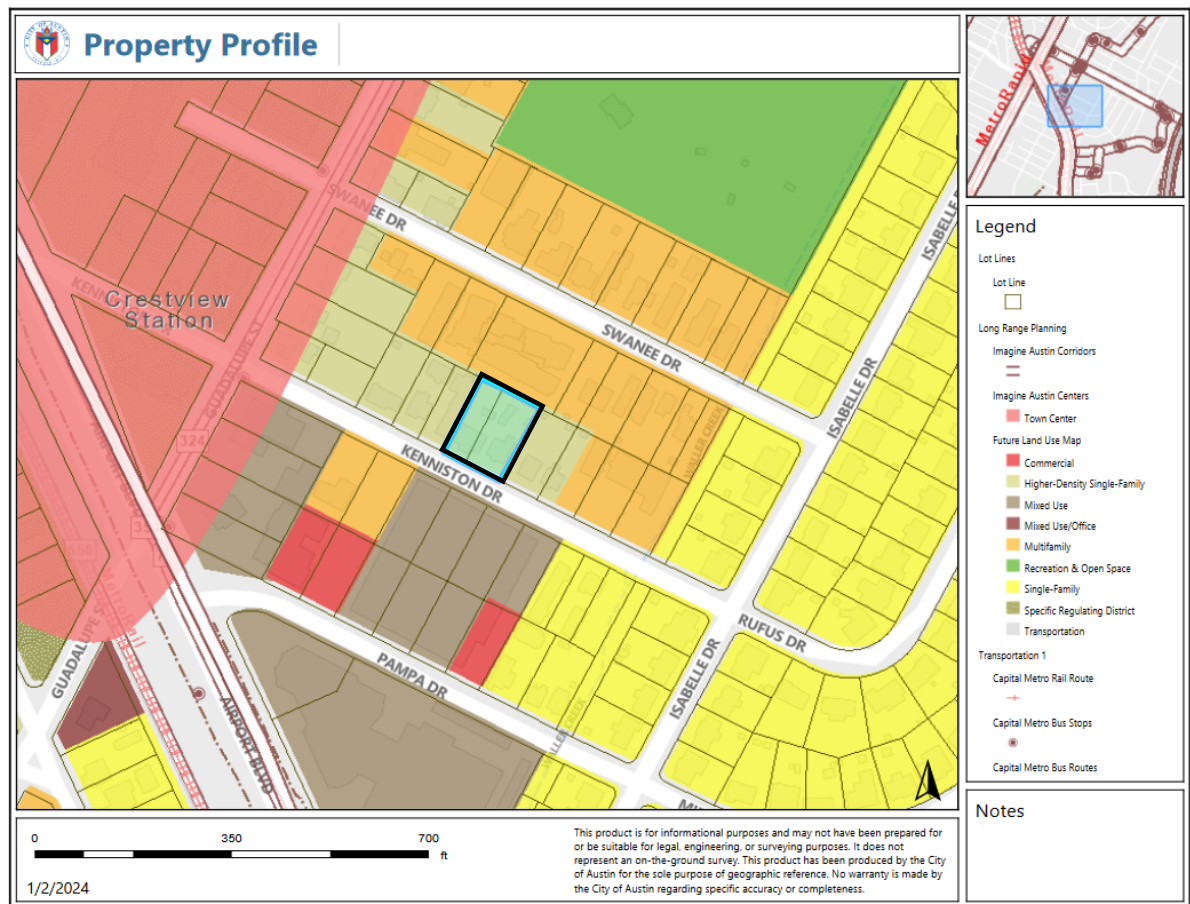


NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET**NEIGHORHOOD PLAN:** Brentwood/Highland Combined (Highland)**CASE#:** NPA-2023-0018.05**DATE FILED:** October 11, 2023**PROJECT NAME:** Kenniston Residential**PC DATE:** January 23, 2024**ADDRESS/ES:** 410 and 412 Kenniston Drive**DISTRICT AREA:** 4**SITE AREA:** 0.38 acres**OWNER/APPLICANT:** Bethby LLC & Lewgun LLC**AGENT:** Thrower Design, LLC (Ron Thrower and Victoria Haase)**CASE MANAGER:** Maureen Meredith**PHONE:** (512) 974-2695**STAFF EMAIL:** Maureen.Meredith@austintexas.gov**TYPE OF AMENDMENT:****Change in Future Land Use Designation****From:** Higher Density Single Family**To:** Multifamily Residential**Base District Zoning Change****Related Zoning Case:** C14-2023-0122**From:** SF-6-NP**To:** MF-6-NP**NEIGHBORHOOD PLAN ADOPTION DATE:** May 12, 2004**CITY COUNCIL DATE:** TBD**ACTION:****PLANNING COMMISSION RECOMMENDATION:***January 23, 2024- (action pending)*

