

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHBORHOOD PLAN: Lamar/Justin TOD Station Area Plan and Crestview/Wooten Combined Neighborhood Plan

CASE#: NPA-2022-0017.01

DATE FILED: February 28, 2022

PROJECT NAME: Crestview Village

PC DATE: October 24, 2023
October 10, 2023
September 12, 2023
May 23, 2023
March 28, 2023
December 20, 2022
November 15, 2022
September 27, 2022
August 9, 2022

ADDRESS/ES: 6916, 6926, 6928 N. Lamar Blvd. and 808, 810, 812, 906 Justin Lane

DISTRICT AREA: 7

SITE AREA: 2.9 acres

OWNER/APPLICANT: 3423 Holdings, LLC (Manager Peter Barlin)

AGENT: Armbrust and Brown, PLLC (Michael J. Whellan)

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

STAFF EMAIL: Maureen.Meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Specific Regulating District **To:** Specific Regulating District
To amend the Crestview/Wooten Neighborhood Plan and the Lamar/Justin TOD Station Area Plan to allow a maximum building height of 160 feet. The existing land use on the future land use map is Specific Regulating District. There is no proposed change to the future land use map.

Base District Zoning Change

Related Zoning Case: C14-2022-0035

From: TOD-NP

To: TOD-NP (To increase the building height on the Property to 160 ft)

NEIGHBORHOOD PLAN ADOPTION DATE: Crestview/Wooten Plan adopted April 1, 2004. Lamar Blvd/Justin TOD Station Area Plan and Regulating Plan adopted December 11, 2008.

CITY COUNCIL DATE: December 14, 2023

ACTION:

PLANNING COMMISSION RECOMMENDATION:

October 24, 2023 – To amend the Lamar/Justin TOD Station Area Plan to allow a maximum building height of 160 feet with the density bonus. The existing land use on the future land use map is Specific Regulating District. There is no proposed change to the future land use map. [J.P. Connelly – 1st; J. Mushtaler – 2nd] Vote: 11-0 [T. Shaw absent].

October 10, 2023 – Postponed to October 24, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st; F. Maxwell – 2nd] Vote: 11 -0 [G. Cox and A. Phillips absent. J.P. Connolly abstained from Item #25].

September 12, 2023- Postponed to October 10, 2023 on the consent agenda at the request of staff. [C. Hempel – 1st; A. Azhar – 2nd] Vote: 12-0 [A. Phillips off the dais pending completion of membership requirements].

August 8, 2023 – Postponed to September 12, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st; F. Maxwell – 2nd] Vote: 10-0 [Commissioners Mushtaler and Chair Shaw absent. One vacancy on the dais pending Alberta Phillips' completion of membership requirements].

June 27, 2023 – Postponed to August 8, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st; F. Maxwell – 2nd] Vote: 9-0 [N. Barrera-Ramirez, Howard and G.Anderson absent].

May 23, 2023 – Postponed to June 27, 2023 on the consent agenda at the request of staff. [J.P. Conolly – 1st; F. Maxwell – 2nd] Vote: 9-0 [Commissioners Barrera-Ramirez, Cox, and Mushtaler absent. One vacancy on the dais]

March 28, 2023 – Postponed to May 23, 2023 on the consent agenda at the request of staff. [J. Thompson – 1st; C. Hempel – 2nd] Vote: 13-0

February 14, 2023 – Postponed to March 28, 2023 on the consent agenda at the request of staff. [C. Hempel – 1st; J. Thompson – 2nd] Vote: 12-0 [One vacancy on the dais].

December 20, 2022 – Postponed to February 14, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st; P. Howard – 2nd] Vote: 9-0 [Commissioners Cox, Mushtaler and Schneider absent. One vacancy on the dais].

November 15, 2022 – Postponed to December 20, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st; J. Thompson – 2nd] Vote: 9-0 [Commissioners Cox, Shieh and Schneider absent. One vacancy on the dais].

September 27, 2022 – Postponed to November 15, 2022 on the consent agenda at the request of staff. [C. Hempel – 1st; G. Cox – 2nd] Vote: 9-0 [Commissioners Mushtaler, Thompson and Schneider absent. One vacancy on the dais].

August 9, 2022 – Postponed on the consent agenda to September 27, 2022 at the request of staff. [A. Azhar – 1st; C. Hempel – 2nd] Vote: 9-0 [Commissioner Anderson off the dais. Commissioners Mushtaler, Praxis and Schneider absent].

STAFF RECOMMENDATION: Staff recommend granting increased building height of 160' with a density bonus to this tract.

BASIS FOR STAFF'S RECOMMENDATION: The applicant proposes to change the maximum building height to 160 feet. The applicant anticipates that this parcel could support an estimated 300 multifamily housing units and 350,000 sq ft of commercial and office uses with the final mix being determined during the site planning process.

The current land use on the Land Use and Design Map (see below) is TOD Mixed Use which is located in the closest proximity to transit and are intended to become neighborhood centers. This is the highest density designation, which encourages urban-style development including active ground floor uses with commercial, office, or residential uses on the upper floors.

The property has frontage on N. Lamar Blvd and is near Airport Blvd, which are activity corridors as identified on the Imagine Austin Comprehensive Plan Growth Concept Map where dense, mixed-use developments are encouraged. The property is located within the Lamar Blvd/Justin TOD Station Area Plan and Regulating Plan and is within the Imagine Austin Comprehensive Plan's Crestview Station Town Activity Center. It is adjacent to the Crestview Rail Station and near multiple high-capacity Capital Metro bus routes. Allowing an increase in building height and density at this location is appropriate. For more information on the proposed zoning case and zoning staff's recommendation, see case report C14-2022-0035.

Below are sections of the Crestview/Wooten Neighborhood Plan that staff believes supports the request:

Land Use Objectives and Recommendations

Land Use Objective 1: Preserve the character and affordability of the Crestview and Wooten Neighborhoods.

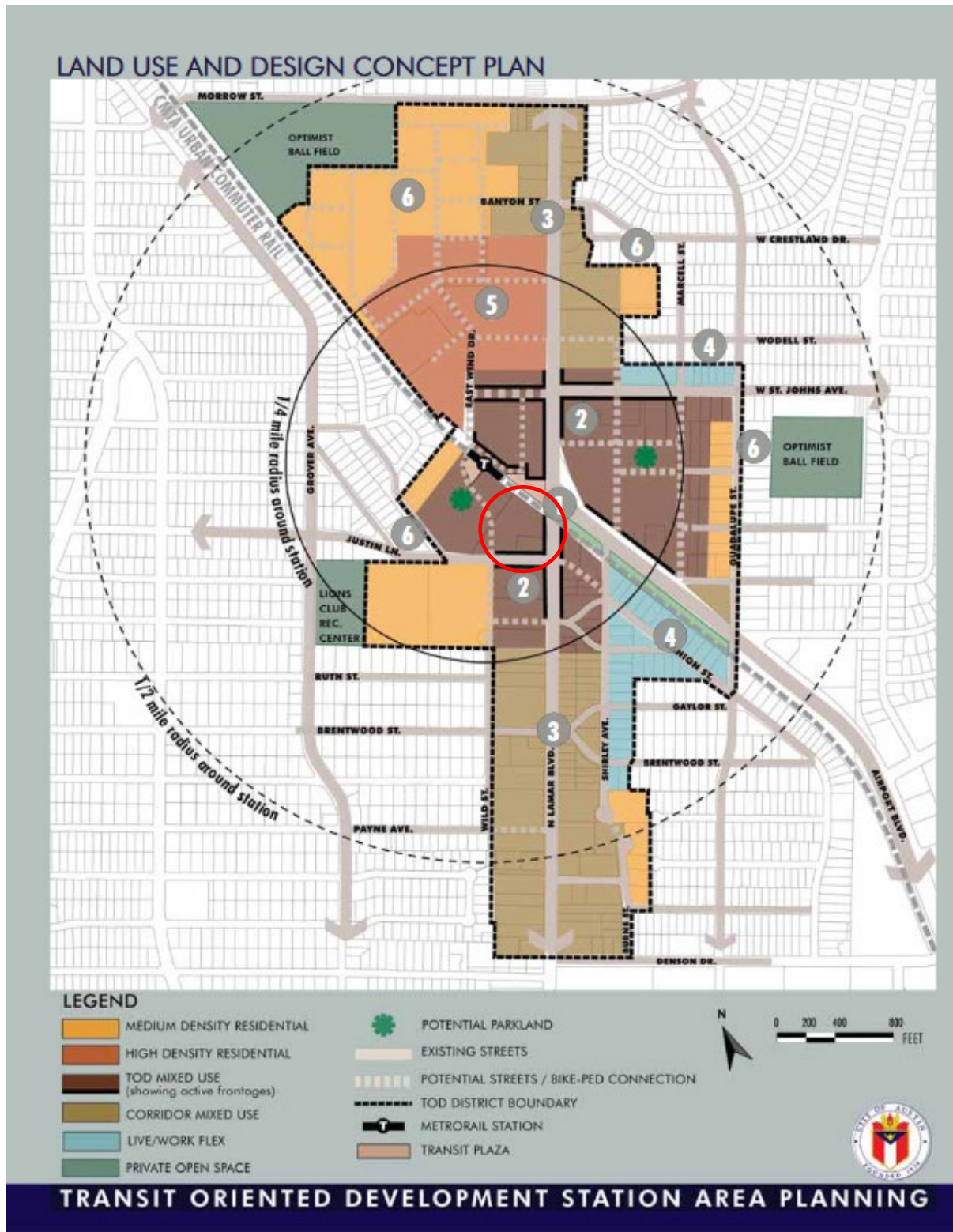
Recommendations

1. Focus more intense commercial and mixed use development along Lamar Boulevard.
 - a. Change the zoning for parcels fronting Lamar Boulevard to allow current uses to continue, but encourage redevelopment with more pedestrian-oriented mixed use.
 - b. Prohibit or limit any additional development of incompatible industrial uses, such as basic industry and mining.
 - c. Preserve the historic farmhouse located at 810 Banyon Street.

Land Use Objective 9: Encourage the redevelopment of Lamar Boulevard with more residential and neighborhood serving businesses.

Transportation Goals

1. Increase alternatives to driving by improving routes and facilities, access for pedestrians, bicycles, and public transportation.
2. Preserve and improve routes for pedestrians, bicycles and public transportation.
3. Maintain a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major corridors and preserving and enhancing neighborhood-friendly streets.
4. Provide safe accessible routes for residents of all mobility levels.
5. Encourage the use of major corridors by all traffic generated outside the neighborhood, and discourage that traffic from using interior streets.
6. Provide better connection between corridors to reduce neighborhood cut through traffic.
7. Maintain each neighborhood's and each individual's freedom to choose or oppose rapid transit, but plan for the possibility.



LAND USE DESCRIPTIONS

EXISTING AND PROPOSED LAND USE ON THE PROPERTY

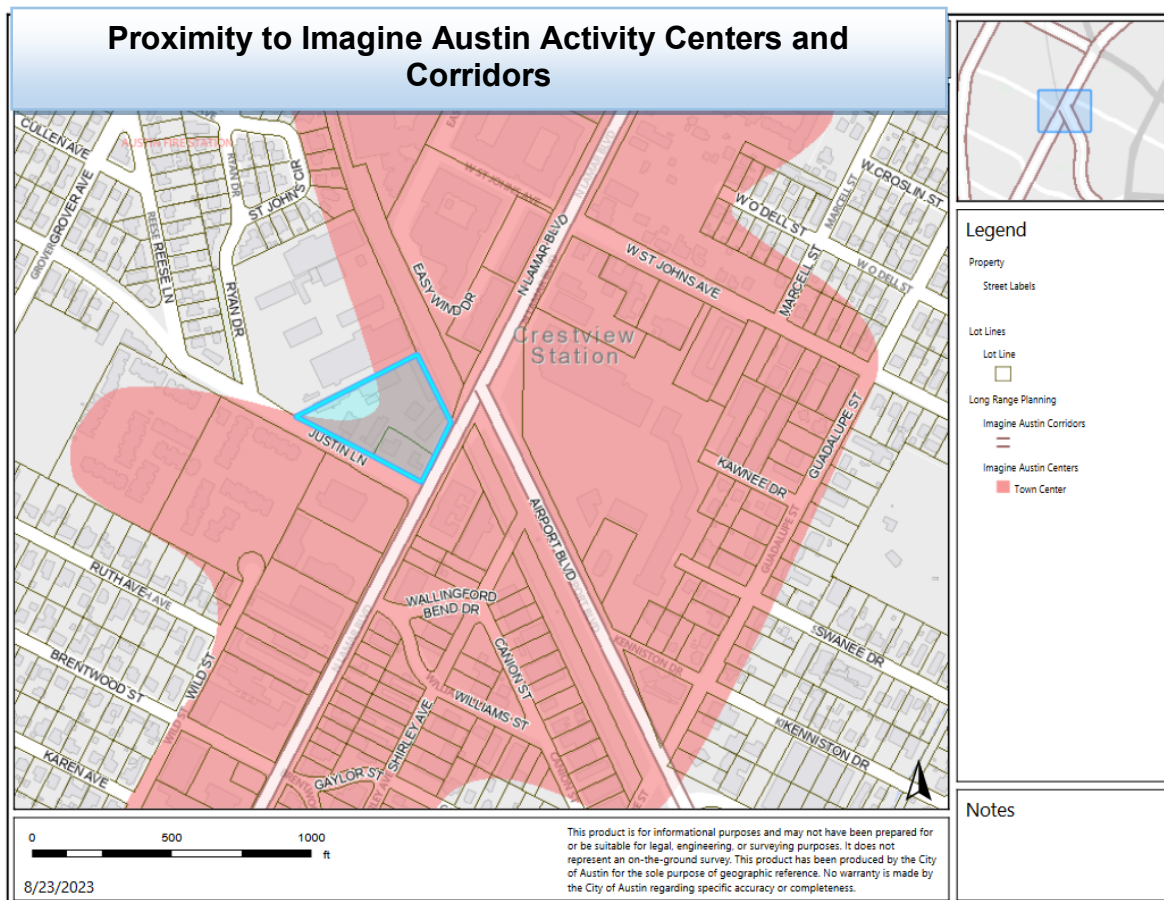
Specific Regulating District - This map designation is intended for areas that have an adopted regulating plan. This district will be identified on the Future Land Use Map, but is not considered a typical land use category. The purpose of this designation is to make the user aware of the Regulating Plan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

