

**NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET**

**NEIGHBORHOOD PLAN:** East Cesar Chavez and Plaza Saltillo (TOD) Station Area Plan

**CASE#:** NPA-2021-0002.01

**DATE FILED:** July 26, 2021 (In-cycle)

**PROJECT NAME:** 1400 E. 4<sup>th</sup> Street

**PC DATE:** January 11, 2022

**ADDRESS/ES:** 1400 E. 4<sup>th</sup> Street

**DISTRICT AREA:** 3

**SITE AREA:** 0.9982 acres

**OWNER/APPLICANT:** Robert C. Beall & Beth A. Beall

**AGENT:** Armbrust & Brown, PLLC (Richard T. Shuttle, Jr.)

**CASE MANAGER:** Maureen Meredith **PHONE:** (512) 974-2695

**STAFF EMAIL:** Maureen.Meredith@austintexas.gov

**TYPE OF AMENDMENT:**

**Change in Future Land Use Designation**

**From:** Specific Regulating District **To:** Specific Regulating District

**Base District Zoning Change**

**Related Zoning Case:** C14-2021-0138

**From:** TOD-NP

**To:** TOD-NP (to change conditions of zoning)

**NEIGHBORHOOD PLAN ADOPTION DATE:** East Cesar Chavez NPA approved May 13, 1999. Plaza Saltillo TOD Station Area Plan approved December 11, 2008

**CITY COUNCIL DATE:** To be scheduled

**ACTION:**

**PLANNING COMMISSION RECOMMENDATION:**

*January 11, 2022 -*

**STAFF RECOMMENDATION:** To support the applicant's request for a Base Maximum Building Height of 85 feet.

**BASIS FOR STAFF'S RECOMMENDATION:** The property 0.99 acres on the north side of E. 4<sup>th</sup> Street between Navasota Street to the west and Onion Street to the east. The property is within the Central East Austin Neighborhood Plan and the Plaza Saltillo (TOD) Station Area Plan. Operating on the property is the Texas Coffee Traders where coffee is roasted and sold. To the north of the property is an apartment building. Directly northeast is the Plaza Saltillo Station and across Onion Street to the east is an event space and production studio. To the south across E. 4<sup>th</sup> Street is a vacant lot, a single-family home, and an apartment complex. The existing land use on the future land use map is Specific Regulating District. There is no proposed change to the future land use map (FLUM).

The applicant proposes to amend the Base Maximum Building Height from 40 feet to 85 feet. The current Base Maximum Building Height is 40 feet but is allowed up to 60 feet through the Density Bonus Program. In order to increase the Base Maximum Height a plan amendment and zoning change application were required to go from 60 feet to 85 feet. A fee in lieu payment to increase the floor-area-ratio (FAR) will be required for the non-residential use proposed with this project.

The proposed development is a six-story office building with ground floor restaurant uses and below grade parking. No residential units are proposed.

Staff supports the request because the property is within ¼-mile of the E. 7<sup>th</sup> Street activity corridor, is within the Plaza Saltillo Neighborhood Center and is less than 50 feet from the Plaza Saltillo Station. The property is also directly south of a portion of the Red Line Parkway (Lance Armstrong Bikeway).

The East Cesar Chavez Neighborhood Plan supports a mix of businesses in commercial area and retail and commercial services within walking distances from residential areas.

## **1. Land Use, Zoning and Neighborhood Character**

**Neighborhood Vision:** The neighborhood envisions commercial corridors that are safe and pedestrian-friendly. These corridors should be mixed use residential, commercial and include civic elements. Mixed residential and retail uses, such as stores with residences above are encouraged. Development should be compatible with the existing neighborhood, economically and environmentally sustainable and conducive to a blend of vibrant economic activity and quality of life. The neighborhood envisions open spaces, plazas and market places that contribute to friendly street activity. Compatible development is desired to preserve the beauty of the neighborhood and should accommodate existing families. They would like the barrier effect of IH-35 reduced and stronger connections between the East César Chávez Neighborhood and downtown should be developed. The neighborhood will work to retain the history, culture and diversity of the neighborhood and provide visual landmarks to highlight the history and cultural heritage.

**Goal 1: Provide zoning for a mix of business and residential land uses in the commercial corridors and selected other commercial areas.**

**Primary resources:** *City of Austin and Travis County Tax Appraisal District.*

**Objective 2:** Encourage more retail and commercial services within walking distance of residents.

**Goal 2:** Ensure that new structures and renovations are compatible with the existing neighborhood and protect homes from incompatible business or industry.

*Primary resources: City of Austin and public and private sector.*

**Objective 1:** Ensure that all new or redevelopment projects are compatible with the existing character of the area in scale, density, design, and parking.

**Objective 2:** Protect residential neighborhood from incompatible business or industry and from destruction of existing housing.

## **2. Transportation and Traffic**

**Neighborhood Vision:** The neighborhood should be accessible and safe for pedestrians, cyclists, motorists and mass transit users. Increasing mobility in the neighborhood is encouraged while discouraging the use of neighborhood streets as “cut through” short cuts and thoroughfares. The rail corridor should be developed in ways that do not pollute the environment or threaten the health, safety and welfare of existing residents and businesses.

**Goal 1:** Improve traffic safety on neighborhood streets.

*Primary resources: City of Austin, Capital Metro, Neighborhood Planning Leadership Team, local businesses, Austin Police Department, Austin Transportation Study, Texas Department of Transportation, ADAPT and local taxi companies.*

**Goal 2:** Improve bicycle and pedestrian traffic safety on neighborhood streets.

*Primary resources: City of Austin, Neighborhood Planning Leadership Team and Yellow Bike Project.*

**Objective 1:** Improve bicycle routes while accommodating neighbors' concerns about parking.

**Objective 2:** Create convenient and accessible pathways through the neighborhood.

## **LAND USE DESCRIPTIONS**

### ***EXISTING AND PROPOSED LAND USE ON THE PROPERTY***

**Specific Regulating District** - This map designation is intended for areas that have an adopted regulating plan. This district will be identified on the Future Land Use Map, but is not considered a typical land use category. The purpose of this designation is to make the user aware of the Regulating Plan and that it should be reviewed for development regulations.

Approved Regulating Plans:

1. Plaza Saltillo TOD Station Area Plan
2. Martin Luther King (MLK) Boulevard TOD Station Area Plan
3. Lamar/Justin TOD Station Area Plan

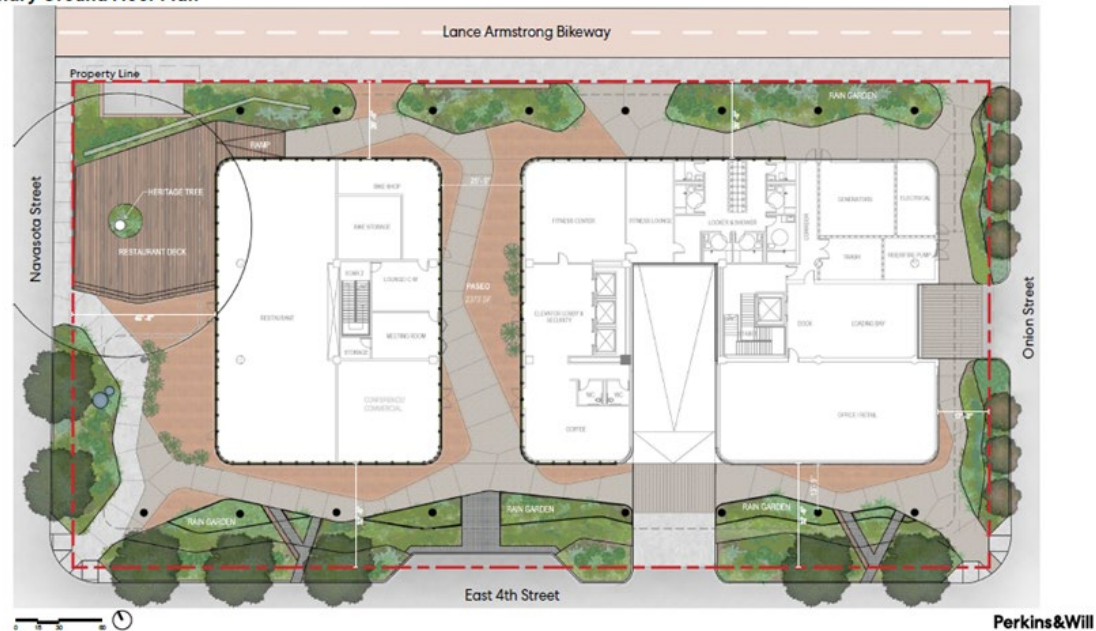
**IMAGINE AUSTIN PLANNING PRINCIPLES**

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 is a six-story office building. No residential units are proposed. The property is within the Plaza Saltillo Neighborhood Center and is directly southwest of the Plaza Saltillo Station. There are numerous businesses in the vicinity.***
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 directly south of the Metro Rail tracks and is southwest of the Plaza Saltillo Station.***
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 within the Plaza Saltillo Activity Center and approximately ½ mile from the E. 7<sup>th</sup> Street 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 is a six-story office building. No residential units are proposed.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
  - ***The property is within the Plaza Saltillo Activity center and within 50 feet of the Plaza Saltillo Station and where higher density developments are appropriate.***
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 within the Drinking Water Protection Zone.***