STAFF RECOMMENDATION: To support the applicant's request for Multifamily Residential land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Multifamily Residential land use because the property is located near the Crestview Station TOD and near multiple public transportation options where increased density is appropriate. There is multifamily land use to the north and east of the property and mixed use land use to the south. The proposed zoning of MF-6-NP will provide additional housing options for the area and the city.



LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

Higher Density Single Family - Is housing, generally up to 15 units per acre, which includes townhouses and condominiums as well as traditional small-lot single family.

Purpose

1. Provide options for the development of higher-density, owner-occupied housing in urban areas; and
2. Encourage a mixture of moderate intensity residential on residential corridors.

Application

1. Appropriate to manage development on major corridors that are primarily residential in nature, and
2. Can be used to provide a buffer between high-density commercial and low-density residential areas.
3. Applied to existing or proposed mobile home parks.

PROPOSED LAND USE ON THE PROPERTY

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

Purpose

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

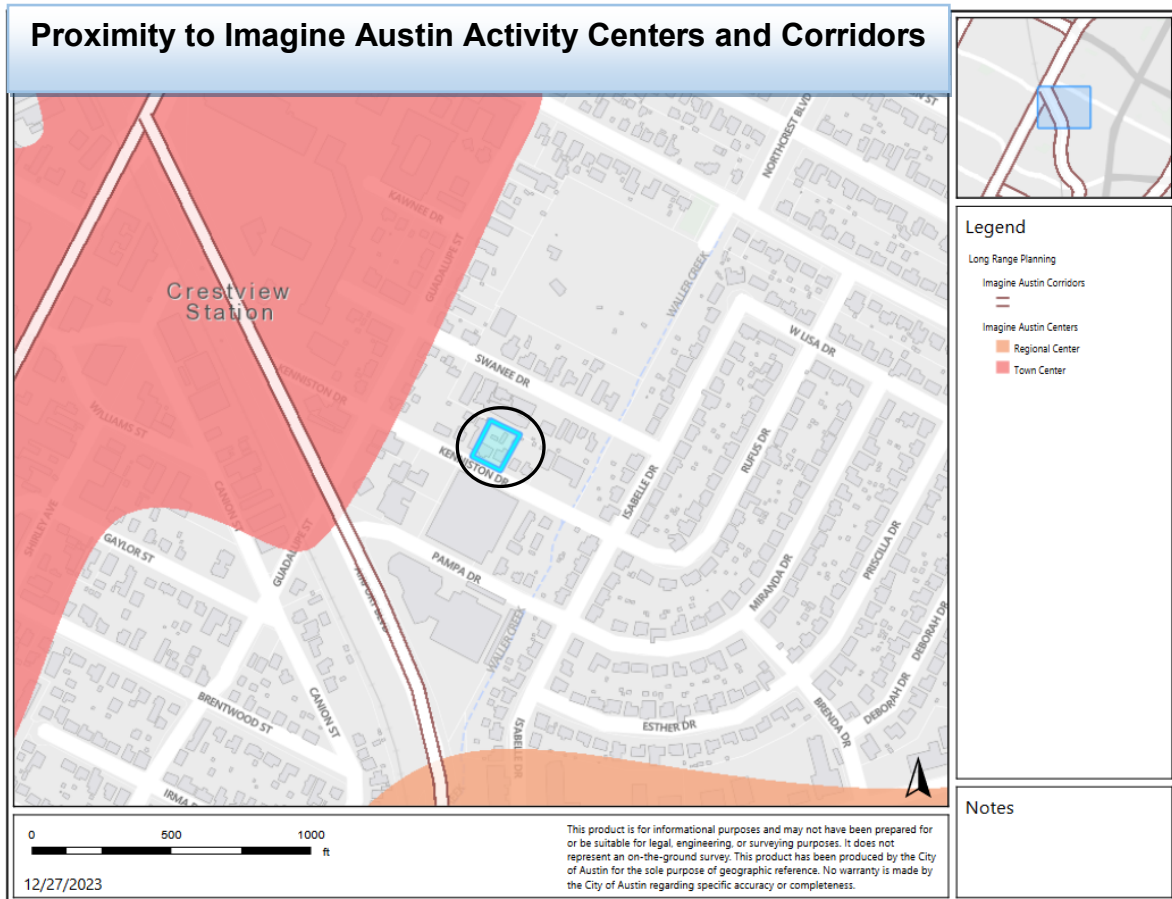
Application

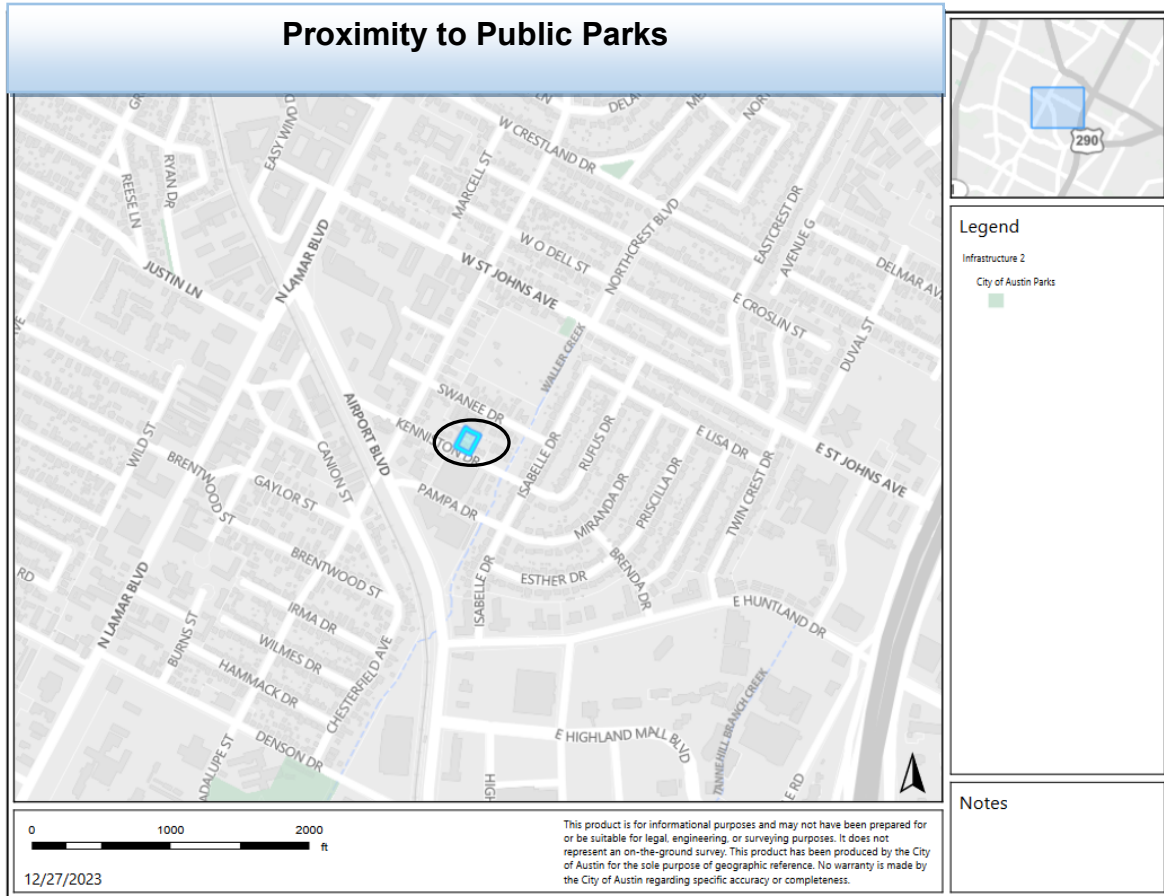
1. Existing apartments should be designated as multifamily unless designated as mixed use;
2. Existing multifamily-zoned land should not be recommended for a less intense land use category, unless based on sound planning principles; and
3. Changing other land uses to multifamily should be encouraged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