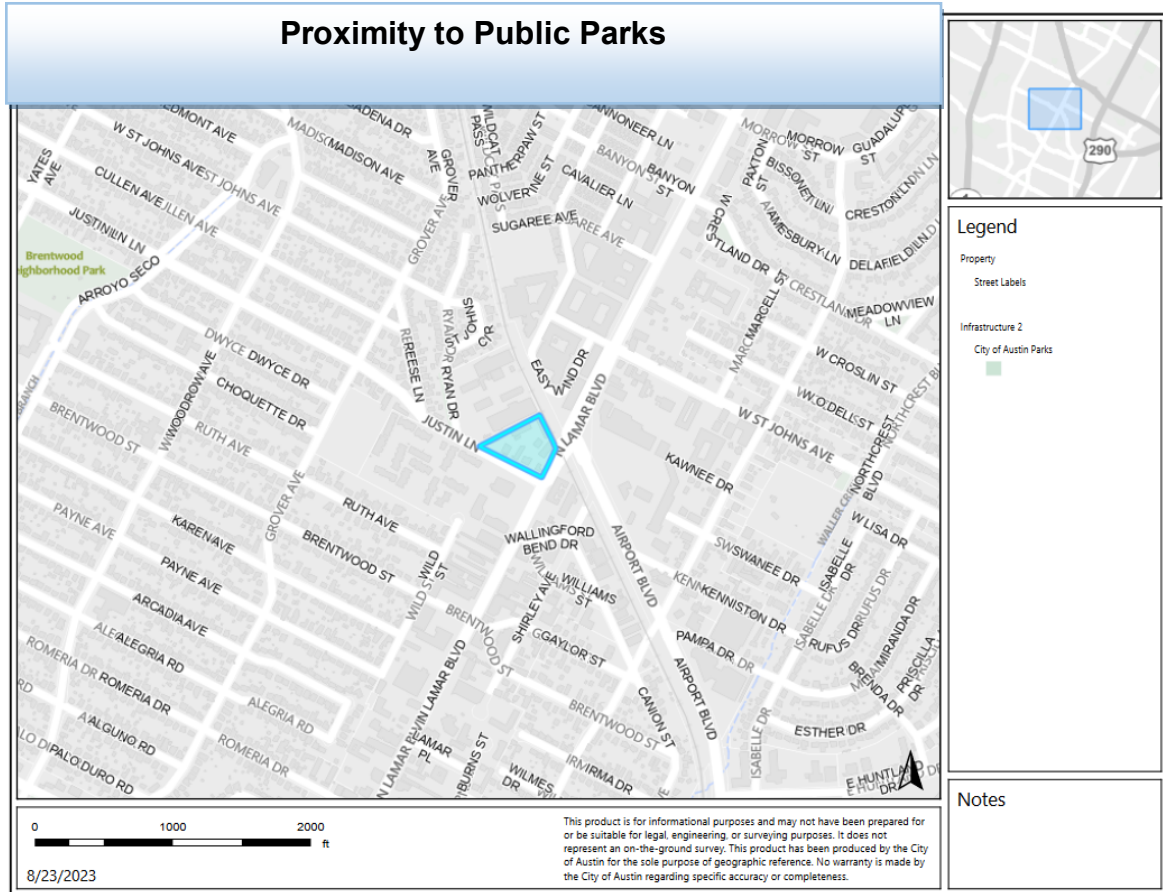
Approved Regulating Plans:

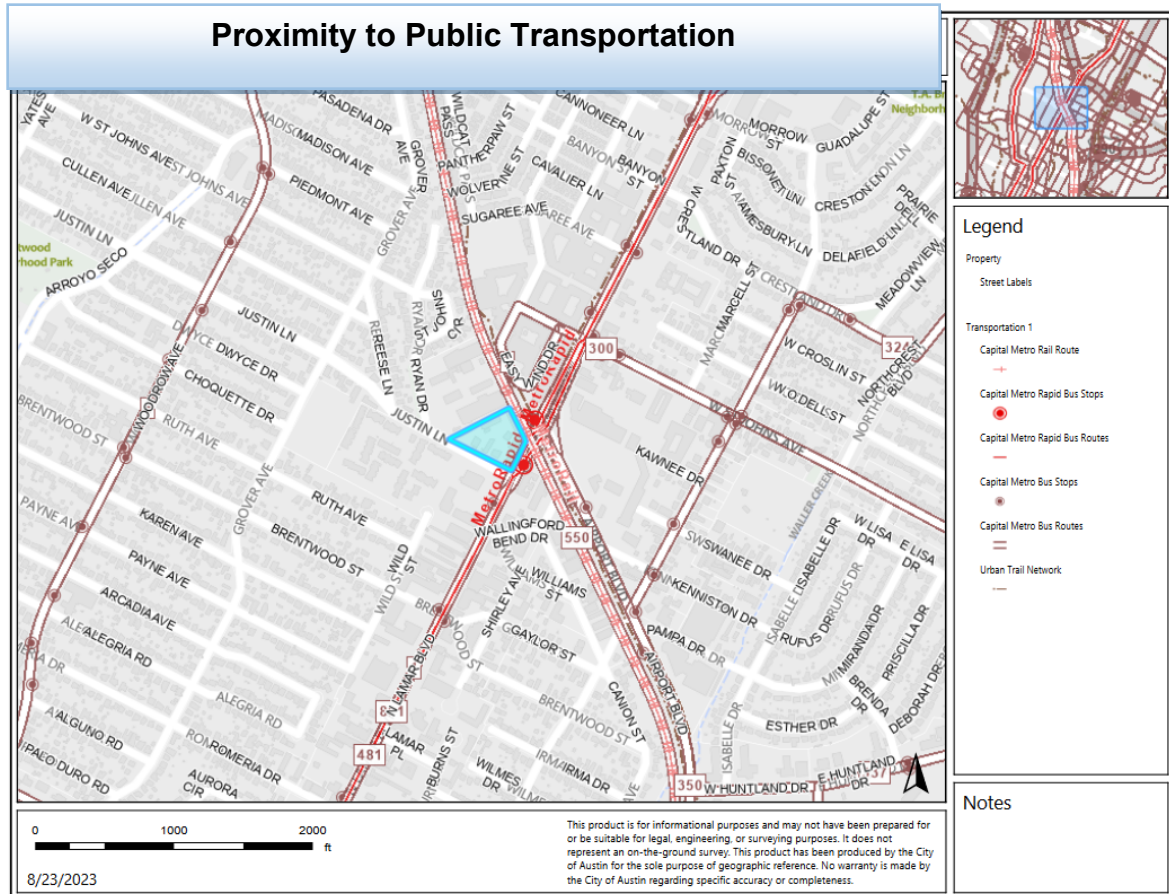
1. Plaza Saltillo TOD Station Area Plan
2. Martin Luther King (MLK) Boulevard TOD Station Area Plan
3. Lamar/Justin TOD Station Area Plan

| 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"> • Within the Crestview Station Town Center • Frontage on N. Lamar Blvd, an activity corridor • Near Airport Blvd, an activity corridor |
| Yes | Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> • Adjacent to Crestview Station Metro Rail • Near Capital Metro Rapid Bus • Near other bus routes |
| Yes | 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. |
| Yes | Connectivity and Education: Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> • 0.7 miles from Highland Montessori School • 0.9 miles Brentwood Elementary School • 1.1 miles from Webb Middle School |
| 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"> • Reese Pocket Park • Brentwood Neighborhood Park • Lone Star Justin Lane Soccer Field • Reznicek Field |
| | 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.) |
| Yes | 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 approximately 300 dwelling units. |
| Yes | Mixed use: Provides a mix of residential and non-industrial uses. <ul style="list-style-type: none"> • Proposed approximately 300 dwelling units and 350,000 sq. ft. of commercial and office uses, final numbers to be determined at site plan stage |
| | 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. |
| 10 | 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. |
| PUD zoning is not proposed | 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 28, 2022 which is in-cycle for neighborhood planning areas located on the west side of I.H.-35. Note: The February/July open filing period was removed by City Council on August 31, 2023 by Ordinance number 20230831-104.

The applicant proposes to change the maximum building height to 160 feet with the density bonus. The current maximum building height is 60 feet with the density bonus. The original application that was filed in February 2022 included a 5.5 acre tract of land at 6909 Ryan Drive that is owned by the City of Austin. In August 2023 the applicant revised their application to remove that tract. See the Applicant's revised Summary Letter dated August 4, 2023 which is included in this report.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on April 18, 2022. Approximately 1033 meeting notices were mailed to people who have utility accounts or own property within 500 feet of the subject property, in addition to neighborhood and environmental groups who requested notification for the area. Two city staff members from the Planning Department attended, Maureen Meredith and Mark Walters. Michael Gaudini, from Armbrust and Brown, the applicant's agent, and Ben Barlin, the property owner attended. Conor Kenny from Civilitude and Louisa Brinsmade from Council District 7 attended, along with five people from the neighborhood.

Below are highlights from Michael Gaudini's presentation at the virtual meeting on April 18, 2022. His presentation is included in this report.

(Note: His presentation was made before the application was amended in August 4, 2023 to remove the 5.5 acres of City-owned property at 6909 Ryan Drive, which was originally part of the development plan).

- Total 9.88 acres, including City-owned property.
- Total 2.9 acres owned by Ben Barlin.
- Proposed to build buildings 160 feet, want to build "up" and not "out" to include community benefits, including expanded parkland.
- Existing on the property are auto-centric office, commercial and industrial uses, which is not the most pedestrian-friendly development.
- Property is located at the heart of Lamar/Justin Lane TOD, at the intersection of two Imagine Austin Corridors, Austin Strategic Mobility Plan HUB, and is on the Transit

Priority Network, which means the property is at a location where the City wants to direct additional growth and height.

- Property has access to six existing bus routes, including four top routes in the entire city. It is located on the Metro Rail line and on two Project Connect Rail Lines (Orange and Blue), it's on the Bicycle Priority Network, Tier One Urban Trail. The property is within a High Opportunity Area where the City wants to procure long-term and deep affordable housing.
- Proposed are 224-305 Affordable Units with MFI Range: 30%-80% MFI, and Cont-of-Care: 22-52 Units for Total 644 proposed housing units.
- Proposed Affordable Housing Units: 224-305
- Missing Affordable Housing in District 7 (2018-2020) 958 missing units.
- Transit-Supportive Housing, 644 units (estimated)
- Proposed 4.7 acres of new parkland.
- Proposed New Cultural Arts Center.

Q: Compatibility Standards, I know the City is talking about reducing them or removing them all together. Will your development meet Compatibility Standards?

A: The TOD has different compatibility standards, so it would be under the TOD regulations.

Q: Are you building higher near the single family homes?

A: We are pushing the building height up towards North Lamar Blvd.

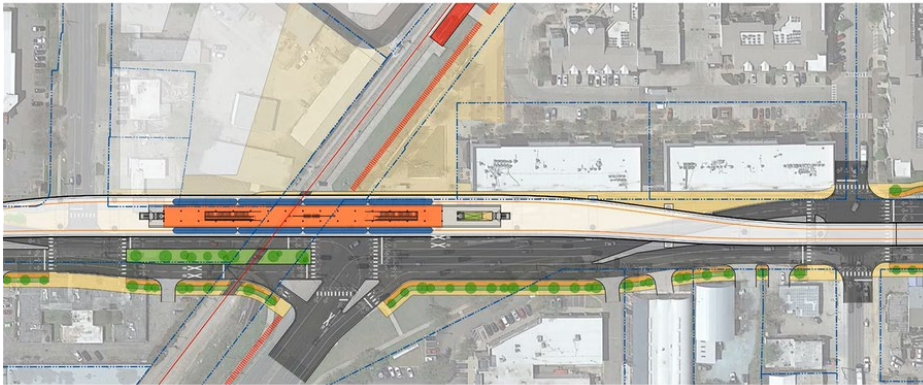
Q: Currently, by-right, what could you build there now?

A: The TOD has an extensive list of different uses that could be allowed. On the green-colored tract on the map, the base height is 40 feet and bonus height through Affordability Unlocked up to 60 feet. The rest of the site has a 60 feet allowance, but under Affordability Unlocked could go up to 90 feet. The proposal is to keep the peach-colored parcel, at 60 feet, the green tract at 25 feet, and then push all building height and density towards North Lamar where it's more appropriate.



Q: Can you show us how the various transit options might converge at or near the site?

A: See map below.



CapMetro Illustration: Potential Crestview Station Option

Q: What will the 160 foot, ten-plus story building look like?

A: We don't have any renderings at this time.

Q: Will the parkland be city-owned?

A: Yes.

Q: I'm with the Red Line Parkway Initiative. Are you working with City of Austin Parks Urban Trails and Capital Metro (Rose Lisska) on your project?

A: Yes, we are working with the Parks Department and Parks Foundation and I will make sure we reach out to Rose Lisska at Capital Metro.

Q: Is the front tract timeline dependent on metro stations? That will take a long time. And will the lot remain empty in the meantime?

A: The development of the tract is not dependent on the Project Connect work, but we do not want to plan in isolation, there will be a concerted effort to plan with Capital Metro.

Q: Are you working to reduce parking given proximity near transit station?

A: We will have parking for tenants in the building. Parking will be underground, so it will not be an eyesore for neighborhood.

Updated Applicant Summary Letter

ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

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

August 4, 2023

Joi Hardin, Zoning Officer
City of Austin
Planning and Zoning Department
1000 E. 11th St.
Austin, Texas 78702

Re: Cases No. NPA-2022-0017.01 (the "Plan Amendment Case") and C14-2022-0035 (the "Rezoning Case") (collectively, the "Cases") for TCAD Parcel No. 0231090301, 0231090302, and 0231090303 (the "Property," locally known as 6916 N. Lamar)

Dear Ms. Hardin,

On behalf of 3423 Holdings, LLC (the "Applicant"), I am provided an updated cover letter for the Plan Amendment and Rezoning Cases for the Property. These Cases would allow up to 160 ft. of height for the Property, which would be accomplished through the Lamar/Justin Transit-Oriented Development ("TOD") density bonus program. This letter replaces the original cover letter for the cases dated February 24, 2022 (the "Original Cover Letter").

We believe that this increased height – at one of the most transit-rich locations in the City outside of downtown – is needed to help increase ridership and thus support the City's Project Connect transit investments. This proposal would also help address the fact that the Lamar/Justin TOD – now generally known as the "Crestview Station TOD" – has, in the words of the City's *Equitable Transit-Oriented Development Policy Plan*, "the lowest density of all TOD zones."

Case Background

These Cases are the next step in a long-term vision that the Applicant has had for the Property as a transit-supportive corridor project located at the very heart of the Lamar/Justin (Crestview Station) TOD – directly adjacent to CapMetro's Crestview Station, featuring both rail and MetroRapid bus service.

