

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: St. John/Coronado Hills (St. John)

CASE#: NPA-2021-0029.01.SH **DATE FILED:** March 12, 2021 (In-cycle)

PROJECT NAME: 1021 E. St. John

PC DATE: April 13, 2021

ADDRESS: 1021 E. St. Johns Ave

DISTRICT AREA: 4

SITE AREA: 0.29 acres

OWNER: Talia at E St John, LLC (Kenda Dawwami)

APPLICANT: Capital A Housing

AGENT: Civiltude, LLC (Conor Kenny)

CASE MANAGER: Maureen Meredith, Housing & Planning Dept.

PHONE: (512) 974-2695

STAFF EMAIL: Maureen.meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Single Family **To:** Urban Single Family

Base District Zoning Change

Related Zoning Case: C14-2021-0005.SH
From: SF-3-NP **To:** SF-4A-NP

NEIGHBORHOOD PLAN ADOPTION DATE: April 26, 2012

PLANNING COMMISSION RECOMMENDATION:

April 13, 2021 – (action pending)

STAFF RECOMMENDATION: Recommended for applicant's request for Urban Single Family land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Urban Single Family land use because the property is located in a dense urban area where this land use is appropriate. The St. John/Coronado Hills Neighborhood Plan supports a variety of housing types with the desire for more single family homes to be provided in the planning area.

RESIDENTIAL CORES

SJCHCNPA contains several residential core areas that stakeholders identify as an asset in their community. These cores currently offer a quality of life, housing stock and sense of community that residents value and would like to further enhance. Throughout the land use discussions in SJCHCNPA, participants articulated their desires to maintain and improve upon the integrity and

character of the residential neighborhoods in the planning area. Both the St. John and Coronado Hills NPAs contain large concentrated areas of Single Family residences (Figure 5). Coronado Hills also contains several townhome and condominium communities that help create the residential character residents desire.

Key Vision Points

- Maintain and support historic qualities of the St. John neighborhood.
 - In regards to future Multi Family housing, development types like the Domain are preferred to the downtown condominium typologies found in the 2nd street district.
 - Introduce more Single Family residential in the St. John neighborhood.
 - Housing typologies such as cottages and starter homes are preferred.
 - Including front porches on new Single Family residential development is desired.
-
- A variety of housing typologies, i.e. a non cookie-cutter typology, is preferred.

Objective L.1: Preserve existing use, character and integrity of residential neighborhoods.

Recommendation 178: Preserve the single-family land use in the established core Single Family neighborhoods in the Planning Area.

Objective L.2: Ensure future housing development compliments (in style and character) existing housing stock.

Recommendation 183 Residential infill (Table 12) development tools should be utilized by developers/property owners to ensure new housing compliments the character and scale of the existing housing stock.

Recommendation 184: Design tools should be utilized by developers/property owners to ensure new housing development strengthens a neighborhood “sense of place” (Table 13).

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.

PROPOSED LAND USE ON THE PROPERTY

Urban Single Family - Single family detached, small lot single family, or two family residential uses at urban densities.