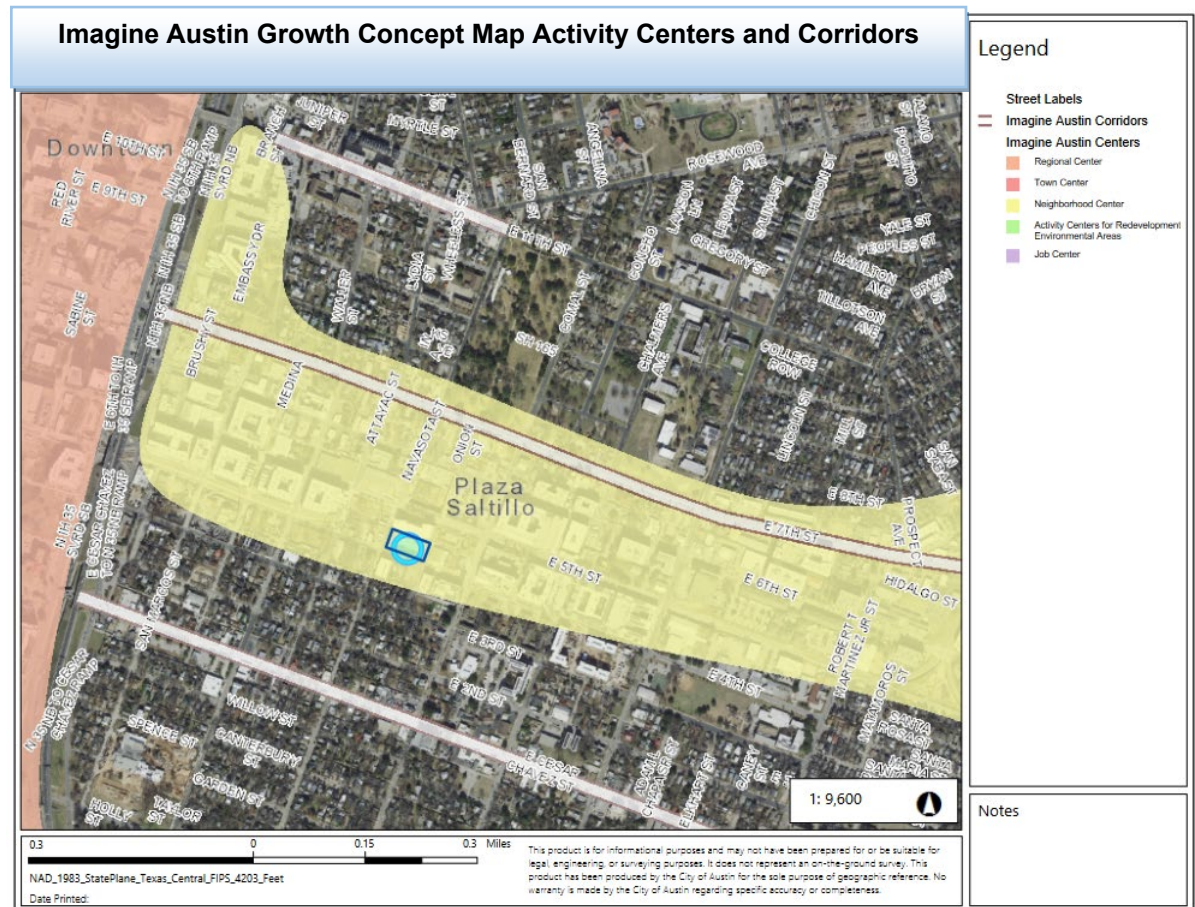
7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.
  - *The development is proposed to include green areas/space on the four sides of the development.*

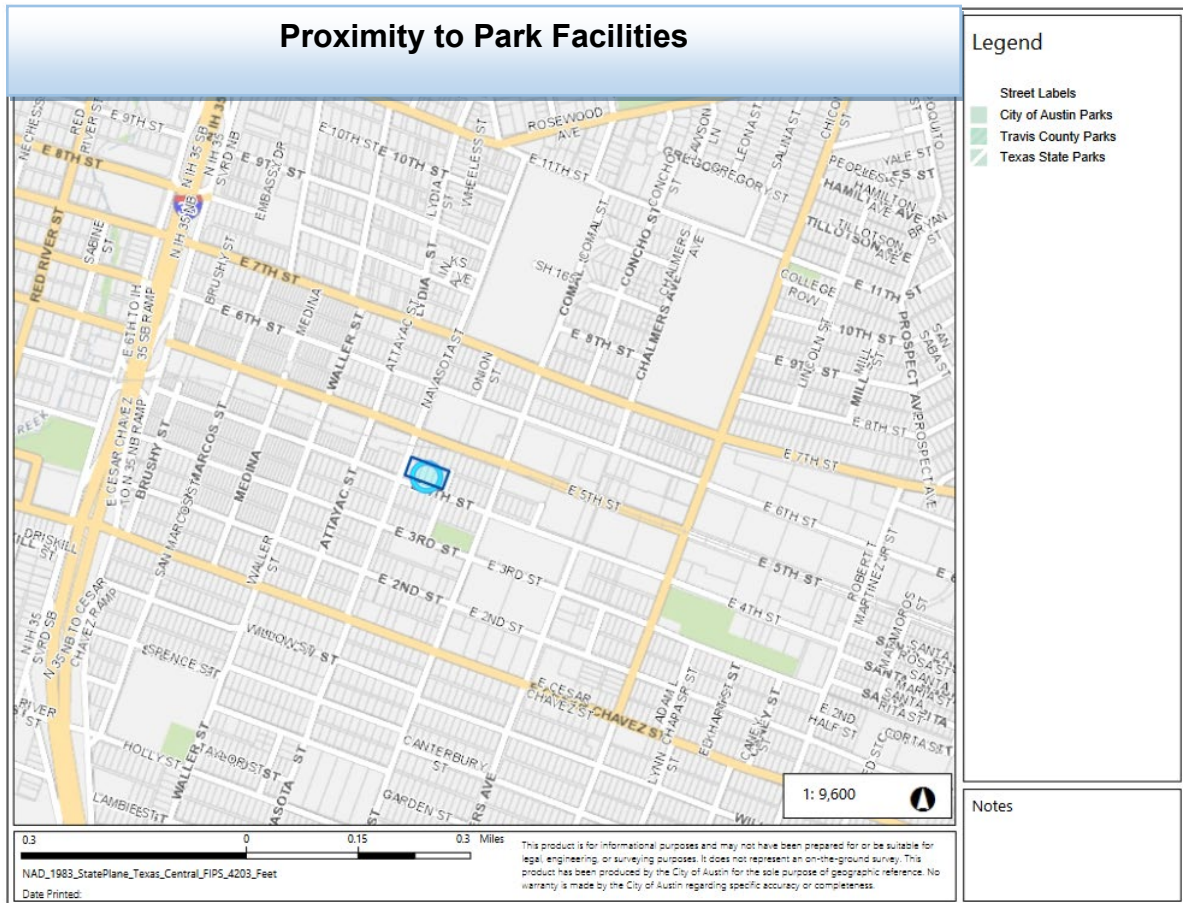
Preliminary Ground Floor Plan



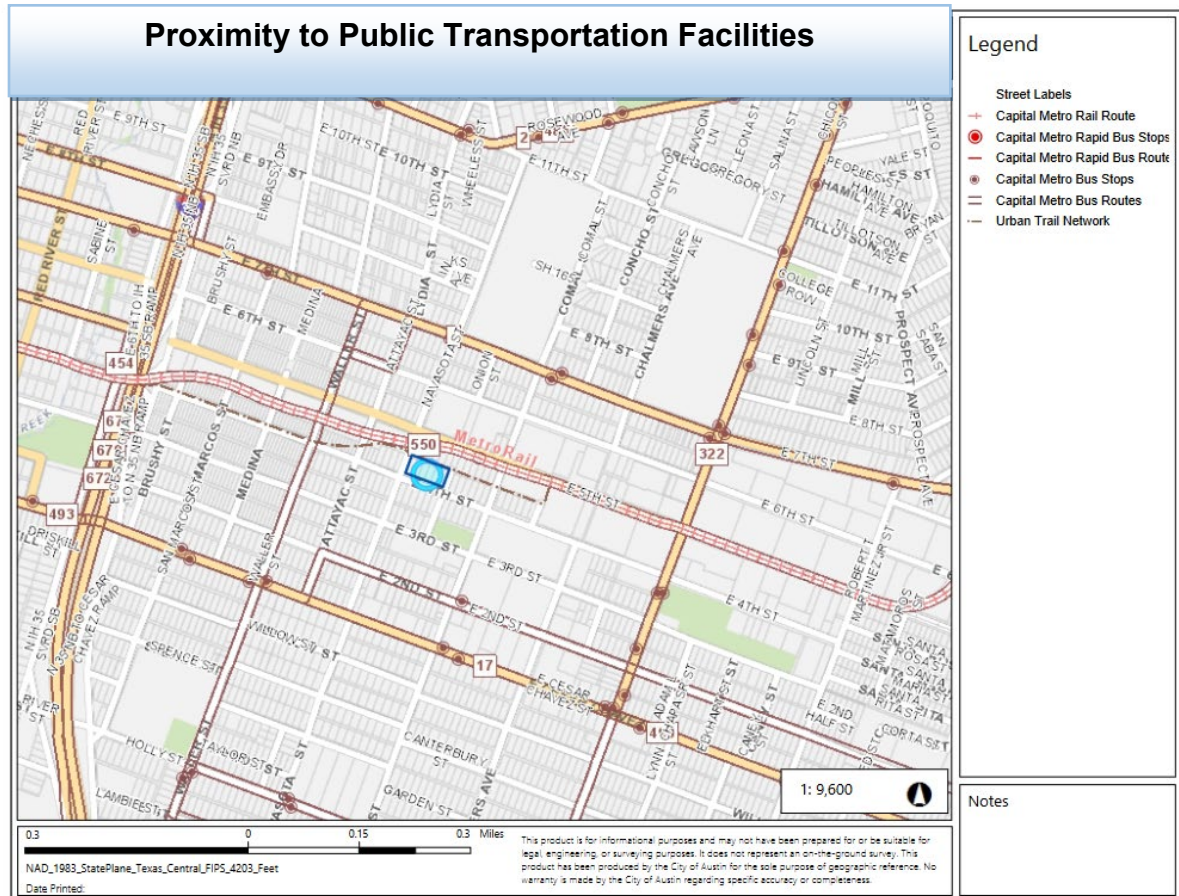
8. Protect, preserve and promote historically and culturally significant areas.
  - *To staff's knowledge there is no historic or cultural significance to this property.*
9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.
  - *The area is in a walkable and bikeable environment close to numerous commercial uses.*
10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.
  - *The six-story office building could create jobs opportunities for the area and the city.*
11. Sustain and grow Austin's live music, festivals, theater, film, digital media, and new creative art forms.
  - *The property is located near Downtown where live music venues are located primarily along E. 6<sup>th</sup> Street.*
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.*









