

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: North Burnet/Gateway 2035 Master Plan

CASE#: NPA-2023-0024.01

DATE FILED: February 23, 2023

PROJECT NAME: Radius at the Domain

PC DATE: August 8, 2023

ADDRESS/ES: 11900 & 11901 Hobby Horse Court and 11945 ½ & 11947 ½ Burnet Rd

DISTRICT AREA: 7

SITE AREA: 21.252 acres

OWNER/APPLICANT: Arelano Holdings, LLC

AGENT: Drenner Group, PC (David Anderson)

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

STAFF EMAIL: Maureen.Meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Mixed Use

To: Higher Density Mixed Use

Base District Zoning Change

Related Zoning Case: (no zoning case filed)

From:

To:

NEIGHBORHOOD PLAN ADOPTION DATE:

CITY COUNCIL DATE: September 14, 2023

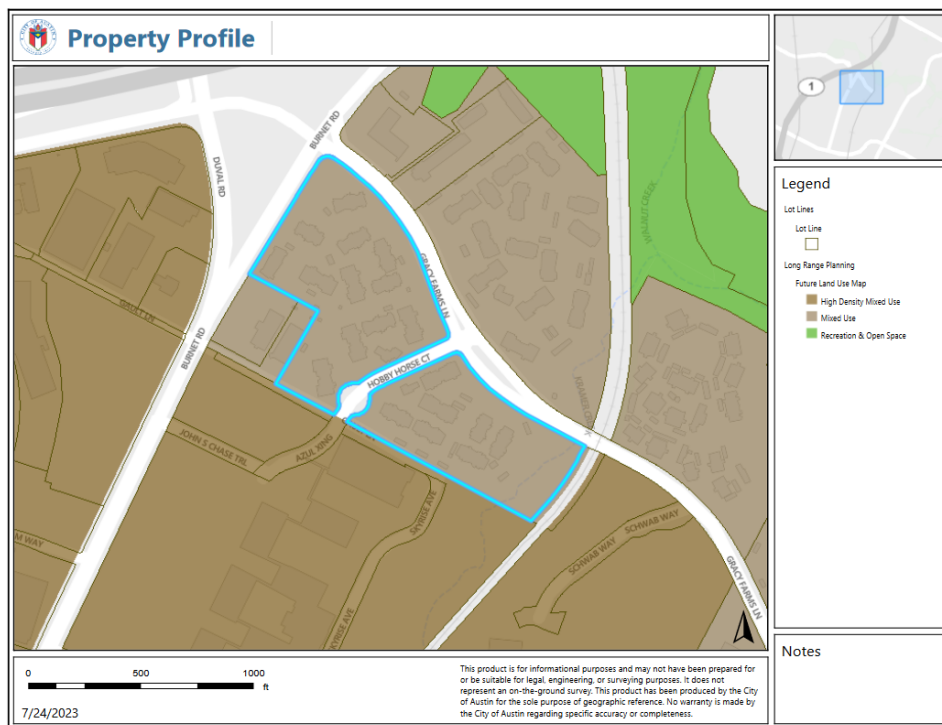
ACTION:

PLANNING COMMISSION RECOMMENDATION:

August 8, 2023 – Approved on the consent agenda the applicant’s request for High Density Mixed Use land use. [A. Azhar – 1st; F. Maxwell – 2nd] Vote: 10-0 [J. Mushtaler absent. Alberta Phillips not on the dais pending membership requirements].

STAFF RECOMMENDATION: Recommended for applicant’s request for High Density Mixed Use land use.

BASIS FOR STAFF’S RECOMMENDATION: Staff supports the applicant’s request for High Density Mixed Use because it could provide more housing in the planning area and the city. The area has been growing over the years with the Q2 Stadium and the proposed new McKalla Rail Station to be developed to the south of the subject property. City Council signed resolution 20230504-020 which directed staff to initiate amendments to the North Burnet/Gateway Vision Plan recognizing the area’s growth. Transitioning the property from Mixed Use to High Density Mixed Use is consistent with the development of the area.



Below are some of the North Burnet/Gateway Plan Goals that staff believes supports the applicant’s request:

ONE: Transform the aging, auto-oriented commercial and industrial uses into a livelier mixed-use neighborhood that is more pedestrian- and transit-friendly and can accommodate a significant number of new residents.

a. Create a dense and vibrant “town center” with an urban form and uses less reliant on the automobile. This means creating a concentration of interrelated uses that provide for a range of activities to occur in close proximity to transit.

- b. Achieve a balance of jobs, houses, retail, open space and community facilities. The essence of a mixed-use area is that it allows for opportunities to live, work, and play within the same area.
- c. Enable opportunities for transit- oriented development based on the presence of both the Capital Metro and the potential Austin-San Antonio Inter-municipal Rail District (currently Union Pacific) commuter rail line.
- d. Enable redevelopment and adaptive reuse while accommodating existing uses. Recognize that the auto-oriented uses will be less appropriate and could be reformatted to more local neighborhood-oriented uses.
- e. Include significant higher density residential uses in the mix to accommodate some of the region's expected population growth.
- f. Provide for a variety of housing options and affordability, so that people of all income levels can live and work in the area. Encourage housing to be developed in close proximity to potential jobsites as well as public transit so that residents may reduce their dependency on personal vehicles and save on transportation costs.

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.

PROPOSED LAND USE ON THE PROPERTY

Higher Density Mixed Use An area that is appropriate for a mix of residential and non-residential uses with floor-to-area ratios of 3.0 or higher.

Purpose

1. Encourage dense, pedestrian- oriented development in downtown, areas near downtown, and sites with exceptional transportation access;
2. Provide a transition between the central core and surrounding districts; and
3. Encourage redevelopment of sites in or near the center city.

