

**NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET**

**NEIGHBORHOOD PLAN:** St. John / Coronado Hills Combined Plan

**CASE#:** NPA-2023-0029.01

**DATE FILED:** May 12, 2023

**PROJECT NAME:** 6121 N. Interstate Highway 35

**PC DATE:** October 10, 2023

**ADDRESS/ES:** 6121 and 6121 ½ N IH 35 SVRD NB

**DISTRICT AREA:** 4

**SITE AREA:** 7.91 acres

**OWNER/APPLICANT:** ASAP Austin, LLC

**AGENT:** Drenner Group (David Anderson)

**CASE MANAGER:** Tyler Tripp

**PHONE:** (512) 974-3362

**STAFF EMAIL:** Tyler.Tripp@AustinTexas.gov

**TYPE OF AMENDMENT:**

**Change in Future Land Use Designation**

**From:** Mixed Use

**To:** High Density Mixed Use

**Base District Zoning Change**

**Related Zoning Case:**

**From:** CS-MU-NP & CS-1-NP

**To:** CH-PDA-NP

**NEIGHBORHOOD PLAN ADOPTION DATE:** April 26, 2012

**CITY COUNCIL DATE:** TBD

**ACTION:**

**PLANNING COMMISSION RECOMMENDATION:**

*October 10, 2023 -*

**STAFF RECOMMENDATION:** Staff supports the request to change the future land use map to High Density Mixed Use.

**BASIS FOR STAFF'S RECOMMENDATION:** This property is a 7.91-acre tract on the northeast corner of IH-35 and Highway 290. The applicant is requesting High Density Mixed Use to build 800-1,000 housing units and 40,000 square feet of commercial, while maintaining the existing 298-room hotel. This request is supported by staff because High Density Mixed use is appropriate in this location, given its adjacency to IH-35 and Highway 290, the property being located within an Imagine Austin Regional Center, and no adjacent single-family dwellings or other particularly low-intensity uses. The plan for the property also uses existing curb cuts and does not significantly increase the impermeable cover of the property due to construction of new buildings and parking garages where parking currently exists. Finally, the applicant has indicated the intent to include an estimated 10% of units under 60% MFI.

**Relevant Land-use Objectives from Neighborhood Plan:**

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

**Objective L.2:** Ensure future housing development compliments existing housing stock.

**Objective L.4:** Provide adequate transitions and buffers between the intensity of US HWY 183, US HWY 290 and IH 35 and community life in SJCHCNPA.