## 1400 East 4th Street

East Cesar Chavez, Austin, 78702

Commute to **Downtown Austin**

5 min 17 min 8 min 30 min View Routes

Favorite Map Nearby Apartments

Looking for a home for sale in Austin?

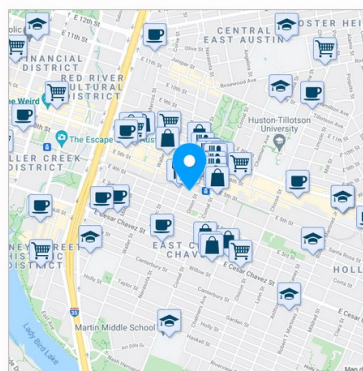
**Walker's Paradise**  
Daily errands do not require a car.

**Good Transit**  
Many nearby public transportation options.

**Biker's Paradise**  
Daily errands can be accomplished on a bike.

About your score

Add scores to your site



## 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 29, 2021, which is in-cycle for neighborhood planning area located on the east side of I.H.-35.

The existing land use on the future land use map is Specific Regulating District. The plan amendment application is not requesting a change in the future land use. Because the property is within a Station Area Plan (Plaza Saltillo TOD), the Land Development Code requires proposed changes to go through the plan amendment process, which required this plan amendment application and the ordinance-required community meeting.

#### **25-2-766.23 AMENDMENTS TO STATION AREA PLAN.**

- (A) Council may, by zoning ordinance, amend a station area plan at any time.
- (B) Amendments to a station area plan may be proposed by land owners not more than once each calendar year for each property owned.
- (C) **For a station area plan that is within an adopted neighborhood plan area, an amendment to the station area plan must be reviewed and approved in accordance with the neighborhood plan amendment process established by council.**

The applicant proposes to amend the Base Maximum Building Height from 40 feet to 85 feet. The current Base Maximum Building Height is 40 feet but is allowed up to 60 feet through the Density Bonus Program. In order to increase the Base Maximum Height a plan amendment and zoning change application were required to go from 60 feet to 85 feet. A fee in lieu payment to increase the floor-area-ratio (FAR) will be required for the non-residential use proposed with this project. Please see the associated zoning case report C14-2021-0138 for more details on the proposed change.

**PUBLIC MEETINGS:** The ordinance-required community meeting was virtually held on September 23, 2021. The recorded meeting can be found here <https://www.speakupaustin.org/npa>. Approximately 1,858 notices were mailed to renters and property owners within 500 feet of the property, in addition to neighborhood and environmental groups who requested notification for the area on the Community Registry. Maureen Meredith and Mark Walters from the Housing and Planning Department attended the meeting, in addition to Amanda Morrow and Richard Suttle from Armbrust and Brown,



the applicant's agents. Also in attendance were Clay Golden and David Blackbird from Stream Realty. Fourteen people from the neighborhood attended the meeting.

After city staff gave a brief presentation, Amanda Morrow, from Armbrust and Brown, provided the following information. Her presentation is provided at the back of this report.

- The property is the home of the Texas Coffee Traders. The prospective owners want to build an office building. Stream Realty Partners has the property under contract.
- Proposed is an 85-foot building with six stories.
- The development will activate all four sides of the building.
- There's a Pecan tree on the property that will be preserved and incorporated into the project.
- The Lance Armstrong Bikeway is to the north, Onion Street to the east, E. 4<sup>th</sup> Street to the south and Navasota to the west. The design of the building is recessed to allow a pedestrian atmosphere around the building. There is a 25-foot-wide paseo between the two buildings running north and south from E. 4<sup>th</sup> Street and the Lance Armstrong Bikeway.
- There is a proposed restaurant along Navasota Street side with a deck around the Pecan tree that will be preserved.
- Some concepts for the retail areas are a coffee shop and bike shop on the ground floor.
- Underground parking entrance would be off E. 4<sup>th</sup> Street.
- The proposed FAR 3.8:1. Maximum square 16,5400 sq. feet. Participation in the Density Bonus at \$12 per square foot would be \$942,000 for the fee-in-lieu because there are no residential uses proposed for the site.

***Q: Does the building have parking?***

A: There will be underground parking.

***Q: How many stories on the building to the north?***

A: I believe that's a five-story apartment project.

***Q: Have there been any buildings higher than 40 or 60 approved south of railroad tracks?***

A: Foundry Two is a six-story office project. They were approved for 74 feet.

***Q: To what extent are the ground floor green areas be public?***

A: Its plan is for public activation space throughout. It will not be gated off.

***Q: What about the construction traffic coming of Onion Street?***

A: That has not been determined yet. Most of the traffic will flow north/south and east/west.

***Q: Habitat owns the two lots to the south and they seem to be used for staging for construction. Do you plan to use this property as well?***

A: I don't know what the future plans are for this property.

***Q: How is 60 feet allowable on the site? There's a precedent of higher building closer to homes.***

A: The property is within the Plaza Saltillo TOD boundary. It has a by-right 40 feet and Density Bonus height of 60 feet. We are requesting to lift the by-right height to 85 feet and allow the density bonus to be paid in the FAR for the project.

***Q: Would this set a precedent to alter the height affect the rest of the properties in the TOD?***

A: I think there is a framework to ask for additional height to amend the base maps and that establishes that pathway forward.

***Q: This property is much closer to the residential neighborhood and doubling the building height is going too far. Allowing this base height to be increased does impact other parcels.***

A: The Fair Market project is to the north of this project, but we are close to the Plaza Saltillo Station. A 60-foot building with the Density Bonus is five-stories to a 6-story building at 85 feet and you get a much more useable floor plate and the pedestrian activation space at ground floor that you would not get with a 60-story building because you would have to build property line to property line to maximize and pick up that additional 27,000 square feet lost by staying at 60 feet in height.

***Q: How much affordable housing would the project have if it didn't pay fee-in-lieu?***

A: The square footage difference between what is allowed at 2:1 FAR and then what you get if you increase that by five stories at 60 feet or six stories at 85 feet. At 2:1 you get 86,842 square feet if you build at five stories and 60 feet in height that's additional 51,558 square feet with six stores. That pencils out to about 78,000 and some change so we would be asking to pay the fee-in-lieu for that additional density.

***Q: Has there been any consideration given to the surrounding residents and the vicinity in general as to the design of the building? Has there been any surveys made?***

A: There is the adjacent to the Plaza Saltillo Station and some other uses in the area and being down the street from Plaza Saltillo development, it seemed like a redevelopment corridor. Pulling the building back from the street to make it an inviting space as opposed to a big blocky building is not typical of developers I've worked with who really just want to maximize as much as they can at the ground level.

***Q: Why was the decision made to not include housing in this development?***

A: Because Stream Realty is an office developer.

***Q: Any plans on how to change the bike lane that dumps into a one-way alley way in the opposite direction of the bike lane? Will this developer address this?***

A: There will be traffic mitigation required that ATD will identify through site plan process. It might be something they identify as an improvement. It will depend on if it's in the ROW or on the private land.

***Q: Where is the closest single-family home from this development?***

A: There are two single family homes across the street and catty-corner from the property.

***Q: Is there an estimate of how long construction will take if approved?***

A: The site development process takes 9 to 12 months for approval. There will be about 18 months of construction after that.

***Q: Will the single-family home trigger Compatibility Standards?***

A: As the Plaza Saltillo Regulating Plan is written, Compatibility is triggered but can be waived through the Density Bonus Program.

***Q: Will construction close streets?***

A: Typically during development there are some street closures, but they will be staged so there is no negative impact. There will be a traffic control plan and will be approved through the permitting process.

***Q: So there is an alternative plan for 60 feet of height and five stories. Does this include retail business space?***

A: I haven't seen a ground floor plan of what that would look like.

**Comments:**

- I own a business to the east. I think Stream has done a nice job of creating a good pedestrian experience and I support this development.