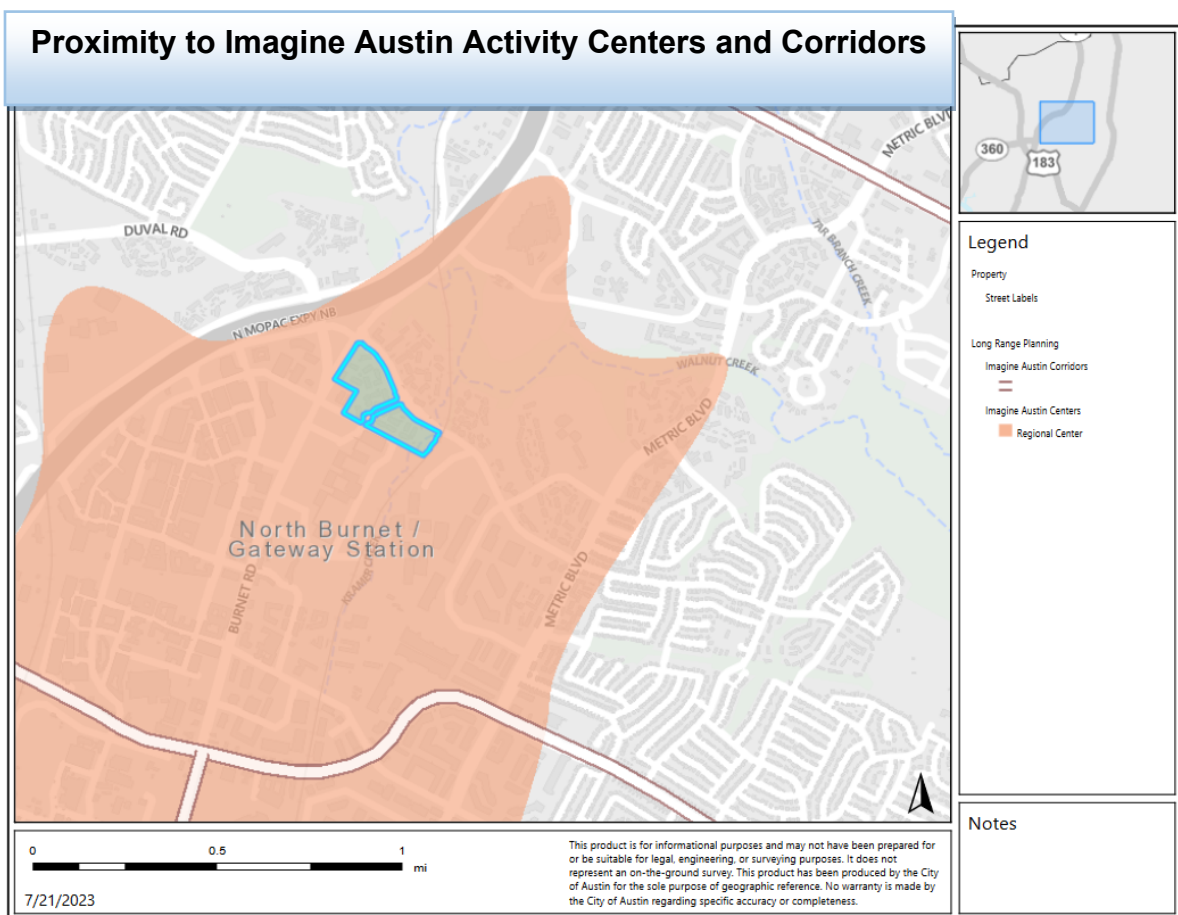
Application

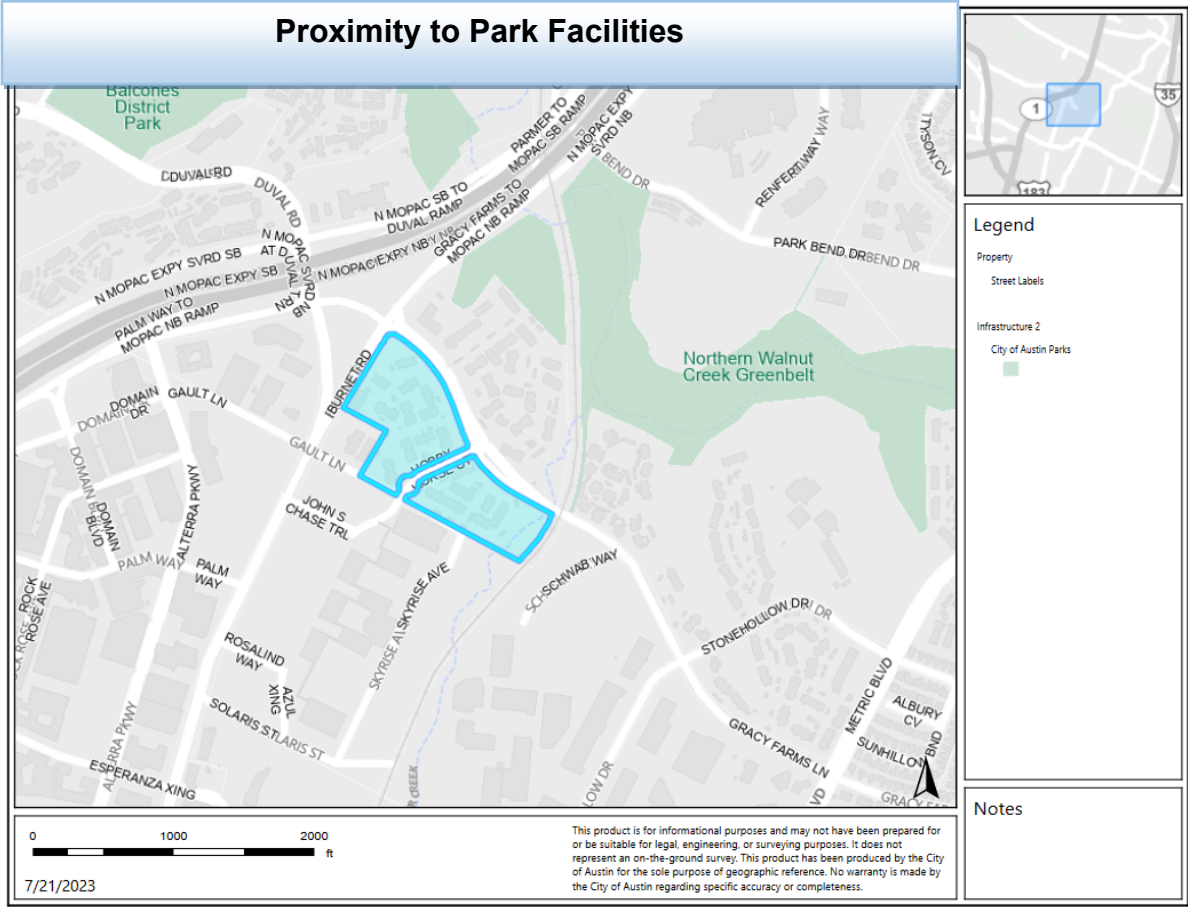
1. Applicable to most mixed-use/commercial sites in the Central Business District;
2. May be applied to other central areas, such as the Central Urban Redevelopment Area, where existing population and infrastructure can support higher-density development;
3. May also be applied to areas outside of the central core where higher densities can be supported and neighborhood impacts are minimal; and