**LAND USE DESCRIPTIONS**

***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.

### ***HIGH 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**

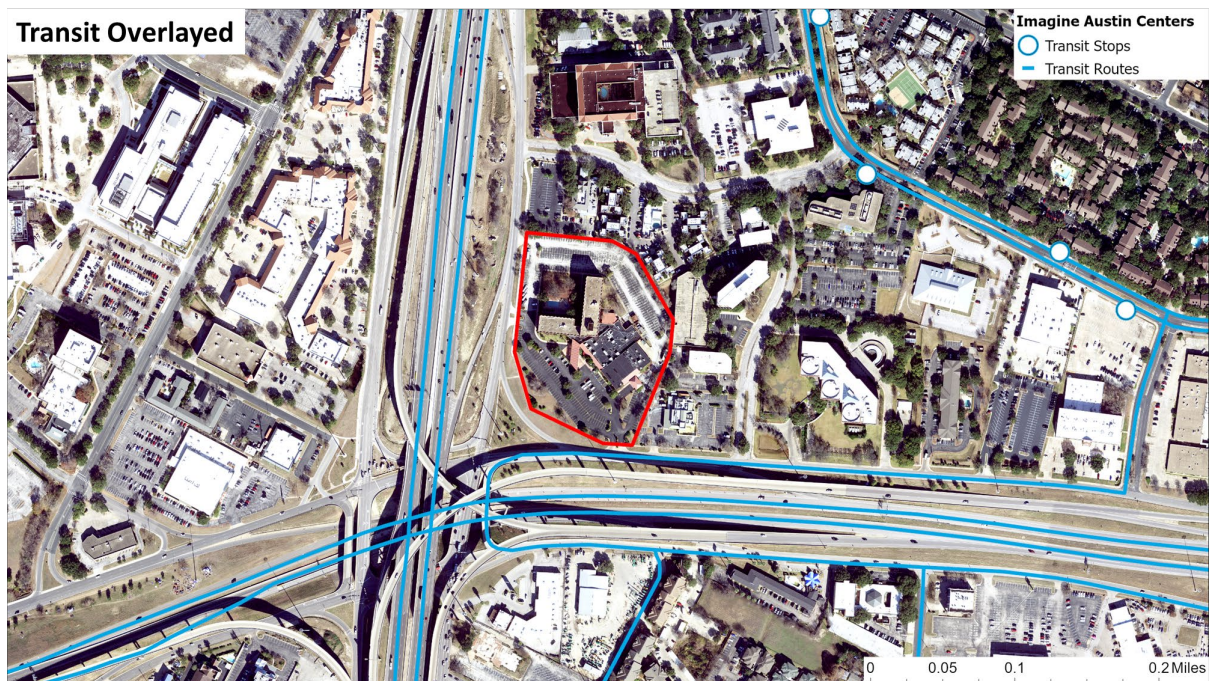
1. Applicable to most mixed-use/commercial sites in the Central Business District;
2. May be applied to other central areas, such as the Central Urban Redevelopment Area, where existing population and infrastructure can support higher-density development;
3. May also be applied to areas outside of the 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
<b>Complete Community Measures</b>	
Yes	<b>Imagine Austin Growth Concept Map:</b> 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. <b>Name(s) of Activity Center/Activity Corridor/Job Center:</b> <i>Highland Mall Station</i>
Yes	<b>Mobility and Public Transit:</b> Located within 0.25 miles of public transit stop and/or light rail station.
Yes	<b>Mobility and Bike/Ped Access:</b> Adjoins a public sidewalk, shared path, and/or bike lane.
Yes	<b>Connectivity, Good and Services, Employment:</b> Provides or is located within 0.50 miles to goods and services, and/or employment center.
Yes	<b>Connectivity and Food Access:</b> Provides or is located within 0.50 miles of a grocery store/farmers market.
No	<b>Connectivity and Education:</b> Located within 0.50 miles from a public school or university.
Yes	<b>Connectivity and Healthy Living:</b> Provides or is located within 0.50 miles from a recreation area, park or walking trail.
Yes	<b>Connectivity and Health:</b> 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.)
Yes	<b>Housing Affordability:</b> Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
Yes	<b>Housing Choice:</b> 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.
Yes	<b>Mixed use:</b> Provides a mix of residential and non-industrial uses.
Yes	<b>Culture and Creative Economy:</b> Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
No	<b>Culture and Historic Preservation:</b> Preserves or enhances a historically and/or culturally significant site.
No	<b>Creative Economy:</b> Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
Yes	<b>Workforce Development, the Economy and Education:</b> 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.
No	<b>Industrial Land:</b> Preserves or enhances industrial land.
11	<b>Number of "Yes's"</b>
<b>Imagine Austin Priority Program PUD Specific Bonus Features</b>	
Yes	<b>Public Space Features and Public Art:</b> 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).
No	<b>Integrates and/or Expands Green Infrastructure:</b> 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.
No	<b>Protects the Environment:</b> Reduces greenhouse gas emissions, water, energy usage, and/or increases waste diversion.
N/a	<b>Protects Environmentally Sensitive Lands:</b> 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.
Yes	<b>Water/Wastewater Infrastructure:</b> 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.
2	<b>Total Number of "Yes's"</b>





## 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 was filed on May 12, 2023. The application is to convert the 7.91-acre lot from Mixed Use to High Density Mixed Use. The associated zoning case is to change from CS-MU-NP (General Commercial Services - Mixed Use Combining District - Neighborhood Plan Combining District) and CS-1-NP (Commercial - Liquor Sales - Neighborhood Plan Combining District) to CH-PDA-NP (Commercial Highway Services - Planned Development Area - Neighborhood Plan Combining District), for the purpose of adding 800-1,000 residential units and 40,000 sf of commercial space while maintaining the existing 298-room hotel. For more information of the zoning case, please see case report C14-2023-0063.

**PUBLIC MEETINGS:** The ordinance-required community meeting was virtually held on July 17, 2023. Approximately 111 meeting notices were mailed to people who rent or own property within 500 feet of the subject tract. The recorded meeting can be found at <https://publicinput.com/neighborhoodplanamendmentcases>. Three city staff members attended: Tyler Tripp, Maureen Meredith, and Mark Walters, all from the Planning Department. Also in attendance was David Anderson from the Drenner Group. Five people for the neighborhood were also in attendance.