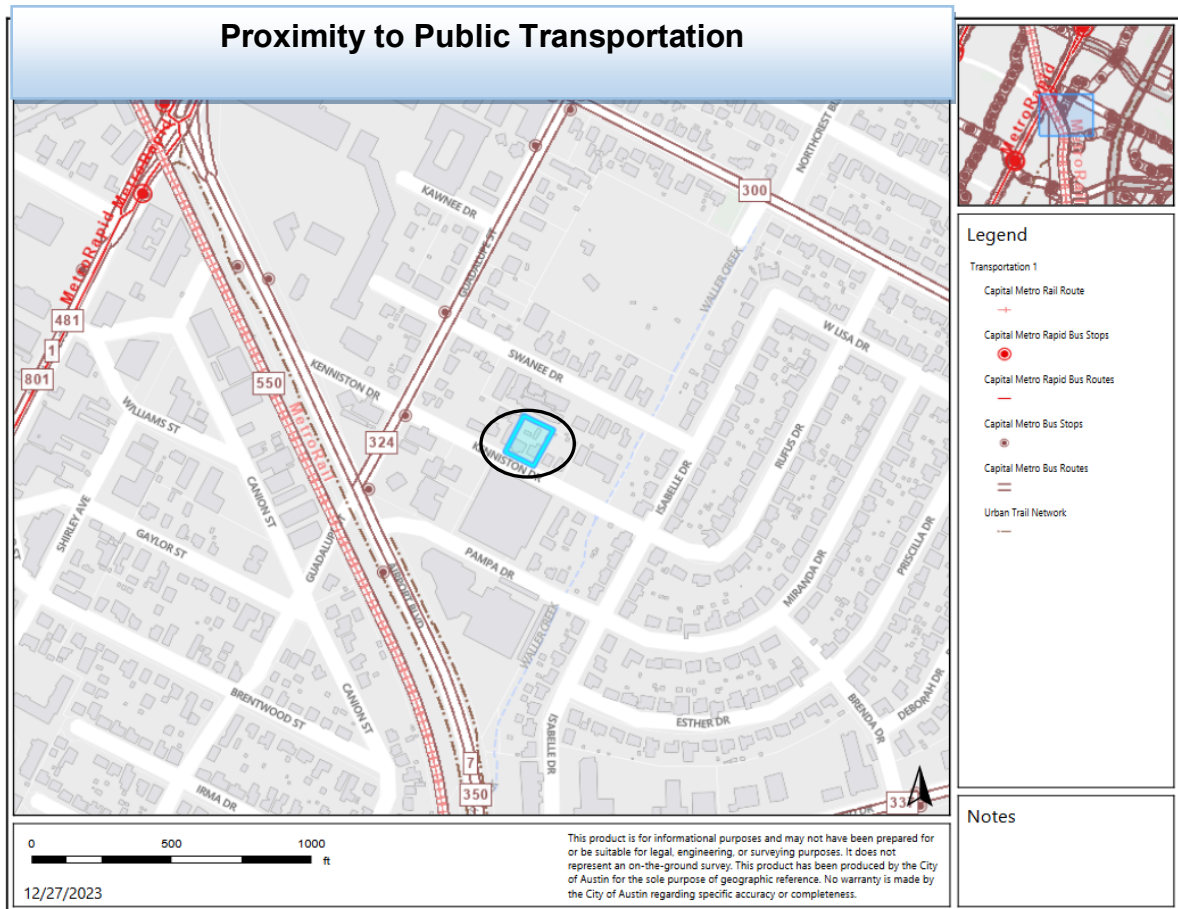
Yes	Imagine Austin Decision Guidelines
	Complete Community Measures
Yes	Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center: <ul style="list-style-type: none"> • Near Crestview Station Town Center • Near North Lamar Blvd and Airport Blvd, activity corridors

