

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: Govalle/Johnston Terrace Combined (Govalle)

CASE#: NPA-2020-0016.03 **DATE FILED:** July 24, 2020 (In-Cycle)

PROJECT NAME: 1135 Gunter St.

PC DATE: November 10, 2020

ADDRESS/ES: 1135 and 1129/1129 ½ Gunter Street

DISTRICT AREA: 3

SITE AREA: 3.4063 acres

OWNER/APPLICANT: 1135 Gunter Partners, LP (Tract 1) and
Renaissance Family Properties, LP (Tract 2)

AGENT: Armbrust & Brown, PLLC (Michael J. Whellan)

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 & Single Family **To:** Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2020-0083
From: CS-CO-NP & SF-3-NP **To:** CS-MU-V-CO-NP

NEIGHBORHOOD PLAN ADOPTION DATE: March 27, 2003

PLANNING COMMISSION RECOMMENDATION:

November 10, 2020 – After discussion, approved the Applicant's request for Mixed Use land use. [G. Anderson; 1st; C. Llanes-Pulido – 2nd] Vote: 11-0 [P. Seeger absent. One vacancy].

STAFF RECOMMENDATION: To grant 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 proposed mixed use development with residential and commercial uses is appropriate in this location. The property is near Airport Boulevard and Springdale Road which are designated activity corridors on the Imagine Austin Comprehensive Plan Growth Concept Map. The property is also on the edge of the Springdale Station neighborhood activity center where mixed use developments are encouraged.

The Govalle/Johnston Terrace Combined Neighborhood Plan supports mixed use land uses that provide residential uses and commercial uses. It also recommends land uses that are compatible with the surrounding land uses and are balance and varied. Mixed Use land use in this location is compatible with the surrounding uses. The proposed apartment dwelling units with retail will provide additional housing options and increase the range of services for people in the planning area.

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)

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)

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 8: **Increase opportunities for people to live in close proximity to daily needs such as shopping and transportation.** (Gov/JT)

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.

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 use development with apartments and ground-floor retail. The property is near Airport Boulevard and Springdale Road which are activity corridors. The property is also on the edge of Springdale Station neighborhood activity center. The property is near multiple bus routes and near numerous businesses.***

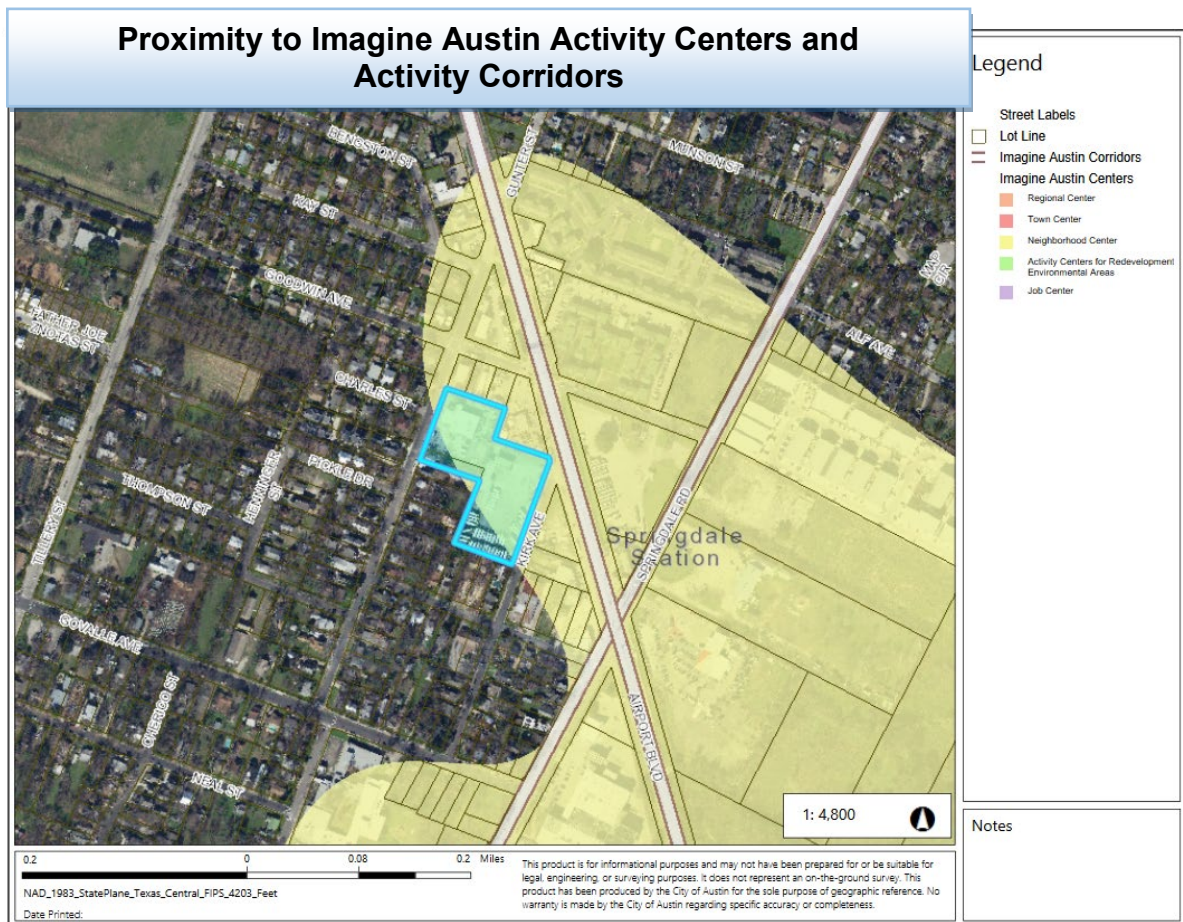
2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.
 - ***The property is near Airport Boulevard and Springdale Road which are activity corridors and on the edge of the Springdale Station activity center. It is near multiple bus routes and near 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 an infill property in a location where mixed use land use is appropriate for this location near Airport Boulevard and Springdale Road activity corridors and Springdale Station activity center.***
4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
 - ***The proposed mixed use development includes 265 multifamily units with ground-floor retail.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
 - ***Mixed use land use is appropriate for this locations near an activity corridor and activity center.***
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.
 - ***To the best of staff's knowledge there are no historic or cultural significance to the property.***
9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.
 - ***The property is within walking and cycling distance to multiple businesses and multiple parks, such as Givens District Park, East Boggy Creek Greenbelt, Red Bluff Nature Preserve and Govalle Neighborhood Park.***
10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.
 - ***Not directly applicable.***