Purpose

1. Provide options for the development of higher-density single-family housing in urban areas; and

2. Allow small lot development to make efficient use of urban land while providing new home ownership opportunities.

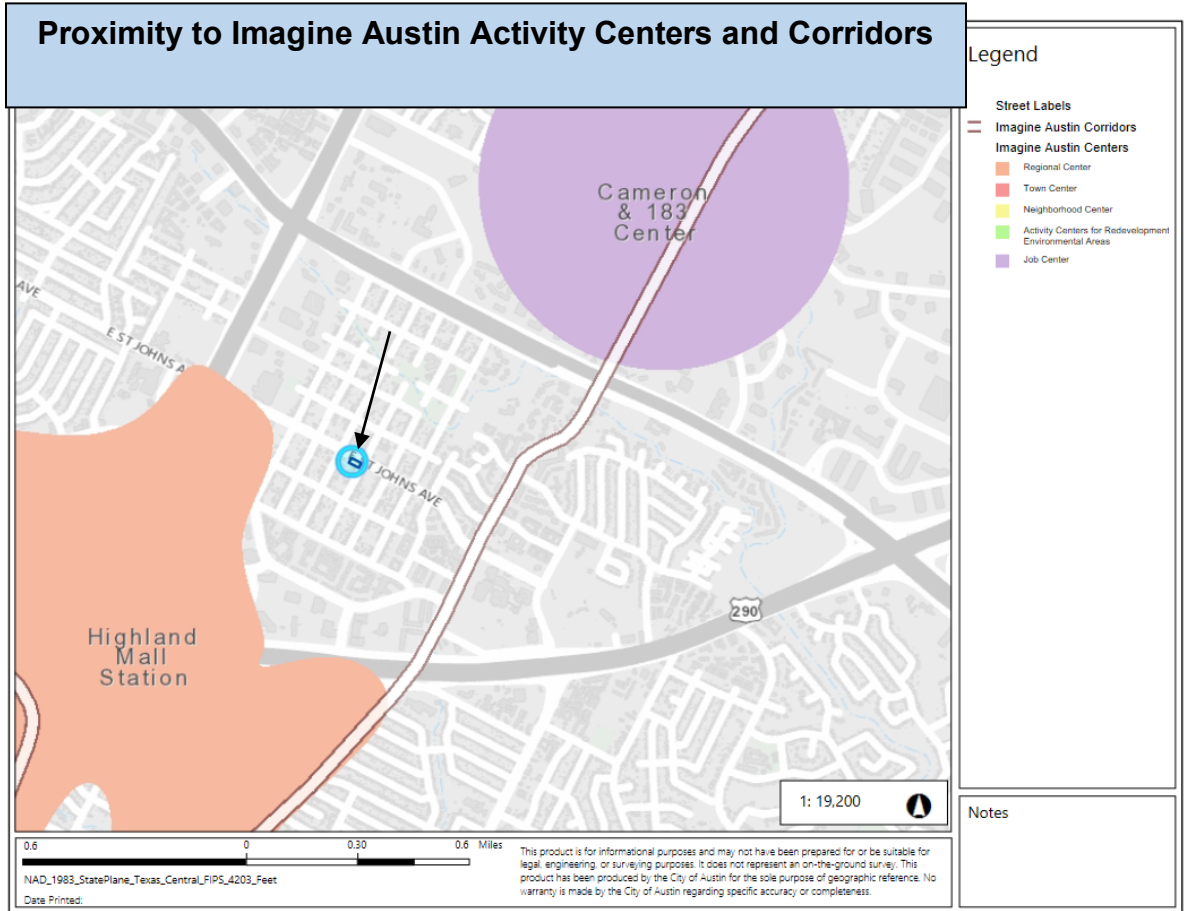
Application

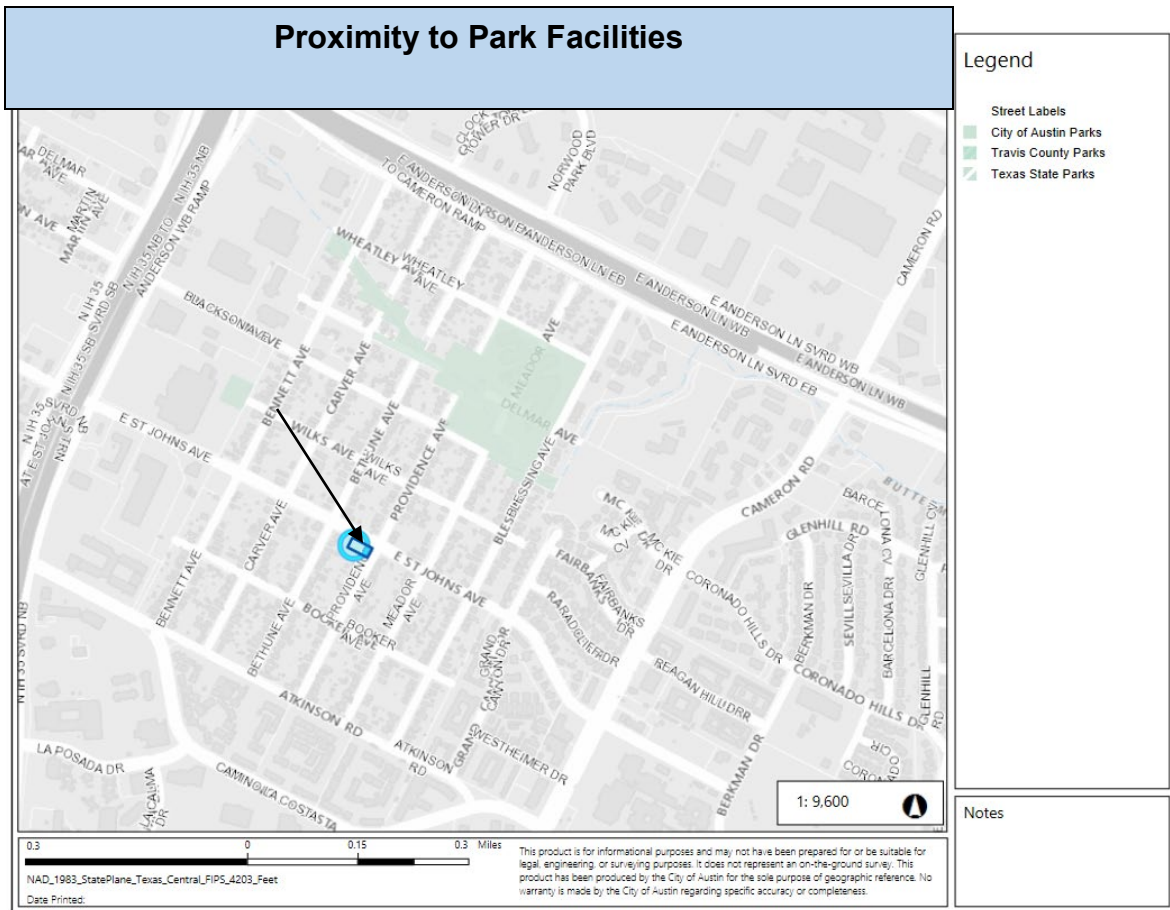
1. Small-lot single family is generally most appropriate for larger infill sites in urban neighborhoods with easy access to transportation corridors; and
2. Can be used to provide a buffer between high-density residential and low-density residential areas.