Yes	<p>Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station. The properties at 410 and 412 Kenniston Drive are within two overlapping ETOD ½ mile radius station areas.</p> <ul style="list-style-type: none"> The first station area is Crestview (approximately located at the intersection of N. Lamar Blvd and Airport Blvd): <ul style="list-style-type: none"> This station area is served today by the existing Red Line commuter rail and existing MetroRapid service. This station is also part of a <u>priority extension</u> for future Light Rail Transit service. It is <i>not</i> near the first phase of construction and operation for light rail (called Phase 1 LRT). That first infrastructure project will end at the intersection of 38th Street and Guadalupe Street. In the time between the construction of Phase 1 and construction of a future light rail phase, the property would still be serviced by the Red Line and MetroRapid routes that already operates today. The second station area is Highland (approximately located at the intersection of Airport Blvd and Highland Mall Blvd): <ul style="list-style-type: none"> This station area is served today by the existing Red Line commuter rail service and local bus routes including the frequent route #7. This station is also part of the <u>future Gold Line MetroRapid service expansion</u>. That service could one day be upgraded to LRT, but will start as Rapid bus service between Highland and Republic Square downtown.
Yes	<p>Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane.</p> <ul style="list-style-type: none"> Partial sidewalks along south side of Kenniston Drive
Yes	<p>Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center.</p>
Yes	<p>Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market.</p> <ul style="list-style-type: none"> 0.4 miles from 99 Ranch Market 0.5 miles from Nugent Grocery 0.5 miles from Dia's Market 0.6 miles from Han Yang Market
Yes	<p>Connectivity and Education: Located within 0.50 miles from a public school or university.</p> <ul style="list-style-type: none"> 0.5 miles from Highland Montessori School 0.7 miles from Webb Middle School 1. Mile from Webb Primary School 1.5 miles from Brentwood School
	<p>Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail.</p> <ul style="list-style-type: none"> 0.6 miles from Meadowview Triangle 0.7 miles from Crestland Triangle, 1.0 miles from T.A. Brown Walking Trail 1.0 miles from Crestview Station Park
Yes	<p>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.)</p> <ul style="list-style-type: none"> 0.6 miles from Vivent Health
No	<p>Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.</p>
Yes	<p>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.</p> <ul style="list-style-type: none"> The proposed MF-6 zoning will provide additional housing units to the planning area and the city.
No	<p>Mixed use: Provides a mix of residential and non-industrial uses.</p>
No	<p>Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).</p>
No	<p>Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant</p>

	site.
No	Creative Economy: Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
No	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.
No	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.
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 October 11, 2023.

The applicant proposes to change the land use on the future land use map (FLUM) from Higher Density Single Family to Multifamily Residential land use.

The applicant proposes to change the zoning on the property from SF-6-NP (Townhouse and Condominium Residence district – Neighborhood Plan) to MF-6-NP (Multifamily Residence High Density district – Neighborhood Plan) for a multifamily development. For more information on the proposed zoning change, see case report C14-2023-0122.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on November 27, 2023. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 272 community meeting notices were mailed to people who have utility accounts or own property within 500 feet of the submit property in addition to neighborhood and environmental groups who requested notification for the area. Two city staff members attended the meeting from the Planning Department, Maureen Meredith and Mark Walters. Victoria Haase from Thrower Design, the applicant's agent, attended the meeting and one person from the neighborhood.

Below are highlights from Victoria Haase's presentation at the November 27, 2023 virtual community meeting:

- The request is to change the future land use map from Higher Density Single Family to Multifamily Residential land use.
- We are requesting MF-6-NP zoning because of proximity to the TOD station and it's close to transit and commercial services. It's a good area to gain greater density and more housing.
- It's not a large site so there will be a big development. MF_6 zoning does not require stie area requirements per unit so there is greater site development design flexibly and provides for a good mix of unit sizes and types.
- MF-6 allows up to 90 feet in height, but with compatibility standards it might reach maybe a maximum of 40 to 50 feet in height, but we haven't done a site plan analysis.

Q: I was curious what the building plans will be but it sounds like there are no details at this time. There is a development going up that is adding a number of units. The street has

a large number of cars parked on the road. I'm concerned about how many new cars will be added to Kenniston because it's a popular street for cut-through traffic.

A: There is not a lot of information at this time because the owner has not hired a developer yet. Even though there are new changes from the City Council where no parking minimums are required, the market still supports providing parking, especially from banks who want to see parking provided to ensure the project will be successful. I can look into the project being built next door.

Applicant Summary Letter from Application

September 23, 2023

Mrs. Lauren Middleton-Pratt
Director, Planning Department
City of Austin
1000 E 11th Street
Austin, TX 78702

Via Electron/c Delivery

Re: Kenniston Residential, 410 & 412 Kenniston Drive, Austin – NPA & Rezoning

Dear Mrs. Middleton-Pratt:

On behalf of the Owner(s) of the property referenced above, we respectfully submit the enclosed rezoning application. The subject lands total 0.4 acres and is a portion of Lot 7 and the entirety of Lot 8, Block 6 of the Silverton Heights Subdivision. The land is located within Council District 4, represented by "Chito" Vela and is within the Highland Neighborhood Planning Area and is currently developed with two single family dwelling units.

The Neighborhood Plan Future Land Use Map designates the subject lands at Higher-Density Single Family and the associated zoning is Townhouse & Condominium (SF-6) zoning. The request is to amend the FLUM to "Multifamily" and to rezone the property to "Multifamily Residence – Highest Density" (MF-6). The properties are sandwiched between MF-3 zoning to the north and GR-MU zoned lands to the south and Crestview Station, a Regional Imagine Austin Activity Center with CapMetro rail and bus service is less than 450 feet to the west. The location provides great infrastructure, transit opportunities, and variety of uses to support greater density in the area.