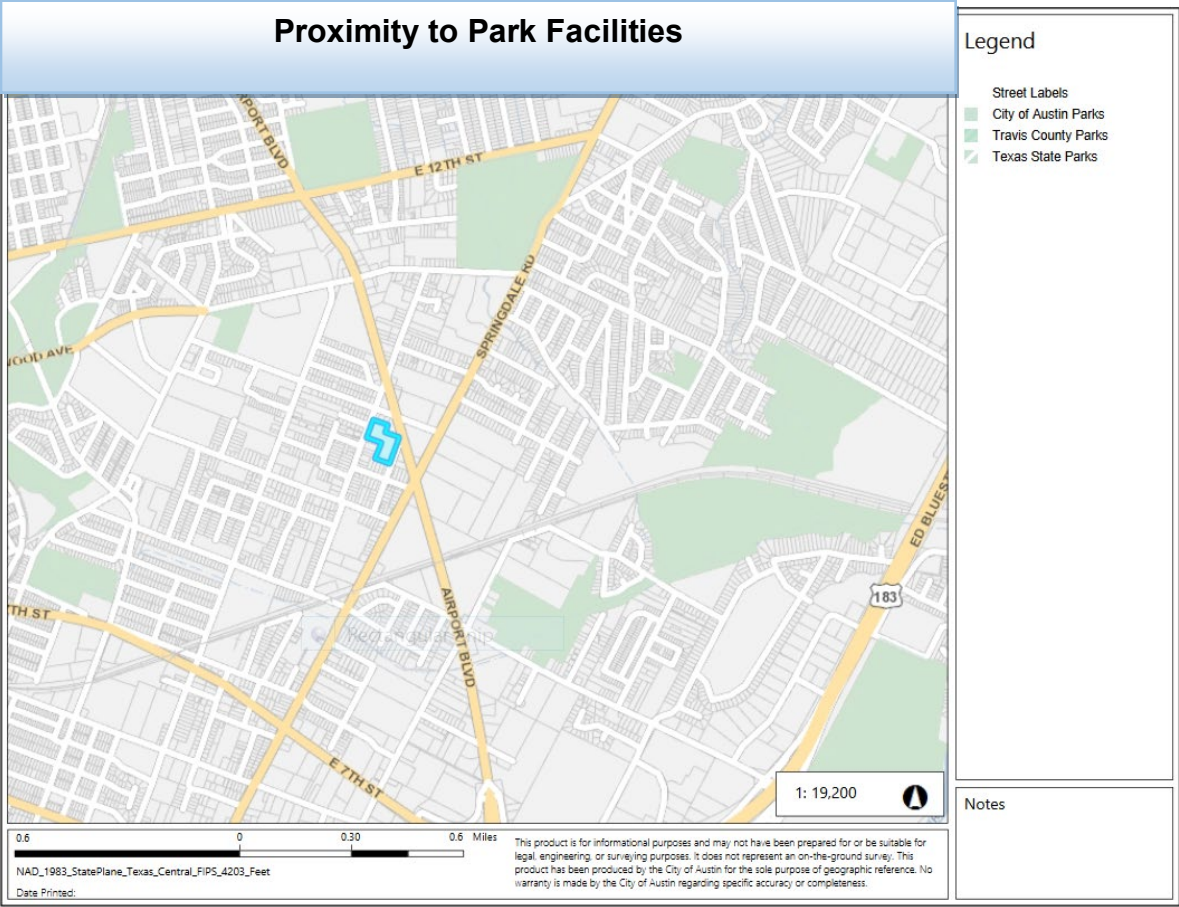
11. Sustain and grow Austin's live music, festivals, theater, film, digital media, and new creative art forms.

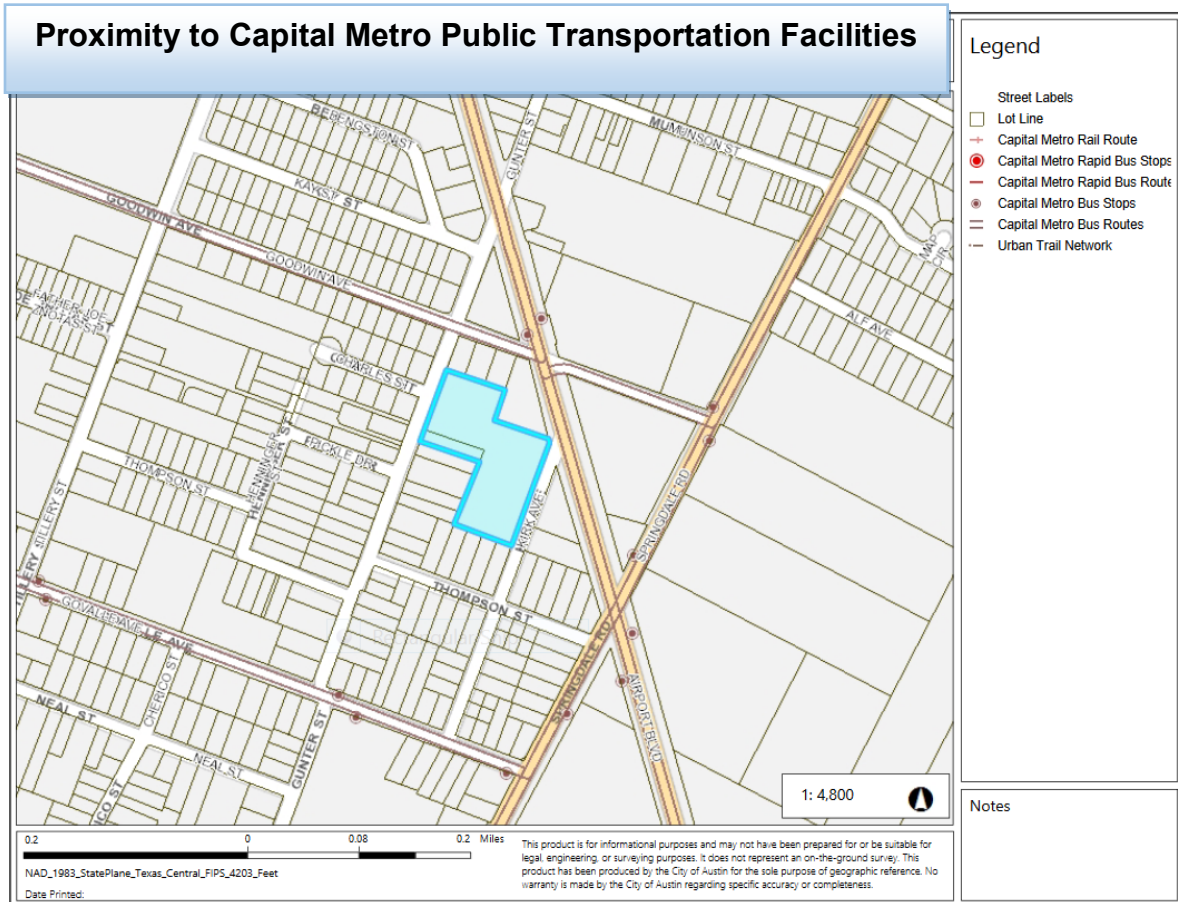
- *Not applicable.*

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 plan amendment application was filed on July 24, 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 Single Family and Commercial to Mixed Use.