The Applicant has owned the Property for nearly a decade, and had initially deferred redevelopment plans for the Property to pursue a potential comprehensive redevelopment vision that included adjacent City-owned land at 6909 Ryan Dr. (the "City Parcel"), as outlined in the Original Cover Letter. While the Applicant filed these Cases in February 2022, they postponed consideration while negotiations over the City Parcel continued. Ultimately, those negotiations concluded in May – and the redevelopment of the City Parcel will proceed through a separate process, independent of these Cases and the Applicant.

However, we still strongly believe that City policies support approval of our initial request in these Cases to allow for up to 160 ft. of height on the Property – and we believe that approving transit-oriented policies for the Property will support the future success of the adjacent City Parcel, even though these properties will now be redeveloped independent of one another. Accordingly, the Applicant requests that the City proceed with the Plan Amendment and Rezoning Cases.

Policy Context

Council initially adopted the Lamar/Justin TOD Station Area Plan for Crestview Station in December 2008. Since then, Austin has grown by over 200,000 people – the equivalent of two City Council districts – and, without enough housing units to meet this demand, housing costs have soared. According to HousingWorks estimates, the median home price in Austin grew by over 80 percent during the 7-year period between 2015 and 2022, while the average rent rose by over 50 percent. At the same time, Austin’s rapid growth has stressed its transportation system, with historic patterns of suburban-style growth in past decades leading to increased congestion.

Council has responded to these housing and mobility crises by adopting new policies to try to increase housing opportunities and to invest in and support mass transit and multi-modal mobility options. In particular, Council has established a vision for increased density and a mix of commercial and residential uses along Austin’s major corridors, in order to support walkability and greater transit use. This has included efforts to update and revise certain portions of the City’s regulating plans, which govern ‘transit-oriented’ areas at key locations along current and future rail lines – as well as moving forward with an Equitable Transit-Oriented Development (“ETOD”) policy vision.

However, while the City has made certain updates and revisions to other regulating plans – including increasing allowable height in the Plaza Saltillo, East Riverside Corridor, and the North Burnet/Gateway Regulating Plans – it has not yet done so for the Lamar/Justin (Crestview Station) TOD, whose regulations remains locked in an older conception of what constitutes ‘transit-oriented development.’

Today – as 14 years ago – the most intense subdistrict allowed in the Lamar/Justin TOD Regulating Plan (Corridor Mixed-Use) provides a base entitlement limited to just 45 units per acre, 60 ft. of height, and 2:1 FAR, with a density bonus to waive the FAR and density limits – but with no additional height beyond 60 ft. In contrast, property within other regulating plan areas such as Plaza Saltillo, East Riverside, and North Burnet/Gateway have unlimited residential density *by right*, and Council has approved additional heights ranging from 85 ft. to 90 ft. for certain sites in Plaza Saltillo to 120 ft. to 491 ft. through a density bonus program in North Burnet/Gateway.

Figure 1. Comparison of Regulating Plan Areas

| | Lamar/Justin (Crestview Station) | Plaza Saltillo | East Riverside | North Burnet/Gateway |
|-----------------------|-------------------------------------|------------------|--------------------|----------------------|
| Initial Adoption | December 2008 | December 2008 | March 2013 | March 2009 |
| Most Recent Amendment | - | 2018 | 2015 | 2023 |
| Base Density | 45 units per acre | No limit | No limit | No limit |
| Additional Height | 60 ft. | 85 ft. to 90 ft. | 120 ft. to 160 ft. | 120 ft. to 491 ft. |
| Rail Access | Austin Light Rail and Red Line | Red Line | Austin Light Rail | Red Line |

In fact, traditional zoning categories like CS-V or GR-V now actually provide *greater* density and height than the ‘transit-oriented’ policies in the Lamar/Justin (Crestview Station) TOD, allowing up to 54 units per acre by right and a Vertical Mixed-Use density bonus that waives FAR and density limits and allows up to 90 ft. of height.

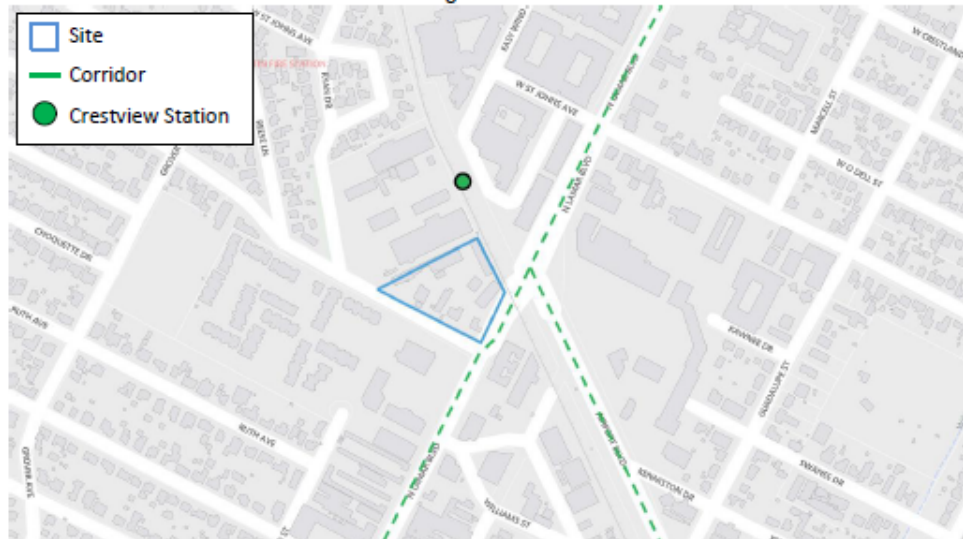
As a result, the City's *Equitable Transit-Oriented Development Policy Plan* reports that "Crestview Station TOD has the lowest density of all TOD zones and in conjunction, the least amount of development projects" – and it identifies Crestview Station TOD as a "High" priority for planning efforts.

In other words, the Lamar/Justin (Crestview Station) TOD Regulating Plan is now 'transit-oriented' in name only, providing lower density and height than comparable regulating plan areas or traditional zoning districts – even though it will sit at the intersection of two Austin light rail lines and thus enjoy greater rail access than any of the other regulating plans.

Case Rationale

These Cases will help take a next step to address the above-described issues and to deliver on the City's equitable transit-oriented development vision at one of the most important sites in the Crestview Station TOD. It would do so by providing greater height, which the Applicant will only be able to achieve through participation in a City density bonus program requiring on-site affordability.

Figure 2. Site



For reference, the Property is currently developed as suburban-style, auto-oriented single-story commercial structures that are meaningfully set back from the pedestrian realm in order to prioritize front-facing surface parking. It features warehousing, auto services, office, and some retail uses.

The Property is generally surrounded by sites featuring similarly auto-centric, suburban-style development. Older 'strip-mall' commercial development is located to the south across Justin Lane and to the northeast across Lamar Boulevard and Airport Boulevard, both of which sit behind large surface parking lots. A small-scale, single-story commercial structure is located directly east across North Lamar Boulevard, behind the northbound MetroRapid bus stop. Newer, two-story commercial structures from the earlier phases of the 'Midtown Commons' development are located directly north of the Property,

adjacent to the rail station. Beyond that, the remainder of Midtown Commons features mid-rise multifamily and 'missing middle' housing. The City Parcel is located to the west.

While the Applicant is still evaluating the Property and its constraints, they preliminarily believe that this tract could support an estimated 300 units and 350,000 sf of commercial and office uses, with the ultimate mix being finalized during the site plan process.

We believe that this type of development better supports the City's goals for housing, affordability, and transit-supportive growth, and that the height requested is consistent with the City's equitable transit-oriented development policies and with the height allowed in other regulating plan areas.

I appreciate your consideration and look forward to answering any questions and providing further details.

Respectfully,

A handwritten signature in black ink, appearing to read 'Michael J. Whellan', with a stylized flourish at the end.

Michael J. Whellan

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

(No letter as of November 22, 2023)

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From: Meredith, Maureen
Sent: Sunday, October 15, 2023 12:49 PM
To: austinchip@[REDACTED]; mglavigne@[REDACTED]
Cc: Michael Whellan <MWhellan@abaustin.com>; Michael Gaudini <MGaudini@abaustin.com>; Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>
Subject: RE: Crestview NPCT Rec: NPA-2022-0017.01_Crestview Village

Dear Crestview NPCT:

I'm following up on this request to see if you want to submit a letter of recommendation for the NPA and zoning case for Crestview Village. If you'd like your letter included in our staff reports, please email it to me and Jonathan no later than **Tuesday, Oct. 17, 2023 by 4:30 pm** which is when our staff reports are due. If we receive it after this date and time, we will submit it as late material to the Planning Commissioners.

Thanks.

Maureen

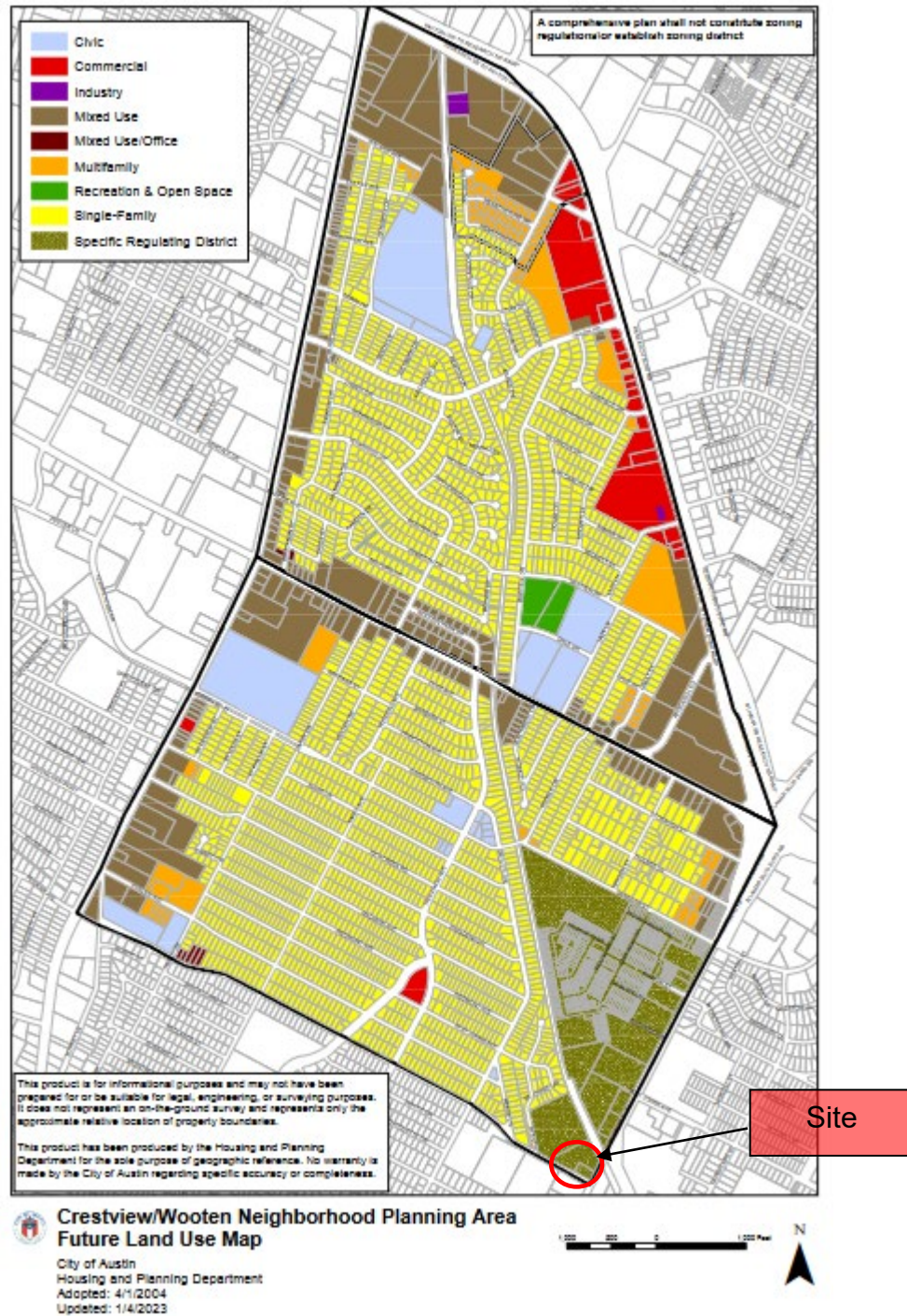
From: Meredith, Maureen
Sent: Tuesday, August 22, 2023 4:07 PM
To: austinchip@[REDACTED]; mglavigne@[REDACTED]
Cc: Michael Whellan <MWhellan@abaustin.com>; Michael Gaudini <MGaudini@abaustin.com>; Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>
Subject: Crestview NPCT Rec: NPA-2022-0017.01_Crestview Village

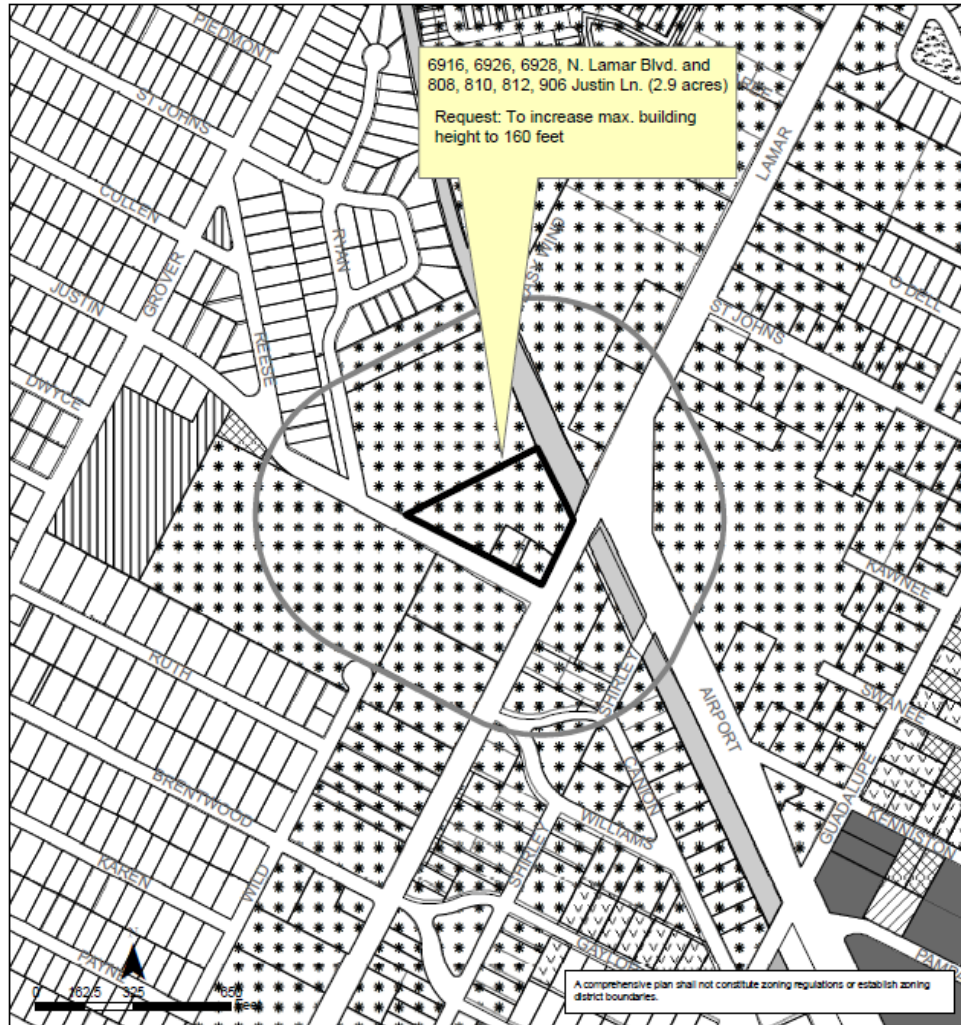
Dear Crestview NPCT:

NPA-2022-0017.01 and **C14-2022-0035** **Crestview Village** are on the September 12, 2023 Planning Commission hearing date. If you would like the Crestview NPCT letter of recommendation included in our staff case reports, please email it to me and Jonathan **no later than Tuesday, Sept. 5, 2023 by 4:30 pm**, which is when are staff reports are due. If we receive your letter after this date and time, we will submit it as late material to the Planning Commissioners.