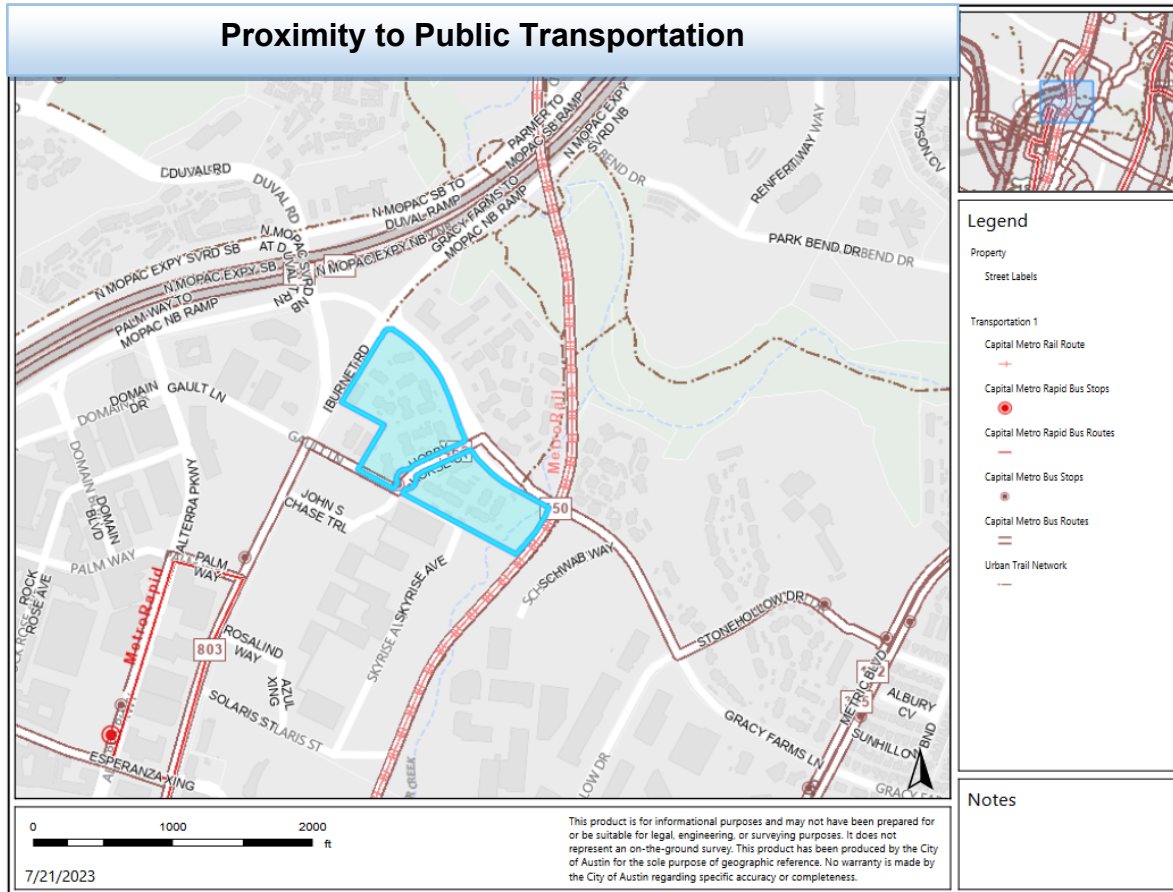
4. Can be used to accommodate Transit-Oriented Development at existing or proposed transit stations.

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"> • Located in the North Burnet/Gateway Regional Center
Yes	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station.
	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.
Yes	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market. <ul style="list-style-type: none"> • 0.5 miles from Whole Foods
Yes	Connectivity and Education: Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> • 0.6 Harmony School of Science • 0.7 Austin Community College Northridge
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"> • Northern Walnut Creek Greenbelt
	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.) <ul style="list-style-type: none"> • 1 mile from North Austin Medical Center
	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"> • High Density Mixed Use land use would accommodate a future proposed zoning change for a mixed use development to include residential uses.
Yes	Mixed use: Provides a mix of residential and non-industrial uses. <ul style="list-style-type: none"> • High Density Mixed Use land use would accommodate a future proposed zoning change for a mixed use development to include commercial and residential 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.
8	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 Proposed development is not a PUD	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 February 23, 2023, which is in-cycle for neighborhood planning areas located on the east side of I.H.-35.

The applicant proposes to change the future land use map from Mixed Use to High Density Mixed Use for a mixed-use development. There is no associated zoning application filed.

No zoning change application has been filed.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on July 13, 2023. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 972 community 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 staff members attended the meeting, Maureen Meredith and Mark Walters from the Planning Department, in addition to David Anderson from Armbrust and Brown, the applicant's agent. No one from the community attended.

Below is a summary from David Anderson's presentation. His full presentation is provided at the end of this report.

- There are two tracts separated by Hobby Horse Court
- The current land use apartments and condos on this property and to the north and east.
- There is no single family residential near the property. This fits with NBG being a second downtown.
- The property is currently Mixed Use, but the property to the south, west and east is High Density Mixed Use.
- Since 2006, many City Councils have agreed that significant density development center is appropriate for this area.
- The City Council over the past 2.5 years has looked at the base level entitlements and has increased density of the area.
- Property is in the NBG Regional Center.
- There is a new uptown ATX center in the site plan process, which is about three tenths of mile from this property.
- There are 400 units in twenty buildings on the property, which is 21.25 acres.

- Transit around the property is busy. Metro rail is three tenths of a mile and the urban trail is to the north and to the south. The property is within the site plan of the ATX center. There is the metro rapid line near the property.
- There are no plans to impacts tenants at this time. Letters were sent to all the tenants to let them know that nothing was imminent, but we wanted them to know what was going on.
- It will likely be a high-density, mixed-use project.
- When future development happens, it will likely that zoning change will be required. The applicant will have to comply with Tenant Notification and Tenant Relocation requirements.

Since no one from the neighborhood attended the meeting, there we no questions.

Applicant Summary Letter from Application

David J. Anderson
direct dial: (512) 807-2908
danderson@drennergroupp.com

DRENNER
GROUP

February 23, 2023

Ms. Rosie Truelove
Director
Housing and Planning Department
1000 E. 11th St., Suite 200
Austin, TX 78702

Via Electronic Delivery

Re: 11900 & 11901 Hobby Horse Court, 11945½ & 11947½ Burnet Road, (Radius at the Domain) - Neighborhood Plan Amendment application for the 21.252-acre piece of property described as Lots 1 and 2 Walnut Creek Center Section Four-A subdivision and known locally as 11900 and 11901 Hobby Horse Court and 11945½ & 11947½ Burnet Road in Austin, Travis County, Texas, (the "Property").

Dear Ms. Truelove:

As a registered representative of Arelano Holdings LLC, the Owner of the above-referenced Property, I respectfully submit the enclosed Neighborhood Plan Amendment (NPA) application package. The Property consists of 2 lots that total approximately 21.252 acres. The Property is currently occupied by 400 dwelling units within 20 multifamily structures and associated support facilities that are estimated to be approximately 27 years old.

The NPA is proposed to change the North Burnet Gateway Regulating Plan (NBGRP) future land use map (FLUM) from Mixed Use land use to High Density Mixed Use land use to accommodate the proposed zoning changes for the Property.