January 11, 2022

## Applicant Summary Letter from Application

### ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

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

FACSIMILE 512-435-2360

Richard T. Suttle, Jr.  
(512) 435-2310  
rsuttle@abaustin.com

July 22, 2021

Rosie Truelove, Director  
City of Austin Housing & Planning Department  
1000 E. 11<sup>th</sup> Street, Suite 200  
Austin, Texas 78702

Re: Neighborhood Plan Amendment application for property located at 1400 E. 4<sup>th</sup> Street, also known as TCAD Parcel No. 0204061405 (the "Application")

Dear Ms. Truelove:

This letter, along with the Application is submitted to amend the Plaza Saltillo TOD Station Area Plan (the "SAP") and the Regulating Plan to the Plaza Saltillo TOD Station Area Plan (the "Regulating Plan") for property located at 1400 E. 4<sup>th</sup> Street (the "Property").

The Property is approximately 0.9983 acres and is zoned Transit Oriented Development – Neighborhood Plan Combining District ("TOD-NP"). The Property is situated within the East Cesar Chavez Neighborhood Planning Area and the Plaza Saltillo Transit Oriented Development ("TOD") district and is currently developed with a coffee wholesale use with coffee sales being an accessory use to the primary use. The proposed development is for the construction of a 6-story office building with ground floor restaurant uses and below grade parking (the "Project").

The SAP and the Regulating Plan, which is an extension of the SAP, was adopted by Ordinance 20081211-082 and establishes the zoning, permitted and conditional uses, site development regulations, and streetscape requirements for property located within the Plaza Saltillo TOD district boundary. The Property is within the TOD Mixed Use subdistrict which allows for the highest level of development activity within the Plaza Saltillo TOD.

The purpose of this Application is to request that the Base Maximum Building Height Map located on Page 39 of the SAP and Page 55 (Figure 4-1) of the Regulating Plan be amended to allow a base maximum building height of 85-ft to accommodate the Project. No change to the Future Land Use Map (FLUM) is proposed with this Application. A zoning application will also be submitted in conjunction with this Application to amend the SAP and Regulating Plan to allow for a maximum building height of 85-ft for this site. A copy of the Base Maximum Building Height Maps are provided with this letter showing the requested increase in height for the Property.

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ARMBRUST & BROWN, PLLC

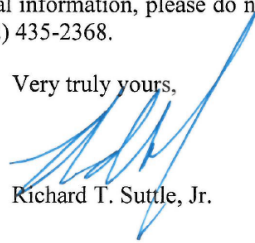
Page 2

While this request would increase the achievable height for the Property, the 2:1 maximum floor-to-area ratio ("FAR") limitation established in the Regulating Plan would require the Property to participate in the density bonus program outlined in the Regulating Plan to realize the additional height. Since the Project is a commercial project with no residential component, a fee-in-lieu payment into the Housing Assistance Fund will be requested to achieve the additional density subject to City Council approval.

The Property is located directly to the southwest of the Plaza Saltillo Rail Station and directly to the south of the Lance Armstrong Bikeway. Increased density and height at this location is appropriate as density should be located near public transit and in areas that allow for multi-modal transportation.

Thank you in advance for your time and consideration of this Application. If you have any questions, comments, or need additional information, please do not hesitate to contact me at (512) 435-2310 or Amanda Morrow at (512) 435-2368.

Very truly yours,



Richard T. Suttle, Jr.

cc: Maureen Meredith  
Heather Chaffin  
Clay Golden  
Amanda Morrow  
Amanda Surman

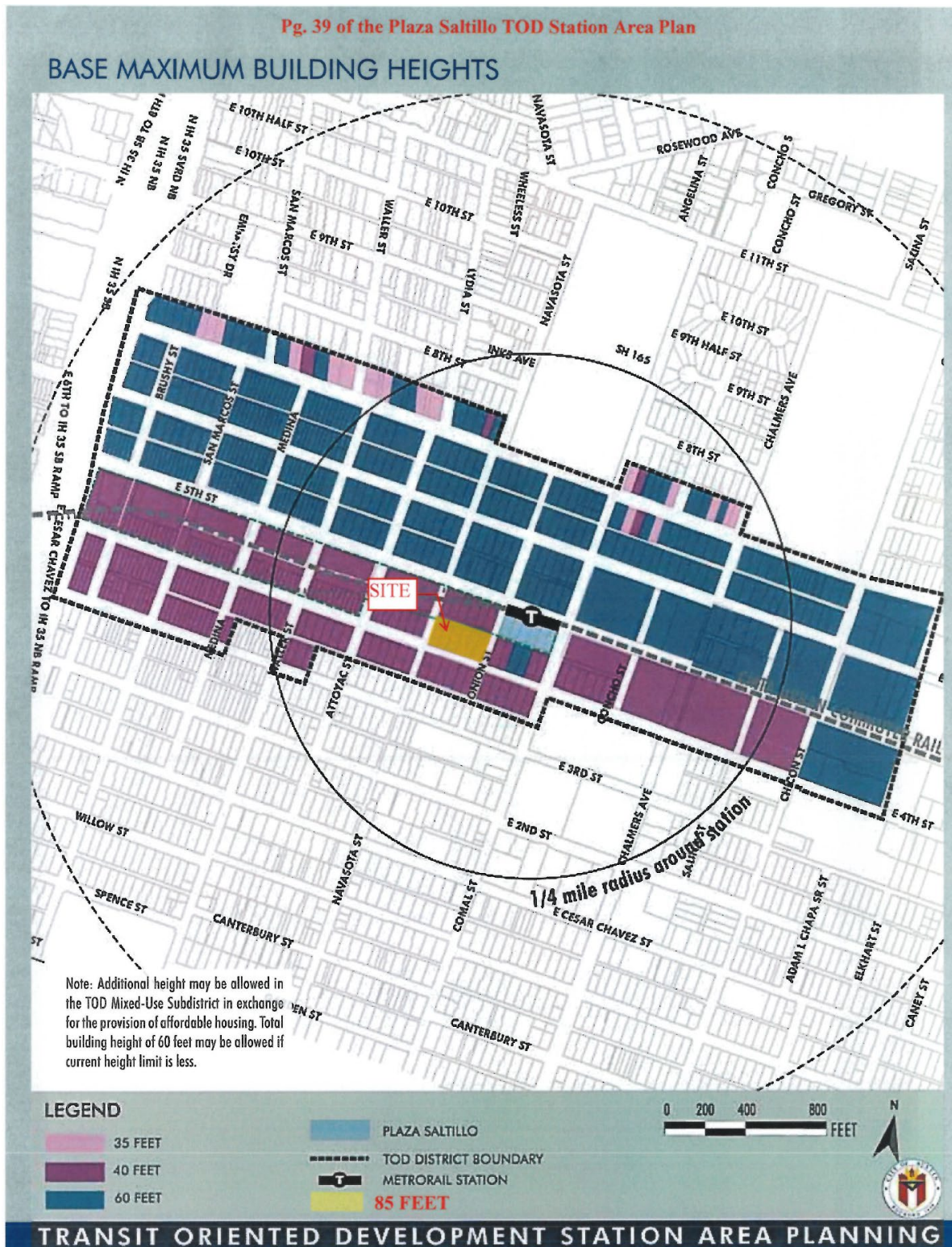
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Page 3

**PLAZA SALTILLO TOD STATION AREA PLAN HEIGHT MAPS**

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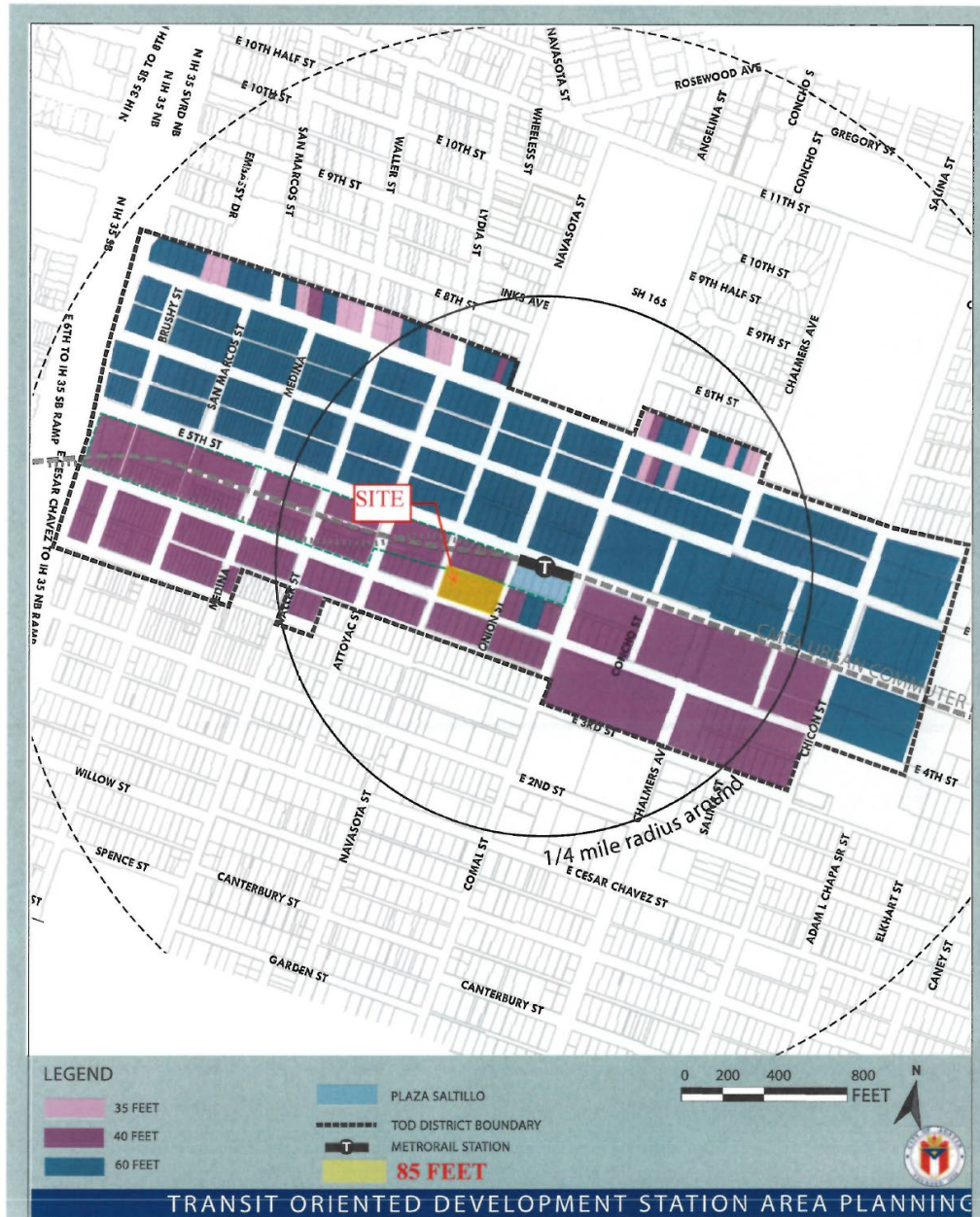




