

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: East MLK Combined (MLK-183)

CASE#: NPA-2022-0015.04

DATE FILED: July 26, 2023 (In-Cycle)

PROJECT NAME: Hudson #3

PC DATE: February 14, 2024

ADDRESS/ES: 6115, 6117, 6201, 6305 Hudson St and 6300, 6308 Harold Ct

DISTRICT AREA: 1

SITE AREA: 6.24 acres

OWNER/APPLICANT: James T. Stewart; Saul Sanchez and Arnold Sanchez; Hudson MF3 Holdings, LLC; Graper, LLC (Pablo Gracia); and Frank Young

AGENT: Alice Glasco Consulting (Alice Glasco)

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

STAFF EMAIL: Maureen Meredith

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Mixed Use, Transportation and Commercial **To:** Multifamily Residential

Base District Zoning Change

Related Zoning Case: C14-2022-0106

From: GR-MU-NP & CS-NP

To: MF-6-NP

NEIGHBORHOOD PLAN ADOPTION DATE: November 7, 2002

CITY COUNCIL DATE: TBD

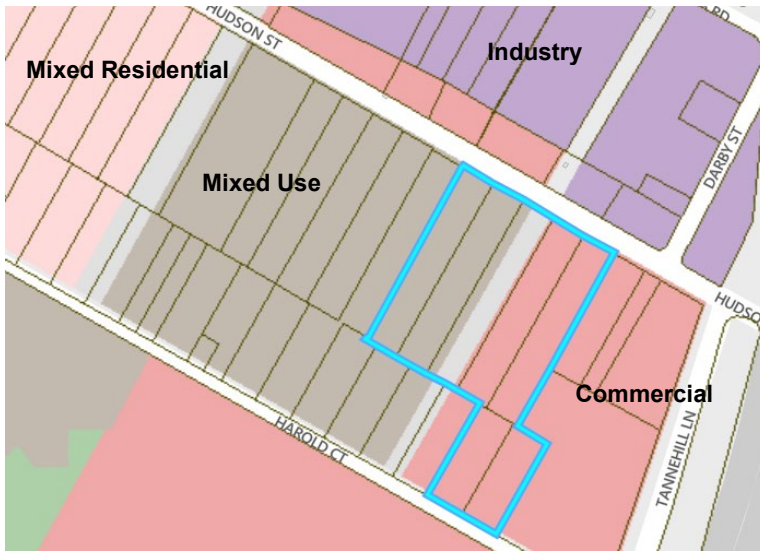
ACTION:

PLANNING COMMISSION RECOMMENDATION:

February 14, 2023 -

STAFF RECOMMENDATION: Recommended for applicant's request for Multifamily Residential land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Multifamily Residential land use because it will provide a step-down in land use from the Commercial land use to the east and the Mixed Use land use to the west. The proposed multifamily development will provide additional housing options for the area and the city.



Below are sections from the E. MLK Combined Neighborhood Plan:

Goal 1- Preserve established residential areas and improve opportunities for home ownership by promoting the rehabilitation of existing housing and new, infill housing compatible with the existing style of this neighborhood

Goal 5 - Provide housing that helps to maintain the social and economic diversity of residents.

Objective 5.1: Allow a mix of residential types on larger tracts having access to major roadways.

Objective 5.2: Maintain existing multifamily housing.

Ed Bluestein

Existing Conditions

Much of the Ed Bluestein area has been passed over by urban development for quite some time. Most of the land is vacant or occupied by rural land uses, such as agriculture and outdoor storage, which likely existed before the area was annexed into the City. Some industrial park-style development has occurred

along Bluestein Drive, Wilcab Road, and Techni Center Drive, and a large apartment complex was recently constructed between Tannehill Lane and Ed Bluestein Blvd. The “Hog Pens” area between Harold Court and Hudson Street consists of dozens of unsubdivided parcels roughly one acre in size.

Development in this area has been limited by numerous constraints, including undeveloped or substandard streets, several pipeline easements, sloping terrain, and remnants of an abandoned landfill. The Ed Bluestein area also includes the Travis County International Cemetery, located on Axel Lane.

Recommendations

While not much development has occurred in the Ed Bluestein area, planned improvements to U.S. 183 and continued growth in Austin will likely increase demand for land in the area. Due to its proximity to a future freeway, commercial development is appropriate for much of the area, particularly tracts fronting Ed Bluestein Blvd. Small industrial areas should continue to develop, provided there is not encroachment into existing or planned residential areas. Future development of the “Hog Pens” area will be especially challenging, and specific recommendations are outlined in Action Item 61

Action Items

Action 56 - Allow the “Neighborhood Urban Center” at the intersection of MLK Blvd. and Ed Bluestein Blvd.

Action 57 - Preserve the Travis County Cemetery on Axel Lane.

Action 58 - Allow neighborhood-oriented commercial at the intersection of Tannehill and Jackie Robinson.

Action 59 - Allow highway commercial or industrial development along Ed Bluestein Blvd.

Action 60 - Allow industrial development along Techni Center, Bluestein, Wilcab, and Axel Lane.

Action 61 - For the “Hog Pens” area between Harold and Hudson:

- Allow Mixed/Use Commercial on the north side of Hudson and to the east of Bluestein Drive.
- Allow mixed residential between Axel and Bluestein.
- Allow Urban Homes, Cottages, Secondary Apartments, and Corner Stores in residential Areas.
- Allow industrial development to the south of Harold where the existing City vehicle facility is located.
- Flood plain and steep slope areas should remain as open space.

LAND USE DESCRIPTIONS

EXISTING 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.

Transportation

Areas dedicated to vehicle, air, or rail transportation. These include existing and platted streets, planned and dedicated rights-of-way, and rail facilities.

Purpose

1. Identify and maintain existing transportation systems and facilities.

Application

1. Generally applies to any public transportation rights-of-way, including existing and platted streets and rail and rail facilities;
2. Generally does not apply to transportation-related structures, such as terminals (bus and train stations) or maintenance yards; and
3. Not intended to be a prescriptive land use category, but an accurate reflection of future land use where transportation rights-of-way are present.

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

Multifamily Residential - Higher-density housing with 3 or more units on one lot.