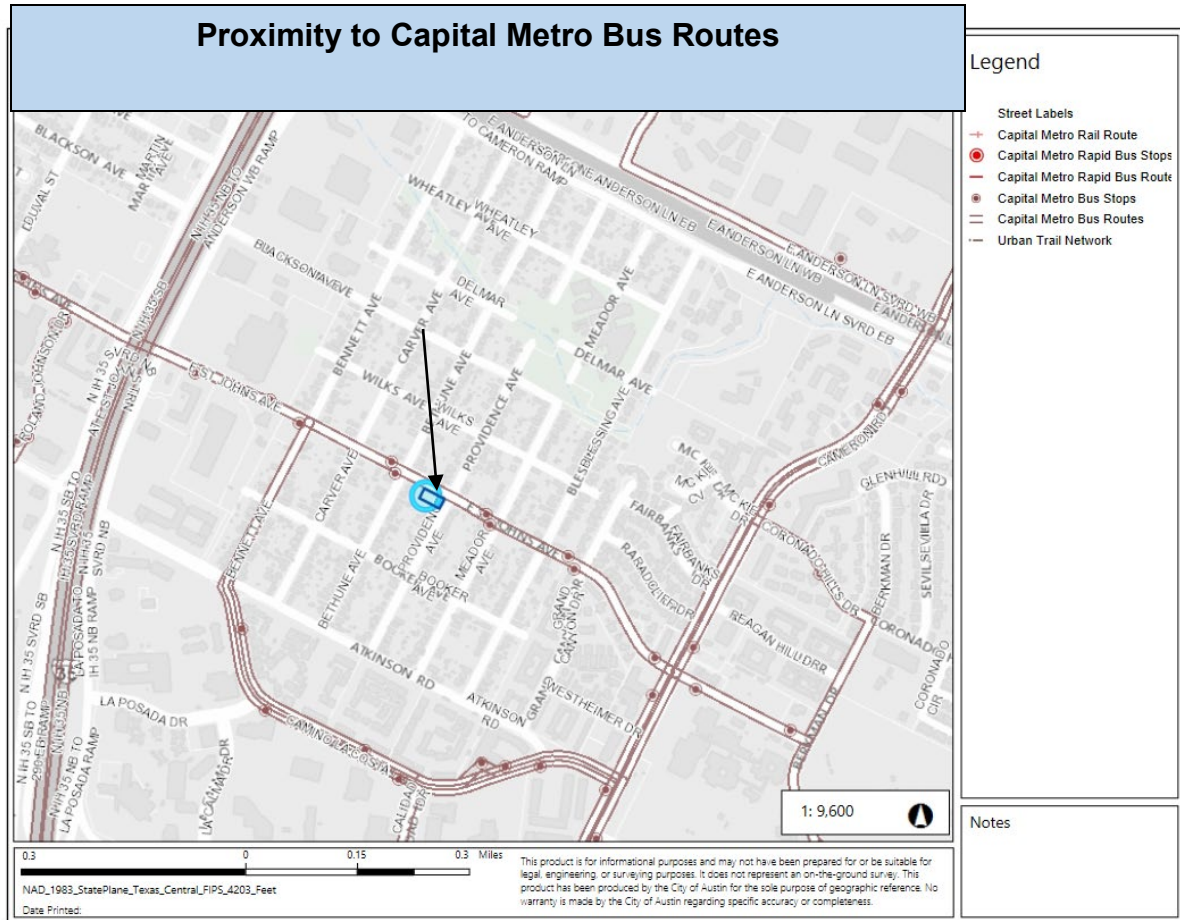
IMAGINE AUSTIN PLANNING PRINCIPLES

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 proposed development will provide additional housing units that is near public transportation and near a variety of commercial uses along IH-35 to the west and along Cameron Road to the east.***
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 not located on an activity corridor or within an activity center, but is located on St. Johns Avenue 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 on a busy transportation corridor although St. Johns Avenue is not an activity corridor.***
4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
 - ***The proposed development will provide additional housing units and add to the variety of housing choices in Austin and the neighborhood.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
 - ***Urban Single Family land use is appropriate in this location for property located along St. Johns Avenue, a busy transportation 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 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 staff's knowledge there is no historic or cultural significance 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 January 11, 2021 which is out-of-cycle for neighborhood planning areas located on the east side of IH-35. The property is a certified S.M.A.R.T (Safe, Mixed-Income, Accessible, Reasonably Priced, and Transit-Oriented) Housing project which allowed the out-of-cycle application.

The applicant proposes a change in the St. John/Coronado Hills Neighborhood Plan future land use map from Single Family to Urban Single Family for eight single family dwelling units.

The applicant proposes a change in zoning from SF-3-NP (Family Residence district) to SF-4A-NP (Single Family Residence Small Lot district).

PUBLIC MEETINGS: The ordinance-required virtual community meeting was held on February 25, 2021. Approximately 273 meeting notices were mailed to people who rent or own property within 500 feet of 1021 E. St. Johns Avenue. Two staff members attended the meeting with three people from Civiltude, LLC, and the agents representing the property owner. There were three people in attendance from the neighborhood.

After city staff gave a brief presentation, Conor Kenny, Director of Public Affairs from Civiltude, made the following presentation.

Conor Kenny said Civiltude is an engineering and planning company that also started a company called Capital A Housing which has projects that have substantial affordability components. They are proposing to develop a small infill affordable housing development on the property. They are proposing to rezone the property from SF-3-NP to SF-4A-NP which is a weird rezoning because you don't see this zoning very often. SF-4A-NP is actually a down-zoning because with SF-3 you could have two dwelling units per lot with a duplex configuration, but with SF-4A you can only build one dwelling unit. We plan to use Affordability Unlocked which is a tool available for any residential lot in town that at least half the units are affordable. With SF-3 the impervious cover maximum is 45%, but with SF-4A it is 65% maximum impervious cover. When we met with the neighborhood we heard that parking is a concern, so with each unit there will be a parking space for each unit. With the driveways and parking for each dwelling unit we will need the higher impervious cover. We plan to have front porches for every unit because we think it's important for people to engage in the community. We also plan to have trees in the front yard. We tried to get street trees but unfortunately the City regulations were not conducive for this.

Conor Kenny said they have already submitted applications to the city to lower the affordability level of all of our units down to 70% of the Austin median family income, which is about \$65,000 for a family of four. The reason that we did that is because St. Johns income distribution is substantially lower than the city which is 80% for Austin medium family income. \$80,000 a year is the upper end of income for St. Johns area. We really wanted this housing to be an opportunity for people who are rent stressed to be able to buy a home and build some equity.

He said he wanted to point out that even though they are providing a parking spot in a driveway for every unit, there will be a driveway off of Providence Ave. There is a very good transit access adjacent to the property and our experience with these projects is some people will have one car, others may have two. You might see three cars parked on the street. Through our research we have not seen that Providence Avenue is highly parked so we don't think parking will be an issue on Providence.

After his presentation, the following questions were asked.

Q. What do you mean by “adequately parked”?

A. We looked at similar developments with similar bedroom counts and we see how much parking people use and we look at on-street parking. We see how much parking is used on the street and we saw that Providence Avenue there is typically less than 50% of the street that is utilized. We are providing garage parking for every unit, but we think probably there will be a few additional cars on average that are not able to be served by that one car garage for each lot or for each unit. This is why there might be a few additional cars on the street, but in our view there is enough capacity to make up for that without having someone walk more than 30 feet from their car to their home.