Below are highlights from David Anderson's presentation. The full presentation is included in this report.

- The property is on NE corner of IH-35 and Highway 290 and is accessible via CapMetro routes 7, 337, 350, and is approx. 1mi from the Highland Mall Station.
- Construction will include 800-1,000 residential units, 40,000 sf of commercial space, and the existing 298-room hotel.
  - Estimated 10% of units at 60% MFI.
  - Will include 2- and 3-bedroom family-friendly units.
  - Up to 4:1 FAR and 200ft.
- Estimated 966 parking spaces provided on site (parking structures) with no new curb cuts.
- AISD schools can accommodate new students from project.
- Project is consistent with goals in the St. John/Coronado Hills Combined Neighborhood Plan and the Imagine Austin Comprehensive Plan.

There were no public comments or questions.

## Applicant Summary Letter from Application

May 1, 2023

Ms. Lauren Middleton-Pratt  
Planning Department  
City of Austin  
Street Jones Building  
1000 E. 11<sup>th</sup> St, Ste 200  
Austin, TX 78702

Via Electronic Delivery

Re: 6121 N. Interstate Highway 35 – Neighborhood Plan Amendment application for the 7.914-acre piece of property located at 6121 and 6121 1/2 N. Interstate Highway 35, Austin, Travis County, Texas (the “Property”)

Dear Ms. Middleton-Pratt:

As representatives of the owner of the Property, we respectfully submit the enclosed Neighborhood Plan Amendment (NPA) application package. The project is titled 6121 N. Interstate Highway 35, consists of 7.914 acres, and is located at 6121 and 6121 1/2 N. Interstate Highway 35. The Property is currently developed with a hotel use.

The Property is located in the St. John/Coronado Hills Combined Neighborhood Plan Area (SJCHCNPA) and is currently designated as “Mixed Use” on the Future Land Use Map (“FLUM”). This application is submitted to change the Property’s FLUM designation from “Mixed Use” to “High Density Mixed Use.” The purpose of the NPA is to allow for a comprehensive redevelopment of the Property for multifamily residential and hotel uses. This request aligns with the SJCHCNPA plan’s Recommendation 191 to “use Mixed Use land use and Commercial land use to soften the transition between US Highway 183, US Highway 290, and IH 35 and residential uses.”

Located within an Imagine Austin Center, the purpose of this redevelopment is to create additional housing and commercial choices in this area by providing up to 1,000 multifamily units and 40,000 square feet of commercial space.

This NPA application is submitted in tandem with a rezoning application which requests to rezone the Property from CS-MU-NP (General Commercial Services – Mixed Use Combining District – Neighborhood Plan) to CH-PDA-NP (Commercial Highway – Planned Development Area - Neighborhood Plan). The CH-PDA-NP zoning designation is appropriate for this site’s location at the nexus of 2 major, high-volume highways. Additionally, this development works towards the Strategic Housing Blueprint goal to create 75,000 housing units between 2018 and 2027.

This application is submitted as an out-of-cycle request; a letter of support from the St. John/Coronado Hills Combined Neighborhood Contact Team is attached.

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.