The zoning entitlements for this tract are codified in the North Burnet Gateway Regulating Plan, which was adopted on March 12, 2009, became effective on March 23, 2009, and was last modified earlier this year (2022). The site is currently zoned under the North Burnet Gateway Regulating Plan as Subdistrict Neighborhood Residential (NBG-NP-NR) – see Exhibit A.

The requested rezoning is from NBG-NP-NR to NBG-NP-TOD-Gateway (Transit Oriented Development) – Gateway Zone to provide additional mixed-use density near the new Capital Metro rail station at UptownATX and further the goals and objectives of both the Imagine Austin Comprehensive Plan and the North Burnet Gateway Master Plan and Regulating Plan.

The Property abuts Mixed Use land use to the north across Gracy Farms Lane, which is currently occupied by a mixture of commercial and multifamily uses. The other surrounding properties are designated as High Density Mixed Use land use per the current NBG FLUM.

The proposed uses will serve the transit station and local community needs with a broad range of mixed uses envisioned for the site. The proposed land use is compatible with the High Density Mixed Use land use in the area.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very truly yours,

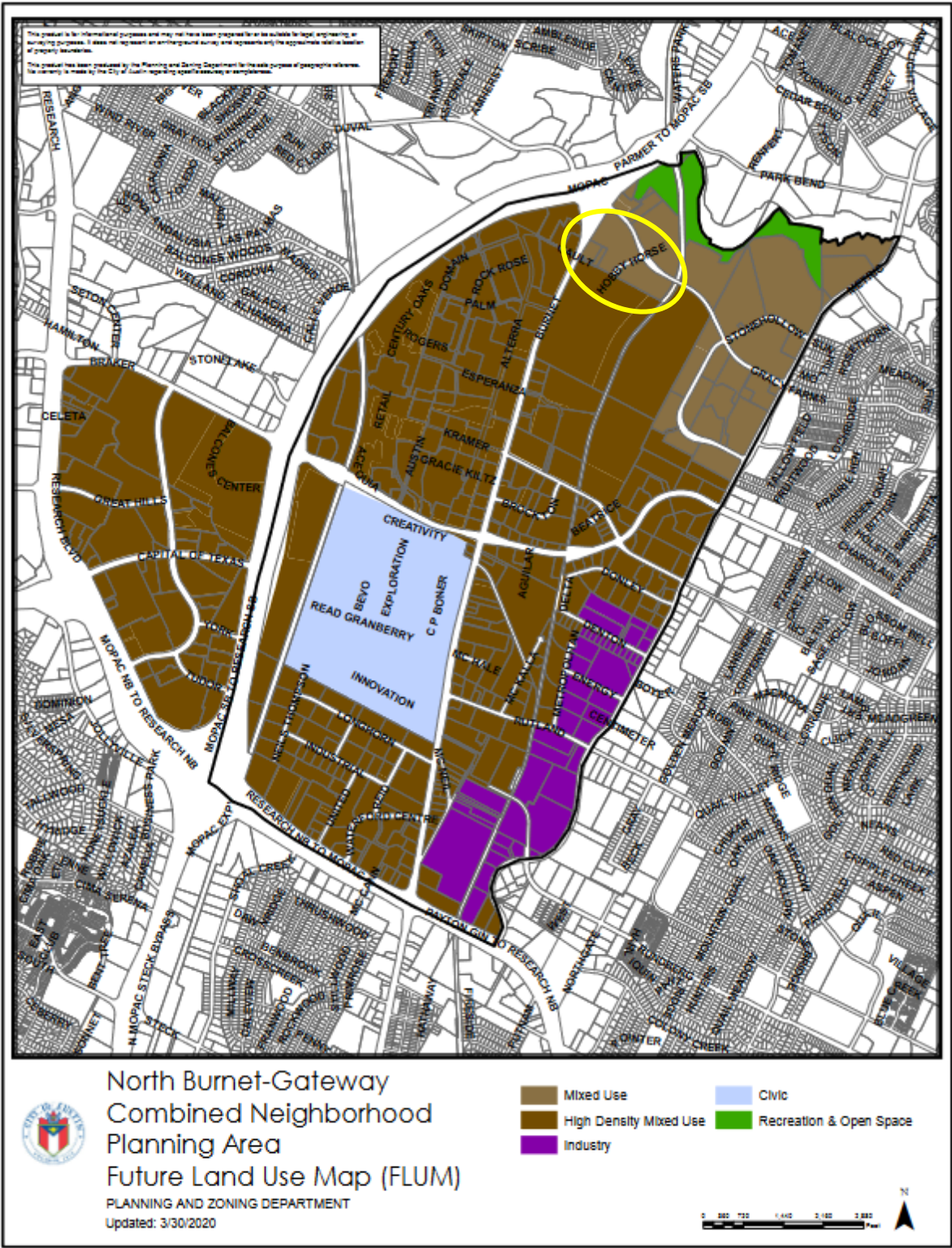
A handwritten signature in black ink, appearing to read "David J. Anderson", with a long horizontal flourish extending to the right.

David J. Anderson, P.E., D.WRE, CFM, CPESC
Director of Land Use & Entitlements
Drenner Group, P.C.

cc: Joi Harden, Housing and Planning Department (*via electronic delivery*)
Josh Miksch, Kimley-Horn (*via electronic delivery*)
Steve Drenner, Drenner Group
File

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

(There is no neighborhood plan contact team in the North Burnet/Gate Planning Area)