The applicant proposes to change the zoning on the property from CS-CO-NP and SF-3-NP to CS-MU-V-CO-NP to build a mixed use project with 265 apartments with ground-floor

retail. Of the 265 units, 10% will be affordable at a rate of 60% of MFI and will be affordable of a time-span of 40 years. For more information on the zoning request, please see zoning case report C14-2020-0083.

PUBLIC MEETINGS: The ordinance-required community meeting was held on Monday, September 21, 2020. It was conducted virtually using the Microsoft Teams video format. Approximately 331 community meeting notices were mailed to people who live within 500 feet of the property and people with utility accounts (renters), in addition to neighborhood organizations and environmental groups who requested notification for the area. Four city staff members participated in the meeting, in addition to Michael Whellan and Michael Gaudini, the applicant's agents from Armbrust and Brown, PLLC. In addition to city staff and the applicant's agents, eight people virtually attended the meeting.

After staff gave a brief presentation, Michael Whellan, the applicant's agent, said they are requesting a zoning change from CS-CO-NP and SF-3-NP to CS-V-MU-CO-NP with a proposed change in the future land use map from Single Family and Commercial to Mixed Use land use to build a mixed use project. He said most of the site is zoned CS-CO-NP, but one lot is zoned SF-3-NP. He said they want to rezone all of the properties to CS-V-MU-CO-NP. The family who owns the larger tract also owns the lot that is zoned SF-3-NP which is why it is included in the application and will be developed as one site.

He said the goal is to build a mixed use project with 265 dwelling units, 10% of which will be affordable at 60% MFI. The units would be above the ground-floor retail. The rationale for the project is to provide a more community-friendly project than the current use of vehicle storage. He said there is a conditional overlay attached to the rezoning ordinance which prohibits vehicular storage. The current vehicular storage use on the property is considered a non-conforming use. The use has been grandfathered, but they would abide by the conditional overlay on the property and would not have vehicle storage on the property. They would also maintain the building height that is currently allowed. He said they will be in compliance with the compatibility standards triggered by the single family homes in the surrounding area adjacent to the property. They are not seeking a variance from any compatibility restrictions to the height that exists in the Land Development Code.

To deliver on the neighborhood plan goals, they are removing the vehicle storage site and also providing affordable housing and ground-floor commercial for smaller retail uses. He said with the vertical mixed use (VMU) zoning, they are providing 10% of the units to be affordable at 60% MFI. These units will be affordable for 40 years, which will provide long-term affordable housing. With the VMU program the 27 affordable units would be enforced by the city.

Michael Whellan then provided information on the Allowable Height chart provided in the presentation. See presentation at the end of this report.

He said they met with the Govalle Neighborhood Association and got good feedback from them. They also went to Govalle/Johnston Terrance NPCT and plan to go back to the Contact

Team to hopefully get approval them. After they do this, the cases will go to Planning Commission and then City Council hearings.

After the neighborhood association meeting they heard about a man who lives with his mother in the house adjacent to the project. There are plans to provide them with at least one-year notice for them to move out of the house, money for moving expenses, to give them notice when the building is available and one month's free rent if they choose to move into the new structure.

It was also suggested that they talk to the Guadalupe Neighborhood Development Corporation who has a list of pre-qualified people in the neighborhood so they could have an opportunity to move into available units.

Traffic calming proposals were also outlined in Michael Whellan's presentation. To watch the recorded community meeting, go to: <https://www.speakupaustin.org/npa>.

After his presentation, the following questions were asked:

Q When the affordable housing is mandated by the city, such as in this case, 10% at 60%MFI, are Applicants able to use GNDC's list of folks that have been displaced? Or since this program is administered through the city, would they be required to use the City's criteria for placing folks in Affordable Housing?

A. The city program currently requires income verification simply to verify the person occupying the unit is qualified, but where you locate them or how they find a place is not outlined, as far as I can tell. However, we can work directly with Guadalupe Neighborhood Development Corporation to let them know when there are vacancies so they can offer the units to the people on their list.

Q. Can the main driveway be off Kirk Avenue instead of Gunter?

A. We need to examine that. We did a very preliminary site layout because of compatible standards that would be applied. We are trying to figure out where the driveways will be. There's already a driveway on Airport Blvd, but we're trying to figure out where the other driveways will be, but it also it depends on what the Transportation Department will require during site plan review. Sometimes we don't have control over what the city will require to make it safe.

Q. I know there is a conditional overlay on the property. What are some types of businesses allowed for the commercial sections?

A. It's an extraordinary long list. CS – General Commercial Services zoning district is one of the most intense zoning categories. You can do everything from a small restaurant to a transportation terminal with everything in between. The nice thing about the VMU is you are required to have at least one floor of residential above the ground, but we are planning more than one floor. I don't have the ordinance in front of me of what other uses might be prohibited other than vehicular storage, but I think they were all in the vehicle-type of uses that are prohibited. We can send the information from the ordinance to you with the permitted use table.

CITY COUNCIL DATE:

December 3, 2020

ACTION:

Applicant Summary Letter from Application

December 3, 2020

ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

100 CONGRESS AVENUE, SUITE 1300
AUSTIN, TEXAS 78701-2744
512-435-2300

FACSIMILE 512-435-2360

July 9, 2020

Jerry Rusthoven, Acting Lead
City of Austin
Planning and Zoning Department
505 Barton Springs Rd., 5th Floor
Austin, Texas 78704

Re: Land use applications for 1135 and 1129 ½ Gunter St., Austin, TX 78702

Dear Mr. Rusthoven:

I am seeking to submit two land use applications for 1135 and 1129 ½ Gunter St. (the "Property") in order to develop a mixed-use project that participates in the Vertical Mixed-Use overlay and provides 10 percent of units as Affordable Housing at 60 percent of Median Family Income (MFI).


These applications include: rezoning the Property from CS-CO-NP/SF-3-NP to CS-V-MU-NP and amending the Govalle/Johnston Terrace Neighborhood Plan's Future Land Use Map ("FLUM") to reflect Mixed-Use for the Property. There is a conditional overlay prohibiting vehicle storage uses and making a number of other uses conditional, including limited warehousing and distribution, laundry services, and equipment repair services, among several others. We are proposing to maintain this existing conditional overlay.

The Property – located near the intersection of Airport Boulevard and Springdale Road – is used as commercial space for taxi cab and shuttle companies, uses that are non-conforming under the existing conditional overlay. Additionally, a smaller portion of the tract is currently used as single-family.

We believe that this location – at the intersection of two Imagine Austin and Transit Priority Network corridors (Airport Boulevard and Springdale Road), in an Imagine Austin Center (Springdale Station), and accessible via four public transit lines (including two high-frequency routes) – is an appropriate location for a mixed-use project with Affordable Housing. Moreover, while the current zoning today allows for retail and commercial development, it does not allow for multi-family uses or for Affordable Housing.