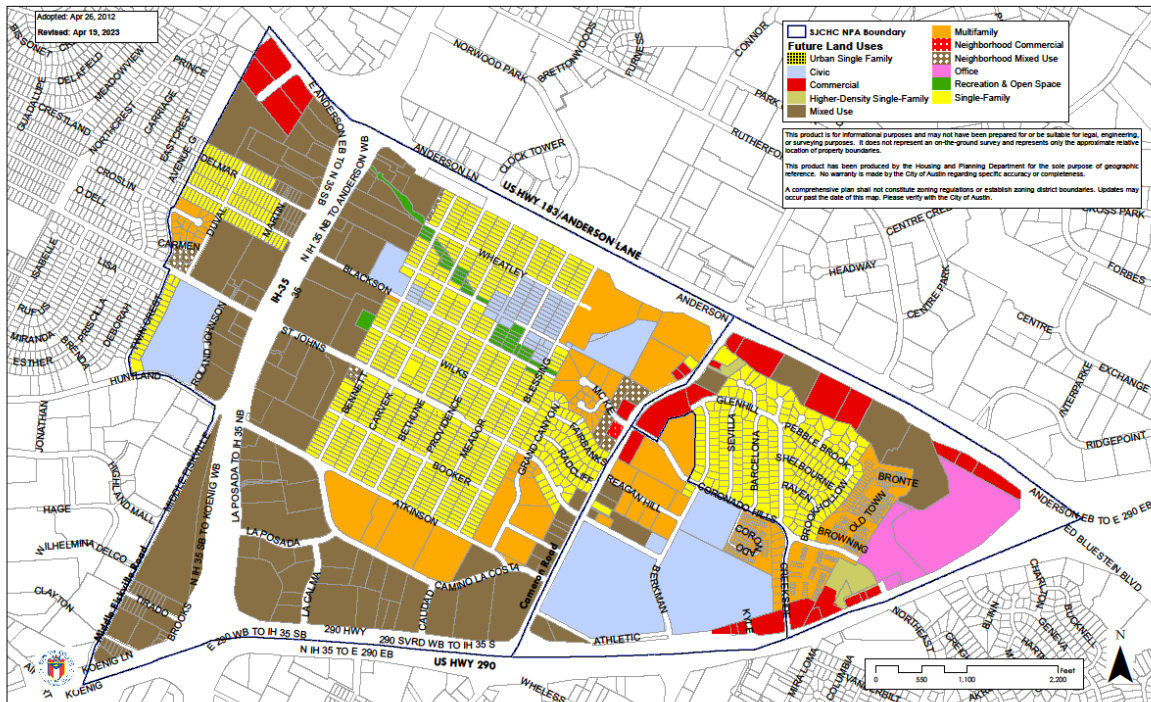
Sincerely,

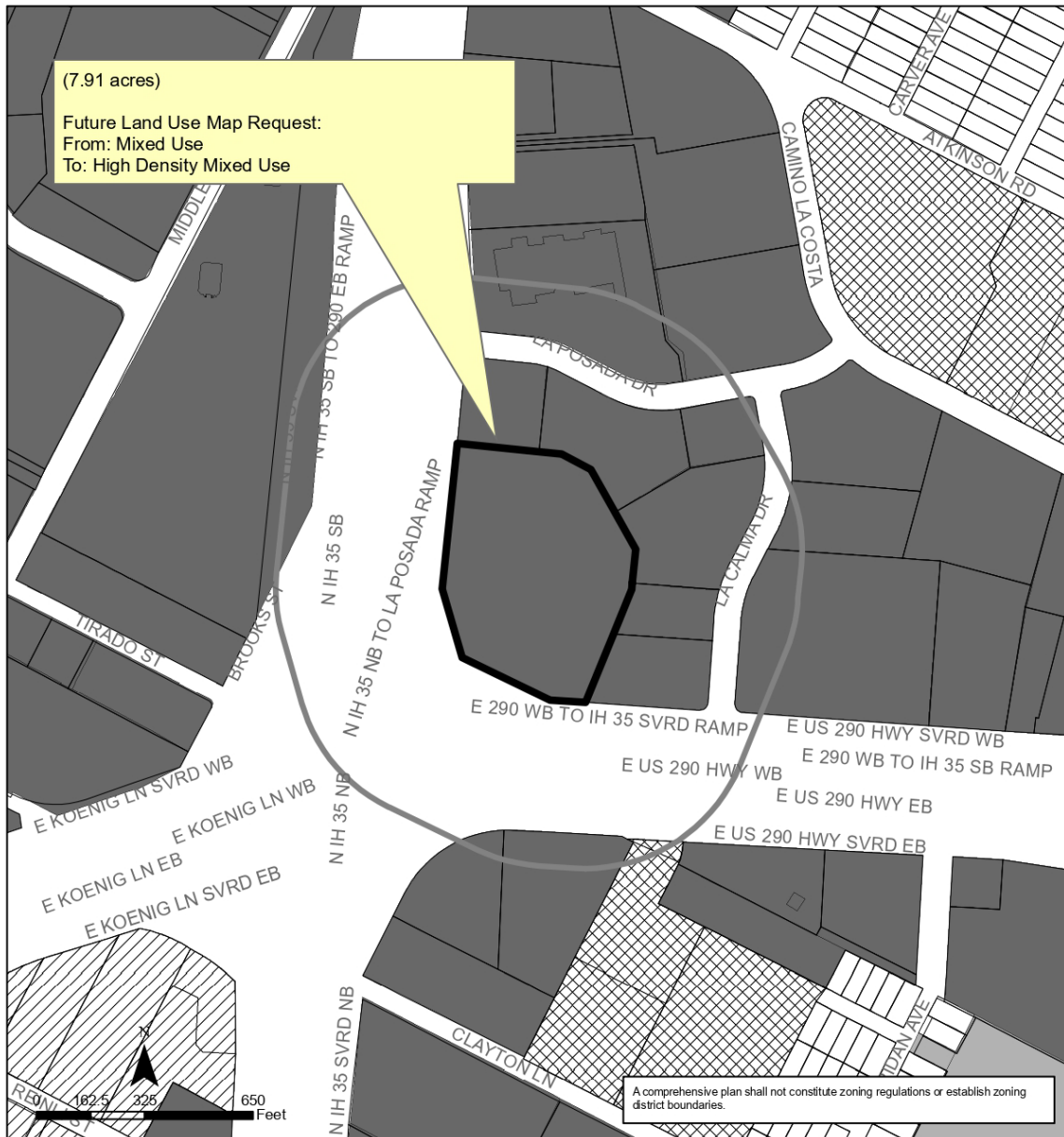
A handwritten signature in black ink, appearing to read "D. J. Anderson", with a long horizontal flourish extending to the right.