Purpose

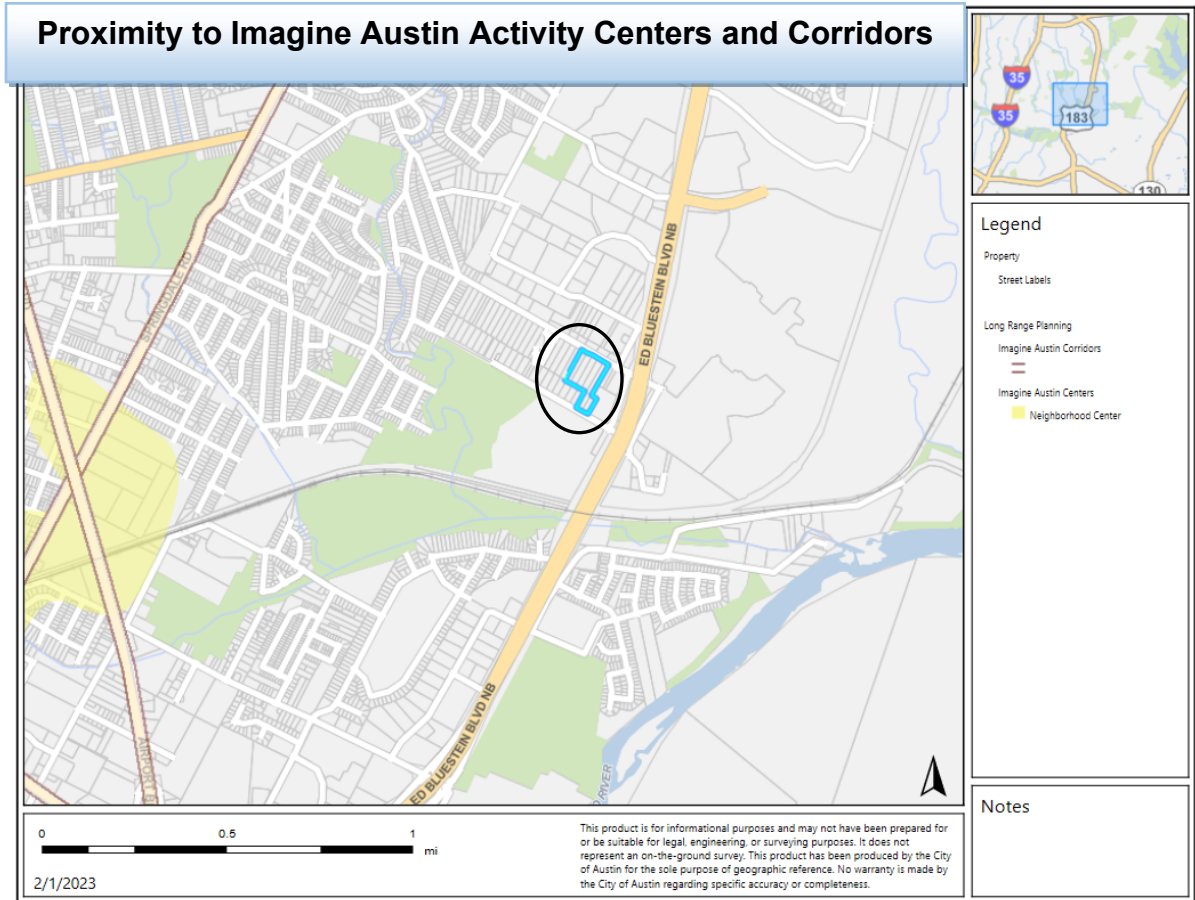
1. Preserve existing multifamily and affordable housing;
2. Maintain and create affordable, safe, and well-managed rental housing; and
3. Make it possible for existing residents, both homeowners and renters, to continue to live in their neighborhoods.
4. Applied to existing or proposed mobile home parks.