Q: I’m not sure the last time you saw the parking situation on Providence Avenue, but the house next to your property was remodeled and since then there have been trucks and cars parked on the left and right side of the road, even parking up to the stop sign.

A: Unfortunately, with on-street parking people can go overboard. What the city and what we have found is that larger single-family homes typically come with more cars. We are not required to provide any parking, but we want to be good neighbors, so we added more parking than one spot per home. If we added more parking, we would have to reduce the number of housing units. People aren’t supposed to park within 15 feet of a stop sign or an intersection, but this is just what happens living the city. I wish I had a better answer.

Q: Do you have any renderings of what the project will look like?

A: We don’t have any renderings because this is a little infill project, but we are planning on having all the units with three-bedroom townhouses. They will be three stories but under the 35 feet allowed for any home in Austin. There will be a one-car garage and a small bedroom on the first floor, which could be an office or spare room. The second floor will be a big open space with the combined living, dining and kitchen area. The third floor will have two additional bedrooms. These are intended to be family units based on the buyers we see for these kinds of homes.

CITY COUNCIL DATE:

May 6, 2021

ACTION:

S.M.A.R.T. Housing Certification Letter



City of Austin

P.O. Box 1088, Austin, TX 78767
www.cityofaustin.org/housing

Housing and Planning Department S.M.A.R.T. Housing Program

November 16, 2020

S.M.A.R.T. Housing Certification
 Talia at E St Johns, LLC – 1021 E St Johns Ave – (ID 760)

TO WHOM IT MAY CONCERN:

Talia at E St Johns, LLC (contact Eyad Kasemi; ph: 512.512.761.6161; email eyad@civiltude.com) is planning to develop an **8-unit** single-family development at 1021 E St Johns Ave, Austin TX 78752. Four of these units will be sold to households at or below 80% Median Family Income (MFI). The project will be subject to a minimum 5-year affordability period after issuance of a certificate of occupancy, unless funding requirements are longer.

HPD certifies the proposed project meets the S.M.A.R.T. Housing standards at the pre-submittal stage. Since 50% of the units will serve households at or below 80% MFI, the development will be eligible for 100% waiver of fees listed in Land Development Code, Chapter 25-1-704, as amended or other fees waived under a separate ordinance except for Austin Water Utility (AWU) Capital Recovery Fees. **This development is not fully in accordance with the requirements under the Texas Local Government Code, Chapter 395.16(g) and 42 U.S.C. Section 12745 (A)(1) as it relates to how housing qualifies as affordable housing and therefore 4 of the 8 units will not be eligible to receive Austin Water Utility Capital Recovery Fee (CRF) waivers.** The expected fee waivers include, but are not limited to, the following fees:

AWU Capital Recovery Fees	Concrete Permit	Mechanical Permit
Building Permit	Electrical Permit	Plumbing Permit
Site Plan Review	Subdivision Plan Review	Zoning Verification
Construction Inspection	Parkland Dedication Fee	Land Status Determination
Demolition Permit Fee	(by separate ordinance)	Building Plan Review
	Regular Zoning Fee	

Prior to issuance of building permits and starting construction, the developer must:

- ◆ Obtain a signed Conditional Approval from the Austin Energy Green Building Program stating that the plans and specifications for the proposed development meet the criteria for a Green Building Rating. (Contact Austin Energy Green Building: 512-482-5300 or greenbuilding@austinenergy.com).
- ◆ Submit plans demonstrating compliance with the required accessibility or visitability standards.

Before a Certificate of Occupancy will be granted, the development must:

- ◆ Pass a final inspection and obtain a signed Final Approval from the Green Building Program. (Separate from any other inspections required by the City of Austin or Austin Energy).
- ◆ Pass a final inspection to certify that the required accessibility or visitability standards have been met.
- ◆ An administrative hold will be placed on the building permit, until the following items have been completed: 1) the number of affordable units have been finalized and evidenced through a sealed letter from project architect and/or engineer, 2) a Restrictive Covenant stating the affordability requirements and terms has been filed for record at the Travis County Clerk Office.

The applicant must demonstrate compliance with S.M.A.R.T. Housing standards after the certificate of occupancy has been issued or repay the City of Austin, in full, the fees waived for this S.M.A.R.T. Housing certification.

Please contact me by phone 512.974.2108 or by email at alex.radtke@austintexas.gov if you need additional information.

Sincerely,



Alex Radtke, Senior Planner
Housing and Planning Department

Cc: Kristin Martinez, AE

Jonathan Orenstein, AWU

Mashell Smith, ORS

Applicant Summary Letter

City of Austin Application Packet for Neighborhood Plan Amendment
For Individual Property Owner

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**Neighborhood Plan Amendment
SUMMARY LETTER**