**Pg. 55 of the Regulating Plan to the  
Plaza Saltillo TOD Station Area Plan**

Article 4: Site Development Standards  
Section 4.2. General Development Standards  
Subsection 4.2.10. Compatibility Standards

**Figure 4-1: Base Maximum Building Height (with no development bonus)**



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

(No letter received as of January 4, 2022)

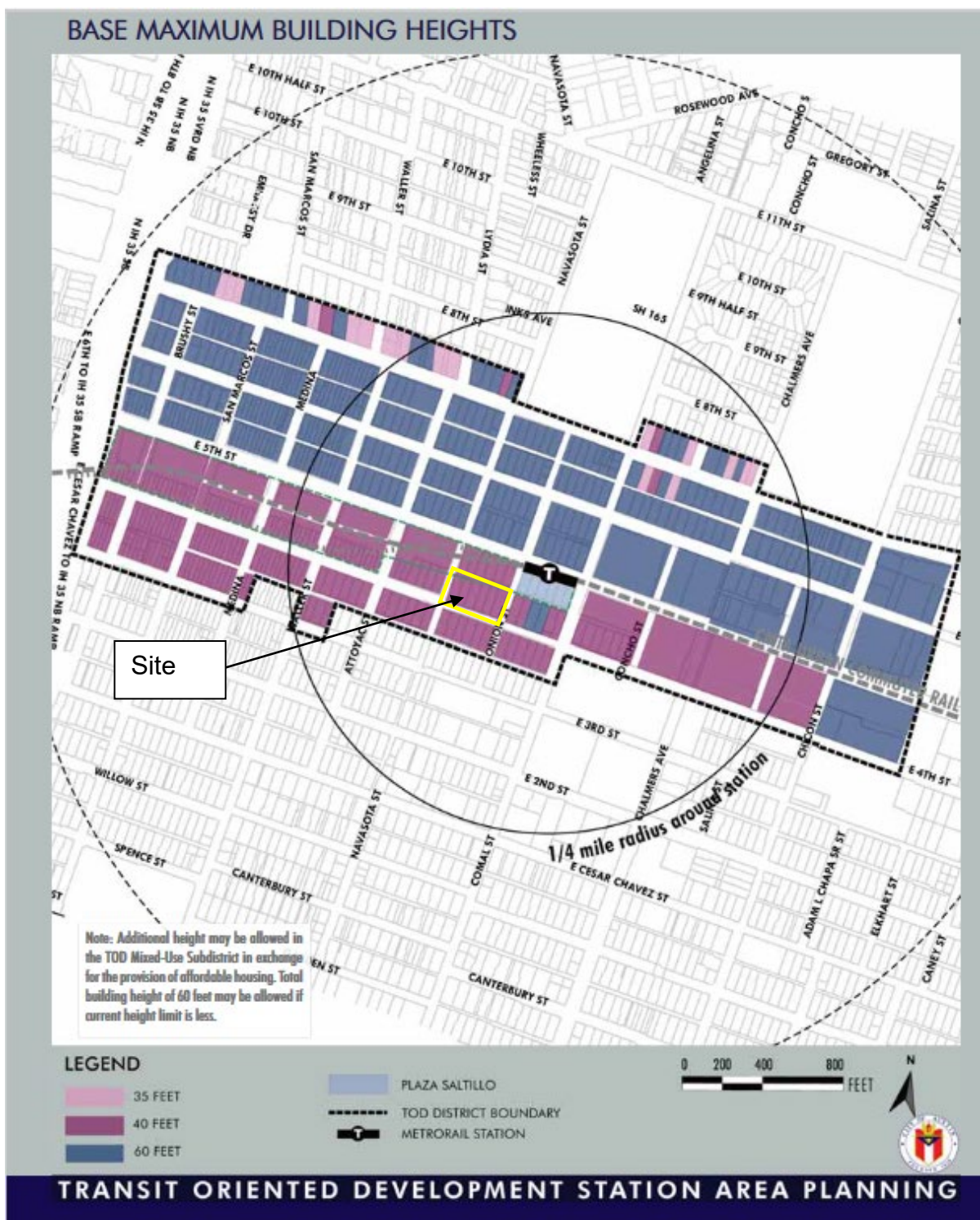
# PLAZA SALTILLO TOD STATION AREA PLAN

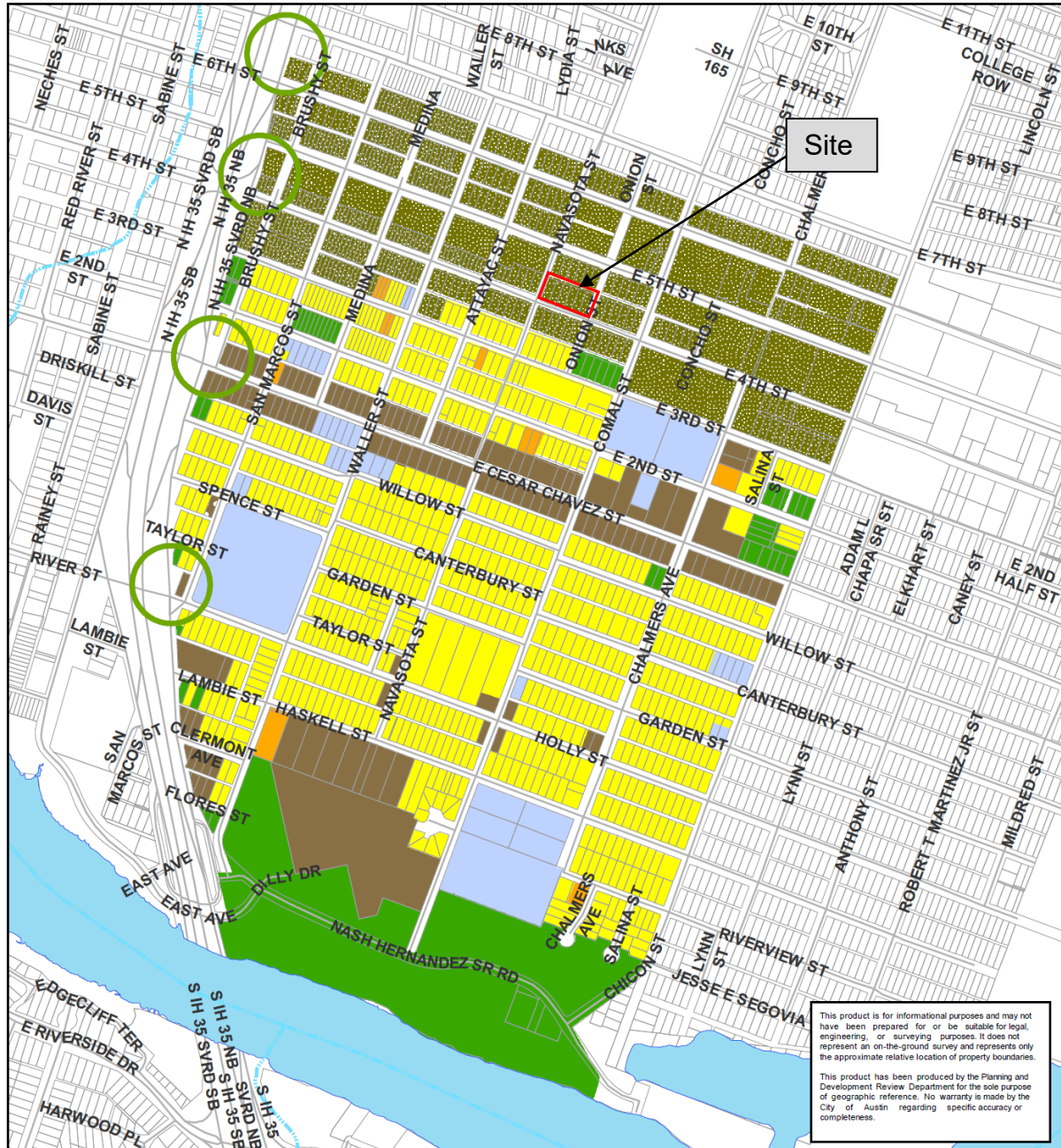


City of Austin  
Neighborhood Planning and Zoning  
Dept.









