamily and commercial uses

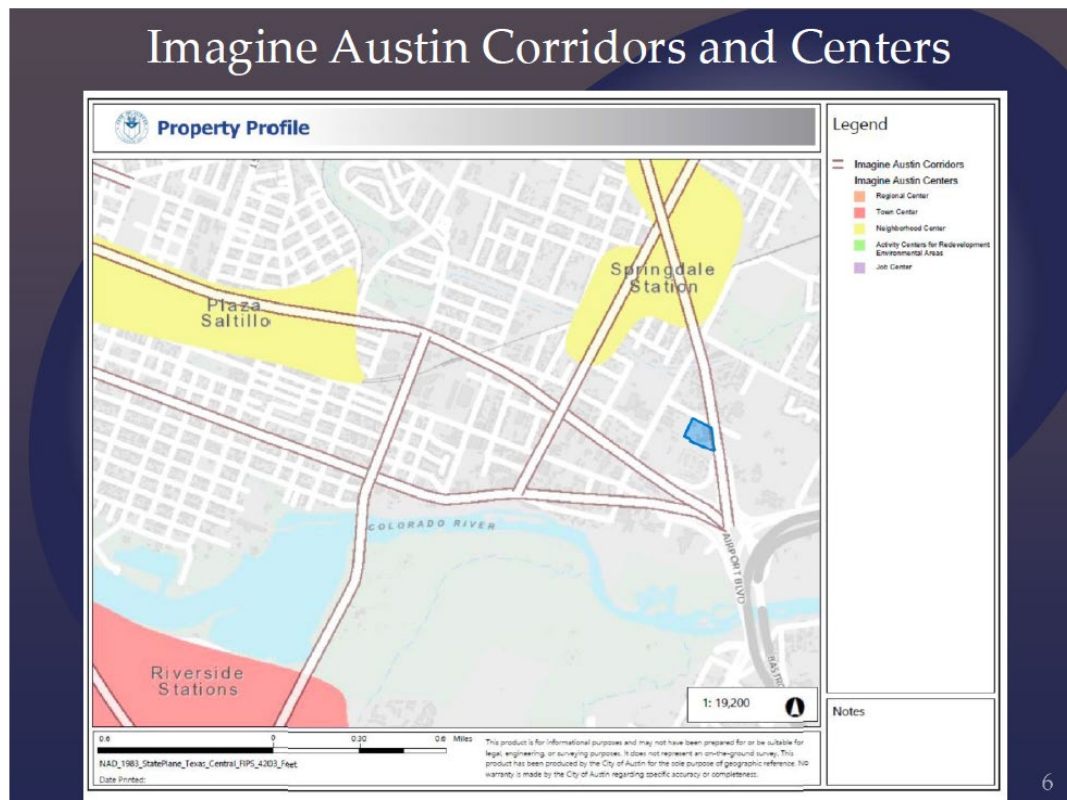
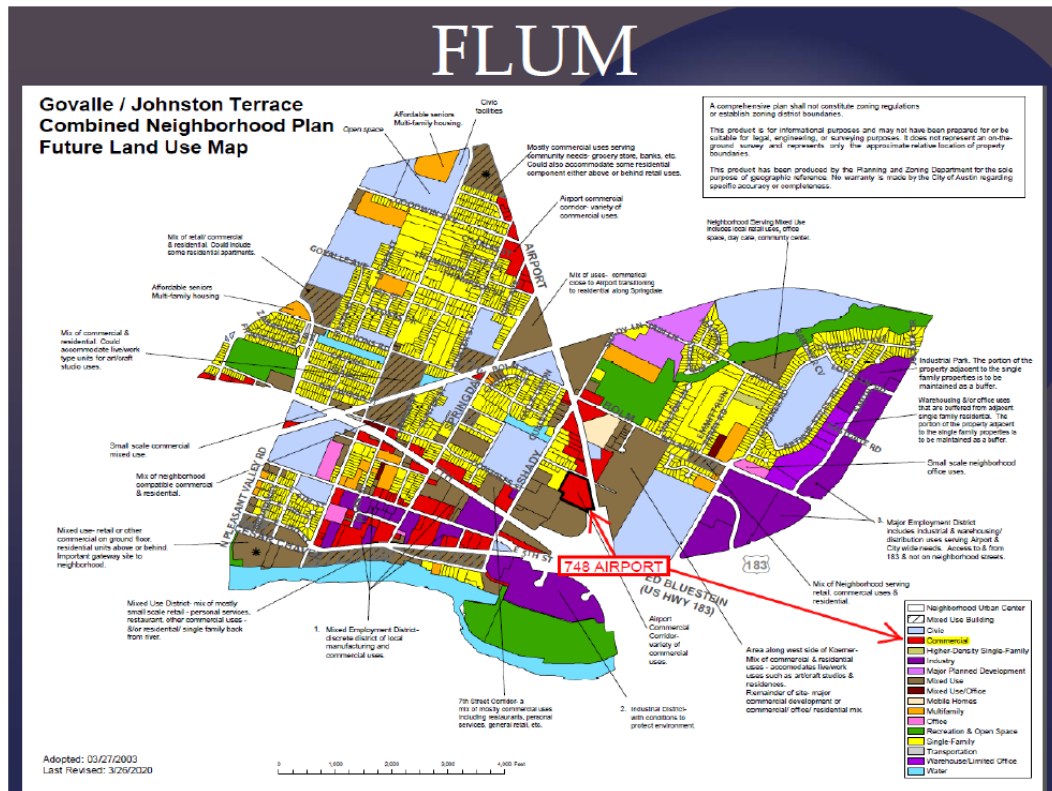
- 10% affordable housing requirement
- Access: Glissman Road, and Airport Blvd.