David J. Anderson

cc: Joi Harden, Planning Department (*via electronic delivery*)  
Maureen Meredith, Planning Department (*via electronic delivery*)

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





# **St. John Coronado Hills Combined Neighborhood Planning Area** **NPA-2023-0029.01**

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.

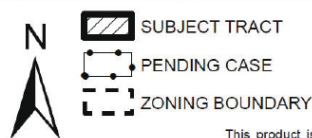
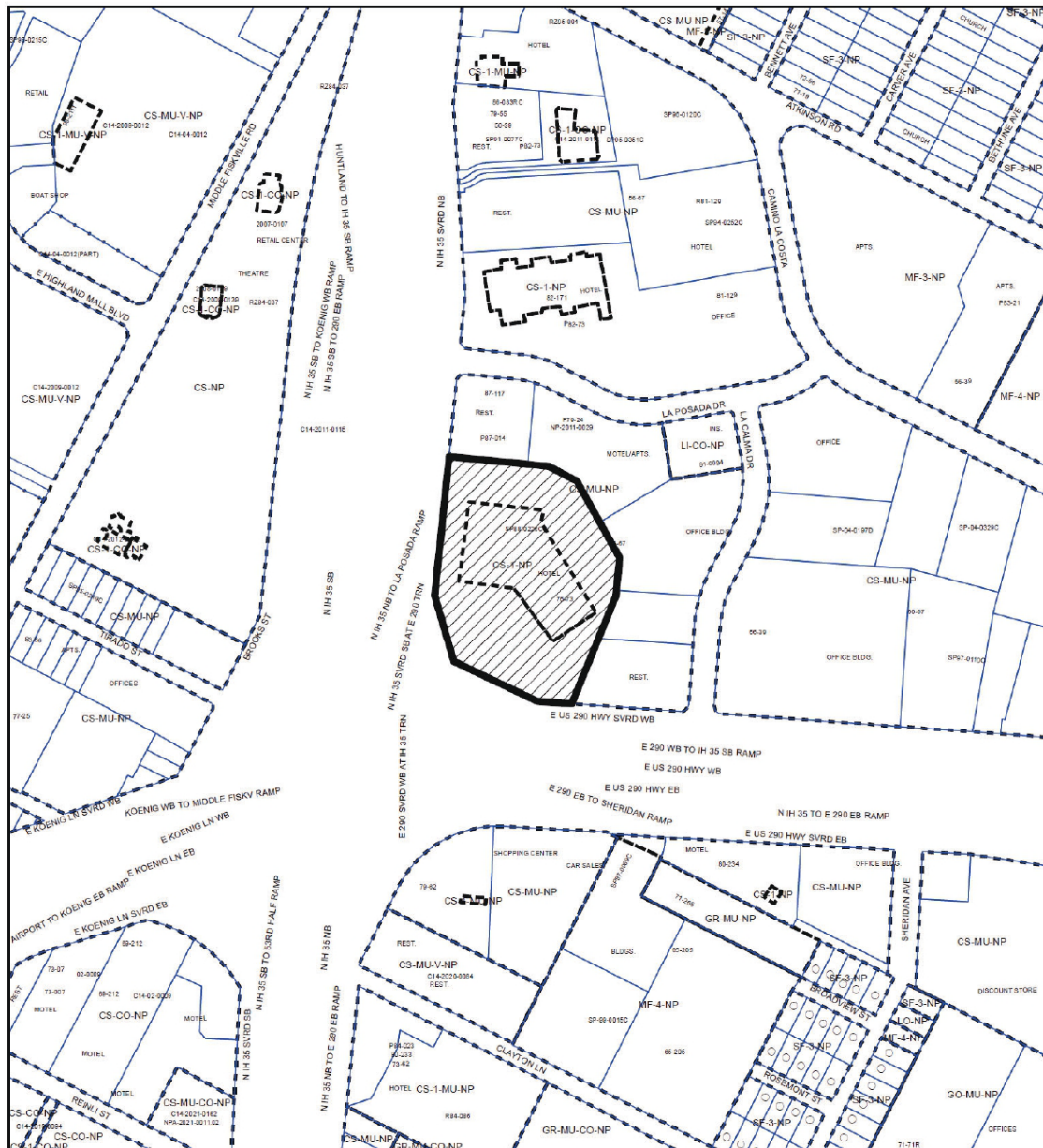