We respectfully request support for the requests made. Please contact our office should you have need for additional information. Thank you for your time and attention to this application.

Kind regards,

A handwritten signature in black ink, appearing to read "Victoria Haase".

Victoria Haase
www.throwerdesign.com
512-998-5900 Cell
512-476-4456 Office

P.O. BOX 41957, AUSTIN, TEXAS 78704

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

From: Meredith, Maureen

Sent: Wednesday, December 27, 2023 5:52 PM

Cc: Hadri, Cynthia <Cynthia.Hadri@austintexas.gov>; Ron Thrower
<ront@[REDACTED]> Victoria <Victoria@[REDACTED]>

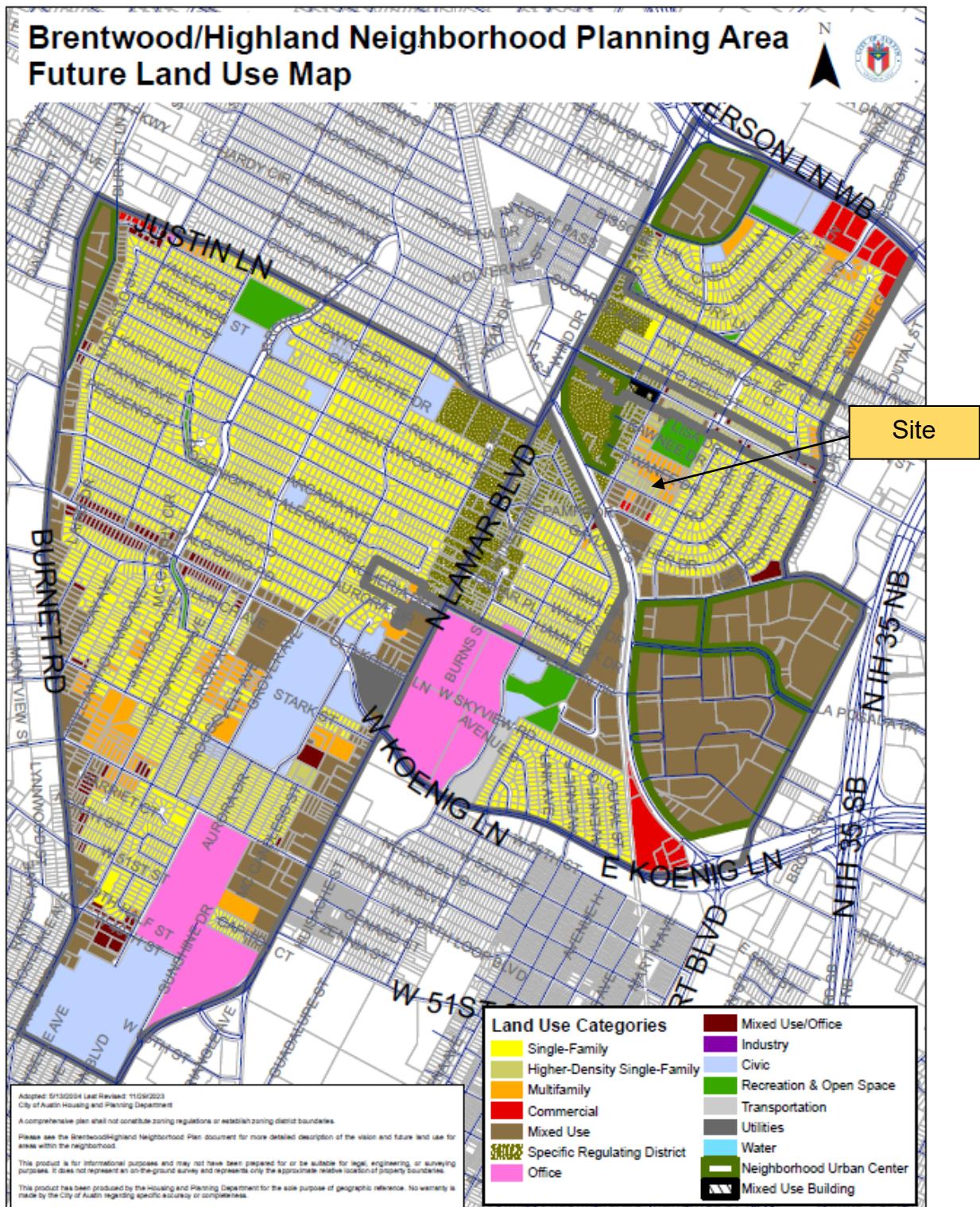
Subject: Highland NPCT Rec?: NPA-2023-0018.05_Kenniston Residential