I am requesting a rezoning to CS-V-MU-CO-NP and a FLUM change to Mixed-Use in order to provide a project with an estimated 265 units, including 10 percent as Affordable Housing, above ground-floor commercial. I appreciate your consideration of these applications and look forward to answering any questions and providing further details.

Respectfully,



Michael J. Whellan

{W0984427.1}

**Recommendation Letter from
G/JT Neighborhood Plan Contact Team**

**GOVALLE/JONSTON TERRACE NEIGHBORHOOD PLAN CONTACT TEAM
“Strength Through Unity”**

To: Austin Planning Commission and City Council

re: - case # NPA 2020 0016.03 - 11291/2 and 1135 Gunter St

Dear Commissioners and Council members,

Please accept this letter on behalf of the Govalle/Johnston Terrace Neighborhood Plan Contact Team as an expression of **SUPPORT** the requested rezoning and Neighborhood Plan Amendment for:

11291/2 and 1135 Gunter St., with the following conditions:

- • **Traffic Calming.** The applicant has agreed to fund vehicle counts and to fund traffic calming devices, or to provide that funding in escrow to the Govalle Neighborhood Association if the City determines traffic calming is not yet warranted.
- • **Preference Policy for Long-Time and Returning Residents.** The applicant has agreed to partner with the Guadalupe Neighborhood Development Corporation to provide notification about affordable unit vacancies in order to help long-time neighborhood residents stay in and return to the neighborhood.
- • **Affordable units to include 2 and 3 bedroom units.** In order to support families, a percentage of the affordable unit will be 2 or 3 bedrooms.
- • **11291/2 Gunter Household Assistance.** The applicant has agreed to provide assistance in locating housing for the individuals currently living at 11291/2 Gunter St. as well as funding moving expenses, first month's rent at the new housing, and providing early notification for affordable units at the new project once it is constructed (with one month's rent credit).
- • **Prohibited Uses.** The applicant has agreed to the list of prohibited uses: Commercial
Agricultural Sales and Services Alternative Financial Services Automotive Rentals
Auto Repair
Auto Sales
Auto Washing
Bail Bond
Building Maintenance Services Campground
Carriage Stable
Cocktail Lounge
Commercial Blood Plasma Center Construction Sales and Services Convenience Storage
Drop-Off Recycling Collection Facility Equipment Repair Services Equipment Sales
Exterminating Services
Kennels
Laundry Services
Liquor Sales
- Outdoor Entertainment
Outdoor Sports and Recreation

- Pawn Shop
- Pedicab Storage and Dispatch
- Recreational Equipment Maintenance and Storage Service Station
- Vehicle Storage
- Industrial
 - Limited Warehouse and Distribution
- Civic
 - Community Recreation (Public) Maintenance and Service Facilities Residential Treatment
 - Transitional Housing Transportation Terminal

Please feel free to contact me with any further questions or comments regarding this application.

Thank you,

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

Letter of Recommendation from Govalle Neighborhood Association

GOVALLE NEIGHBORHOOD ASSOCIATION

www.govalle.org

October 22, 2020

Re: 1129½ and 1135 Gunter St.

To Whom It May Concern:

The Govalle Neighborhood Association supports the requested rezoning and Neighborhood Plan Amendment for 1129½ and 1135 Gunter St., with the conditions outlined in this letter.

The applicant has presented the neighborhood association with a request to rezone 1129½ and 1135 Gunter St. from the existing CS-CO-NP/SF-3-NP zoning to the proposed CS-V-MU-CO-NP zoning, and to change the Future Land Use Map from Commercial/Single-Family to Mixed-Use.

The property is currently used for vehicle storage, though the neighborhood planning process for the Govalle/Johnston Terrace Neighborhood Plan ultimately prohibits future vehicle storage uses in favor of transitioning the property to different uses. In this case, the applicant is proposing a Vertical Mixed-Use project with approximately 265 residential units (10 percent of which would be affordable at 60 percent MFI) above ground-floor commercial.

Additionally, through discussions with the Govalle Neighborhood Association, the applicant has agreed to the following:

- **Traffic Calming.** The applicant has agreed to fund vehicle counts and to fund traffic calming devices, or to provide that funding in escrow to the Govalle Neighborhood Association if the City determines traffic calming is not yet warranted.
- **Preference Policy for Long-Time and Returning Residents.** The applicant has agreed to partner with the Guadalupe Neighborhood Development Corporation to provide notification about affordable unit vacancies in order to help long-time neighborhood residents stay in and return to the neighborhood.
- **Affordable units to include 2 and 3 bedroom units.** In order to support families, a percentage of the affordable unit will be 2 or 3 bedrooms.
- **1129½ Gunter Household Assistance.** The applicant has agreed to provide assistance in locating housing for the individuals currently living at 1129½ Gunter St. as well as funding moving expenses, first month's rent at the new housing, and providing early notification for affordable units at the new project once it is constructed (with one month's rent credit).
- **Prohibited Uses.** The applicant has agreed to the list of prohibited uses outlined in Attachment A below..



GOVALLE NEIGHORHOOD ASSOCIATION

www.govalle.org

With this agreement, we support the applicant's requests for rezoning and for a Neighborhood Plan Amendment. We appreciate your consideration.

Sincerely,

/Jessica L. Eley/

//

Jessica L. Eley

Candi Fox

Co-Chair GNA

Co-Chair GNA

**Attachment A:
Not Permitted**

Commercial

Agricultural Sales and Services
Alternative Financial Services
Automotive Rentals
Auto Repair
Auto Sales
Auto Washing
Bail Bond
Building Maintenance Services
Campground
Carriage Stable
Cocktail Lounge
Commercial Blood Plasma Center
Construction Sales and Services
Convenience Storage
Drop-Off Recycling Collection Facility
Equipment Repair Services
Equipment Sales
Exterminating Services
Kennels
Laundry Services
Liquor Sales



GOVALLE NEIGHORHOOD ASSOCIATION

www.govalle.org

Outdoor Entertainment
Outdoor Sports and Recreation
Pawn Shop
Pedicab Storage and Dispatch
Recreational Equipment Maintenance and Storage
Service Station
Vehicle Storage