Thanks.

Maureen





Crestview/Wooten Combined (Crestview) Neighborhood Planning Area NPA-2022-0017.01

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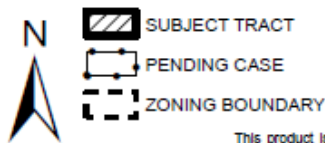
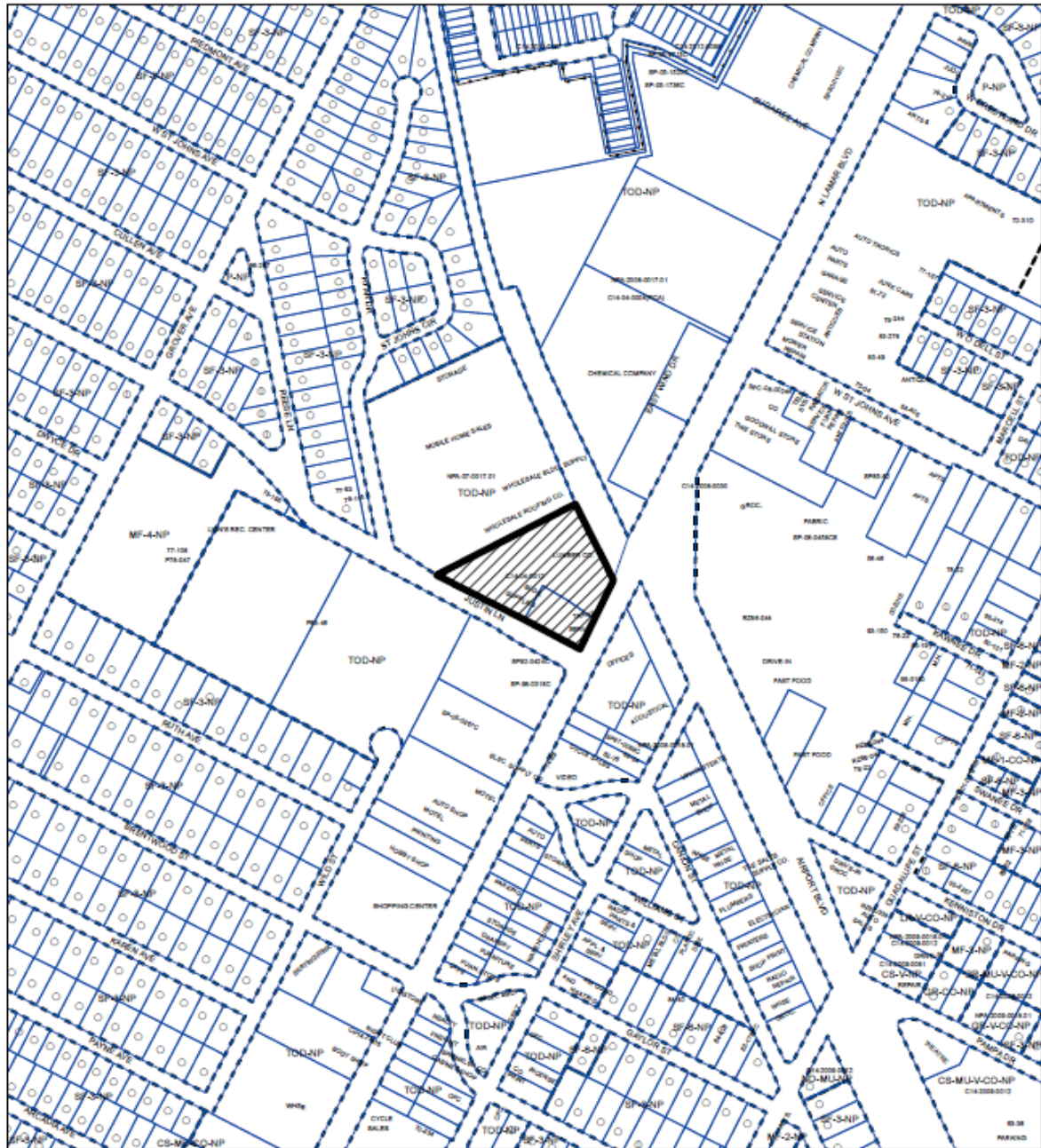
This product has been produced by the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



City of Austin
Housing and Planning Department
Created on 3/1/2022, by: MeeksS

Future Land Use

| | | | |
|--|------------------------------|--|------------------------------|
| | Subject Tract | | Mixed Use/Office |
| | 500 ft. notif. boundary | | Multi-Family |
| | Civic | | Recreation & Open Space |
| | Commercial | | Single-Family |
| | Higher-Density Single-Family | | Specific Regulating District |
| | Mixed Use | | Transportation |



ZONING

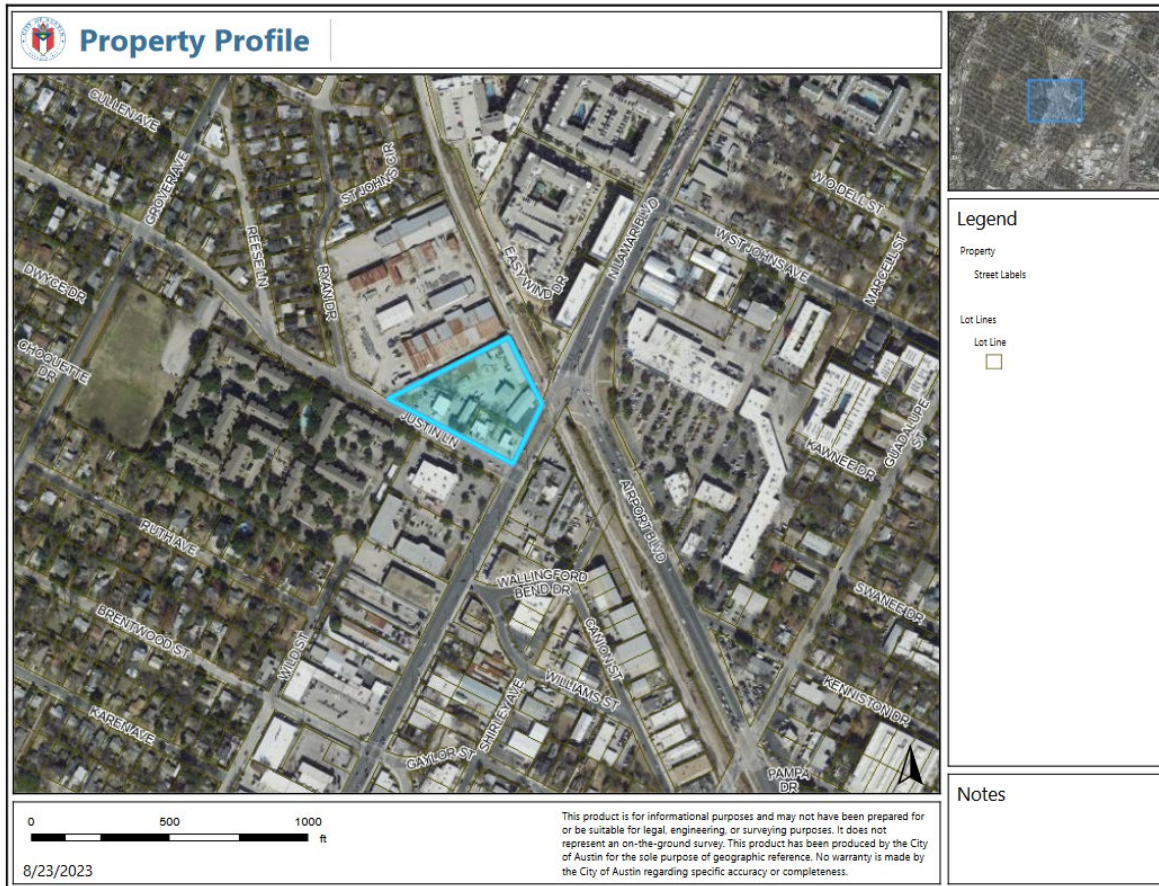
ZONING CASE#: C14-2022-0035

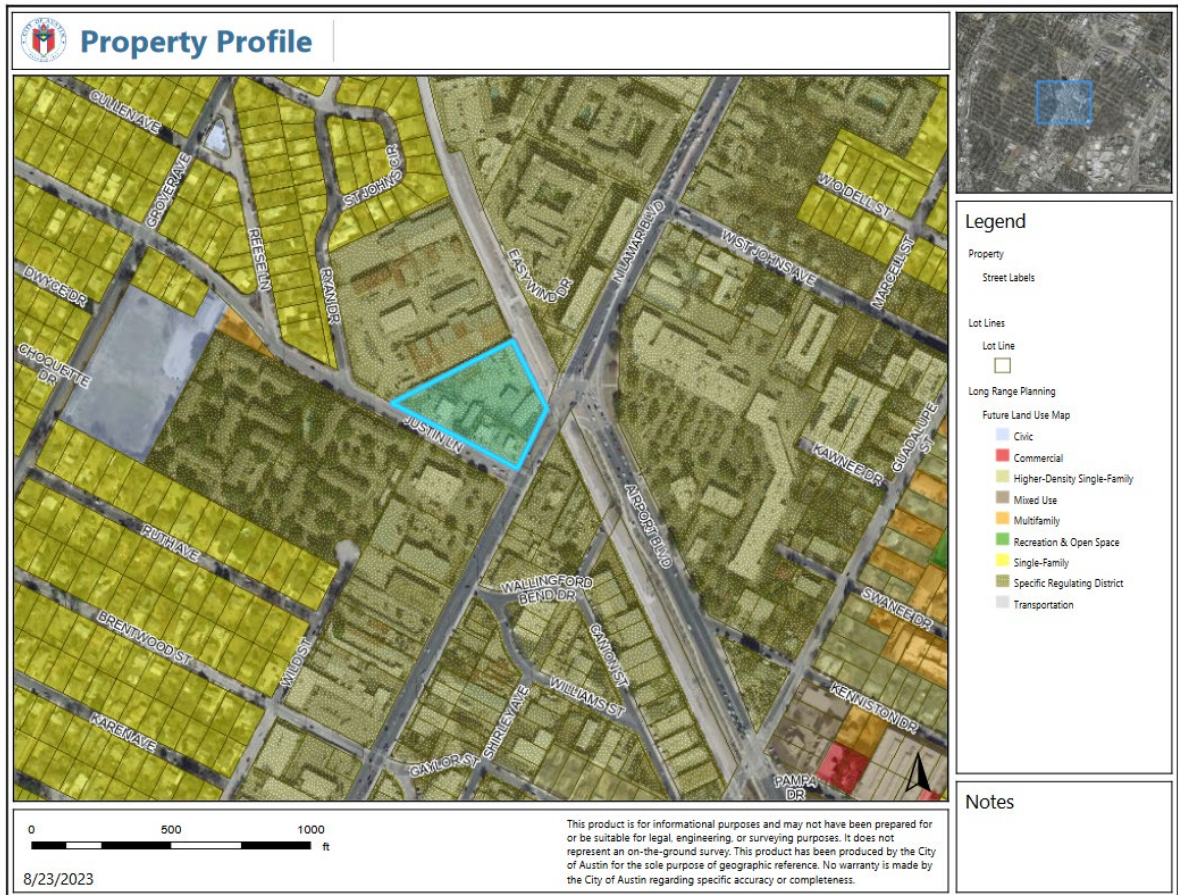
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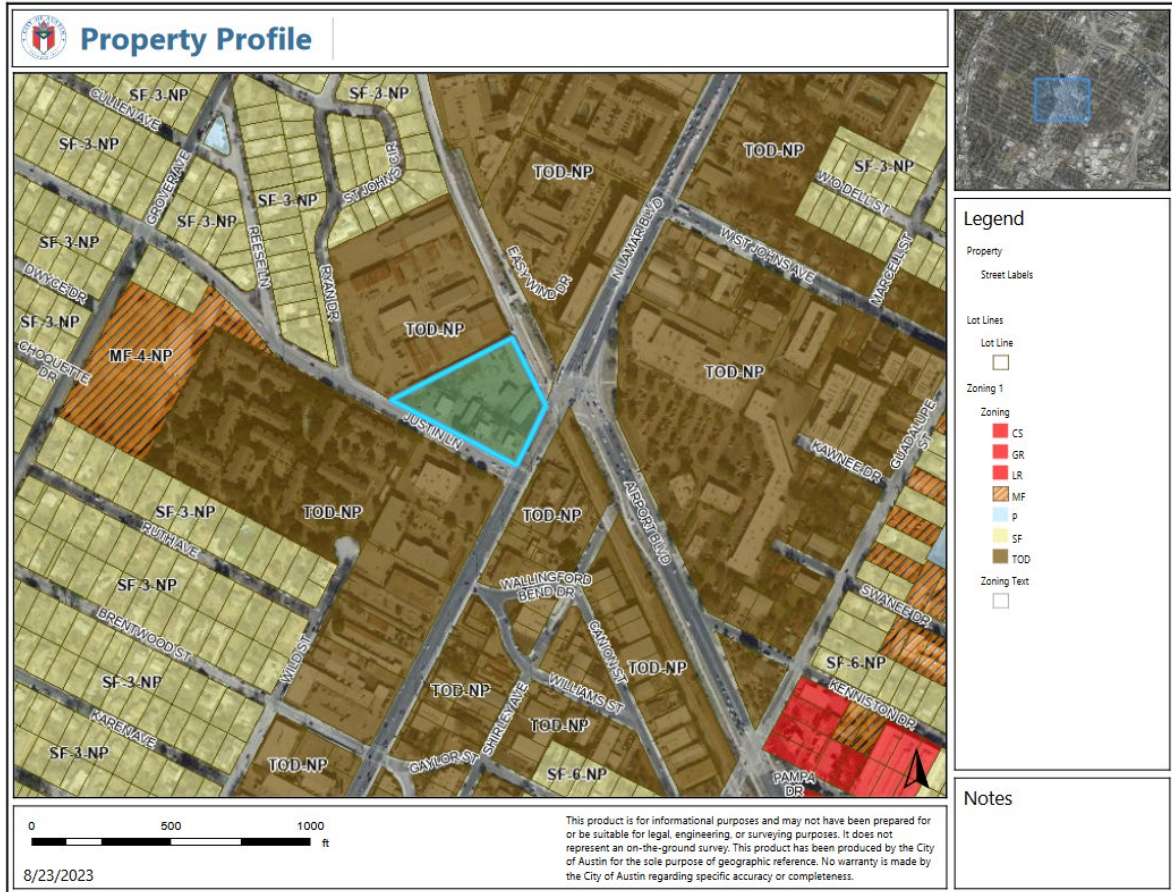
This product has been produced by the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or