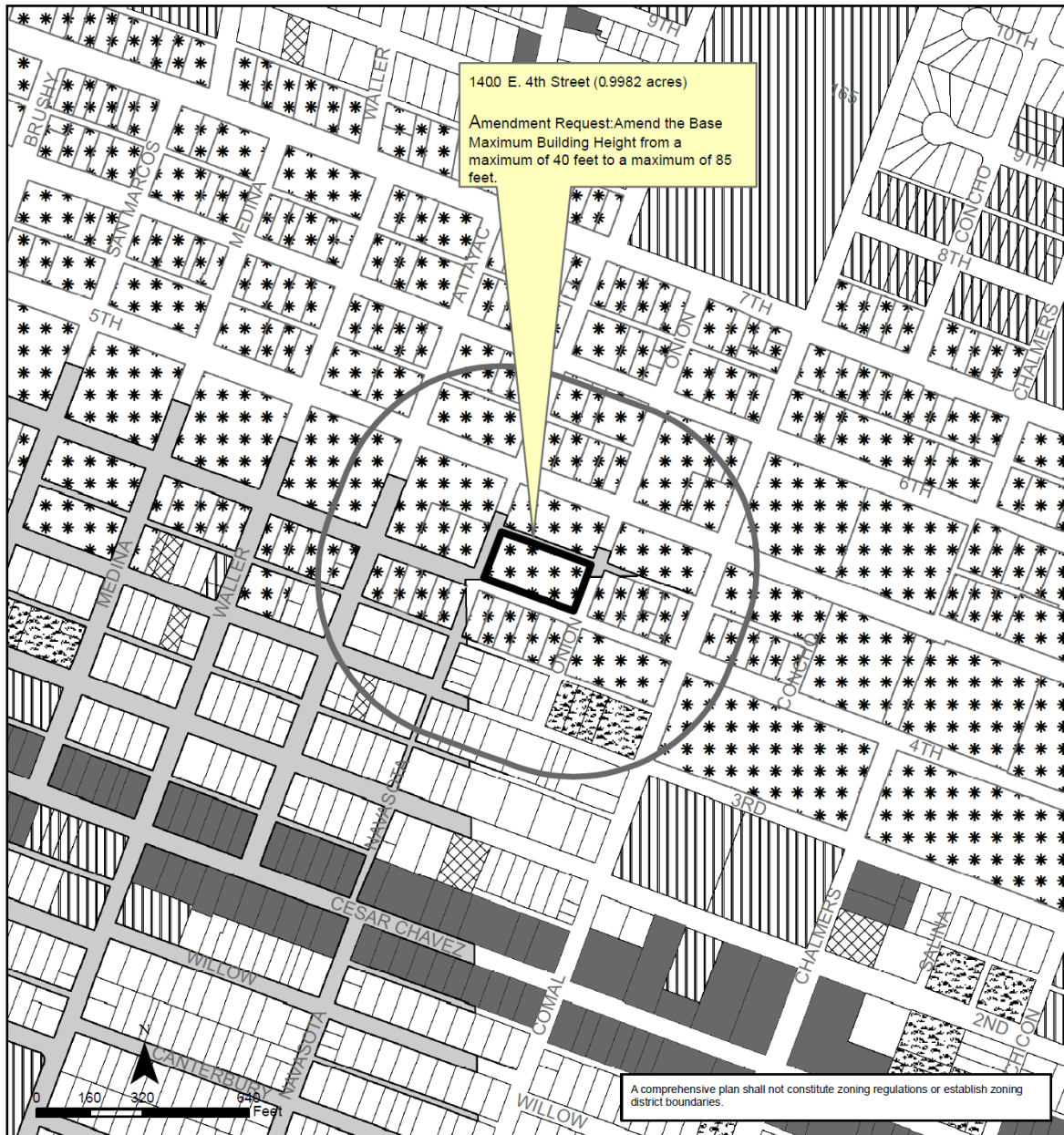
## East Cesar Chavez Neighborhood Plan Future Land Use Map



Produced by City of Austin  
Planning and Zoning Department  
Updated: 3/26/2020

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.





### East Cesar Chavez (Plaza Saltillo TOD) Neighborhood Planning Area NPA-2021-0002.01

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.

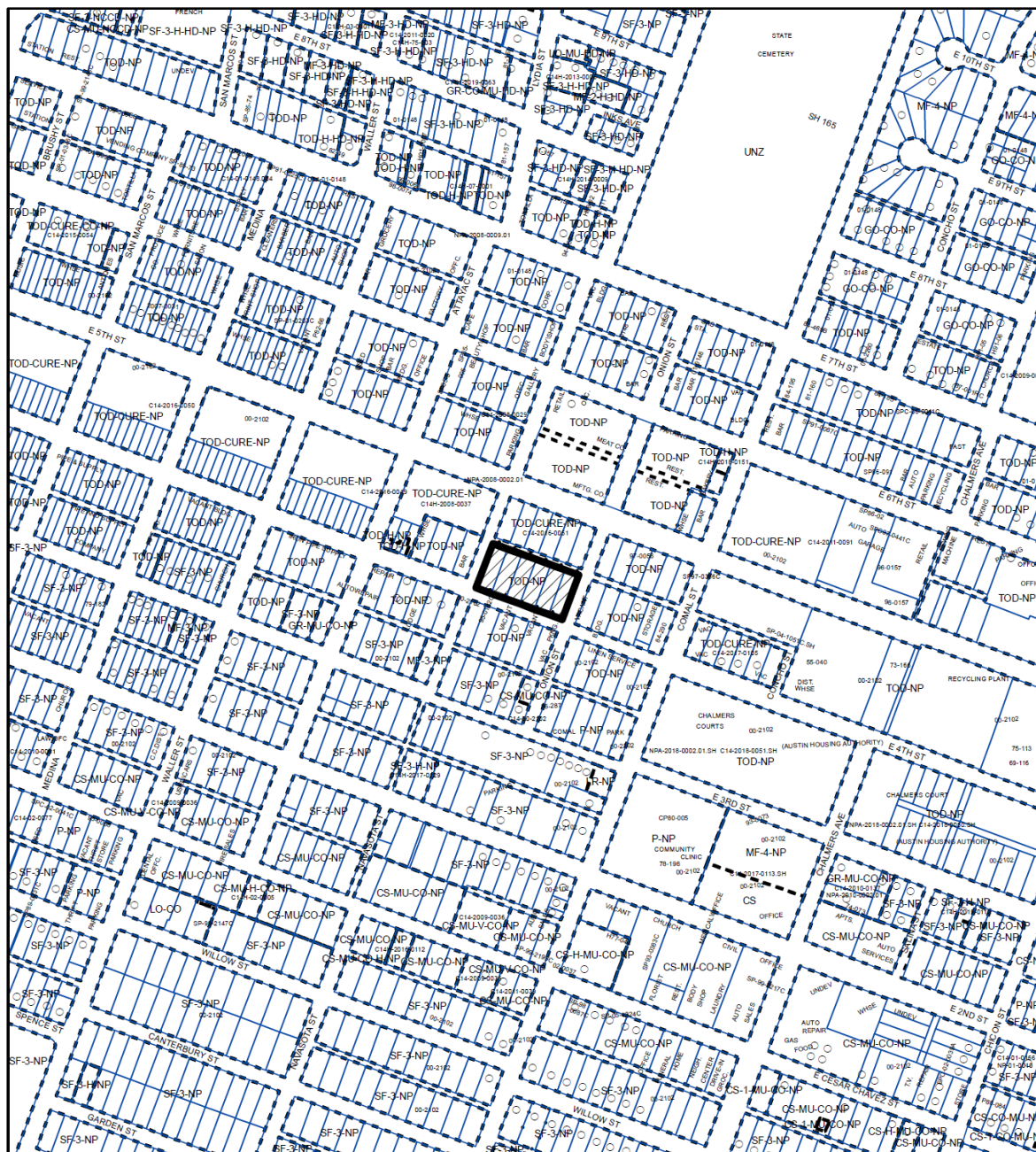
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City of Austin  
Housing and Planning Department  
Created on 7/30/2021, by: MeeksS

#### Future Land Use

	Subject Tract		Recreation & Open Space
	500 ft. notif. boundary		Single-Family
	Civic		Specific Regulating District
	Mixed Use		Transportation
	Multi-Family		