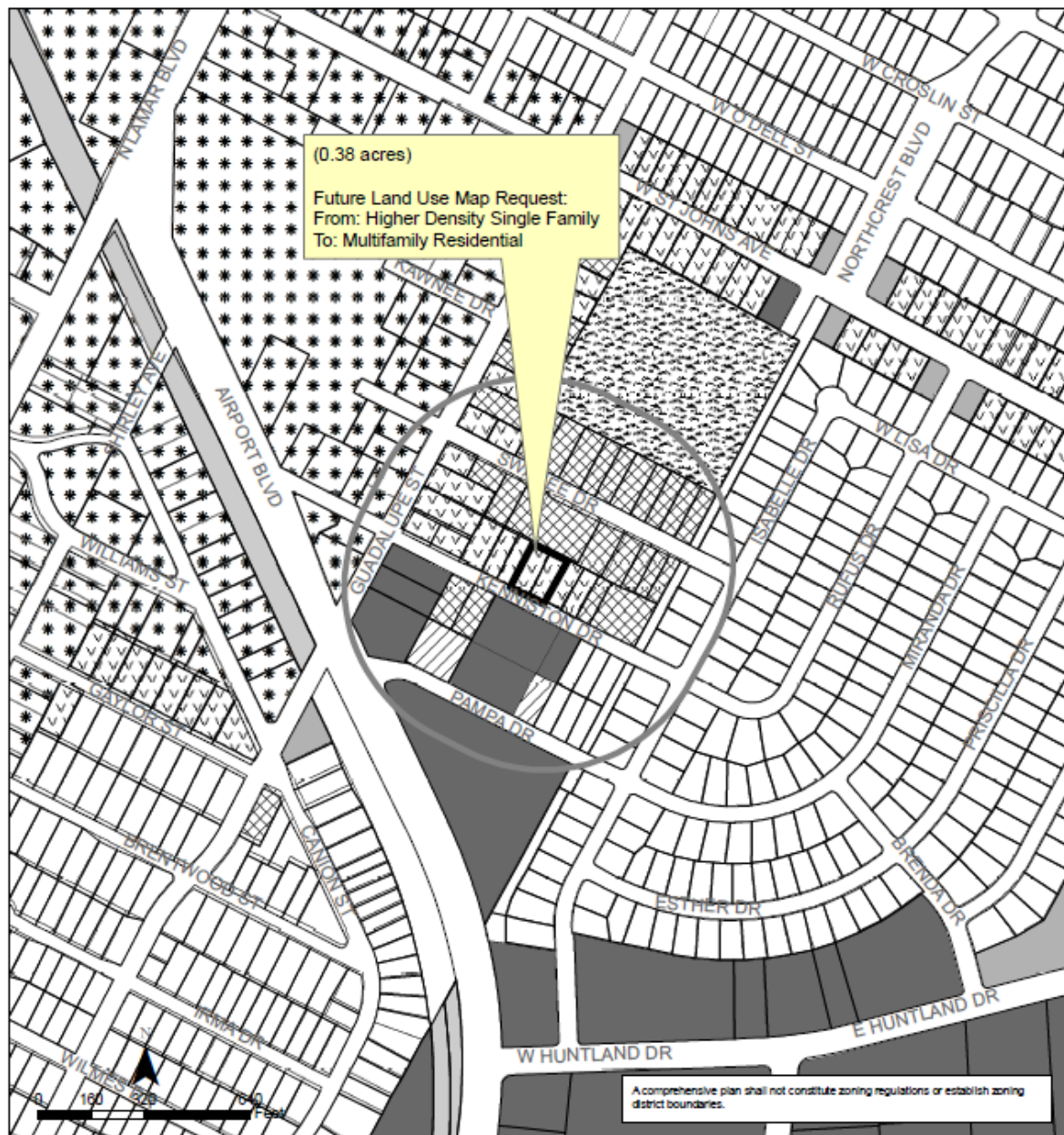
Importance: High

Hi, Highland NPCT Members:

Cases NPA-2023-0018.05 and C14-2023-0122_410 & 412 Kenniston Dr are scheduled for the **January 23, 2024 Planning Commission hearing**. If you would like your team's letter of recommendation included in the staff case reports, please email it to me and Cynthia (the zoning planner) by **4:30 pm on Tuesday, January 16, 2024** which is when our staff reports are due. If we receive it after this date and time, we will submit your recommendation as late material to the Planning Commission.