Created: 3/23/2022







**Michael Gaudini's Presentation at the April 18, 2022 Virtual
Community Meeting**

Crestview Village

TOD Plan Amendment

Overview

Existing Site – What Exists Today

The site is currently used for several auto-centric office, commercial, and industrial uses.

Planning Context – What City Policies Call For

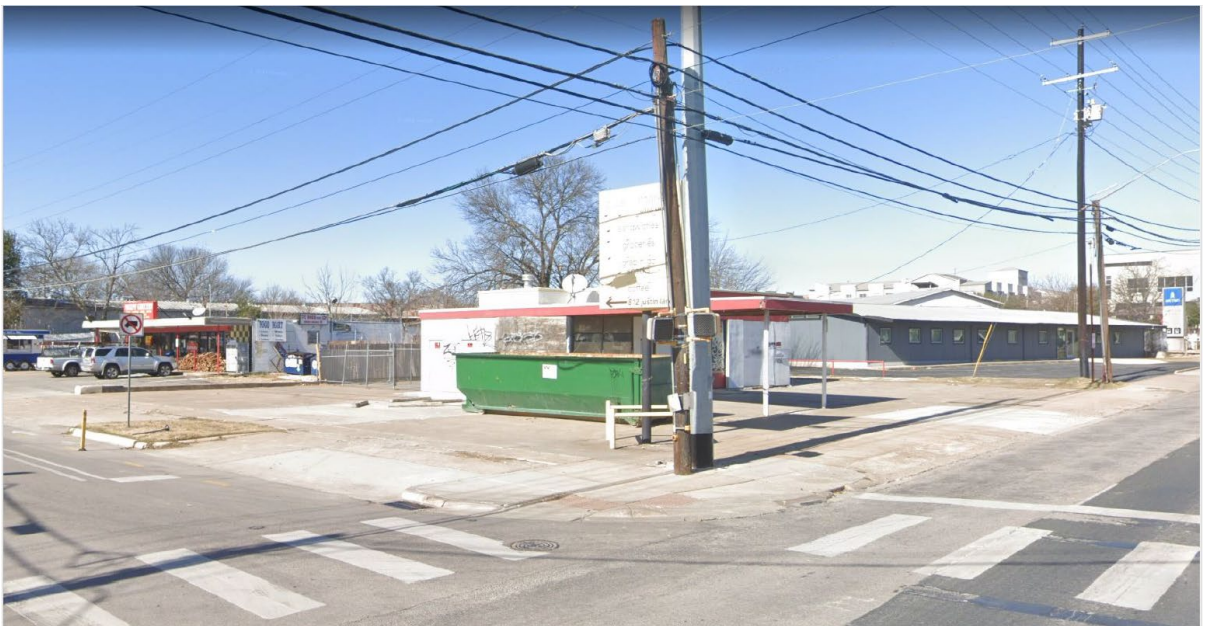
The site is located at a site where city policies call for transit-supportive growth.

Crestview Village Vision – How We Deliver on City Policies

The applicant is requesting up to 160 ft. of height on a portion of the site to deliver on city policies for transit-supportive growth while providing key community benefits (including expanded parkland).



Crestview Village Site



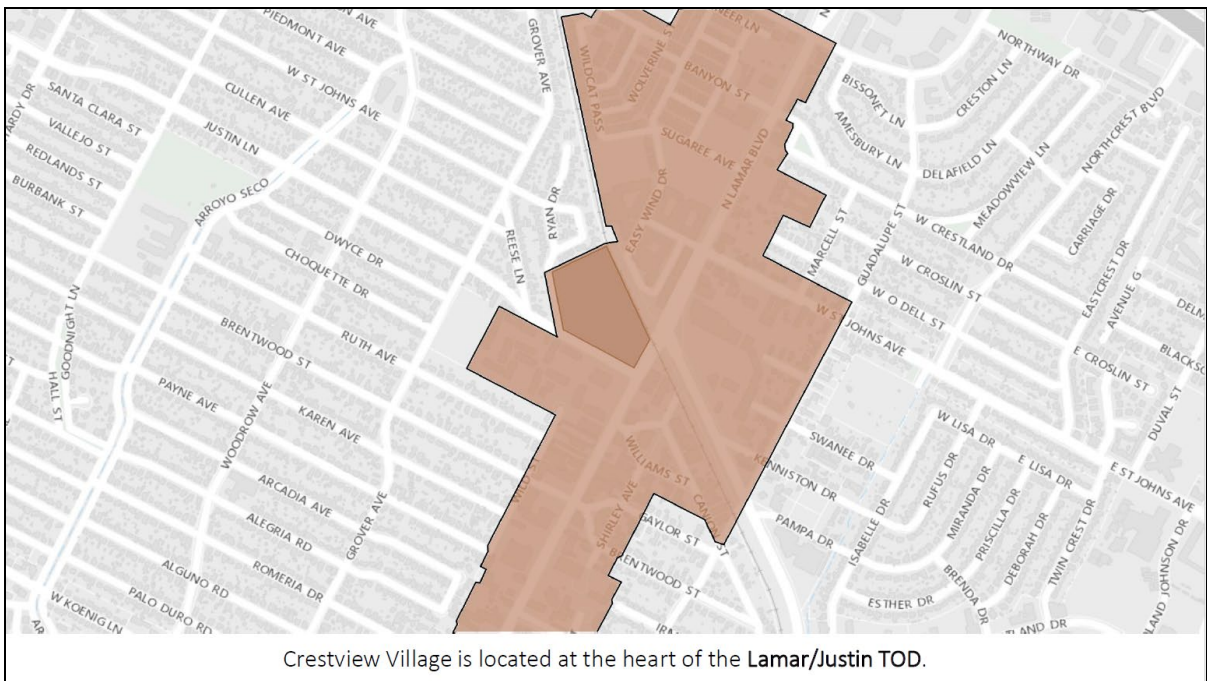
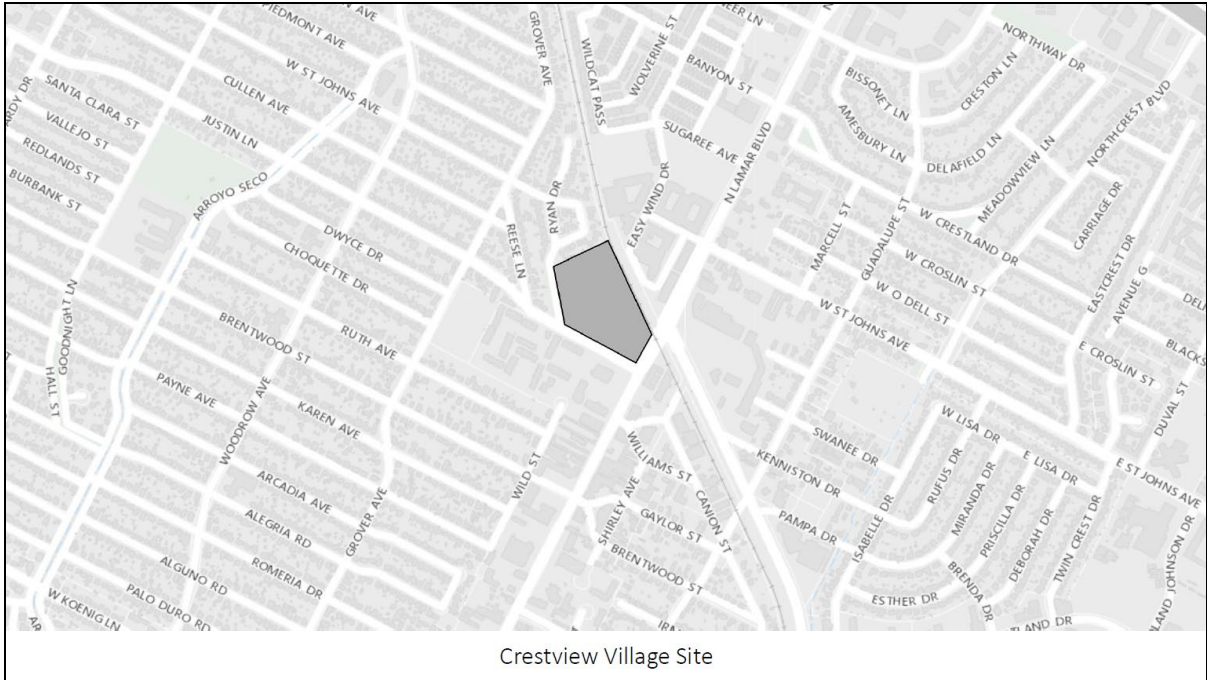
The existing site is developed as several auto-centric office, commercial, and industrial uses.



The existing site is developed as several auto-centric office, commercial, and industrial uses.

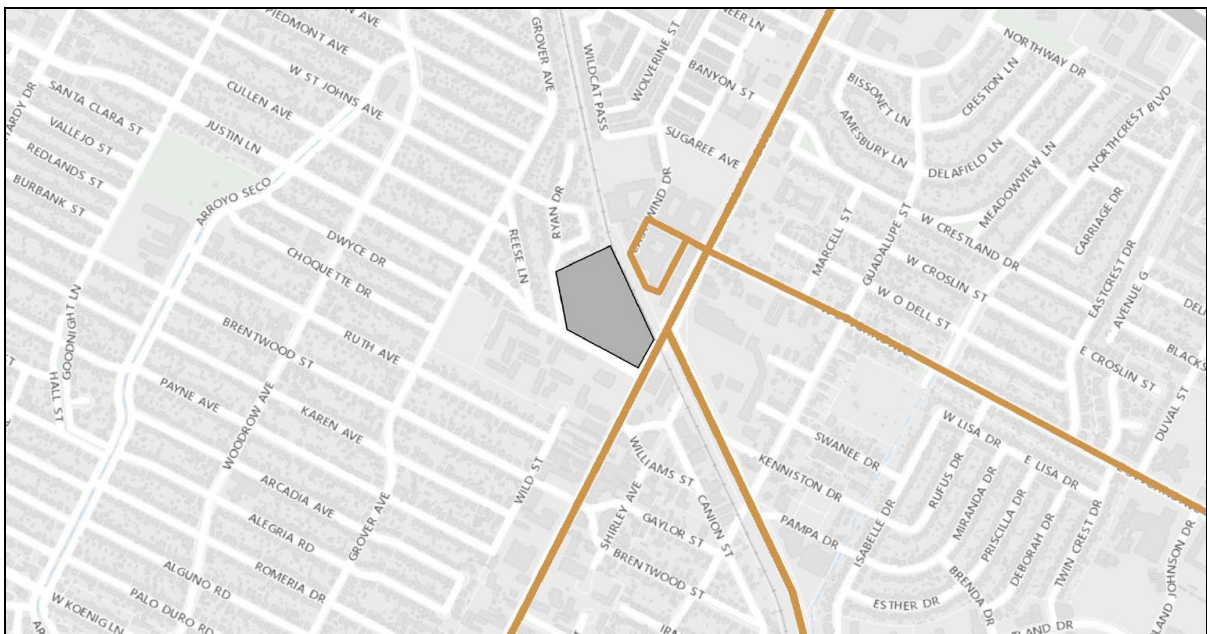


The existing site is developed as several auto-centric office, commercial, and industrial uses.