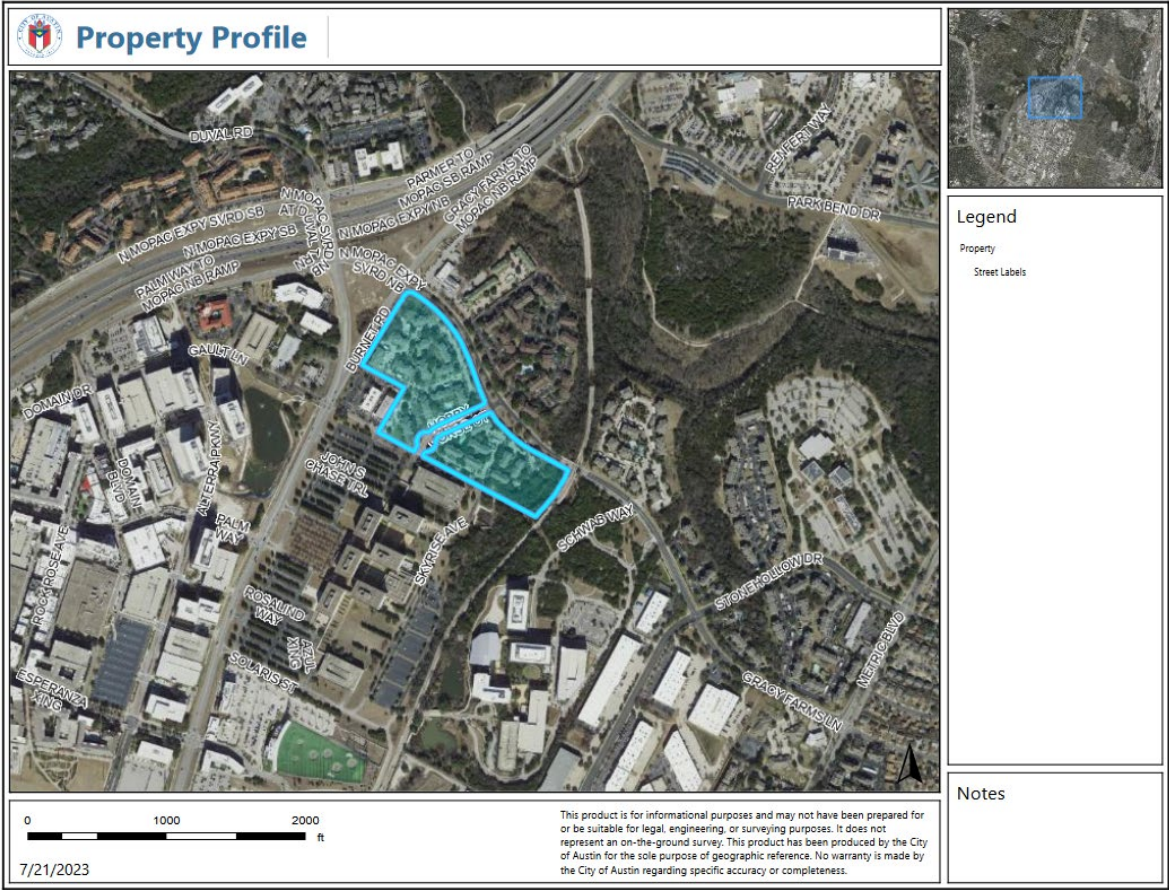
North Burnet/Gateway Combined Neighborhood Planning Area
NPA-2023-0024.01

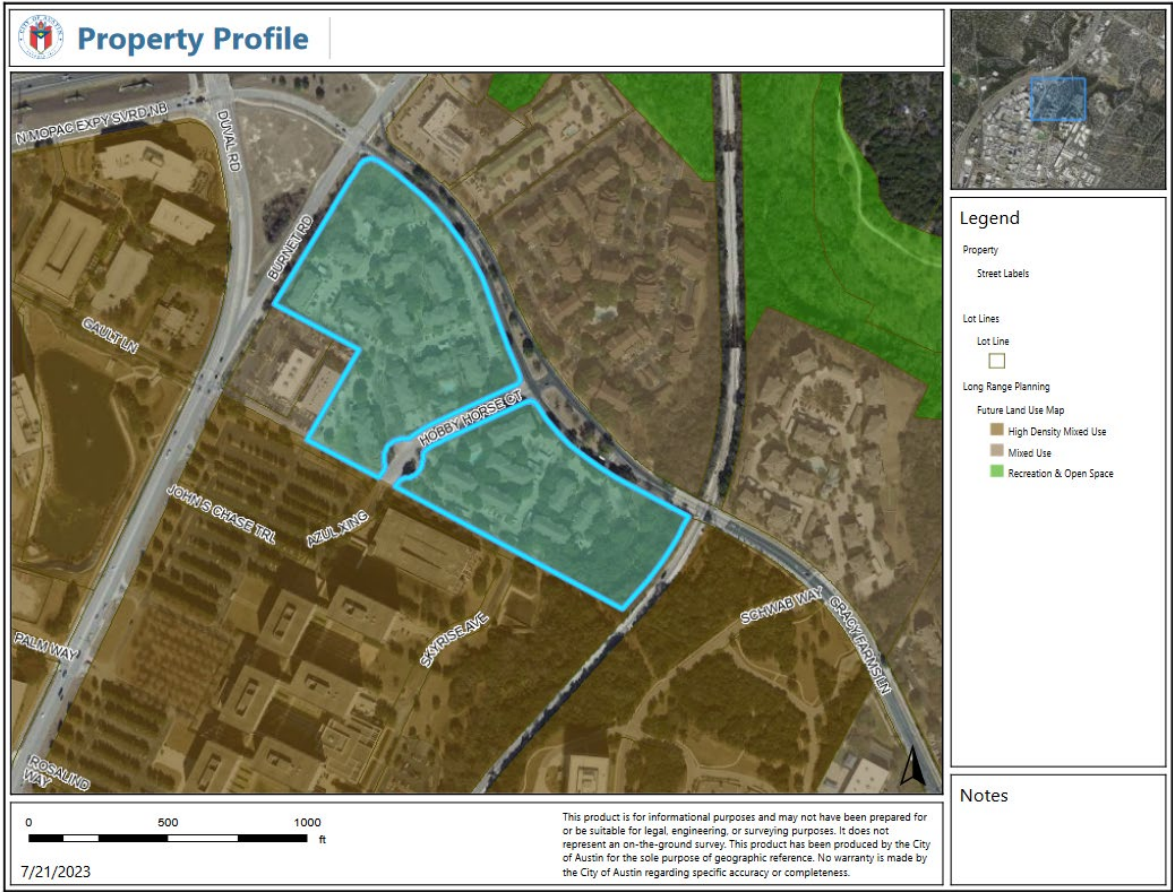
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