City of Austin  
Planning Department  
Created on 5/24/2023, by: meekss

## **Future Land Use**

	Subject Tract		Mixed Use/Office
	500 ft. notif. boundary		Multi-Family
	Commercial		Single-Family
	Mixed Use		





1" = 400'

**ZONING**  
ZONING CASE#: C14-2023-0063

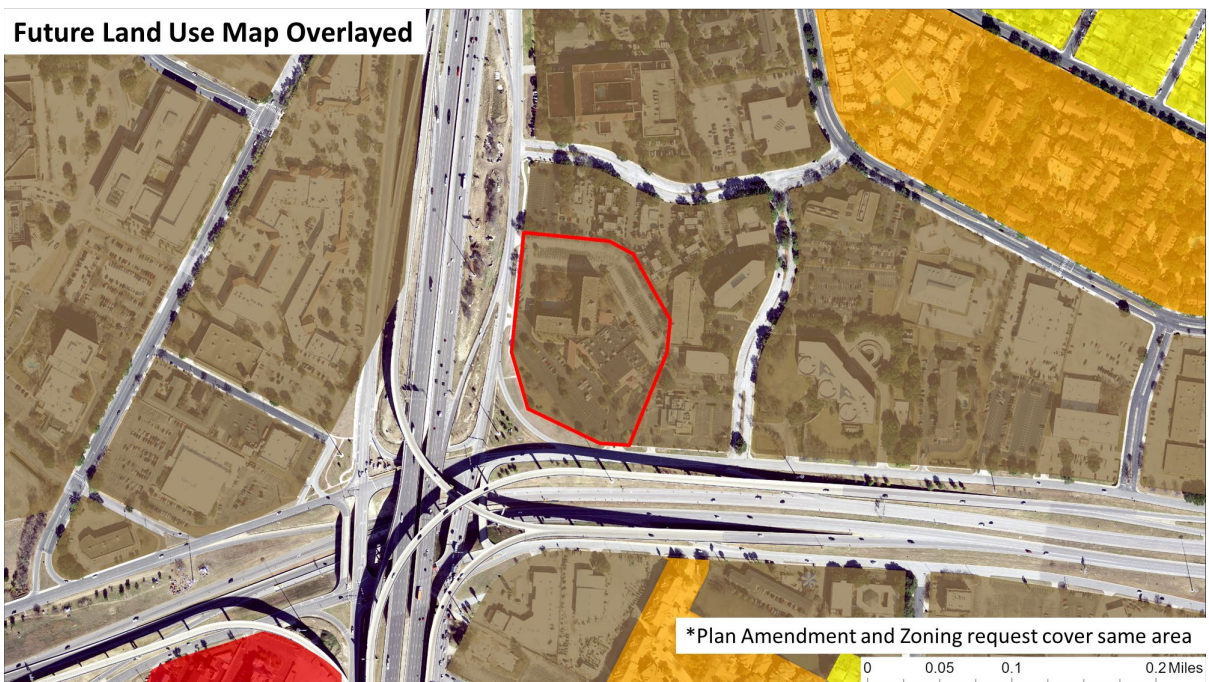
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Created: 5/16/2023