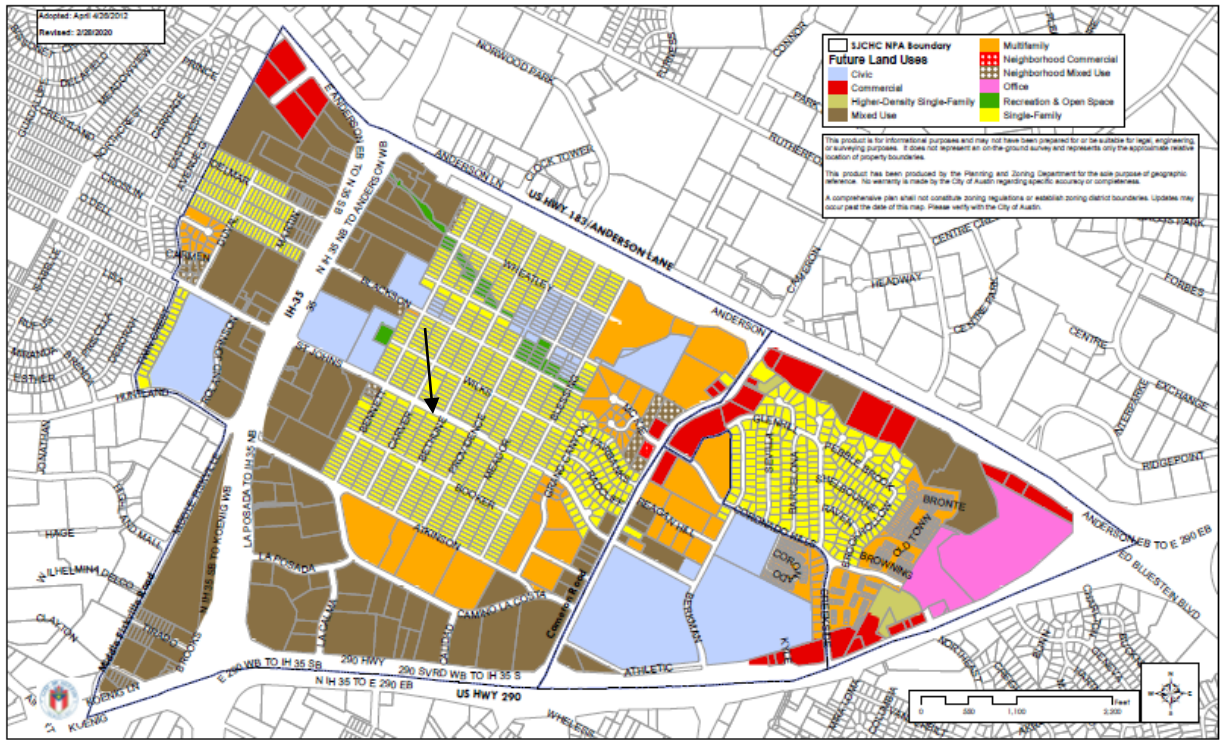
Project site is currently zoned SF-3 and is vacant. Proposed zoning for the site is SF-4A,
proposing 8 small-lot single family units on the 0.29 acre site located within the full jurisdiction
of the City of Austin. Change in neighborhood plan from Single Family to Urban Single Family.

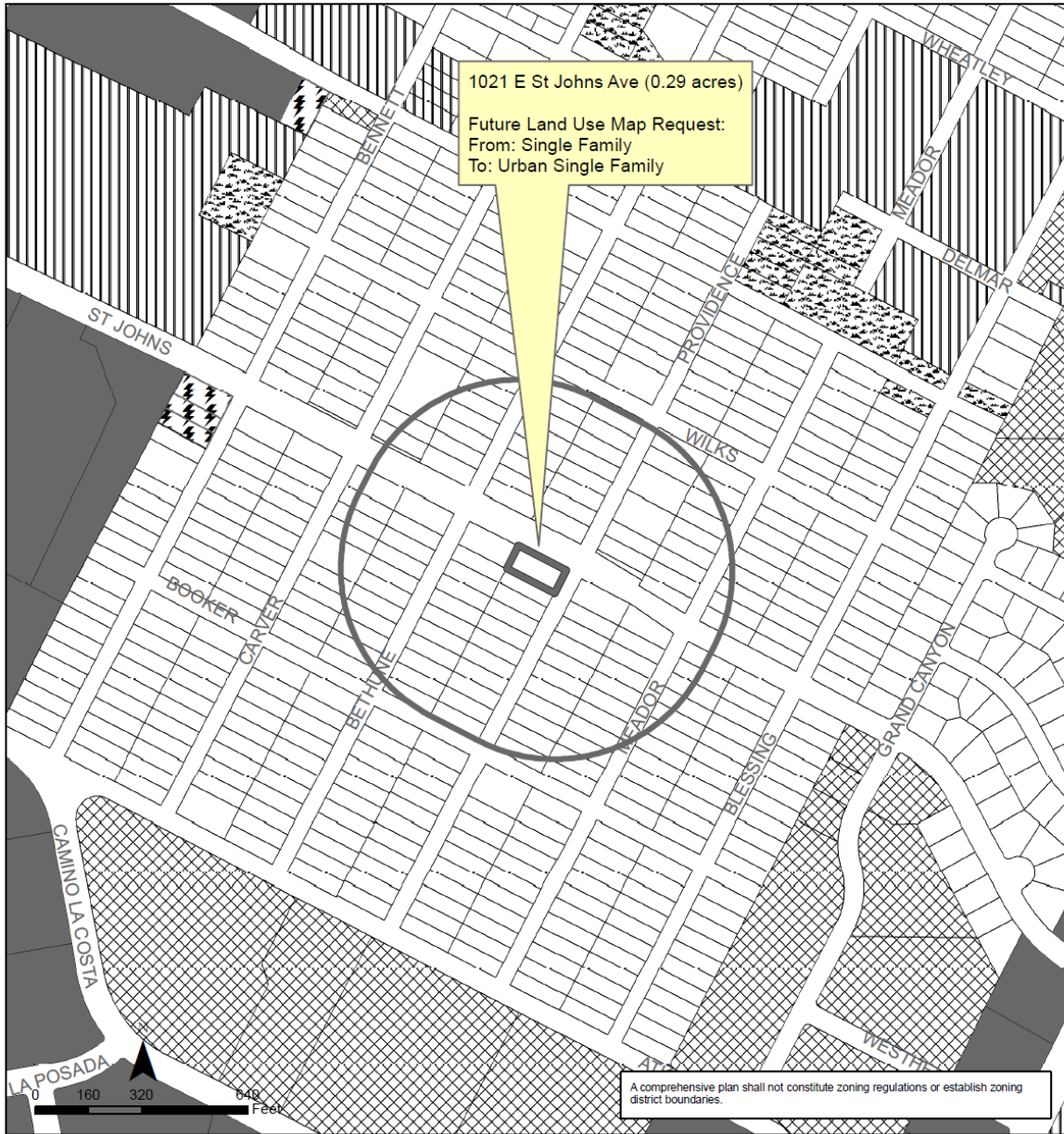
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**Letter of Recommendation from the Neighborhood
Plan Contact Team (NPCT)**