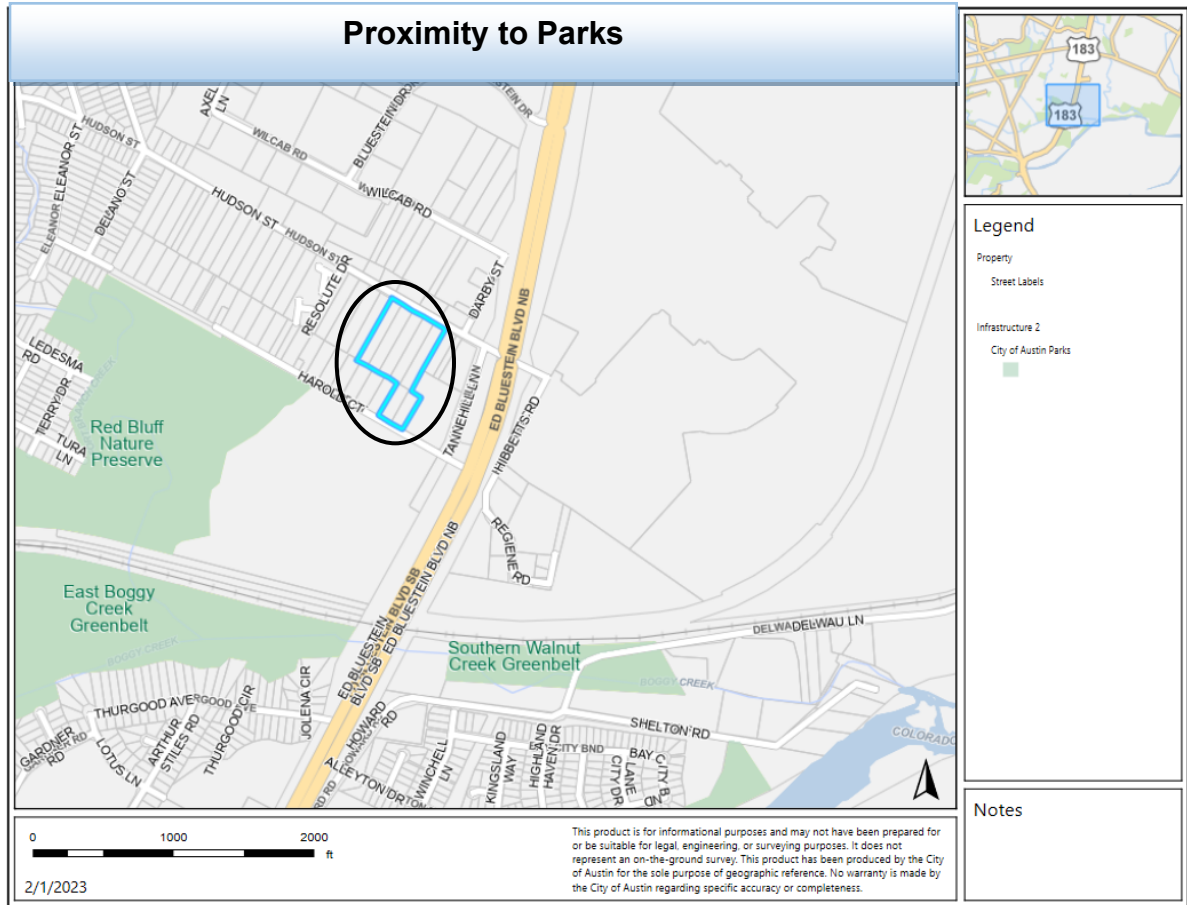
Application

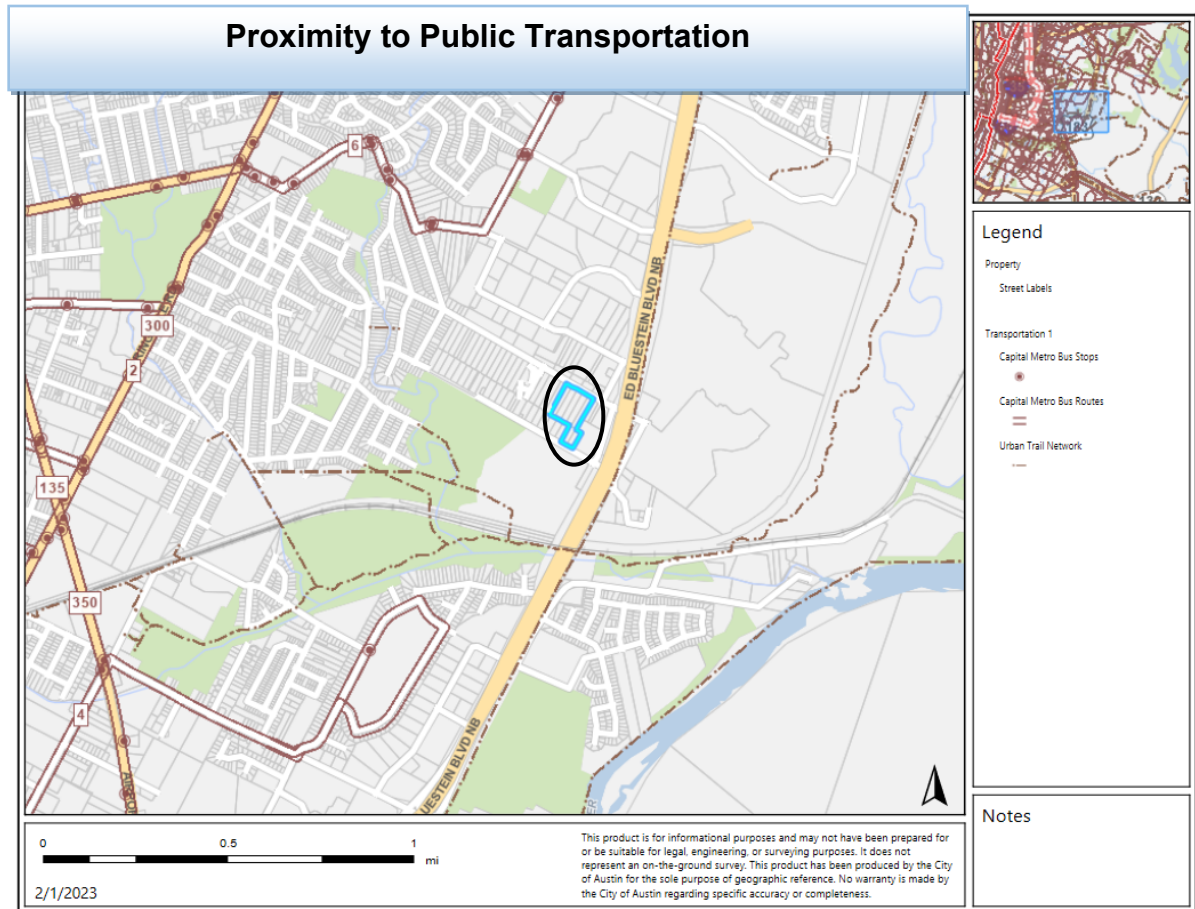
1. Existing apartments should be designated as multifamily unless designated as mixed use;
2. Existing multifamily-zoned land should not be recommended for a less intense land use category, unless based on sound planning principles; and
3. Changing other land uses to multifamily should be encouraged on a case-by-case basis.

Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
Yes	Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center: <ul style="list-style-type: none"> • Approx. 1.26 miles east of Springdale Road, an activity corridor • Approx. 1.87 miles from Springdale Station, an activity center
	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> • Approx. 0.62 miles from transit stop on Jackie Robinson St. to the north
	Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane.
Yes	Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center.
	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market.
	Connectivity and Education: Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> • 0.7 miles from Idea Health Professions • 2 miles from East Austin College Prep
Yes	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail. <ul style="list-style-type: none"> • 0.15 miles from Red Bluff Neighborhood Park
	Connectivity and Health: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.)
	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
Yes	Housing Choice: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint. <ul style="list-style-type: none"> • Proposed MF-6-NP zoning
	Mixed use: Provides a mix of residential and non-industrial uses.

	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
	Creative Economy: Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
	Workforce Development, the Economy and Education: Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
	Industrial Land: Preserves or enhances industrial land.
4	Number of "Yes's"
Imagine Austin Priority Program PUD Specific Bonus Features	
n/a	Public Space Features and Public Art: Incorporates public space features and/or public art into project (Ex: plazas, streetscapes, gardens, and other people-friendly spaces where different ages can socially interact).
n/a	Integrates and/or Expands Green Infrastructure: Preserves or expands Austin's green infrastructure (ex: parkland, community gardens, green streets, creeks, stormwater features that mimic natural hydrology) into the urban environment and transportation network.
n/a	Protects the Environment: Reduces greenhouse gas emissions, water, energy usage, and/or increases waste diversion.
n/a	Protects Environmentally Sensitive Lands: Protects Austin's natural resources and environmental systems by limiting land use and transportation development over or near environmentally sensitive areas, preserves open space, and protects natural resources more than ordinance requirements.
n/a	Water/Wastewater Infrastructure: Sustainably manages Austin's water resources and stream corridors through on-site use of storm water, effective landscaping, flood mitigation, and other low-impact development techniques more than ordinance requirements.
n/a	Total Number of "Yes's"







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.

Regional Centers - Regional centers are the most urban places in the region. These centers are and will become the retail, cultural, recreational, and entertainment destinations for Central Texas. These are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. Housing in regional centers will mostly consist of low to high-rise apartments, mixed use buildings, row houses, and townhouses. However, other housing types, such as single-family units, may be included depending on the location and character of the center. The densities, buildings heights, and overall character of a center will depend on its location.