Industrial

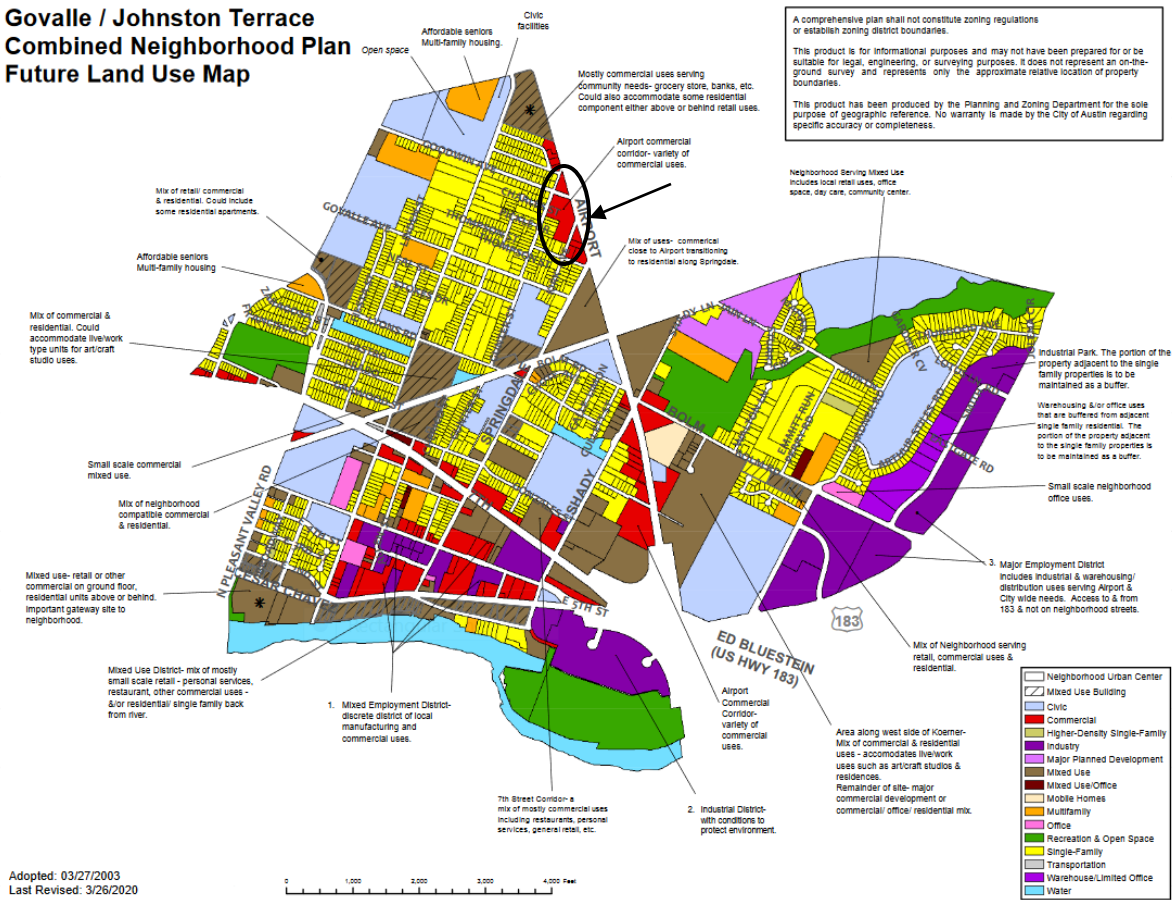
Limited Warehouse and Distribution

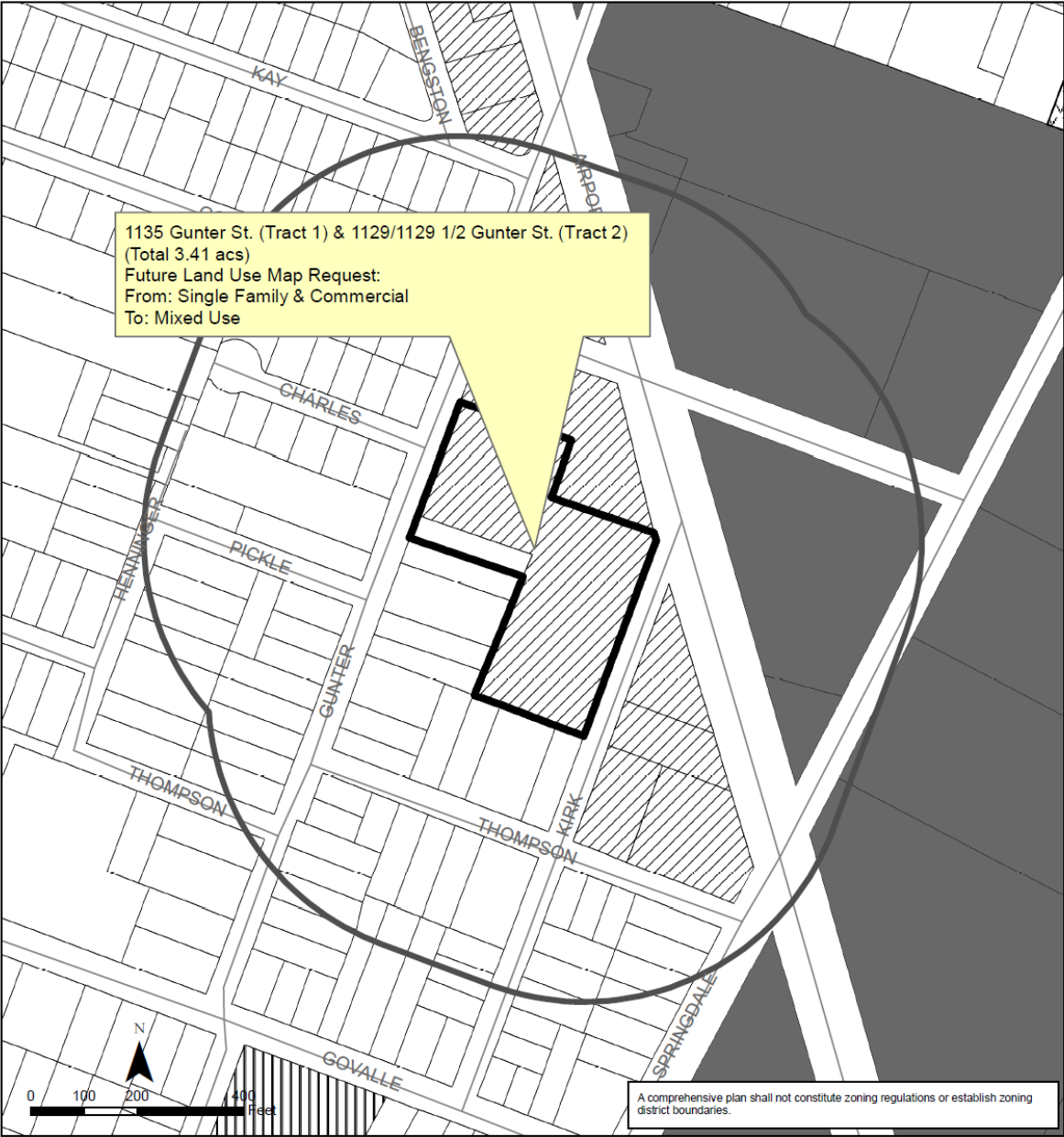
Civic

Community Recreation (Public)
Maintenance and Service Facilities
Residential Treatment
Transitional Housing
Transportation Terminal