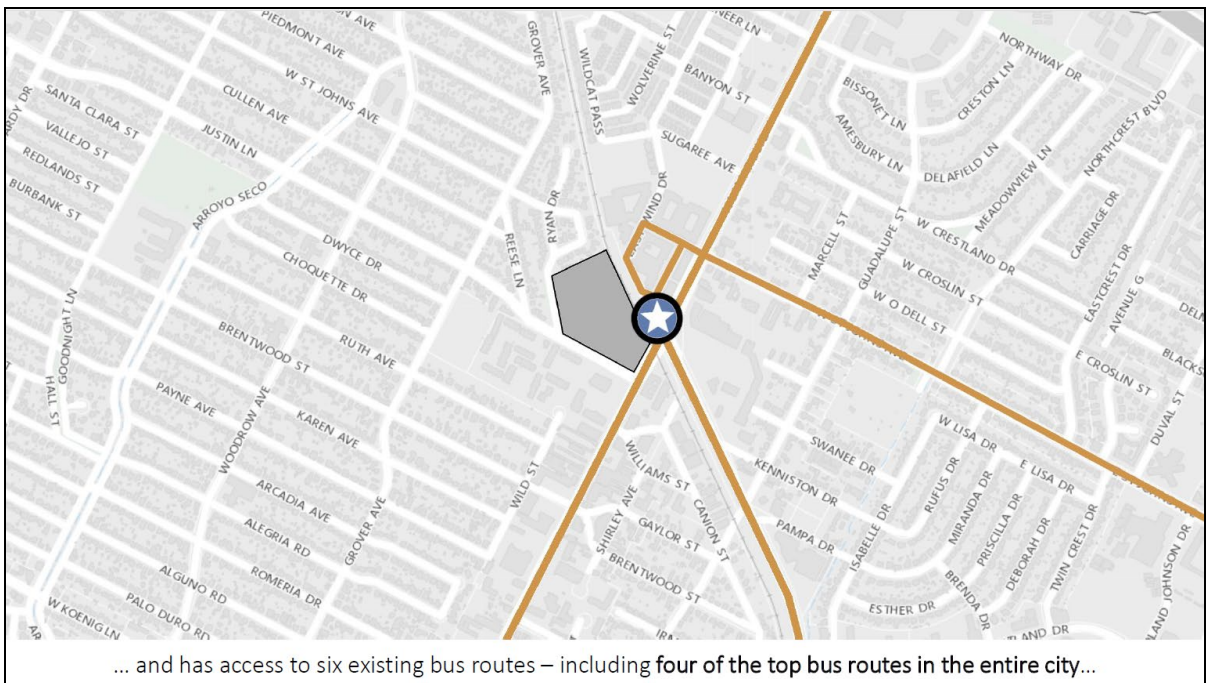
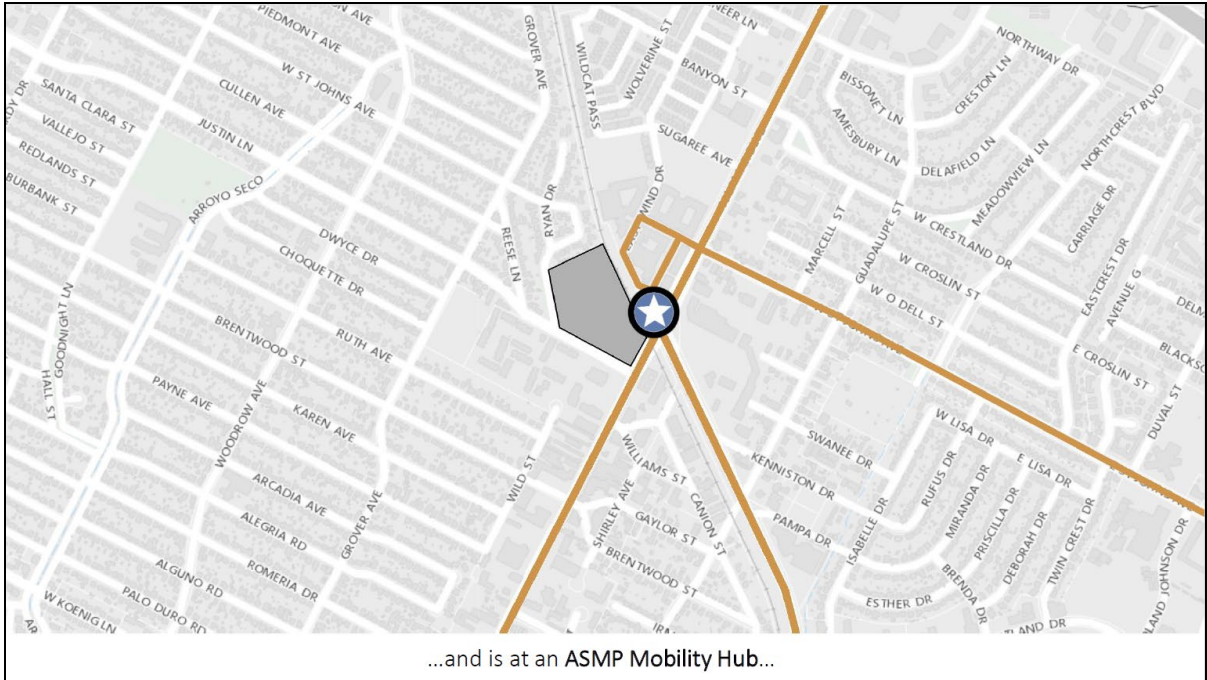




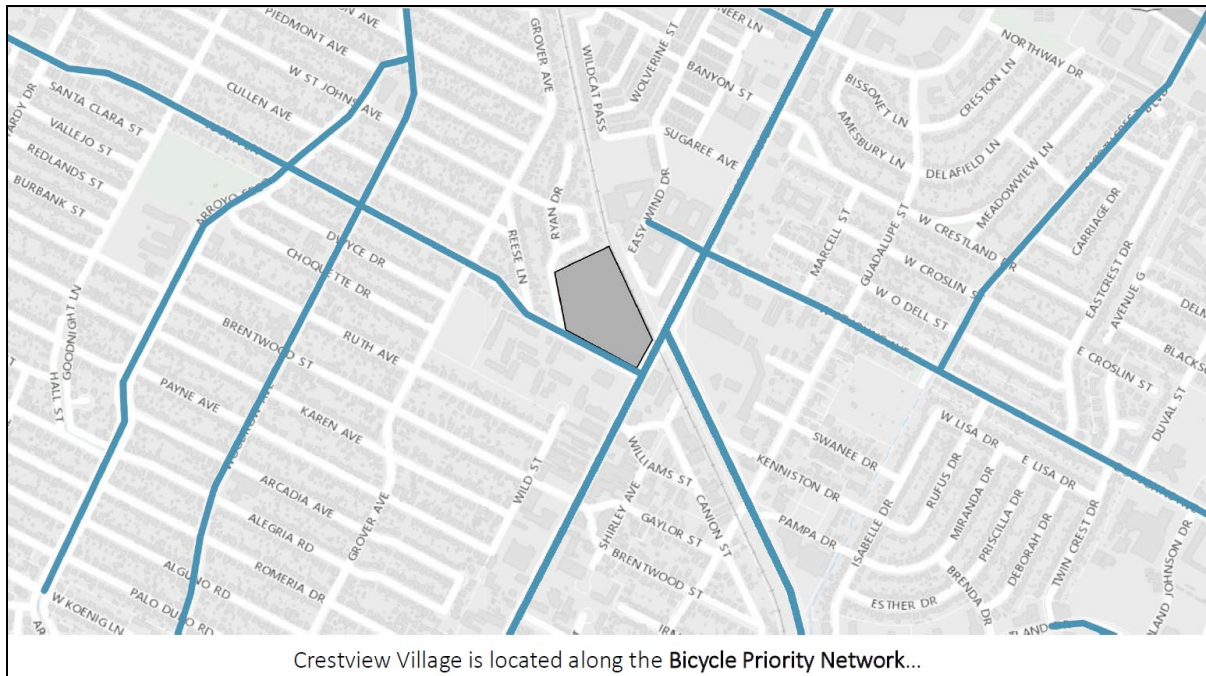
Crestview Village is located at the intersection of two Imagine Austin Corridors.

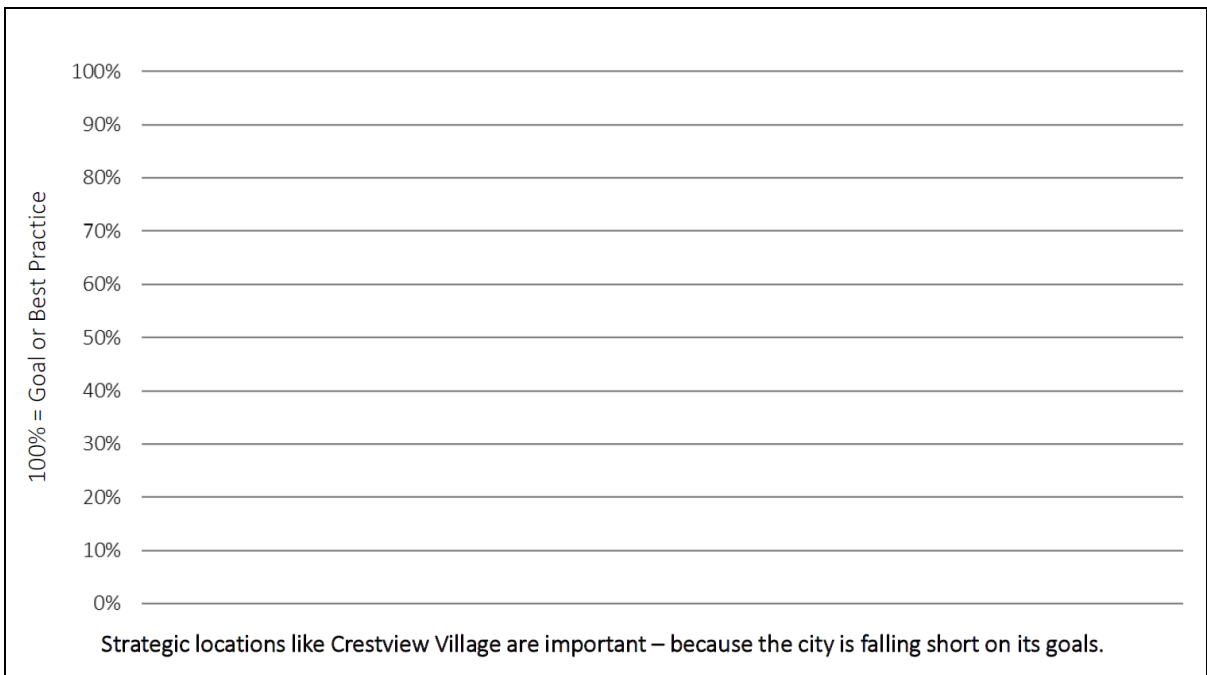
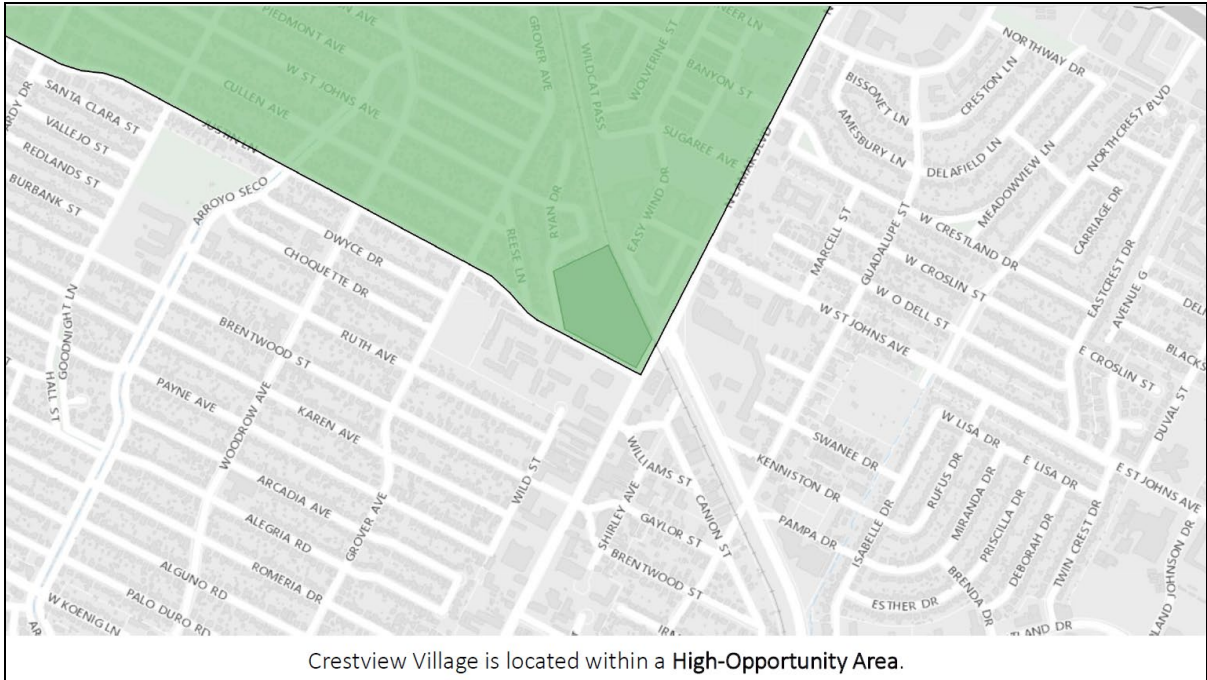