Activity Centers for Redevelopment in Sensitive Environmental Areas - Five centers are located over the recharge or contributing zones of the Barton Springs Zone of the Edwards Aquifer or within water-supply watersheds. These centers are located on already developed areas and, in some instances, provide opportunities to address long-standing water quality issues and provide walkable areas in and near existing neighborhoods. State-of-the-art development practices will be required of any redevelopment to improve stormwater retention and the water quality flowing into the aquifer or other drinking water sources. These centers should also be carefully evaluated to fit within their infrastructural and environmental context.

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 26, 2022 which is in-cycle for neighborhood planning areas located on the east side of IH-35.

The applicant proposes to change the future land use map from Commercial, Transportation and Mixed Use to Multifamily Residential for a multifamily development.

The applicant proposes to change the zoning on the property from GR-MU-NP (Community Commercial district - Mixed Use combining district – Neighborhood Plan) and CS-NP (General Commercial Services district- Neighborhood Plan) to MF-6-NP (Multifamily Highest Density district – Neighborhood Plan). For more information on the proposed zoning, see case report C14-2022-0106.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on September 28, 2022. Approximately 105 meeting notices were mailed to people who rent or own property within 500 feet of the property, in addition to neighborhood and environmental groups who requested notification for the area. Two people from the City of Austin attended, Maureen Meredith and Mark Walters from the Housing and Planning Department, in addition to four people representing the applicant, Alice Glasco, from Glasco Consulting, Craig Alter, Matthew Harden and Hannah Riemer. No one from the neighborhood attended the meeting.

The adjacent development called Darby Yard 700 (NPA-2022-0015.03, zoning case C14-2022-0105) was also discussed with this case Hudson #3 (NPA-2022-0015.04) which is this plan amendment application. Both +-cases were discussed in the applicant's presentation that is included in this report.

After staff gave a brief presentation, Craig Alter made the following presentation. His full presentation is included in this report.

- Ledgestone's Hudson and Harold Court developments led to our interest in creating an identifiable community through a redevelopment master plan.
- We would like to ask Councilmember Natasha Harper Madison and City Council to create an overlay plan to help guide future development along the street.
- The Cavalry District Plan is a Great Streets concept overlay that incorporates direction received from Hog Pen residents about traffic and pedestrian safety, creating retail opportunities.

- We want to support historic significance of Hudson Street area, Black Cowboy, Buffalo Soldiers, and Hog Pen. We have requested historic documentation but have not received anything. Can anyone provide material or contacts?
- We asked ATD that Traffic Impact Fees be used instead for Hudson Street improvements.
- Red Bluff Park improvements funding – Parkland dedication fees.
- Affordable Housing – We will offer 10% of these apartments as affordable to persons 60% AMI, although we are not required to do so.
- Retail space – grocer, coffee shop, brew pub. We are looking for recommendations.
- We want to create a horse paddock – parade groups, individuals wanting to ride through Red Bluff Park. We are looking for land and will see if Austin PARD is interested in cooperating.
- We want to promote a regionally recognizable district where people will live, have services, and have opportunities for recreation.
- There is good accessibility, so you don't need to go through the neighborhood to get to the property.
- PARD has plans to provide improvements to 50 acres of the park that we hope to participate in.
- The neighborhood was concerned about lack of retail in the area like a grocery or eating area. We would like to include that in our site. We will continue to work on this.
- Hudson Street concept is to have an urban feel from Hwy 183 to a moderately high density residential use. Continuing west having typical residential densities.

Because no one from the neighborhood attended the meeting, no questions were asked.

Applicant Summary Letter from Application**ALICE GLASCO CONSULTING**

July 18, 2022

Rosie Truelove, Director
Housing & Planning Department
1000 E 11th Street, Suite 200
Austin, Texas 78702

RE: 6115, 6117, 6201, 6305 Hudson Street and 6300 and 6308 Harold Court

Dear Rosie:

I represent LedgeStone Development Group, the potential developer of the above referenced property. There are two cases being submitted for the site – a plan amendment (FLUM change to the East MLK Combined Neighborhood Plan) and rezoning. The proposed FLUM change, and rezoning are as follows:

Current FLUM Land Use: Mixed Use and Commercial

Proposed FLUM Land Use : Multifamily

Current Zoning: GR-MU-NP and CS-NP

Proposed Zoning: MF-6

Justification For Plan Amendment and Rezoning

Land Use Goal 2: Promote a mix of land uses that respect and enhance the existing neighborhood and address compatibility between residential, commercial, and industrial uses.

Rationale: the proposed multifamily housing will add to the diversity of housing along Hudson Street.

Objective: 2.1: Where appropriate, address mismatches between desired land use and zoning.

Objective: 2.2: Reduce the impact of commercial and industrial uses on residential areas.

Rationale: the proposed MF-6 zoning will enable the developer to reduce the amount of commercial zoning on Hudson Street and multifamily housing will be an enhancement to the neighborhood.

Rosie Truelove, Director
Housing and Planning Department
RE: 6115, 6117, 6201, 6305 Hudson Street and 6300 and 6308 Harold Court

Please let me know if you have any questions or need additional information.

Sincerely,

Alice Glasco

Alice Glasco, President
AG Consulting

Cc: Craig Alter, Ledgestone Development Group
Joi Harden, Zoning Division Manager, City of Austin
Maureen Meredith, Neighborhood Planner
Heather Chaffin, Zoning Planner

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

(No letter received as of February 7, 2023)

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From: Ms. Angela Benavides Garza < >
Sent: Thursday, February 2, 2023 5:41 PM
To: Meredith, Maureen <Maureen.Meredith@austintexas.gov>; Nadia Barbot < >
Subject: Re: E. MLK NPCT Rec: NPA-2022-0015.04_Hudson #3 and
0015.03_Darby Yard 700

Thank You Meredith!