# 6121 N. Interstate Highway 35 Neighborhood Plan Amendment

Virtual Community Meeting  
August 17, 2023

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## Site Aerial



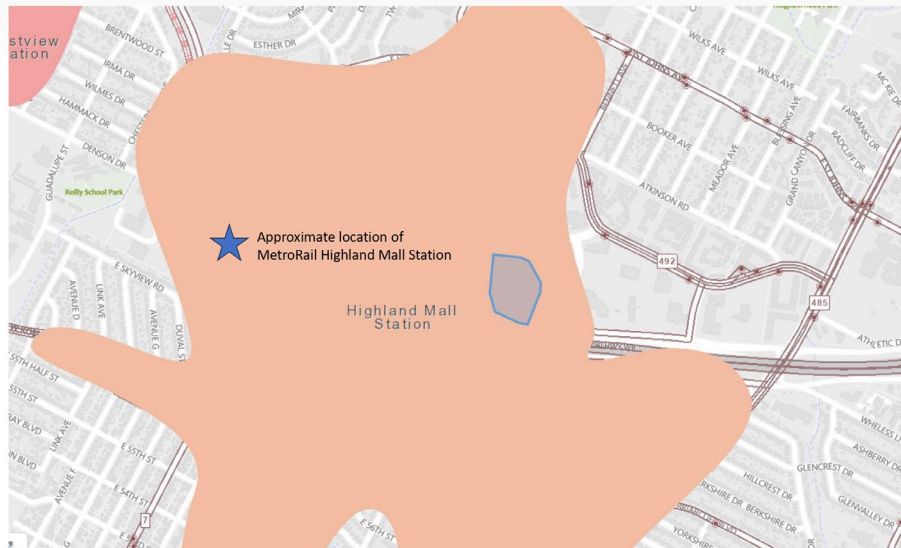
2

## Site Aerial



3

## Long Range Planning



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## Property Details

### Size:

- 7.91 Acres

### Current Use:

- Hotel
- Associated surface parking

### Transit/Access:

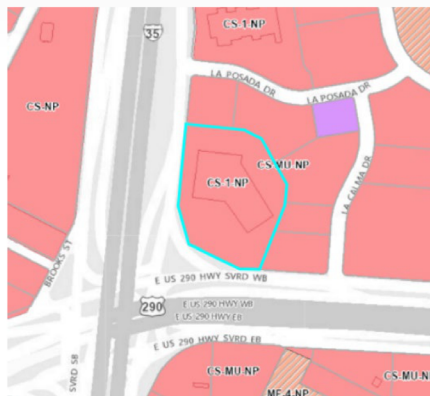
- Located at the corner of Highway 290 and Interstate 35
- Accessible via Capital Metro routes 7, 337, 350, and MetroRail Red Line service
- Approx 1 mile from MetroRail Highland Mall Station
- IH 35 Shared Use Path
- Camino La Costa (bike lane)

### Long-Range Planning:

- Imagine Austin Highland Mall Station

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## Zoning and FLUM Map



CS-MU-NP and CS-1-NP  
(General Commercial Services – Mixed Use – Neighborhood Plan and General  
Commercial Liquor Sales – Neighborhood Plan)  
to  
CH-PDA-NP  
(Commercial Highway – Planned Development Area – Neighborhood Plan)



Mixed Use  
to  
High Density Mixed Use

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## Land Use Comparison

### 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.

### High-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 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.

This site is one of only a few sites in the City that is eligible for CH zoning, as it abuts two major highways.

The Project is an excellent opportunity to provide appreciable housing stock within minimal impact to surrounding areas.

It is unique in that it doesn't abut single family residential, and surrounding commercial uses provide a transition between the project and surrounding zoning districts. CH zoning also anticipates FAR > 3.0.

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## Project Details

### Unit Count:

- Up to 800-1,000 units
- Maintain existing 298-room hotel
- All AISD schools can accommodate students from proposed project

### Height:

- To be determined, but requesting up to 200'

### Floor-to-Area Ratio:

- To be determined, but requesting up to 4:1

### Commercial Space:

- Up to 40,000 SF commercial space

### Parking:

- All parking provided on site
- Estimated 966 spaces

### Traffic:

- No new curb cuts
- Access/egress remains on IH-35 and US Hwy 290 only
- TIA required at Site Plan

### Affordability:

- Currently discussing with Council Member Vela
- Estimated 10% of units at 60% MFI
- Mix of affordable units will match mix of market rate units
- Will include 2- and 3-bedroom family friendly units