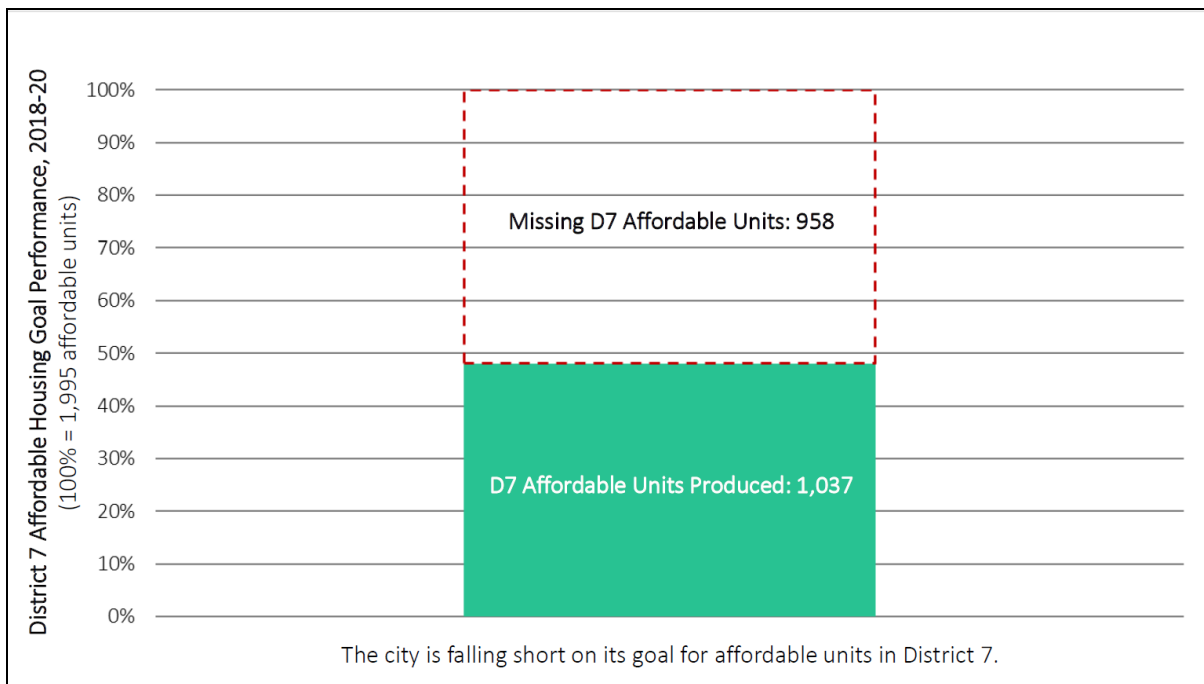
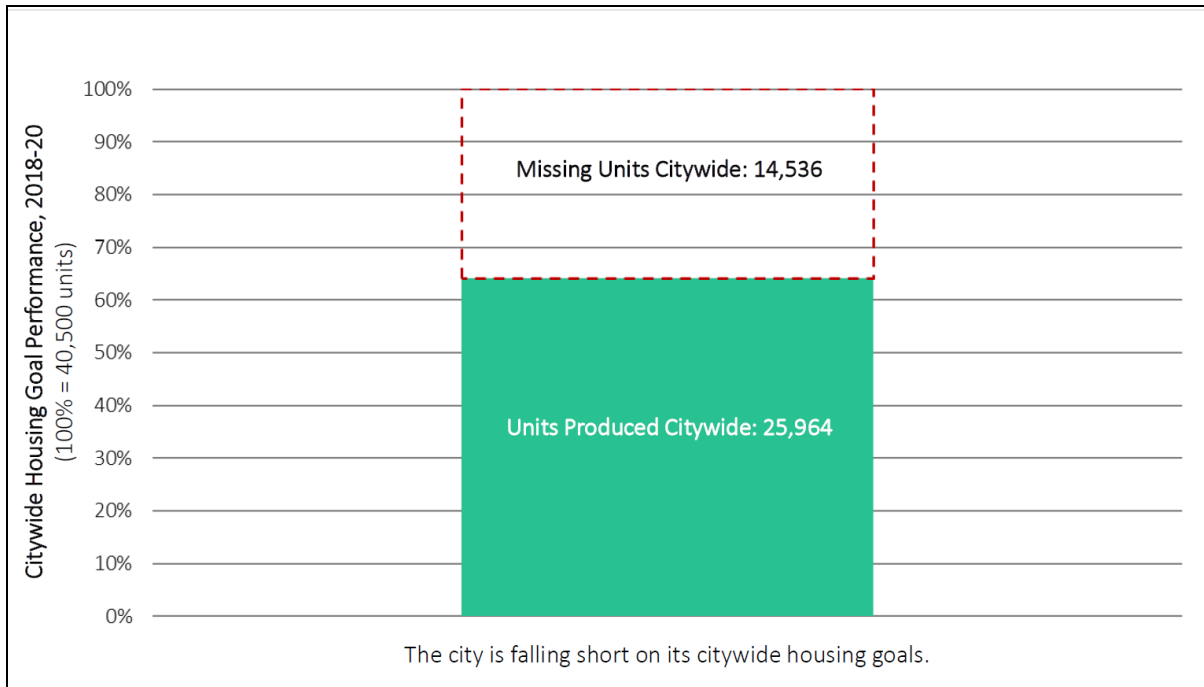
Crestview Village is located along the Transit Priority Network...

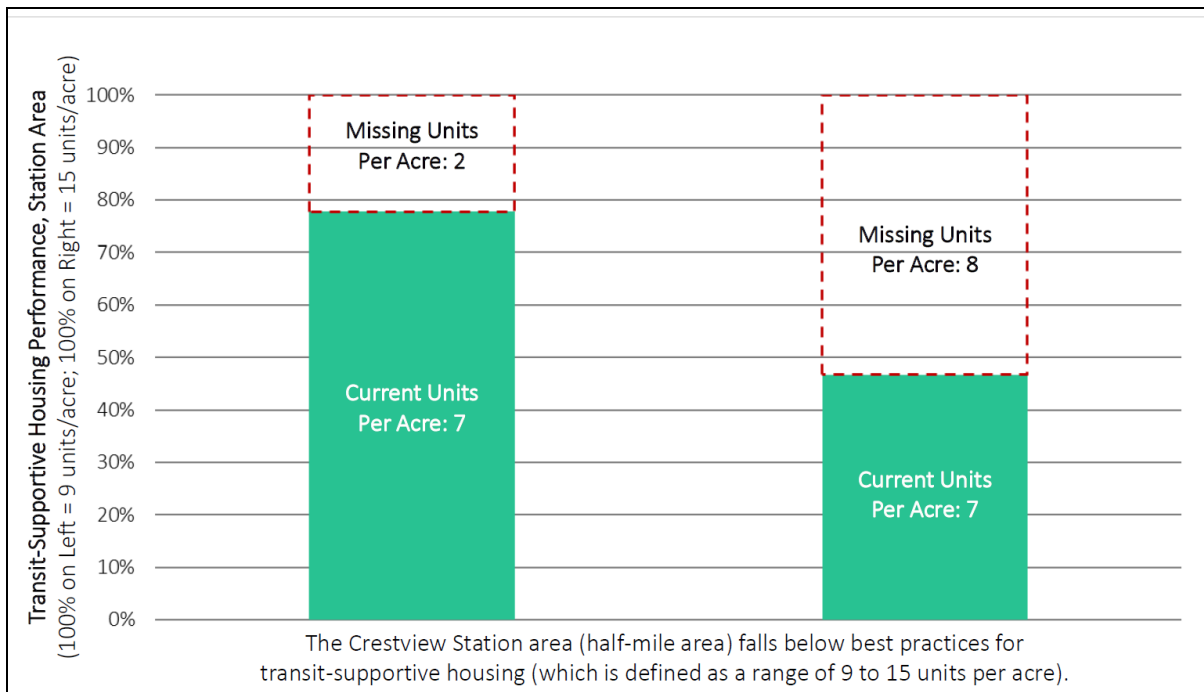
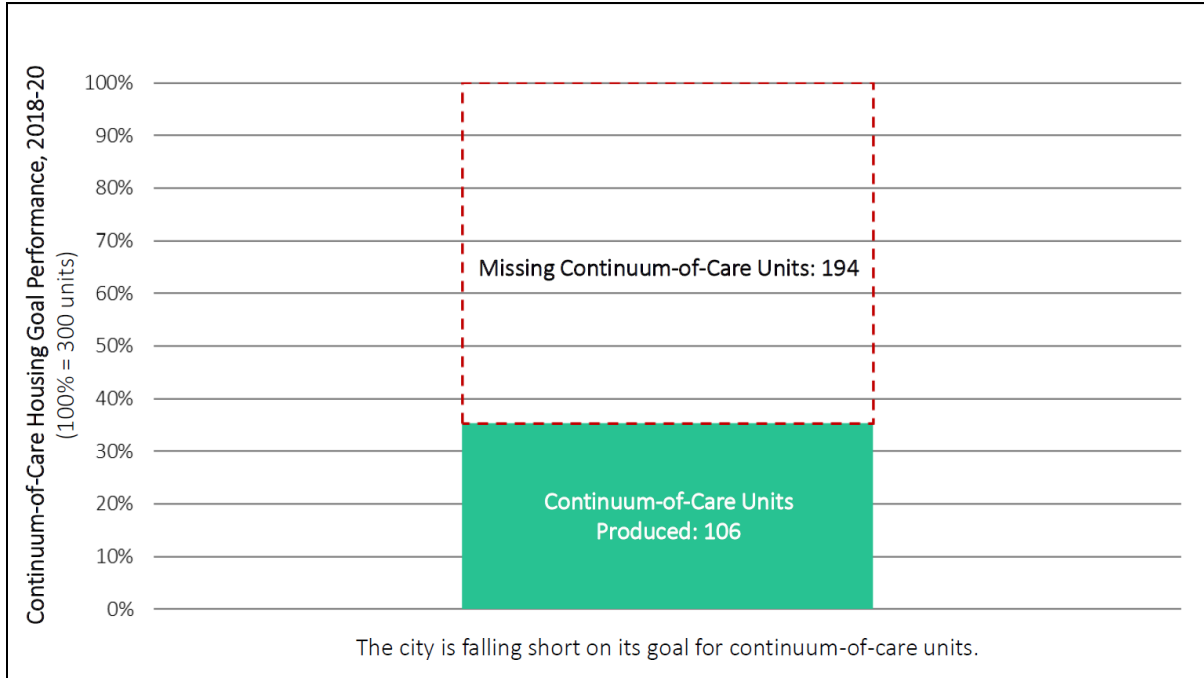


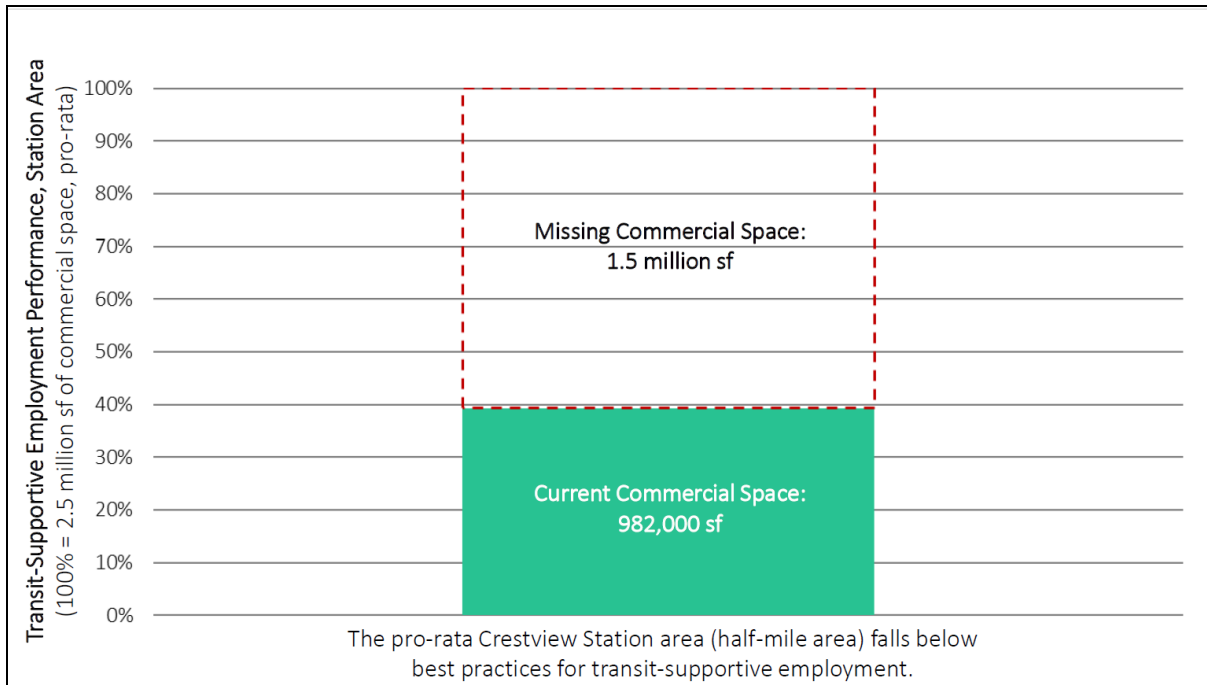
32











Complete Crestview Village Vision

**AFFORDABLE:
224-305 UNITS**

**MFI RANGE:
30%-80%**

**CONT-OF-CARE:
22-52 UNITS**

Total Proposed Housing: 644 units

Proposed Affordable Housing: 224 to 305 units

Missing Affordable Housing in District 7 (2018-20): 958 missing units

**The Crestview Village figures are estimates based upon our best understanding of the site at this time – and are subject to revision based on site plan and other city review processes.*

Complete Crestview Village Vision

Transit-Supportive Housing

644 units (est.) at major transit hub

Transit-Supportive Employment

360,000 sf office/commercial at major transit hub

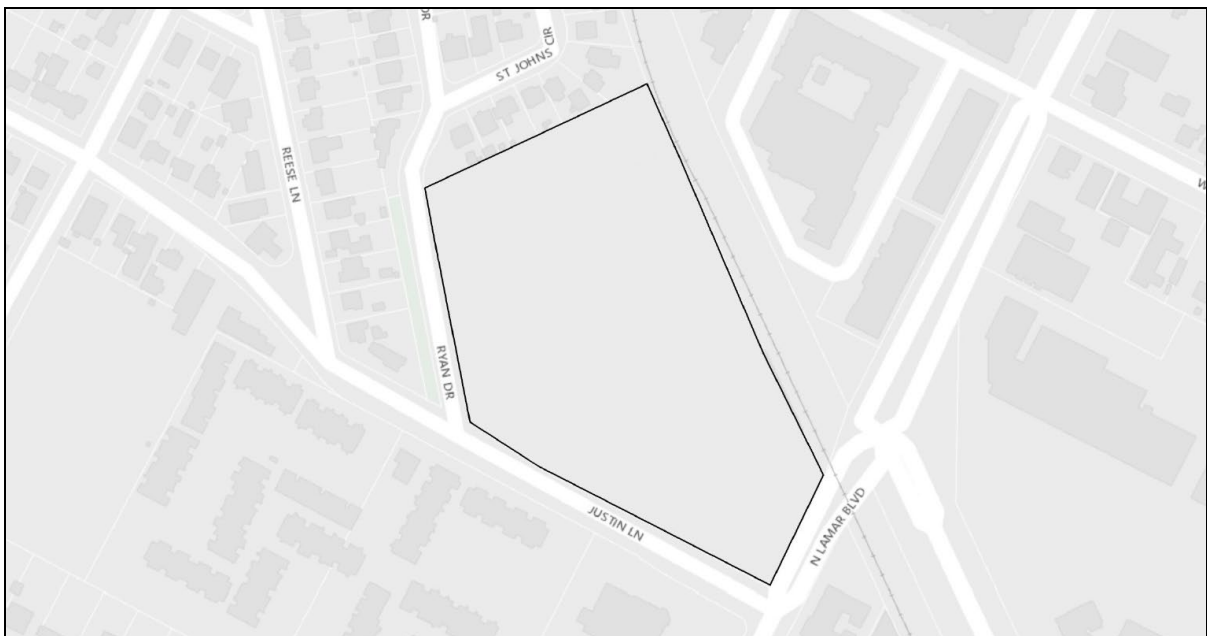
Expanded Parkland

4.7 acres total of new parkland
(47% increase with this plan amendment)