Angela

On Thu, Feb 2, 2023 at 2:43 PM Meredith, Maureen
<Maureen.Meredith@austintexas.gov> wrote:

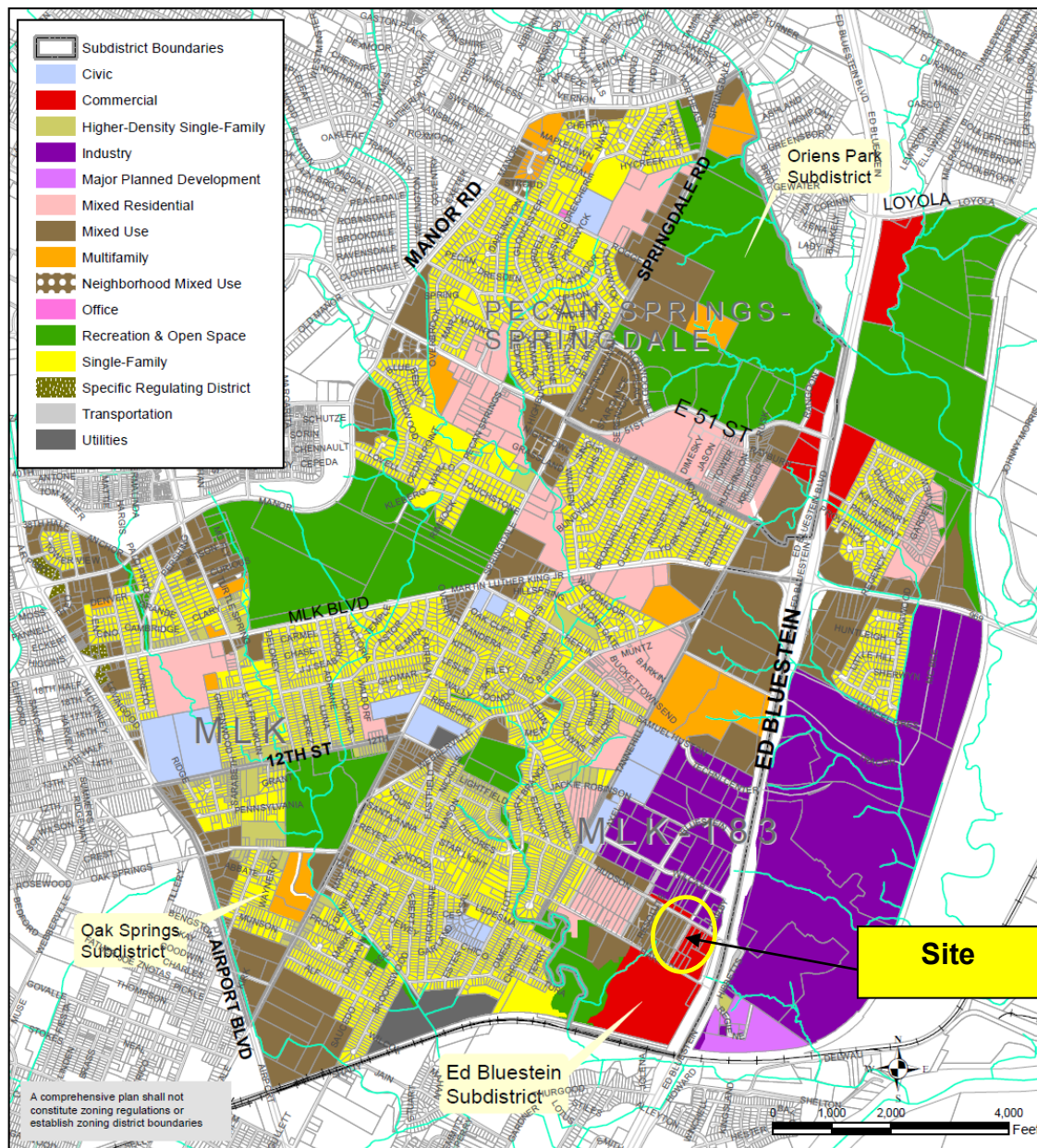
Dear E. MLK NPCT:

NPA-2022-0015.04 and C14-2022-0106_Hudson #3 cases are scheduled for the February 14, 2023 PC agenda. If you would like your letter of recommendation included in the staff case reports, please email it to me and Heather **no later than Tuesday, Feb. 7 by 4:30 pm.** If we receive it after that date and time, we will submit it as late back-up to the Planning Commissioners.

NPA-2022-0015.03 and C14-2022-0105_Darby Yard 700 cases are also on the Feb. 14 PC agenda, but will be postponed to the February 28, 2023 PC hearing date. A recommendation for those cases will be due on **Tuesday, February 21st by 4:30 pm** to have included in the staff case reports.

Thanks.

Maureen



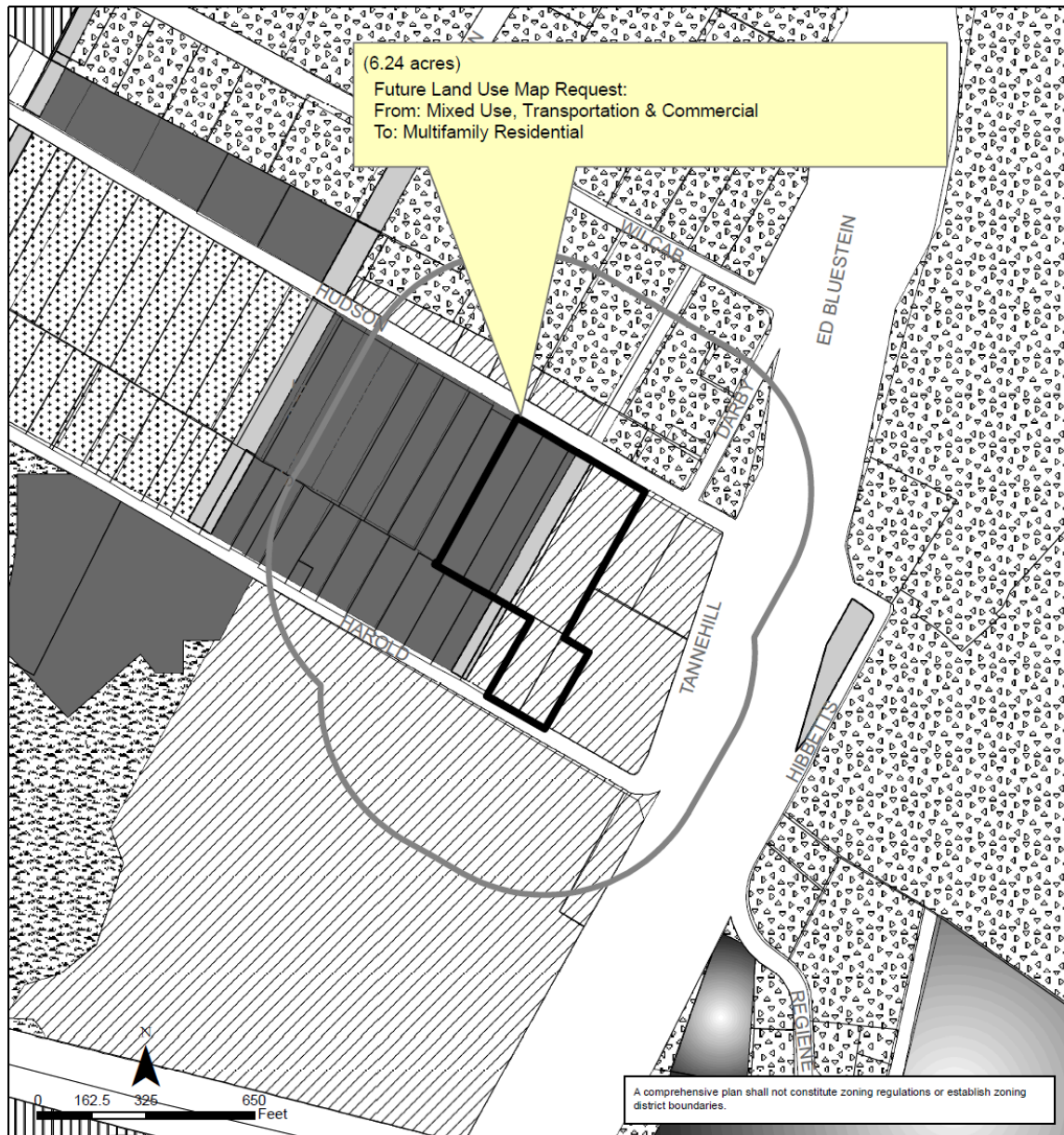
East MLK Combined Neighborhood Planning Area Future Land Use Map