**Govalle / Johnston Terrace
Combined Neighborhood Plan
Future Land Use Map**





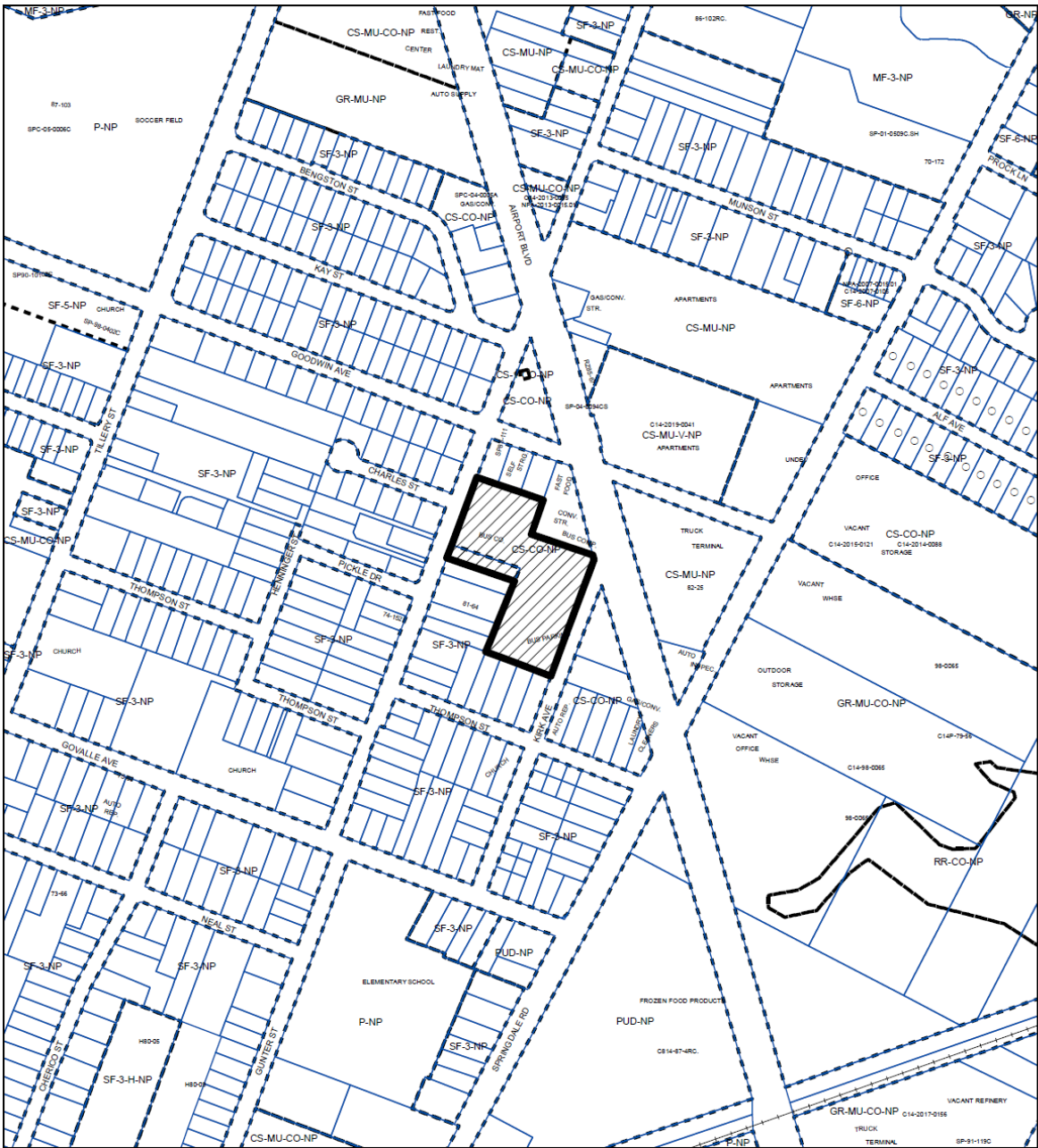
Govalle/Johnston Terrace Neighborhood Planning Area
NPA-2020-0016.03

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.

Future Land Use

	500 ft noff boundary		Major Planned Development		Subject Property
	Single-Family		Civic		
	Higher-Density Single-Family		Recreation & Open Space		
	Multi-Family		Transportation		
	Commercial		Utilities		
	Mixed Use		Water		



N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

ZONING
ZONING CASE#: C14-2020-0083

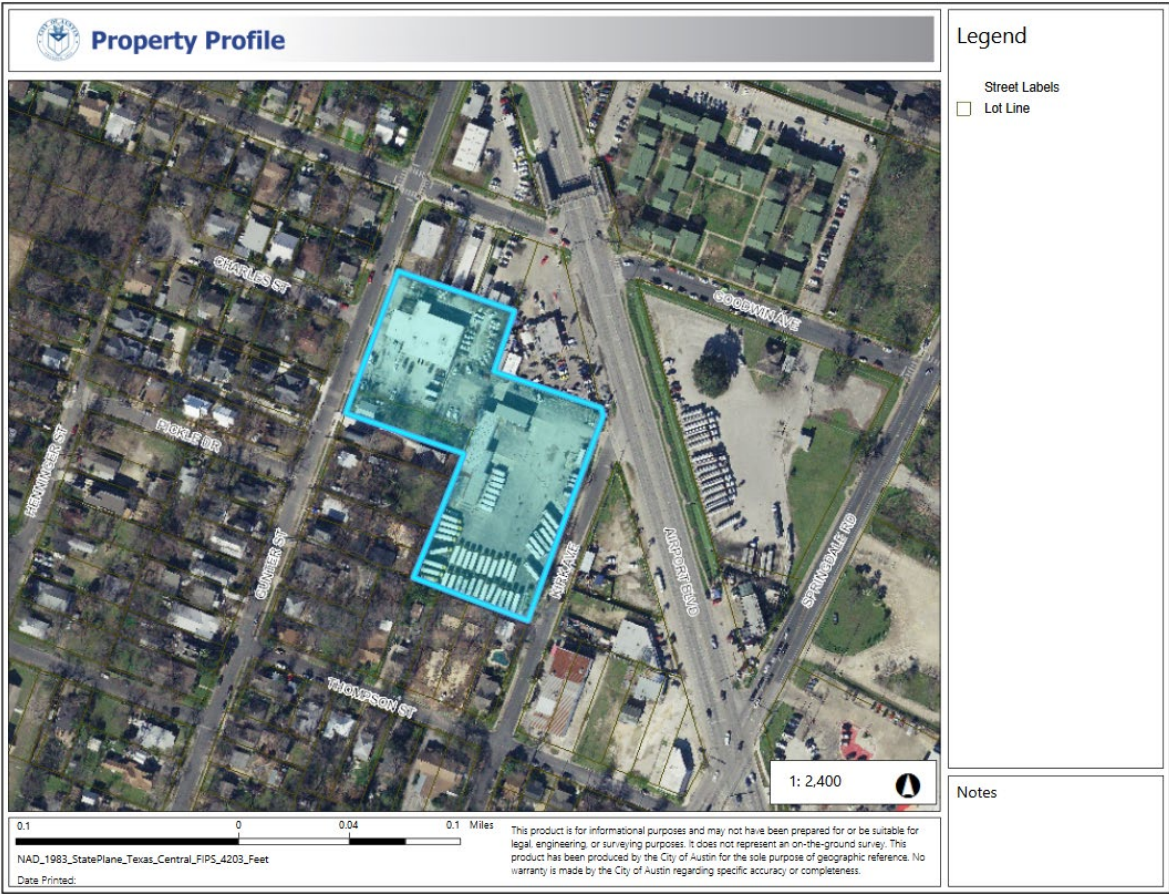
1" = 400'