(No letter received as of April 6, 2021)

St. John/Coronado Hills Combined Neighborhood Planning Area - Future Land Use Map














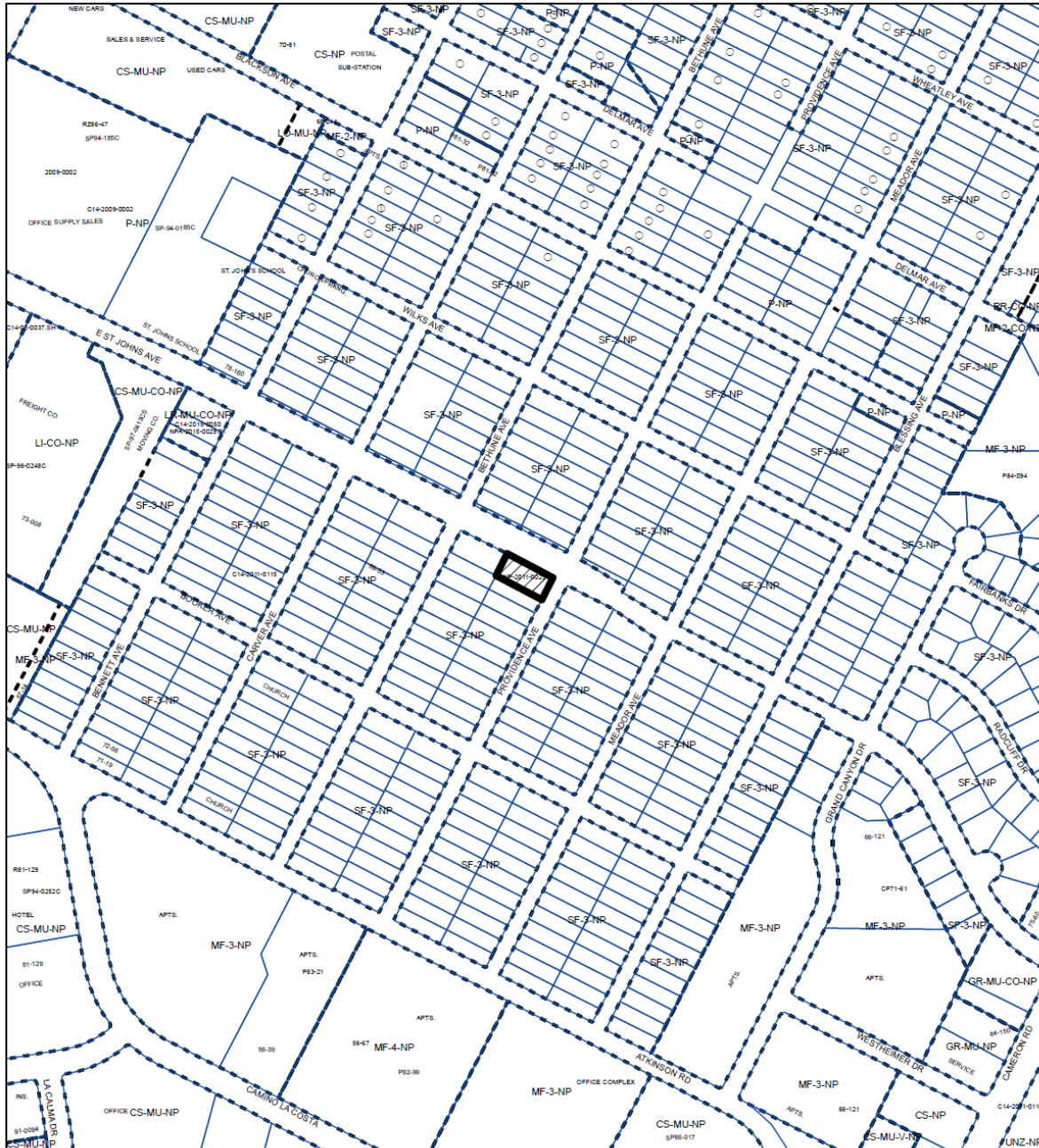
**St. John/Coronado Hills Combined Neighborhood
 Planning Area Amendment
 NPA-2021-0029.01.SH**




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 City of Austin
 Housing and Planning Department
 Created on 1/22/2021, by: MeeksS

Future Land Use			
	Subject Tract		Multi-Family
	500 ft. notif. boundary		Neighborhood Mixed Use
	Civic		Recreation & Open Space
	Mixed Use		Single-Family



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

1" = 400'