City of Austin
Housing and Planning Department

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Last Updated: 1/4/2023



East MLK Combined (MLK-183) Neighborhood Planning Area NPA-2022-0015.04

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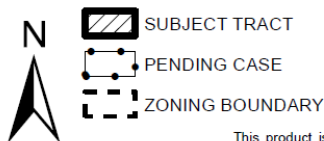
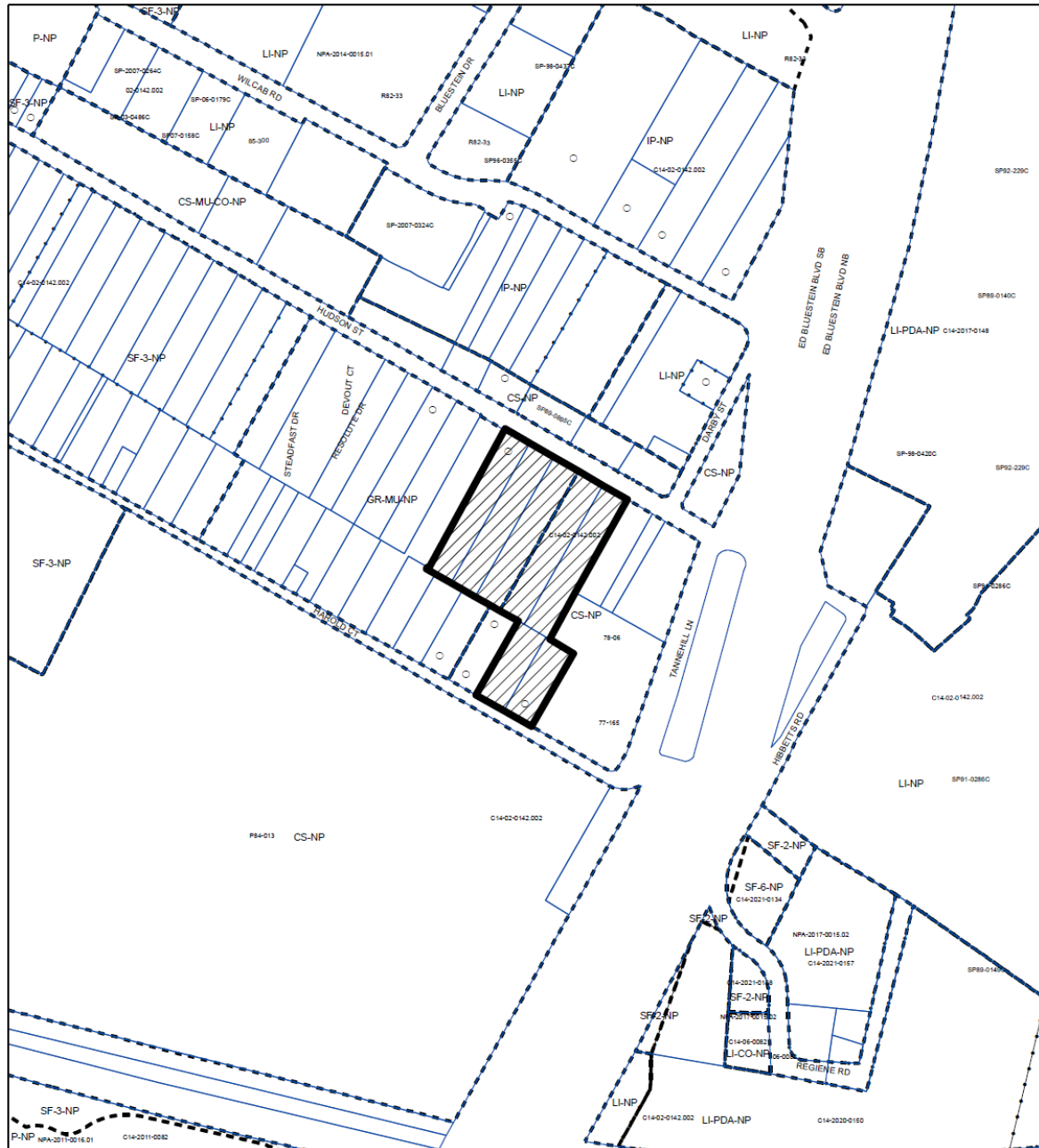
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City of Austin
Housing and Planning Department
Created on 8/3/2022, by: MeeksS

Future Land Use

	Subject Tract		Mixed Residential
	500 ft. notif. boundary		Mixed Use
	Civic		Recreation & Open Space
	Commercial		Single-Family
	Industry		Transportation
	Major Planned Development		



1" = 400'