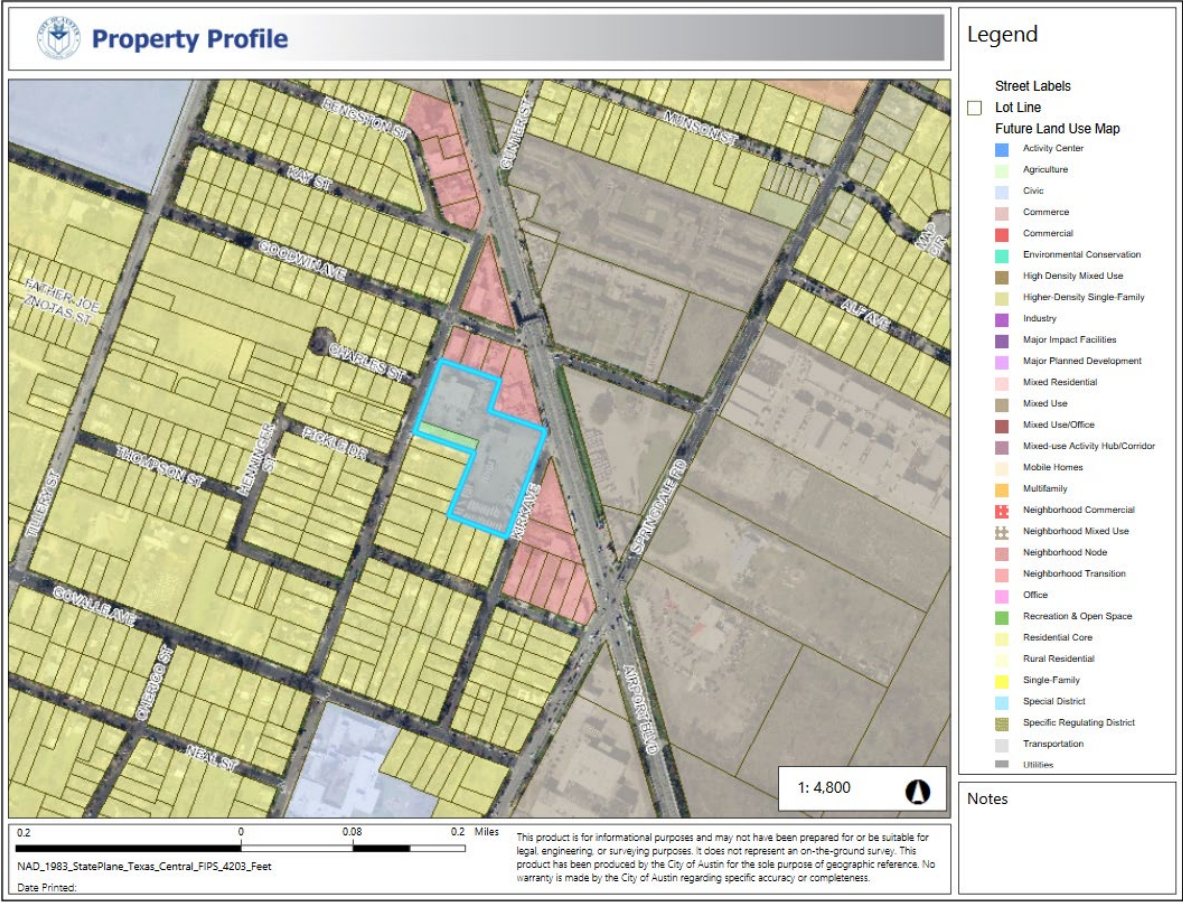
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

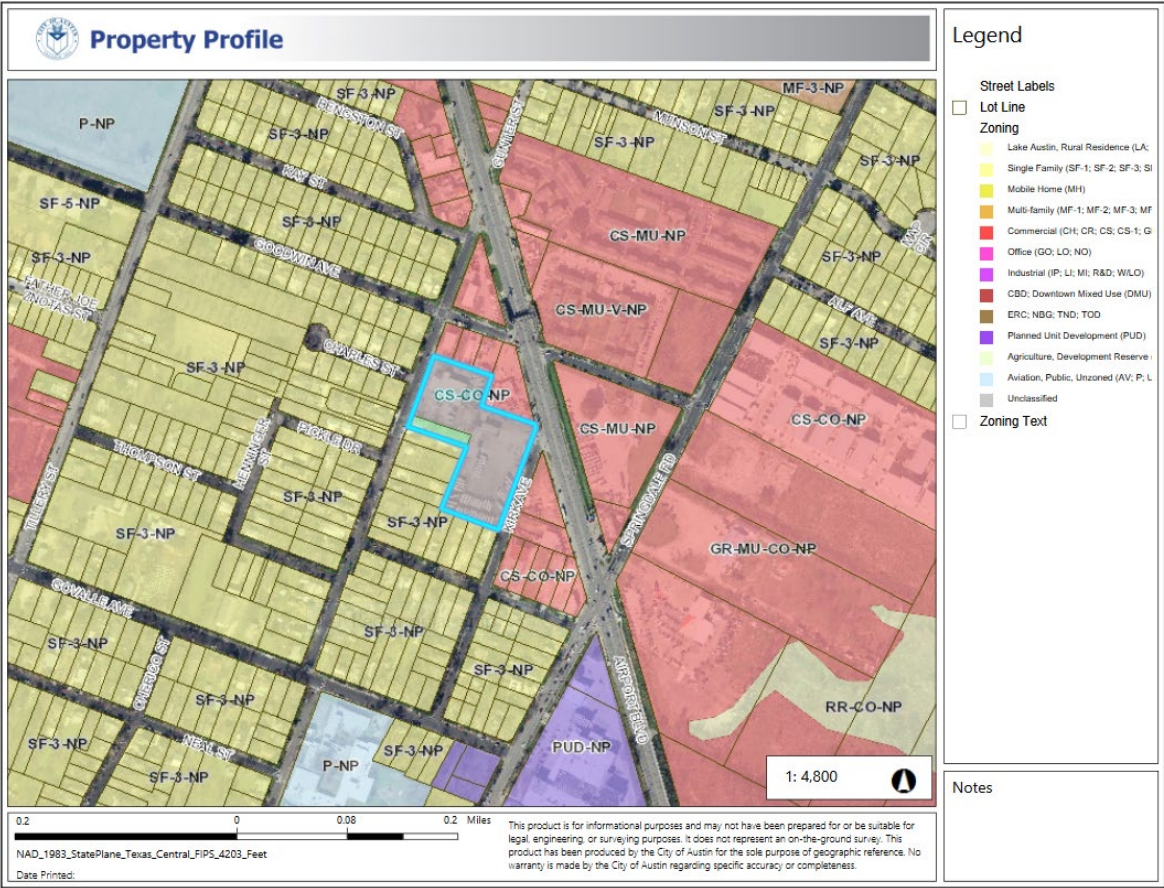
This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