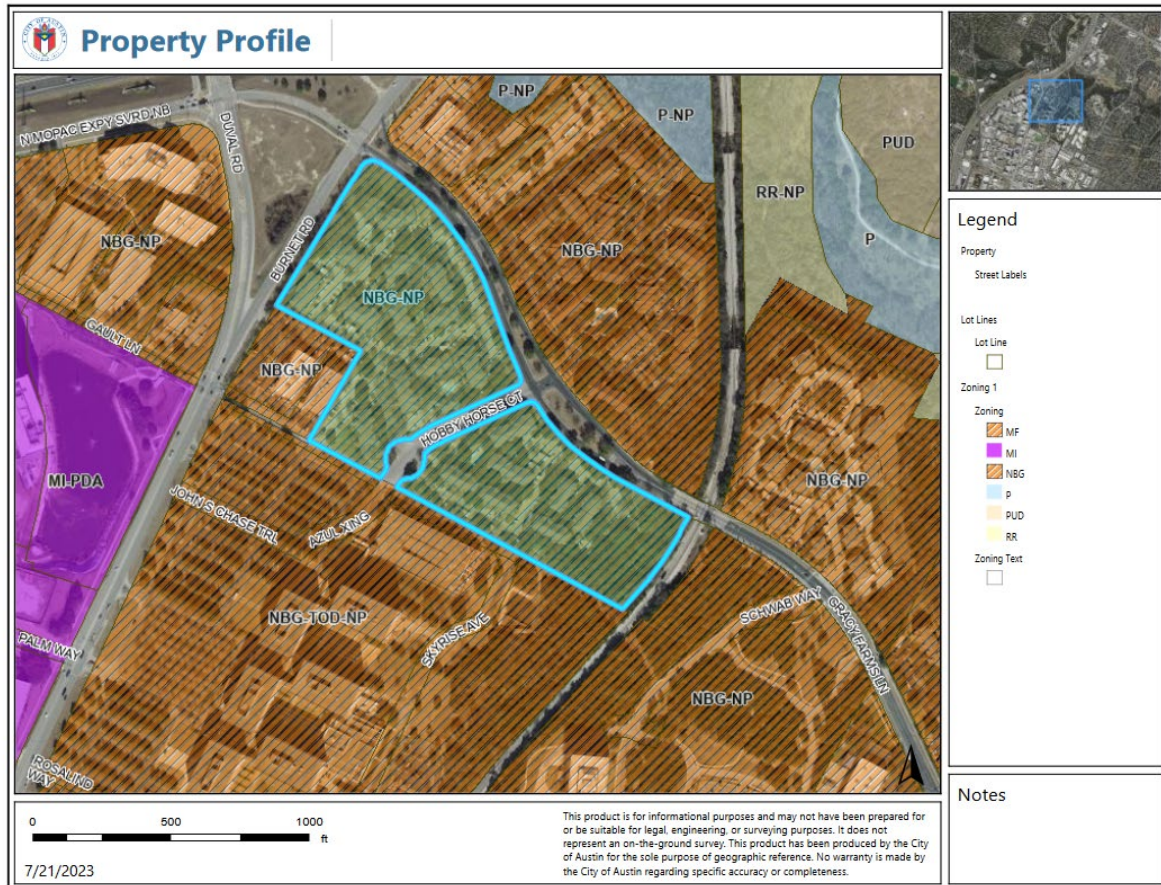
This product has been produced by the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

 City of Austin
Housing and Planning Department
Created on 3/29/2023, by Mike S

Future Land Use	
	Subject Tract
	500 ft. notif. boundary
	High Density Mixed-Use
	Mixed Use
	Recreation & Open Space







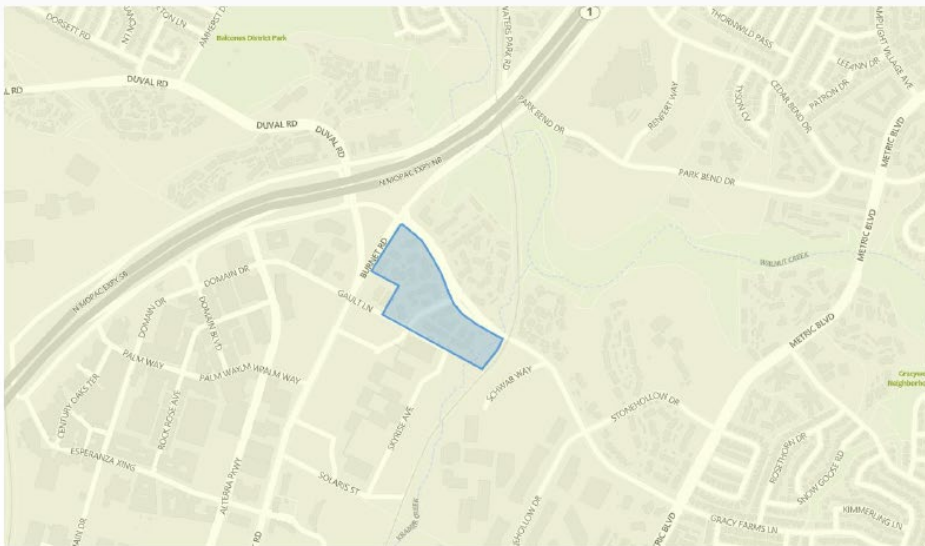
David Anderson's Presentation at the July 13, 2023 Virtual Community Meeting

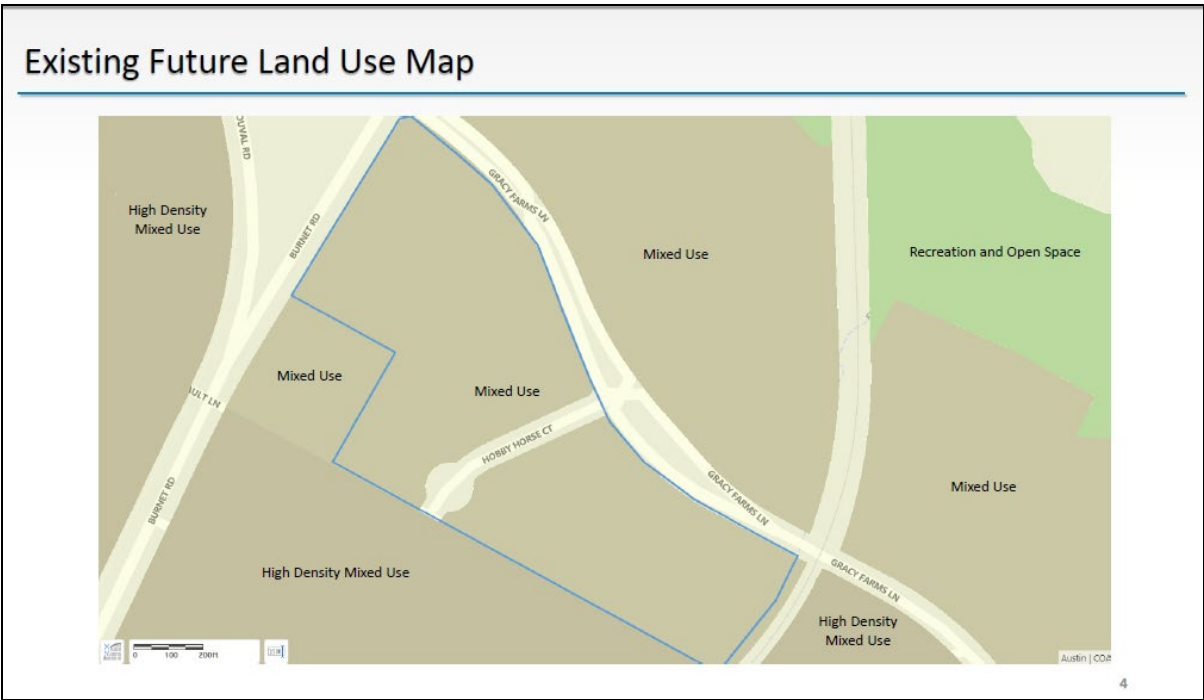
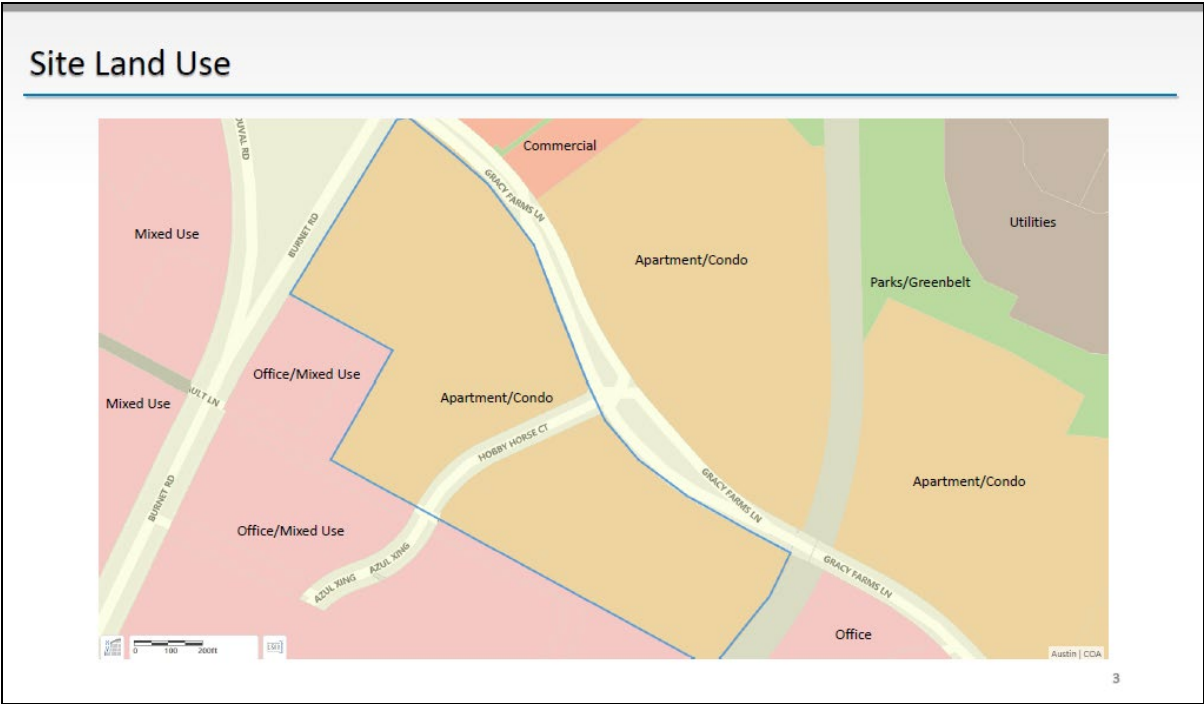
Neighborhood Plan Amendment