New Cultural Arts Center

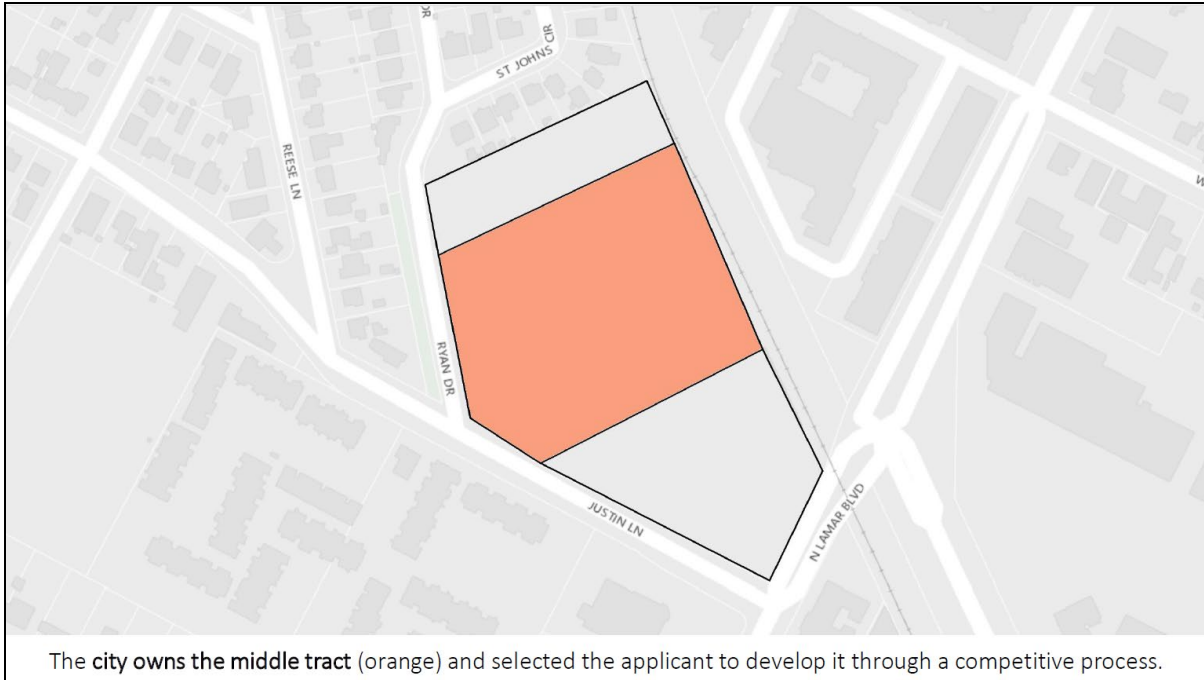
Achieved by leveraging this plan amendment

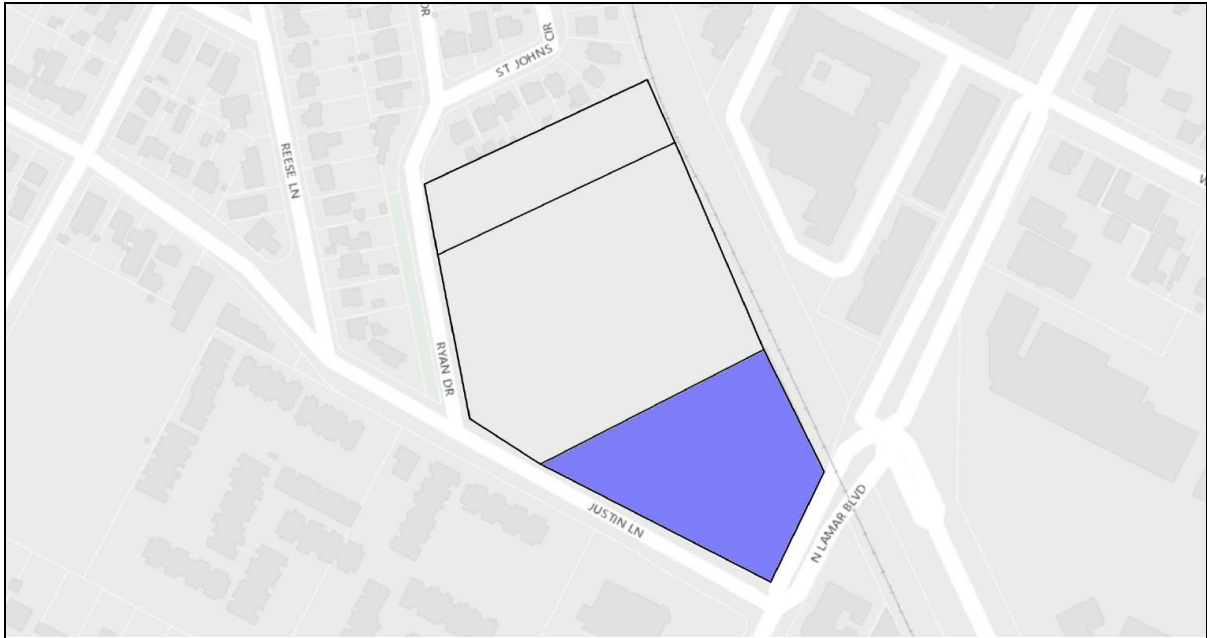
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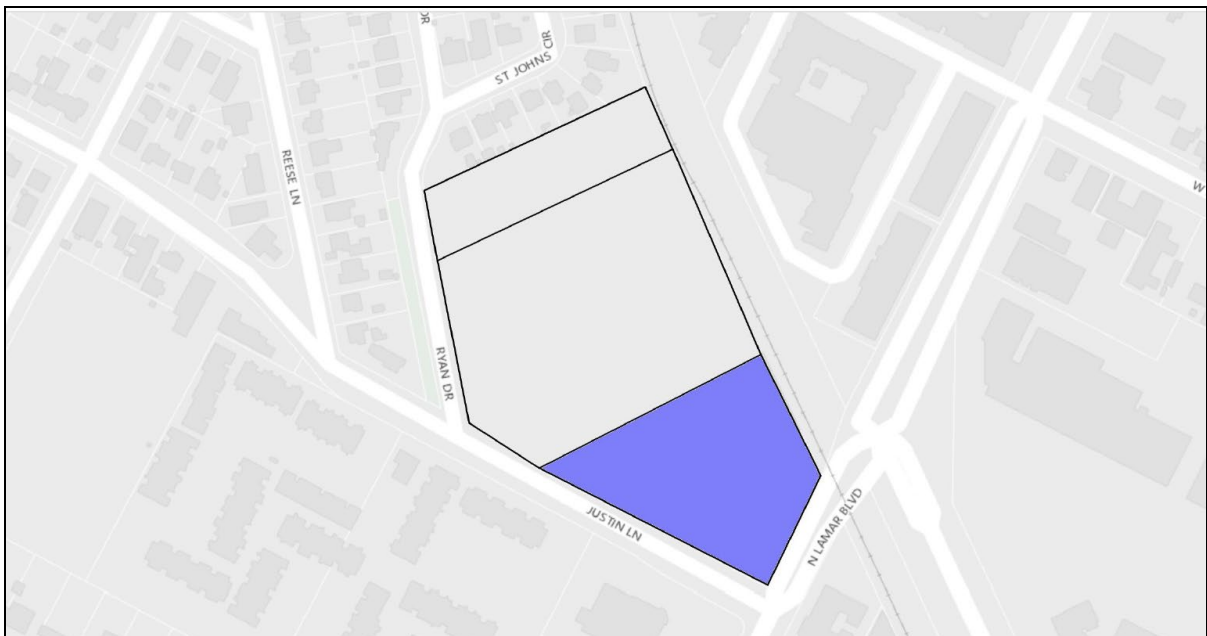
Complete Crestview Village Site



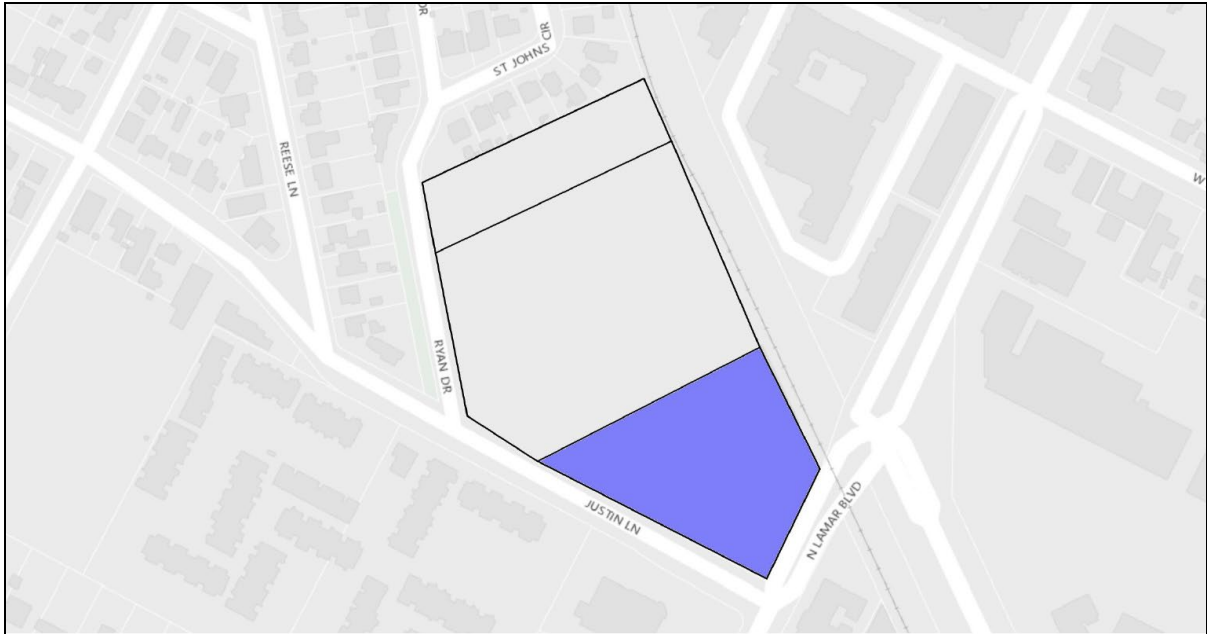




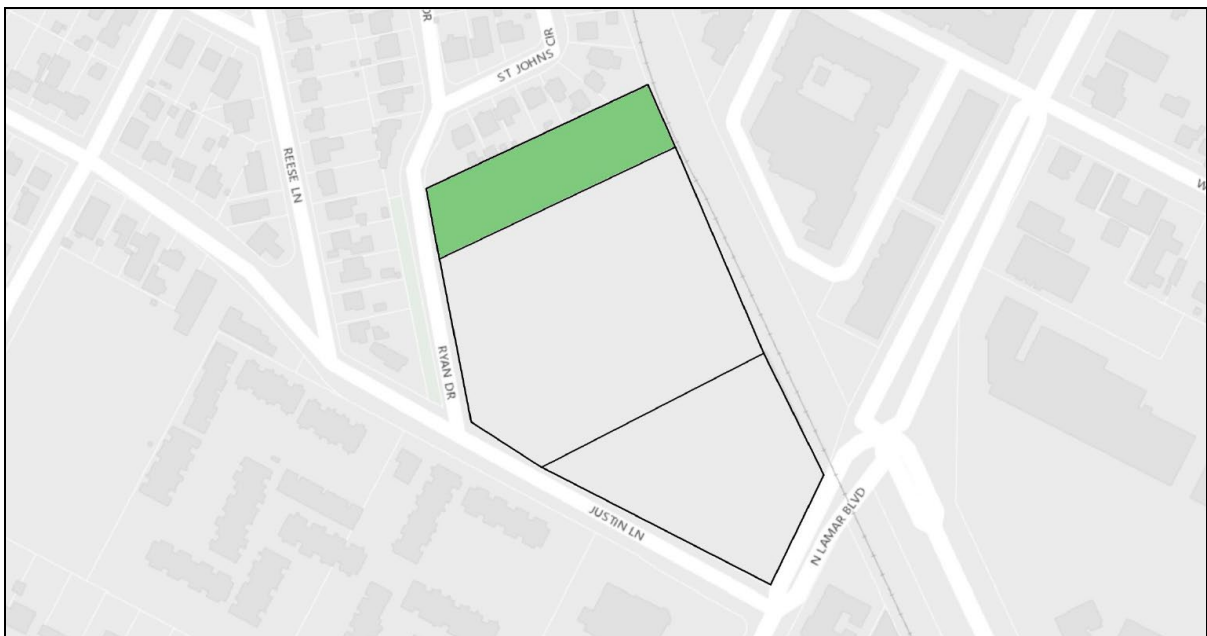
This Plan Amendment case technically only encompasses the front tract (blue) – but affects the overall vision.



The case asks for one change to the front tract: increasing allowable height to 160 ft.



This allows it to build up rather than out, providing commercial space, housing, and rail station opportunities...



... which would free up land on the back site (green) for **expanded parkland** and a **cultural arts center**.


Conceptual Layout

Increased height on the Lamar-fronting tract allows the applicant to build up rather than out – allowing for increased parkland.

This image presents a conceptual layout. Austin Parks Foundation will help manage the community-driven parkland planning



LEGEND

-  PLAZA
-  GATEWAY/ENTRY
-  ACTIVE
-  OPEN SPACE CORRIDOR
-  OPEN SPACE
-  GARDEN





This shows a conceptual layout. Austin Parks Foundation will help manage the community-driven parkland planning.

THIS PLAN AMENDMENT LEVERAGES:

Increased Height on Corridor-Fronting Tract

160 ft. of height on North Lamar.

IN ORDER TO PROVIDE:

Expanded Parkland & New Cultural Arts Center

4.7 acres of parkland (roughly 47% increase).

Lower Potential Impervious Cover

By building up rather than out.

Increased Bonus Fee Revenue

\$4.5 million in funding for City of Austin.

Opportunity for New CapMetro Rail Station

Under discussion with CapMetro.

Transit-Supportive Housing and Employment

Supporting improved transit service.

Recap

The city has a vision for affordable housing, improved transit service, and parkland access – however, it is currently falling short of these goals.

Crestview Village offers a unique opportunity to deliver on these goals through a public-private partnership, with deep affordability, transit-supportive growth, and new public amenities.

This case would allow the full Crestview Village vision by providing 160 ft. on the North Lamar-fronting tract, allowing for more parkland, a cultural arts center, and greater transit-supportive opportunities.

Correspondence Received

From: Steven Knapp
Sent: Tuesday, August 9, 2022 12:54 PM
To: Meredith, Maureen <Maureen.Meredith@austintexas.gov>
Subject: Supporting Crestview Village NPA-2022-0017.01

Hi Maureen,

I was planning to come down to the Planning Commission tonight to give public support for the Crestview Village project and for the applicant's request for the 160' height allowance. I own a business within 500' of the zoning request.

However, I see the agenda now shows the action is to request a postponement for 6 weeks. Does that mean there will not be any need for public comments this evening?

If not, I'll hold off and hope I can make it out when it is rescheduled.

Thanks!
Steven Knapp