Created: 7/30/2020







Applicant's Presentation at the
Virtual Community Meeting

1135 Gunter

Zoning & FLUM Amendment

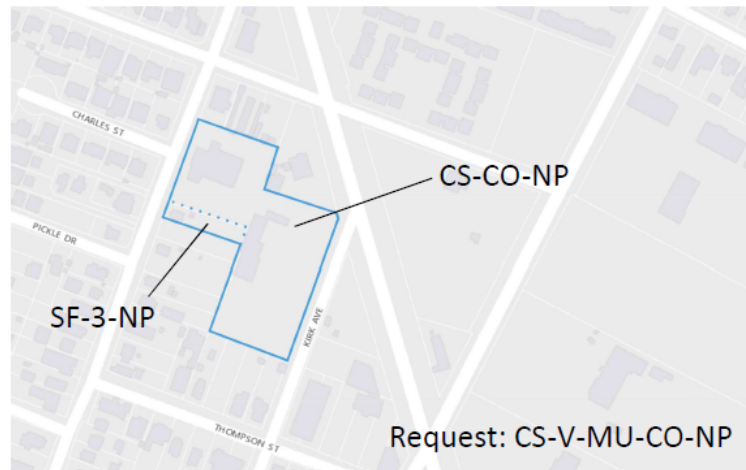
1

Overview

- **Request:**
 - Rezone from CS-CO-NP/SF-3-NP to CS-V-MU-CO-NP.
 - Amend the Future Land Use Map (FLUM) to reflect Mixed-Use.
- **Proposal:** Mixed-use project with 265 units (10 percent of units affordable at 60 percent MFI) above ground-floor commercial.
- **Rationale:** Approving this rezoning would provide a more community-friendly project than the current vehicle storage, and would maintain the same height currently allowed to be built on the site.

2

1135 Gunter St.



3

Proposal

A MORE NEIGHBORHOOD-FRIENDLY PROJECT...

This proposal would deliver on the neighborhood plan vision for 1135 Gunter by removing outdated vehicle storage uses and instead providing housing and commercial.

...THAT MAINTAINS NEIGHBORHOOD COMPATIBILITY...

This proposal maintains the same height already allowed on the site today, with a step-down to lower heights near single-family residences.

...AND PROVIDES LONG-TERM AFFORDABILITY.

This proposal requests the ability to participate in a city-enforced program that requires on-site, long-term, income-restricted affordable housing.

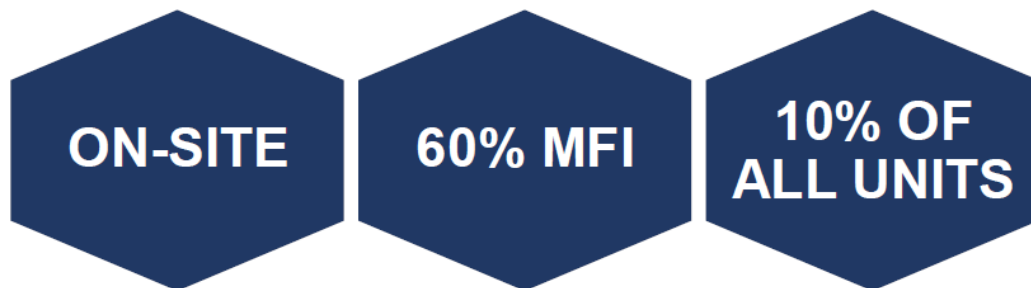
4

Allowable Height Would Not Change

Regulation	Existing Zoning	Proposal	
Compatibility	Applies	Applies	=
Height			
Within 25 ft. from SF	No Structure	No Structure	=
25 ft. to 50 ft. from SF	30 ft. / 2 stories	30 ft. / 2 stories	=
50 ft. to 100 ft. from SF	40 ft. / 3 stories	40 ft. / 3 stories	=
100 ft. to 275 ft. from SF	Step up to 57.5 ft.	Step up to 57.5 ft.	=
Impervious/Building Cover	88%	95%	↑
VMU Affordability Program	Not Eligible	Eligible	↑

5

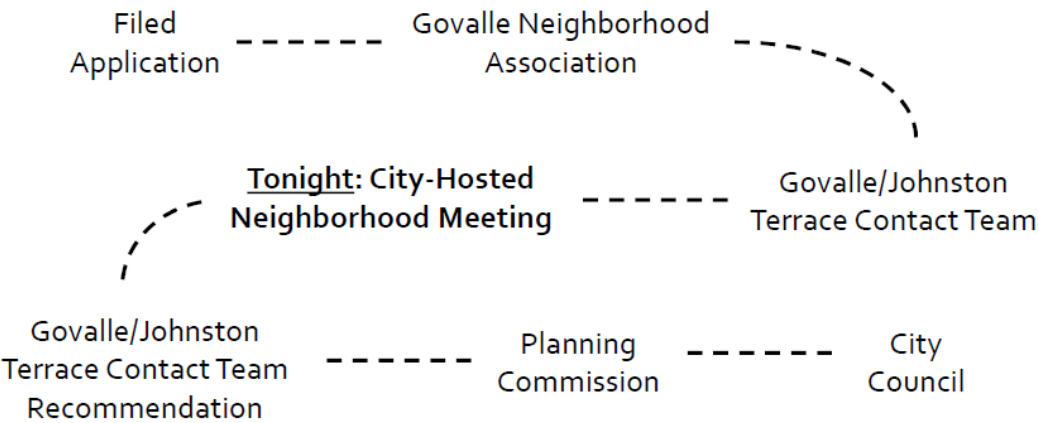
VMU Affordable Housing Program



VMU is a city-enforced program that allows certain waivers in exchange for requiring long-term, on-site affordable housing.

6

Incorporating Feedback



7

Incorporating Feedback

<i>Expanded Affordability</i>	Exploring Partnerships for Greater Affordability
<i>1129 ½ Gunter Household</i>	Providing Assistance and Expenses
<i>Providing Affordability for Long-Time & Returning Residents</i>	Adopting a 'Right to Return' Preference Policy
<i>Request for Traffic Calming</i>	Funding Vehicle Counts and Traffic Calming

8

Recap

1135 Gunter is currently vehicle storage space.

This proposal would deliver on the neighborhood plan’s vision of changing this vehicle storage space by instead providing housing and commercial.

It would do so in a manner that maintains neighborhood compatibility and the same height already allowed today.