Community Input Meeting

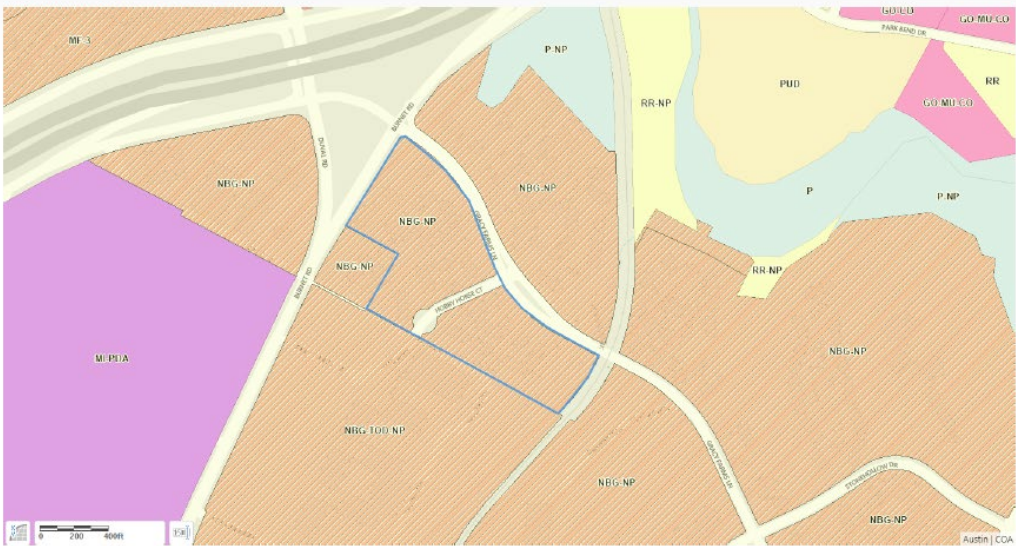
July 13, 2023

Site Location



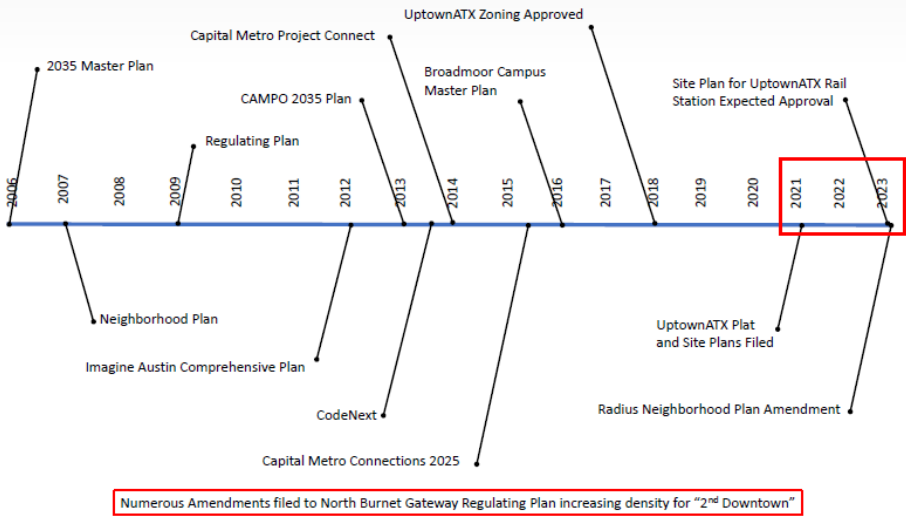


Existing Zoning



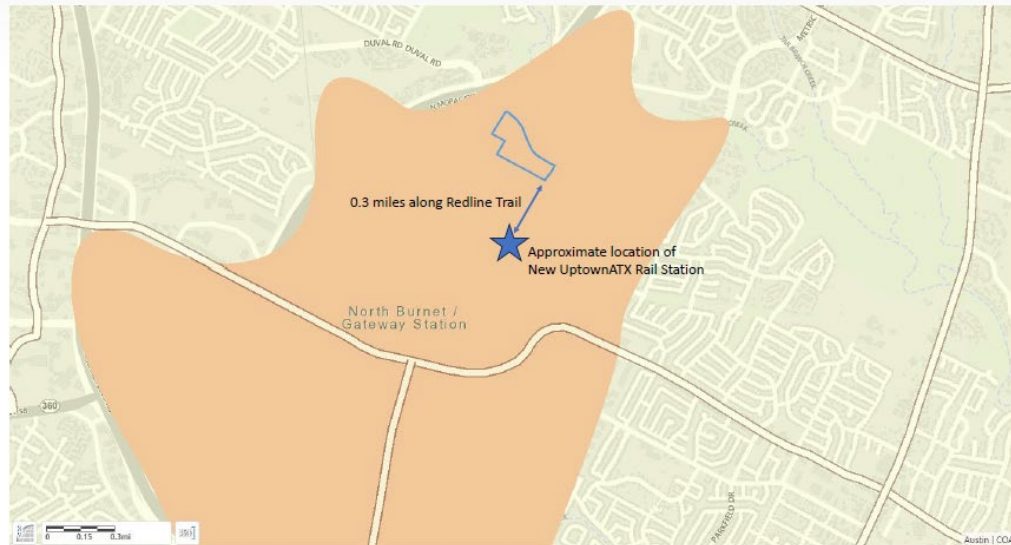
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North Burnet Gateway History



6

Long Range Planning



7

Property Details

Size:

- 21.252 Acres

Current Use:

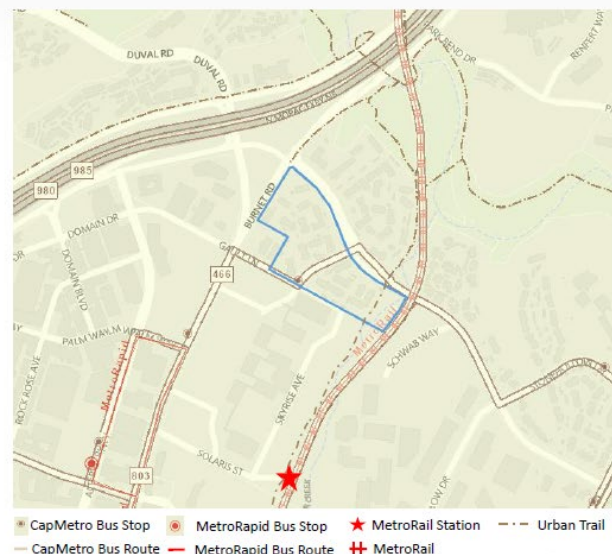
- Radius at the Domain apartments
 - 20 Buildings
 - 400 units

Transit/Access:

- See Figure

Future Development:

- [No plans to impact tenants at this time](#)
- Likely higher density mixed use [consistent with High Density Mixed Use to the West, South, and East of the Property](#)
- [Future development will require a zoning change](#), including:
 - [Tenant Notification compliance](#)
 - [Tenant Relocation compliance](#)



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North Burnet Gateway Neighborhood Plan

The goal of the plan should not be to displace all these uses, *but as passenger rail is introduced to the area, [the City] should maximize the efficiency & use of the area by encouraging densification & reformatting existing uses into a new, more urban form.*

How is this to be accomplished? The simplest way to think of it is to build up rather than out.

- North Burnet Gateway 2035 Master Plan

At the heart of the vision for the North Burnet/Gateway neighborhood is the *additional of new transit stations along the Capital Metro Rail Red Line and the ASACRD (UP) lines...*

Although Capital Metro [...has] not determined the exact location for the commuter stations, [they] would be catalysts for the transit-oriented development envisioned for the district.

- North Burnet Gateway 2035 Master Plan

In these areas, density will be allowed to step up significantly in return for specific public benefit bonuses within the development, such as providing affordable housing, parks and open space, additional stormwater management controls, vehicular and pedestrian connectivity, and/or civic facilities.

The increased density also would allow for consolidated open space close to the transit stations.

- North Burnet Gateway 2035 Master Plan

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Gracywoods Neighborhood Association



Local Priorities

- High quality & usable park access ✓
- Trail connectivity to regional system ✓
- Environmental stewardship ✓
- Promoting high quality pedestrian-friendly design ✓
- Improve access to transit ✓
- Local multi-modal connectivity ✓
- Higher density residential uses ✓

The proposed Neighborhood Plan Amendment keeps these local priorities intact.

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Imagine Austin Goals

LUT P1. Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the Growth Concept Map.

LUT P3. Promote development in compact centers, communities, or along corridors that are connected by roads and transit, are designed to encourage walking and bicycling, and reduce healthcare, housing and transportation costs.