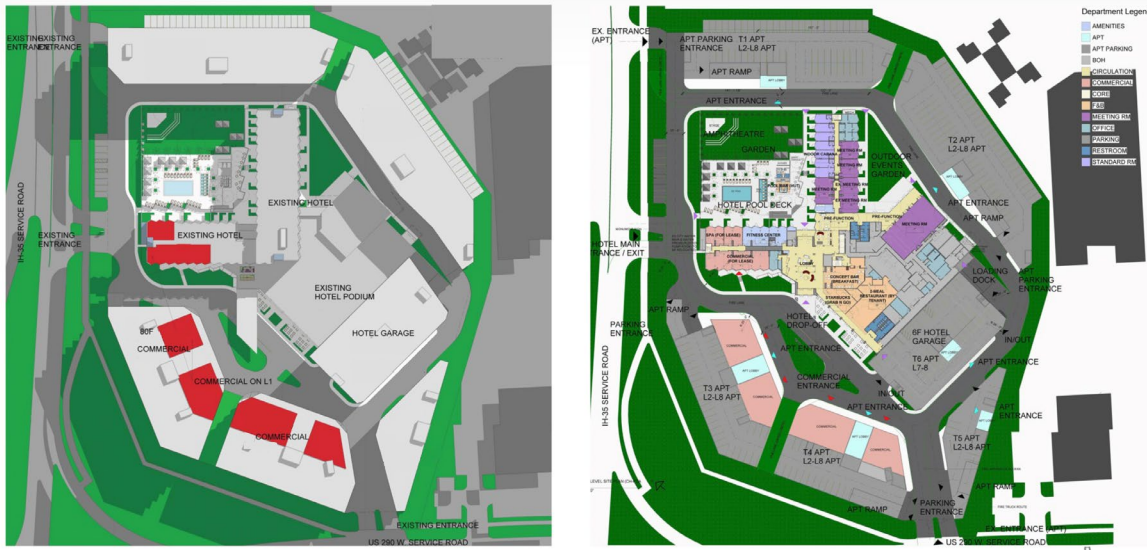
### Parkland/Open Space:

- Must comply with Parkland Dedication Ordinance
- Compliance at Site Development Permit

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## Project Details



## St. John/Coronado Hills Combined Neighborhood Plan Objectives

**Objective C.9:** Improve the appearance of private properties within St. John and Coronado Hills.

*Recommendation 65:* Encourage residential and commercial property owners to improve the condition of their buildings.

**Objective C.12:** Maintain a safe environment by improving neighbors' capacity to prevent crime.

*Recommendation 89:* Incorporate design elements in the built environment to deter crime (ex. more lighting).

**Objective C.14:** Incorporate design elements in the built environment to deter crime.

*Recommendation 102:* Investigate the feasibility of applying Crime Prevention through Environmental Design (CPTED) principles.

**Objective P.3:** Create new parks within the planning area that will offer recreational opportunities to residents living furthest away from existing parks.

*Recommendation 121:* Provide a small neighborhood park

**Objective T.9:** Create a safe, pedestrian and bike friendly interface between the major highways and the SJCHCNP community

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

**Objective L.2:** Ensure future housing development compliments existing housing stock.

**Objective L.4:** Provide adequate transitions and buffers between the intensity of US HWY 183, US HWY 290 and IH 35 and community life in SJCHCNP.

*Recommendation 191:* Use Mixed Use land use and Commercial land use to soften the transition between U.S. Highway 183, U.S. Highway 290 and IH 35 and residential uses.

## 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 St. John's Neighborhood Plan
  - Consistent with Imagine Austin Comprehensive Plan goals
- **Proposed Land Use**
  - Consistent with surrounding land uses
  - Nearest single family zoning is > 0.25 miles north
  - Surrounding commercial uses provide a transition between the project and surrounding zoning districts.
- **Zoning**
  - CH-PDA zoning only prevalent in certain areas throughout City.
  - Anticipates FAR > 3.0.
- **Housing**
  - Excellent opportunity to provide appreciable housing stock within minimal impact to surrounding areas.
- **Transit/Transportation**
  - Located in an area served by Capital Metro Bus Service
  - Located within 1 mile of a MetroRail Station
  - Located along the Urban Trail network
- **Parks/Open Space**
  - Future development must comply with Parkland Dedication

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## Timeline

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May 17, 2023	Submitted Neighborhood Plan Amendment (NPA) application
August 17, 2023	City hosted NPA meeting
August 2023	Planning Commission
September 2023	City Council