 SUBJECT TRACT  
 PENDING CASE  
 ZONING BOUNDARY

## ZONING

ZONING CASE#: C14-2021-0138

$$1'' = 400'$$

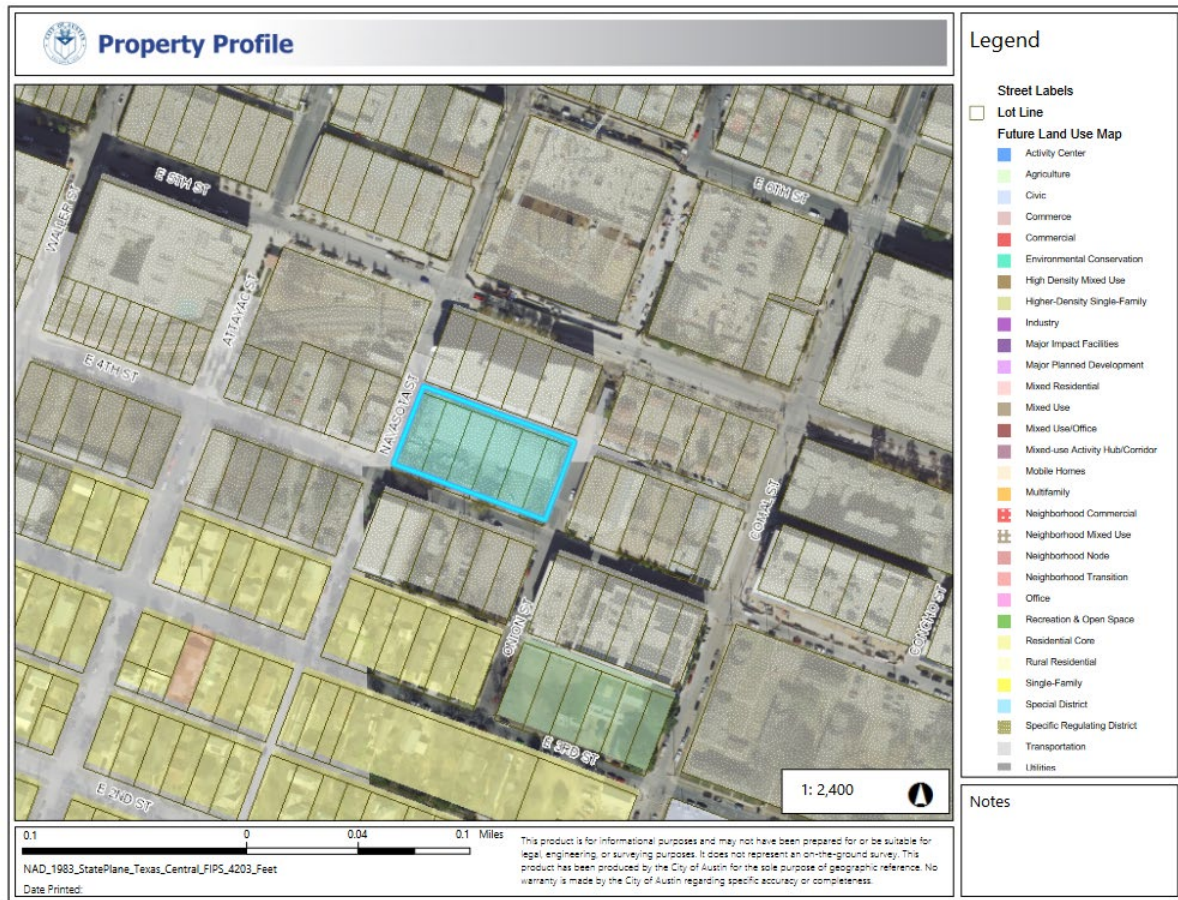
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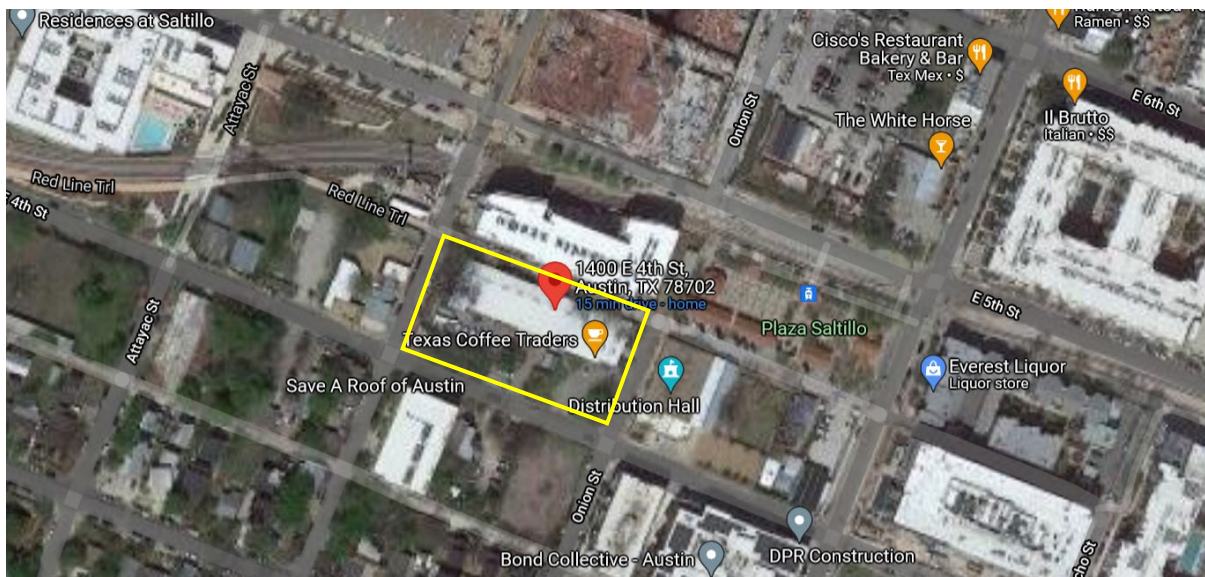
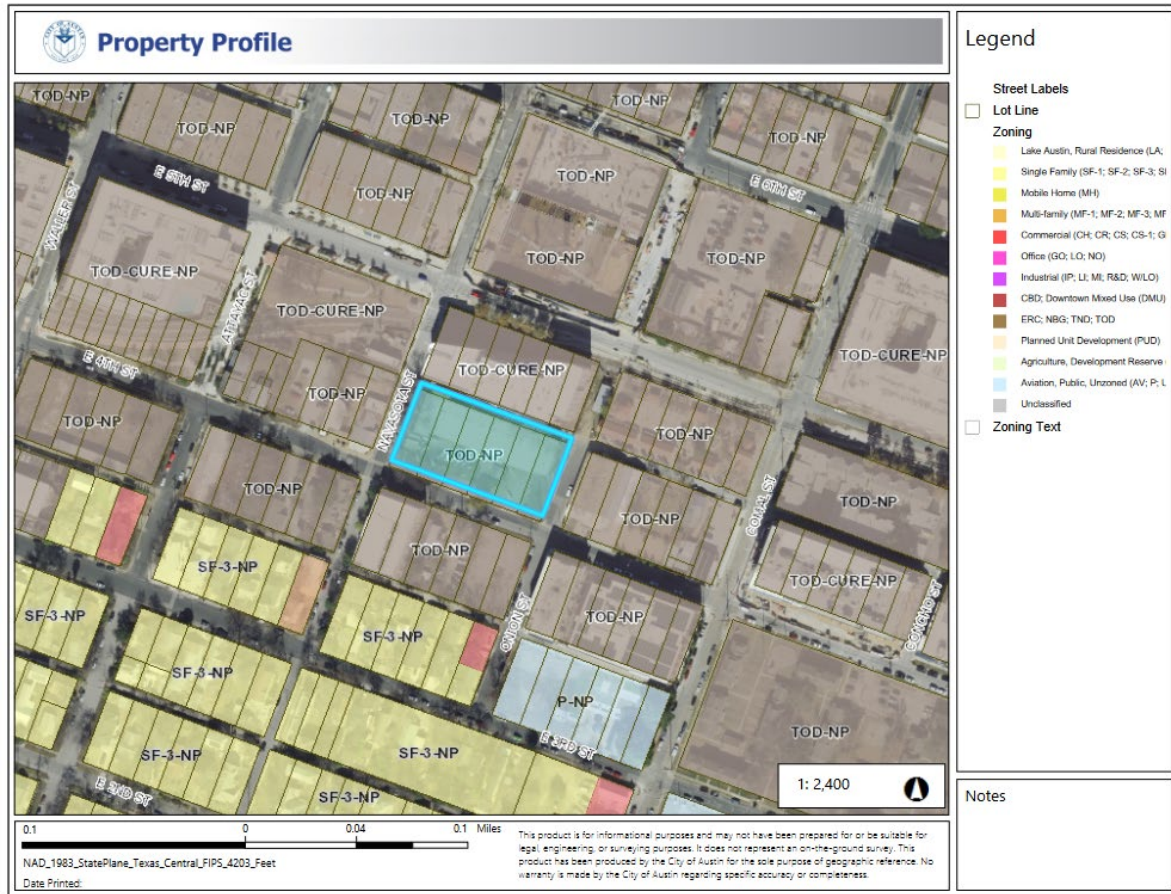
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Created: 8/26/2021















## Applicant's Presentation at the September 23, 2021 Community Meeting

# 1400 E. 4<sup>th</sup>

September 23rd, 2021

Perkins&Will **STREAM**



### EAST AUSTIN



Perkins&Will







**Correspondence Received**

Distribution Hall  
1500 E 4th Street  
Austin, TX 78702

To whom it may concern,

With the understanding that the property at 1400 East 4th Street is submitted for a new development proposal that is seeking a variance on its height, I wanted to take an opportunity to voice my support for this variance as well as provide some insight to changes we would like to see implemented in the surrounding infrastructure concerning this development. While we will dearly miss our neighbors, Texas Coffee Traders, we are encouraged by the unique approach of this new development.

From what I understand, the new development will pull back from its property lines to create green space and opportunity for pedestrian and bicycle interactivity with the structure. As the city continues to grow, as does ridership of the trains and the use of alternative means of transportation. Creating as much density as possible on a site close to the train station seems critical to us, and if it's possible to do this by going vertical AND creating green space around the new development, this seems like a win-win for the neighborhood, the small businesses who will occupy the ground floor, and the commuters who frequent through the area on a daily basis.

As a neighboring small business, we are encouraged by the active ground floor proposed by the new development, rather than a podium parking garage or inactive office lobby, like the developments that surround us, that make the street more quiet and less pedestrian oriented. We believe the ground floor approach to this new development will be an asset to the neighborhood, local business, and us as a neighboring property by making the area more active and safe. The fact that this new development appears to incorporate the bike trail along its north side is incredibly encouraging.