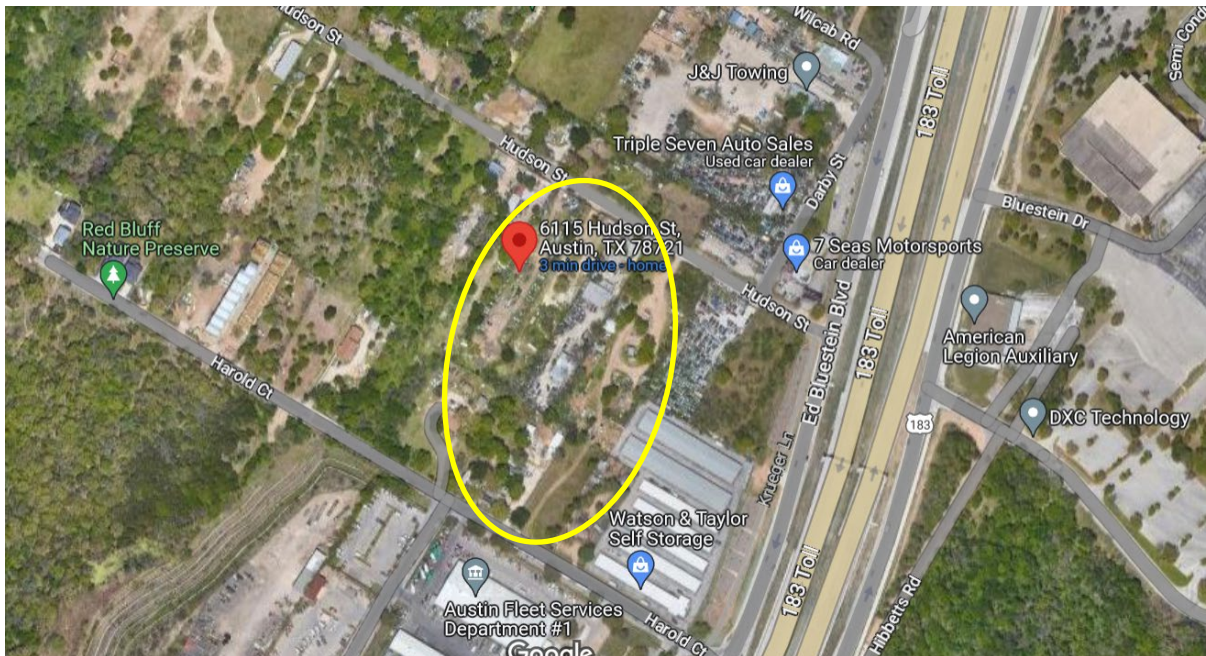
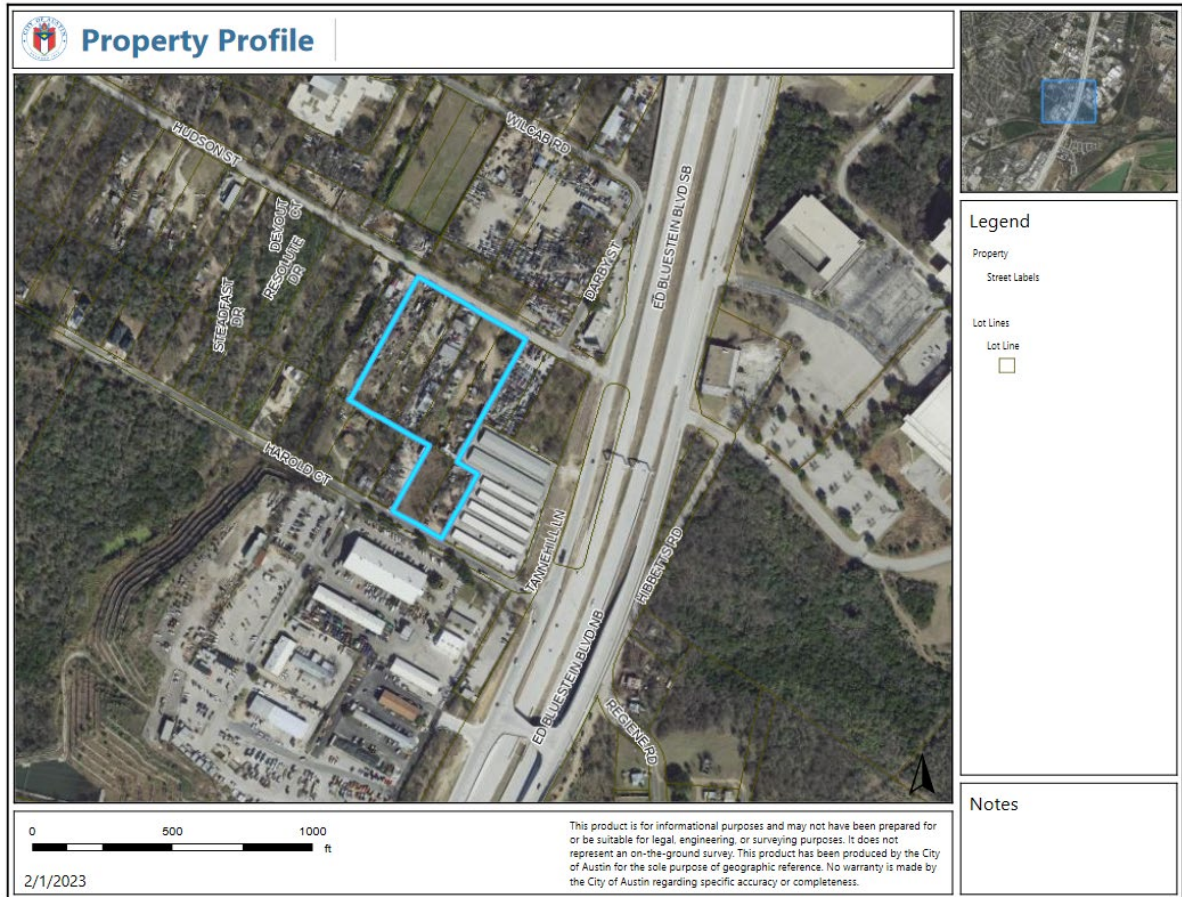
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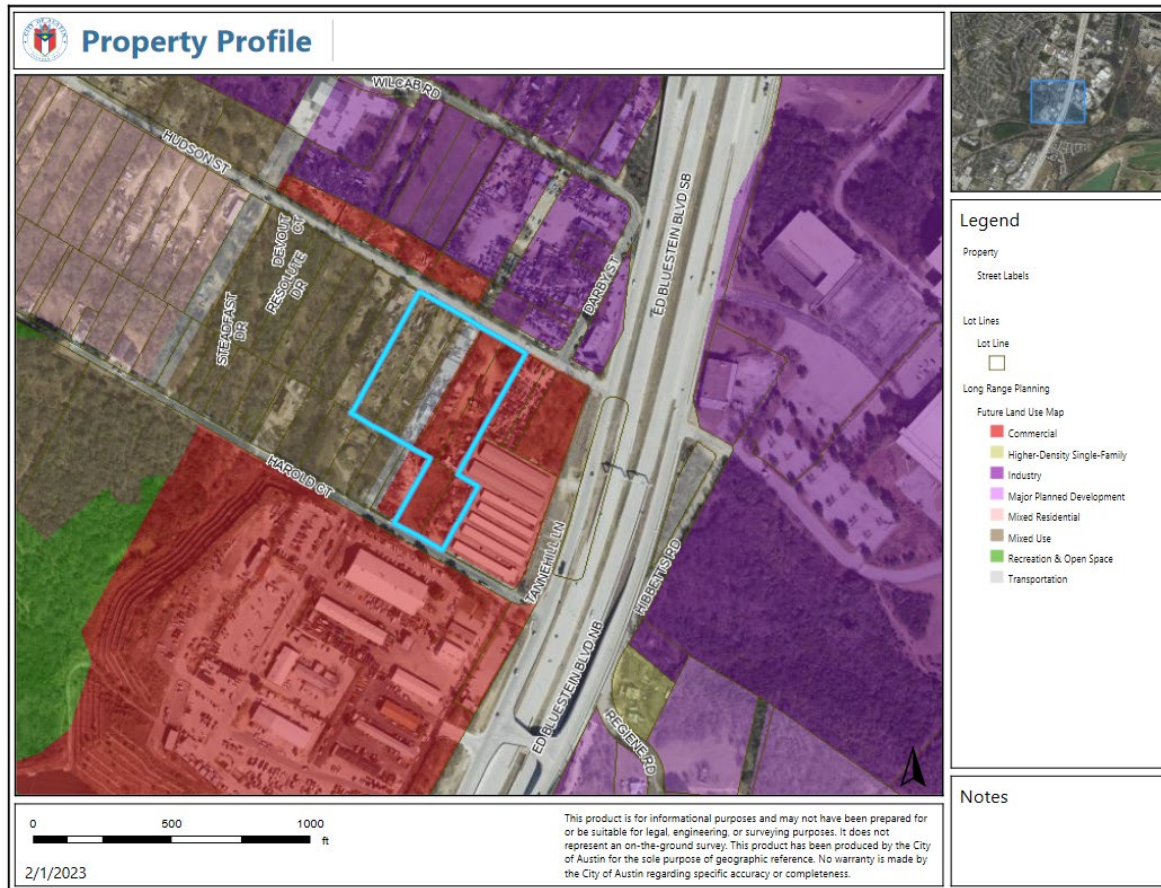
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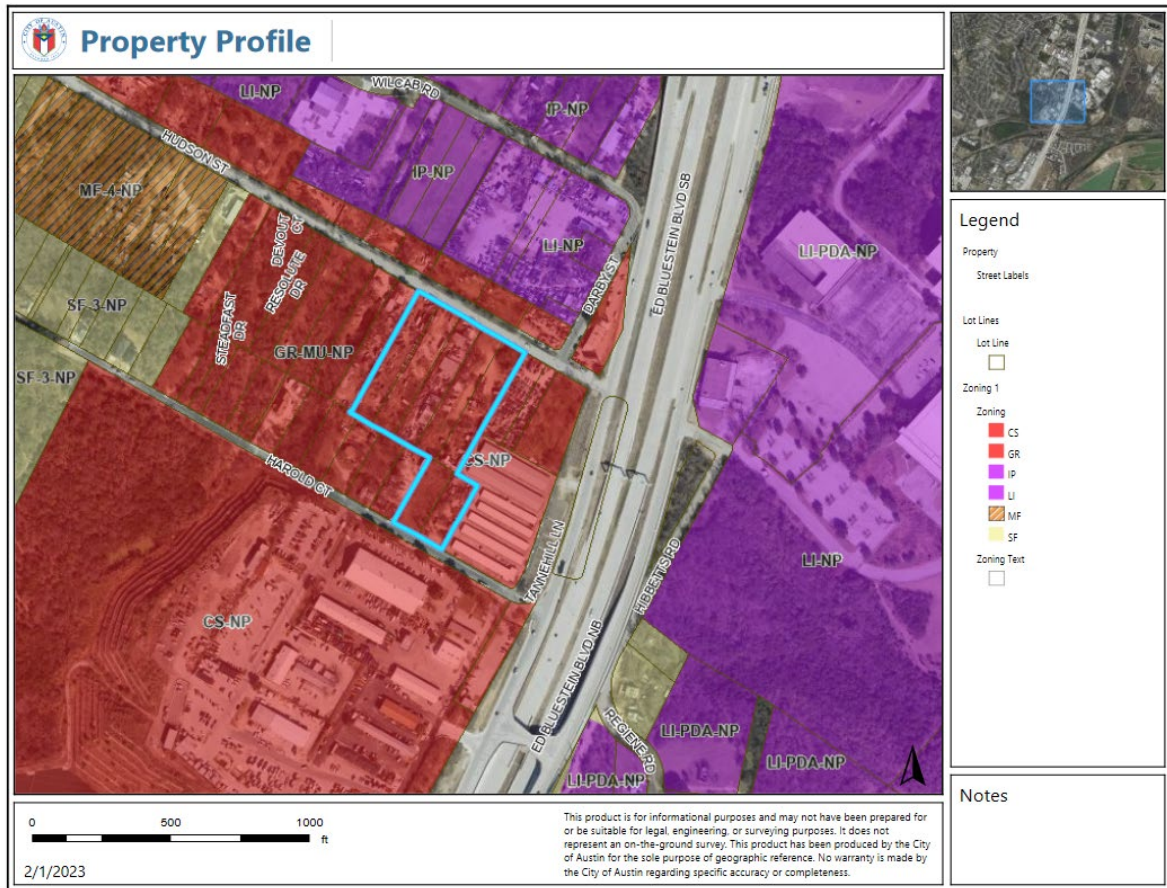
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Created: 7/27/2022







Applicant's Presentation at the Virtual Community Meeting

HUDSON STREET

CAVALRY DISTRICT OVERLAY PLANS VISIONING CONCEPTS



Ledgestone Development Group
October 6, 2022

GOALS

- Promote the Cavalry District as a regional destination to live, work, relax and discover.
- Create a district with rich identity, honoring the site's African American military & equestrian history.
- Utilize and enhance open space opportunities to add value, and connection, to both existing and future neighborhoods in and beyond the Cavalry District
- Weave neighborhood fabric to connect to the regional open space and trails network.
- Provide an identifiable transition from highway-centric density to single-family residential homes through the Cavalry District.

NOT FOR REGULATION, OFFICIAL, PERMITTING OR CONSTRUCTION



Hudson Street
Ledgestone Development Group

Cavalry District Visioning
District Goals
October 6, 2022

2