ZONING

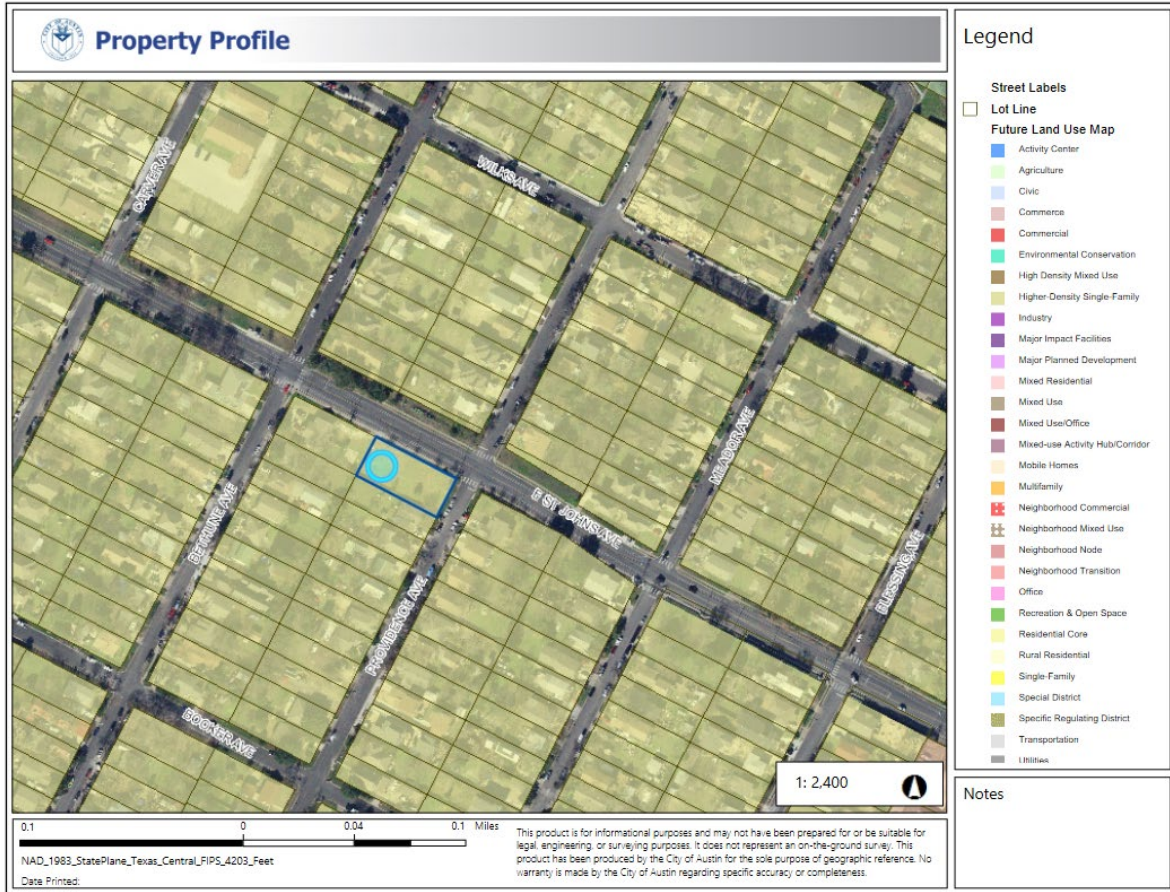
ZONING CASE#: C14-2021-0005.SH

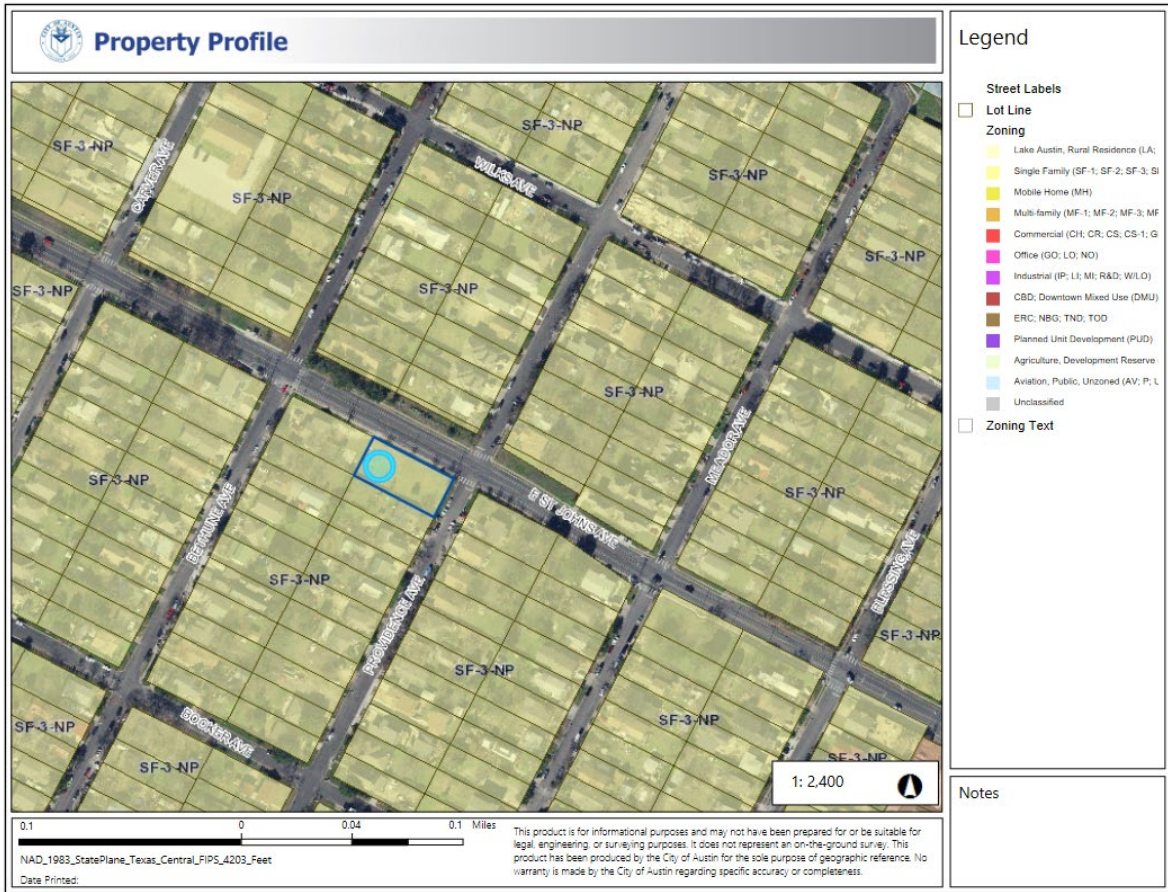
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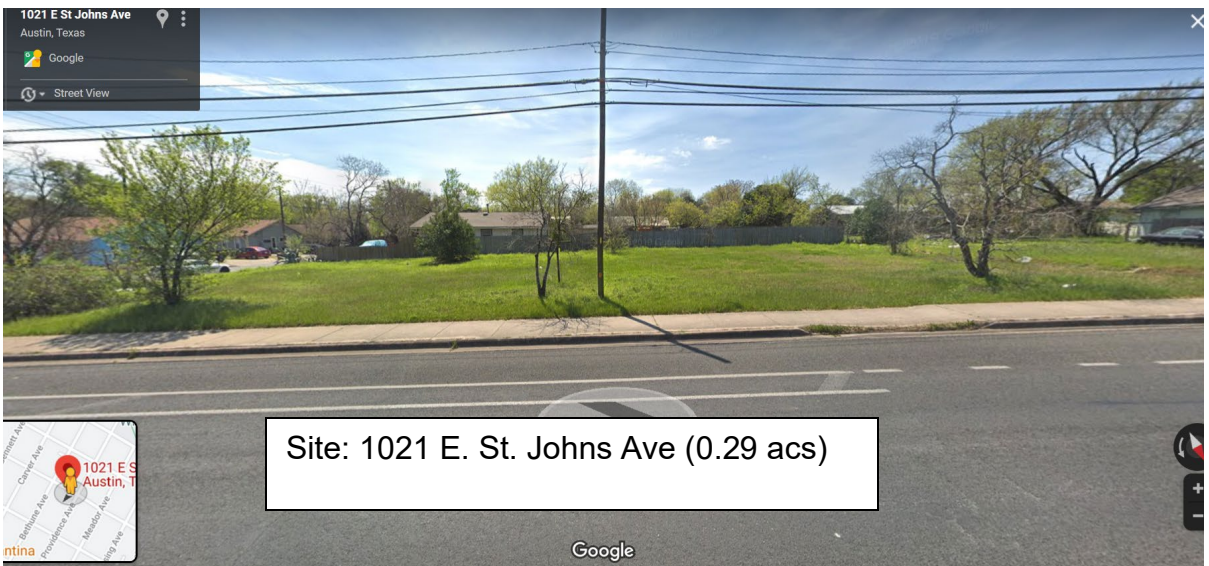
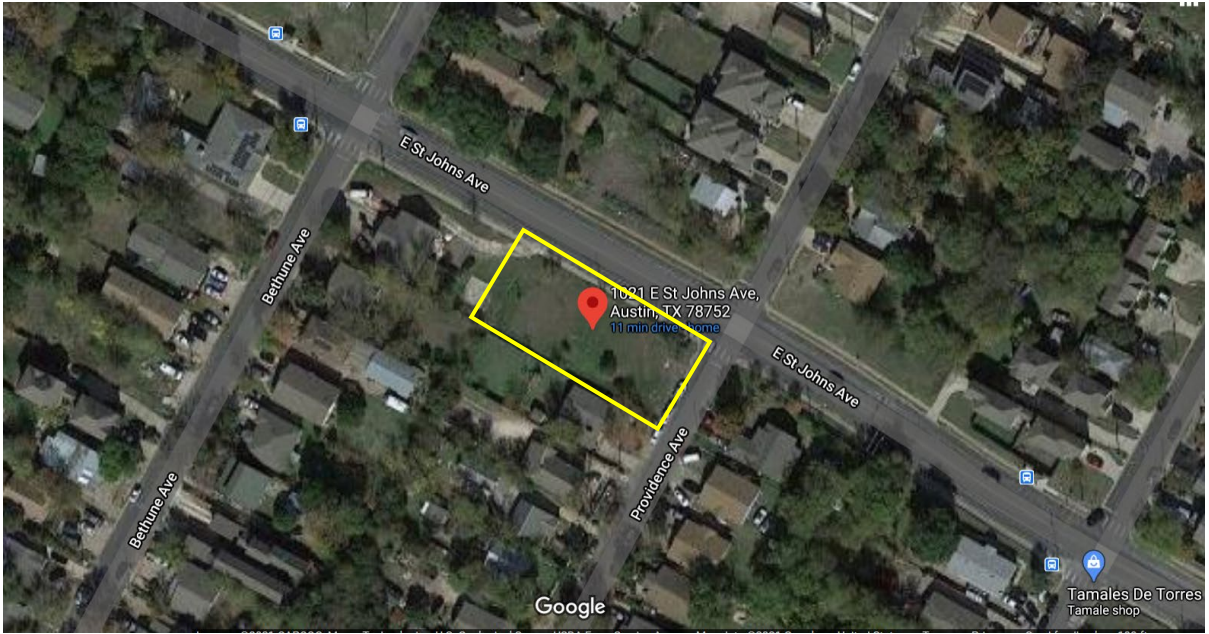
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Created: 1/14/2021









**Presentation by Conor Kenny at the Feb. 25, 2021
Virtual Community Meeting**

1021 E. St Johns



Site Development Standards for SF-3 vs. SF-4A

SF-3
Family Residence
Maximum Units Per Lot: 2



SF-4A
Small-Lot Single Family
Maximum Units Per Lot: 1

Site Development Standards for SF-3 vs. SF-4A

SF-3 Family Residence	→	SF-4A Small-Lot Single Family
Maximum Units Per Lot: 2 Minimum Setbacks: Front Yard - 25 ft Street Side Yard - 15 ft Interior Side Yard - 5 ft Rear Yard - 10 ft Maximum Height: 35 ft. Maximum Impervious Cover: 45% Maximum Building Cover: 40%		Maximum Units Per Lot: 1 Minimum Setbacks: Front Yard - 15 ft Street Side Yard - 10 ft Interior Side Yard - N/A Rear Yard - N/A Maximum Height: 35 ft. Maximum Impervious Cover: 65% Maximum Building Cover: 55%

Potential conditional overlays: 15 ft rear setback, 5 ft interior side yard

Not conditional overlays but plans: Front porches on every townhome; trees shading sidewalk on St. Johns

What could be developed with and without Affordability Unlocked?

	SF-3 (Current Zoning)	SF-4A (Proposed Zoning)
With Affordability Unlocked	Six to eight dwelling units	Six to eight dwelling units
Without Affordability Unlocked	Two dwelling units (SF Home + ADU)	One dwelling unit

Targeting 70% of Austin MFI - about \$65,000 for a family of four