What we would also like to see come out of this new development are some general infrastructure improvements to the area. Plaza Saltillo is in desperate need of a caretaker. The fact that the train station is never activated is highly frustrating. As the area continues to develop, 4th street continues to be a thoroughfare, but people also speed like crazy down the road. Some speed bumps or additional stop signs, crosswalks, etc will be crucial to keeping the area safe for pedestrians and bikers.

Perhaps most importantly, there MUST be some resolve for the new bike path that was just finished. It currently dead ends on Onion heading into a one lane one way alley where we witness near head on accidents on a daily basis. Why the city thought this was an OK way to manage a bike path is insane. If the new development could help resolve this very serious safety issue, it would be in everyone's best interest.

Thank you for your consideration of our Ideas. Please reach out if you have any further questions.





Best,  
Austin Nelsen  
Owner/Operator  
Distribution Hall  
512.522.6804

Distribution Hall  
1500 E 4th Street  
Austin, TX 78702

**From:** Cade Ritter

**Sent:** Friday, September 24, 2021 4:00 PM

**To:** Chaffin, Heather <Heather.Chaffin@austintexas.gov>; Meredith, Maureen <Maureen.Meredith@austintexas.gov>

**Subject:** Expressing my support for the zoning amendment at 1400 E. 4th St. (ECC NP & Plaza Saltillo TOD)

\*\*\* External Email - Exercise Caution \*\*\*

Hi there,

I'm a neighbor in the area and was notified of this meeting. I just watched the video and wanted to express my strong support for allowing the building to be built higher than current code allows. We need as much density as possible in this area due to high transit density, cycling access and walkability of the neighborhood.

Thanks,

Cade Ritter



December 10, 2021

Re: 1400 E. 4<sup>th</sup> Street; NPA-2021-0002.01

To whom it may concern-

I am writing on behalf of the ownership group, NL Land Holdings, Ltd., who owns the property located at 1401 E. 4<sup>th</sup> Street. I have reviewed the publicly available information associated with the proposed office project located at 1400 E. 4<sup>th</sup> St. and would like to support this development and their 85' height request. The commercial nature and height of the project is appropriate given the immediate adjacency to the Plaza Saltillo Train Station and its location within the greater Plaza Saltillo TOD. Furthermore, the project's plan to add publicly accessible green space at the ground level and parking for tenants is helpful to not make street parking even harder to find.

Sincerely,

A handwritten signature in blue ink that reads "John Lewis".

John Lewis  
John Lewis Company  
3839 Bee Cave Rd  
Suite 204  
Austin, Texas 78746



PO Box 49907  
Austin TX 78765  
www.redlineparkway.org

November 10th, 2021

Re: [1400 East 4th Street; NPA-2021-0002.01](#)

To whom it may concern,

The property at 1400 East 4th Street is immediately adjacent to the Red Line. Since there is a new development proposal under discussion, we are taking this opportunity to provide input.

**While we are not taking a position to oppose or support this development or the height request**, we would like to describe some of the potential benefits that the development would provide to the Red Line Parkway, followed by some background and context of the Red Line Parkway in this area.

### Benefits of the development to the Red Line Parkway

We appreciate the developer's intention to design the property in such a way that it complements the trail, providing a local example that is reminiscent of the Atlanta Beltline or Minneapolis Midtown Greenway.

The development, as presented to the community at [the September 23rd, 2021 community meeting](#) organized by City of Austin staff, would provide these benefits:

- The additional green space at ground level, the same level as the trail, would complement the trail and would effectively extend the public space.
- The ground level design at the northwest corner of the proposal would facilitate the inclusion of a restaurant. A restaurant along the trail would be a highly desirable complement to the trail, providing an active use that engages the trail.
- Windows facing the trail would provide "eyes on the trail", both improving safety and helping to create the perception of that safety.
- The ground level paseo would provide additional access to the trail. Notably, it would provide direct trail access that is not associated with a car-oriented street.
- The illustrations suggest that the property will continue to provide some level of greenery along the trail, including the heritage tree near the northwest corner of the property.
- The general proposal suggests some flexibility to add a few additional feet of width to the pedestrian walkway (currently along the south edge of the Parkway).



As with many developments along the Red Line corridor, we also look for opportunities for each development to further enhance the Red Line Parkway. This could include providing funding toward Red Line Parkway planning, design, or construction in the area.

## Background

The Red Line Parkway is a proposed linear park and public space along the planned Red Line Trail, extending 32+ miles from Downtown Austin to Leander. Our vision is a thriving, inclusive, multi-functional parkway that provides convenient, enjoyable, car-free access to transit, parks, public art, and other urban, suburban, and rural destinations.

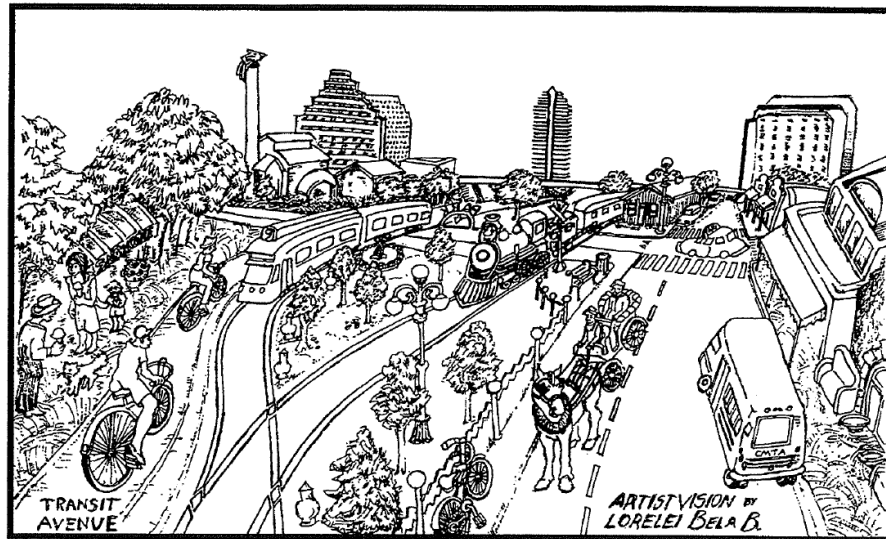
The Red Line Parkway Initiative (RLPI) is a 501(c)(3) nonprofit organization founded in 2017 that empowers diverse communities to enjoy, develop, and enhance the Red Line Trail and Parkway corridor to serve Central Texas mobility, recreation, parks, arts, affordability, social equity, physical & mental health, public space, and economic needs.

The Red Line Parkway is a planned trail in the 2014 Austin Urban Trails Plan, in the 2004 Capital Metro All Systems Go Plan, and in the trails plans of Cedar Park, Leander, Williamson County, and CAMPO. In the vicinity of this property, the Red Line Parkway is commonly referred to as the Lance Armstrong Bikeway or Crosstown Bikeway.

Urban trails, bikeways, and walkways help people meet their everyday needs without using a car, especially when those accommodations are high-quality and well-connected, and when provided in combination with local bus service and rail transit, such as the nearby MetroRail Red Line.

[The East Cesar Chavez Neighborhood Plan](#), adopted May 13th, 1999, includes the Transportation and Traffic Goal 3, “Make better use of Fourth-Fifth Street rail corridor”, including Objective 1, “Provide a pedestrian and bicycle pathway in a green corridor along 4th-5th Street.” Action 59 states, “Designate at least a 30-foot green corridor along the 4th-5th Street rail corridor for planting vegetation which would serve as a bicycle and walking trail system connecting the neighborhood with downtown (except where there are existing houses or businesses.” Other actions are provided in the plan, and a vision illustration is provided as Figure 18 on page 40 of the plan (page 49 of 134 in the PDF):

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**Figure 18: Neighborhood Artist Vision of the 4th-5th Street Rail Corridor**  
 Drawing created by neighborhood resident Lorelei Bela Brown.

RLPI was recently successful in meeting one of the plan's actions by ensuring a car-free crossing for the Red Line Parkway at I-35, as part of TxDOT's proposed I-35 Capital Express Central project.

In the East Cesar Chavez Neighborhood area, RLPI envisions filling the trail gap between Onion St. and Concho St., extending the trail east of Chicon St. eventually to Boggy Creek Trail, and enhancing existing trail sections and roadway crossings. Over the coming months, we anticipate beginning the process to develop the Red Line Parkway Plan, and will engage the broader community on their vision for the Red Line Parkway and determine an end-to-end alignment for the 32+ mile trail, including addressing the above items for this area.

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Thank you for your consideration of our input regarding this property. Please feel free to contact me if you have any questions.

Tom Wald  
 Executive Director  
[tom@redlineparkway.org](mailto:tom@redlineparkway.org)  
 512-203-7626

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**From:** Barbara Joyce  
**Sent:** Tuesday, January 4, 2022 10:14 AM  
**To:** Meredith, Maureen <Maureen.Meredith@austintexas.gov>  
**Subject:** Case Number NPA-2021-0002.01

\*\*\* External Email - Exercise Caution \*\*\*

Re: Case Number NPA-2021-0002.01  
Contact: Maureen Meredith  
Public Hearing: Jan 11, 2022

I oppose the requested change to the Base Maximum Building Height from 40 feet to 85 feet.

Thank you,  
Barbara Joyce  
1213 E 2nd St  
Austin TX 78702