LUT P6. Ensure that neighborhoods of modest means have a mix of local-serving retail, employment opportunities, and residential uses.

LUT P7. Encourage infill and redevelopment opportunities that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities.

LUT P10. Direct housing and employment growth to activity centers and corridors, preserving and integrating existing affordable housing where possible.

HN P5. Promote a diversity of land uses throughout Austin to allow a variety of housing types including rental and ownership opportunities for singles, families with and without children, seniors, persons with disabilities, and multi-generational families.

S P21. Increase dense, compact family-friendly housing in the urban core

S P3. Encourage more active lifestyles through new and redevelopment that supports walking and bicycling. Locate retail, services, and public facilities such as parks, health services, and libraries in or near neighborhoods to reduce traffic congestion and contribute to an improved sense of community.

CE P10. Improve the air quality and reduce greenhouse gas emissions resulting from motor vehicle use, traffic and congestion, industrial sources, and waste.

CFS P42. Increase connectivity between neighborhoods and from neighborhoods to parks and greenways through the use of sidewalks, bicycle lanes, multi-use paths, and trails.

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Request

FLUM amendment from Mixed Use to High Density Mixed Use.

- Long-Range Planning
 - Consistent with Gracywoods Neighborhood Plan
 - Consistent with North Burnet Gateway Regulating Plan goals
 - Consistent with Imagine Austin Comprehensive Plan goals
- Proposed Land Use
 - Consistent with surrounding land uses
 - Nearest single family zoning is > 0.5 miles west, across railroad tracks and on the other side of the Schwab campus
- Transit/Transportation
 - Located in an area served by Capital Metro Bus Service
 - Located within 0.3 miles of a MetroRail Station
 - Located along the Redline Trail Urban Trail network
- Parks/Open Space
 - <¼ mile from Walnut Creek Greenbelt
 - Located along the Redline Trail Urban Trail network
 - Future development must comply with Parkland Dedication
- Tenant Protections
 - No plans to impact current tenants
 - If a project is brought forward, it will likely include higher density mixed use land uses
 - Future project will require a zoning change, including:
 - Tenant Notification compliance
 - Tenant Relocation compliance
 - Timeline unknown
 - Affordable housing will be required if bonus provisions for height and FAR are triggered by zoning case (highly likely)

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Timeline

March 7, 2023	Submitted Neighborhood Plan Amendment (NPA) application
July 13, 2023	City hosted NPA meeting
August 2023	Planning Commission
September 2023	City Council

Correspondence Received

No correspondence received.