Project Aerial

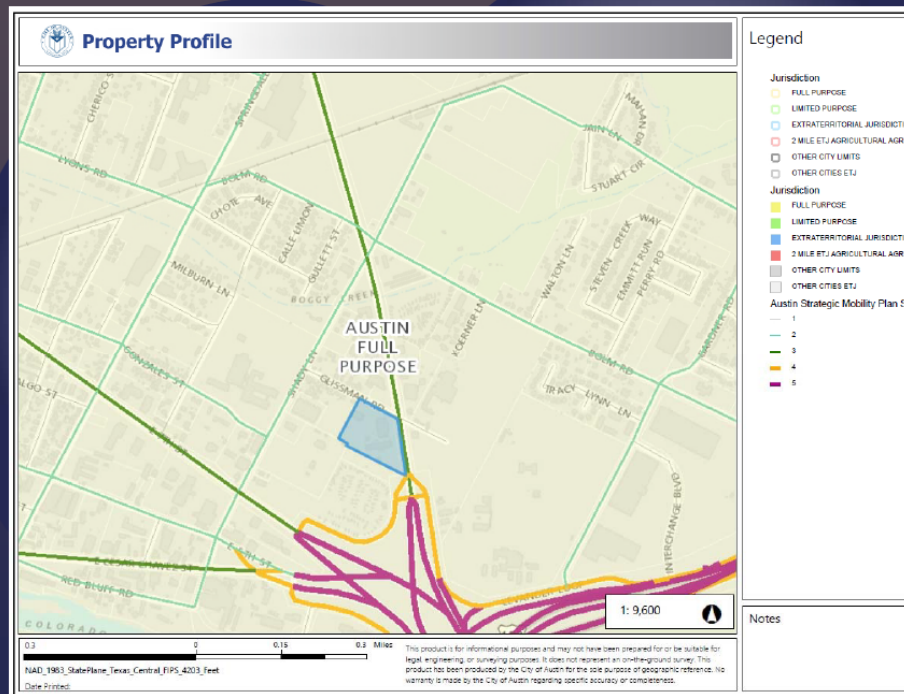


Zoning Area Map

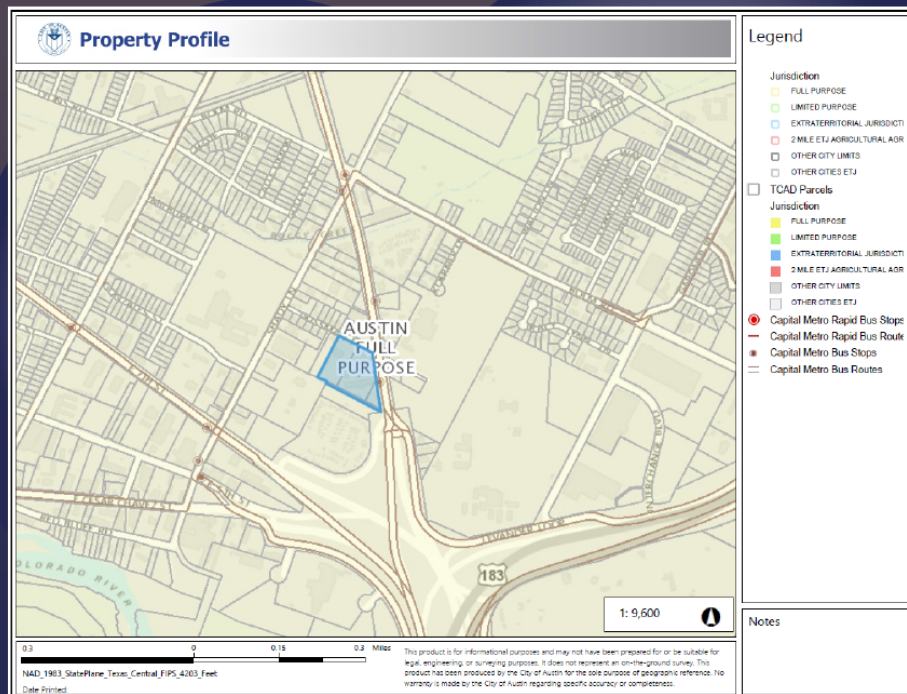




Austin Strategic Mobility Plan – Transportation Priority Network

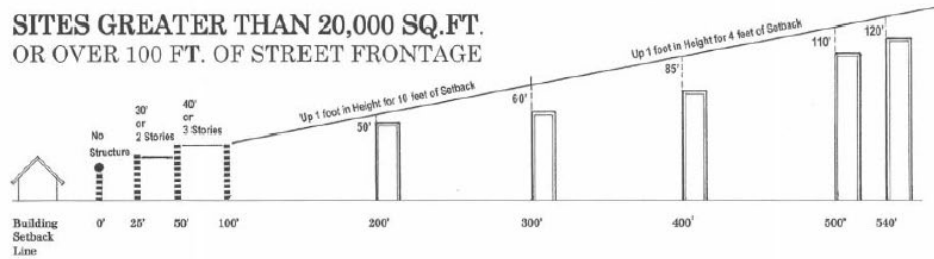


Capital Metro – Area Bus Stops

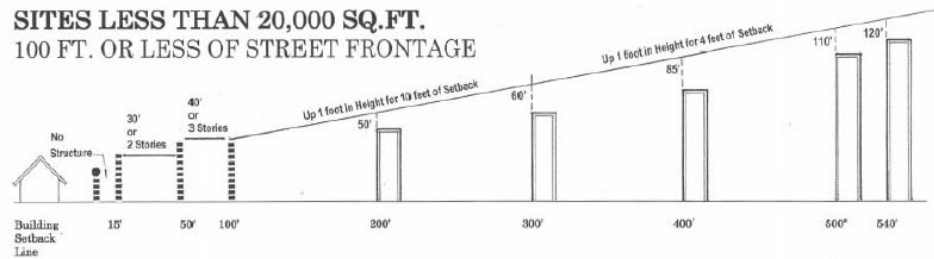


COMPATIBILITY: HEIGHT + SETBACKS

**SITES GREATER THAN 20,000 SQ.FT.
OR OVER 100 FT. OF STREET FRONTAGE**



**SITES LESS THAN 20,000 SQ.FT.
100 FT. OR LESS OF STREET FRONTAGE**



Notes:

Compatibility Standards are applicable to all property adjoining or across the street from a lot zoned or used as a SF-6 or more restrictive or within 540 feet from a lot zoned SF-6 or more restrictive.

Compatibility includes:

- (1) Height (2) Setback Provisions (3) Scale & Clustering (4) Buffering (5) Recognition of passive uses within flood plain (6) Design of Signs (7) Noise of Mechanical Equipment (8) Lighting (9) Parking & Driveways.

Zoning Compatibility Height Limits



Zoning Comparison Chart

	Existing Zoning CS-CO-NP	Proposed Zoning CS-MU-V-NP
Max. Height (ft.)	60	Same
Compatibility	Yes	Same
■ Zero to 25' from single family	No structure	Same
■ 25' to 50' from single family	30'/2 story max	Same
■ 50' to 100' from single family	40'/3 story max	Same
■ 100' to 300' from single family	Step up to 60 feet	Same
Max. Impervious Cover	95%	Same
Max. Building Coverage	95%	Same
Affordable Units	No	Yes (10%)
Min. Site Area (sq. ft.):		
Efficiency	800	N/A
1 BR	1,000	N/A
2+ BR	1,200	N/A
Max. FAR	2:1	N/A

1
1

Proposed Neighborhood Plan FLUM Amendment Supports GJTCNP

The Proposed Mixed Use FLUM amendment fulfills the Goals/Principles of the GJTCNP:

Goal 3: Develop a balanced and varied pattern of land use.

Key Principles:

Provide a balance of land use and zoning for people to both live and work in the area.

Encourage Mixed use so that residential uses are allowed on some commercial properties.

Provide opportunities for land uses that serve the needs of daily life (live, work, play, shop) in a convenient and walkable environment.

Goal 8: Increase opportunities for people to live in close proximity to daily needs such as shopping and transportation.

Goal 14: Improve the appearance of neighborhood streets through the planting trees, landscaping, sidewalk improvements, etc.

Housing issues are number one in this Sector, especially the need for affordable infill housing and for multi-family housing units.

12