Thanks.
Maureen





Brentwood/Highland Combined Neighborhood Planning Area NPA-2023-0018.05

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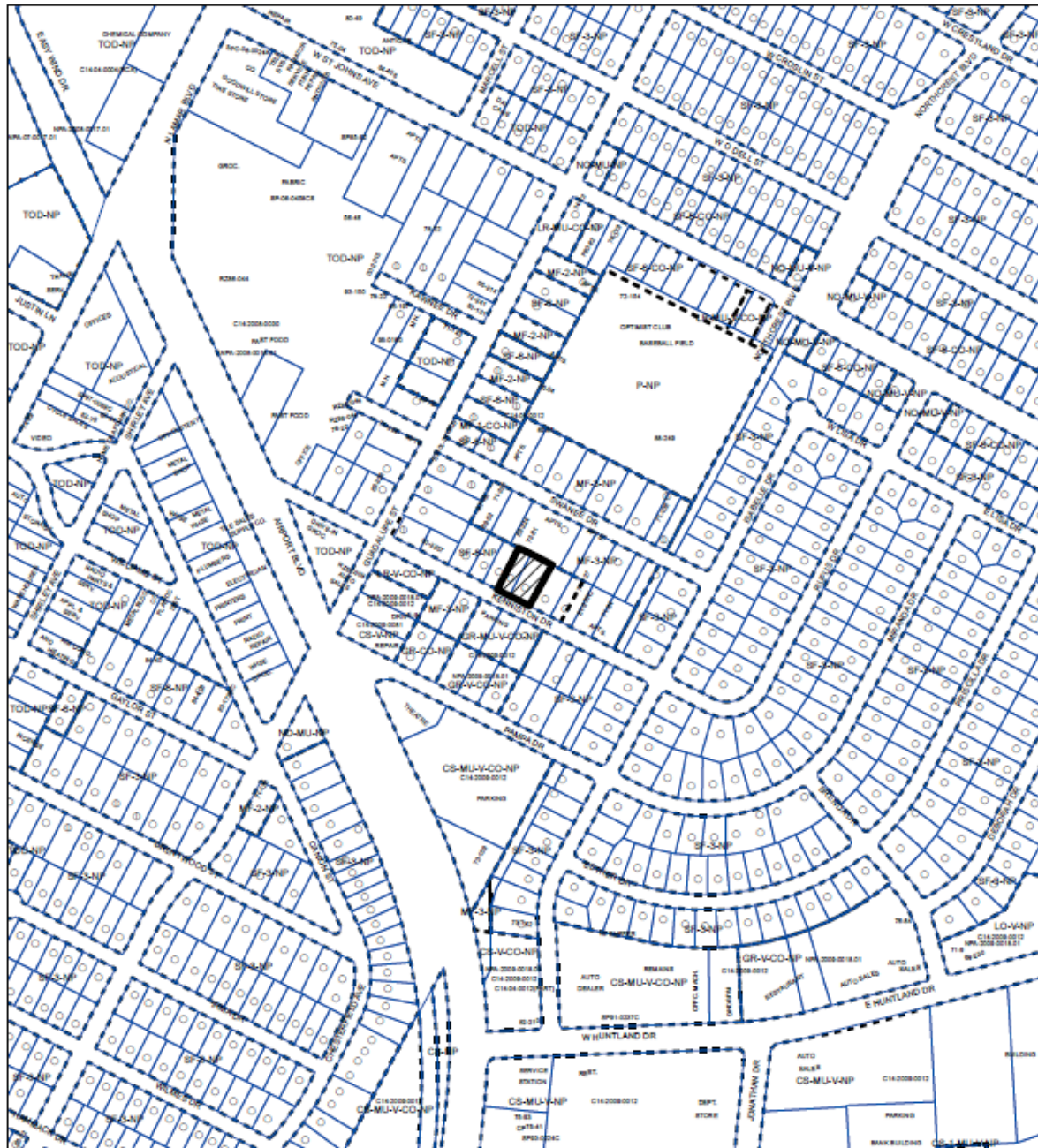
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

City of Austin
Planning Department
Created on 10/18/2023, by: meekss

Future Land Use

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



1" = 400'

-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

ZONING

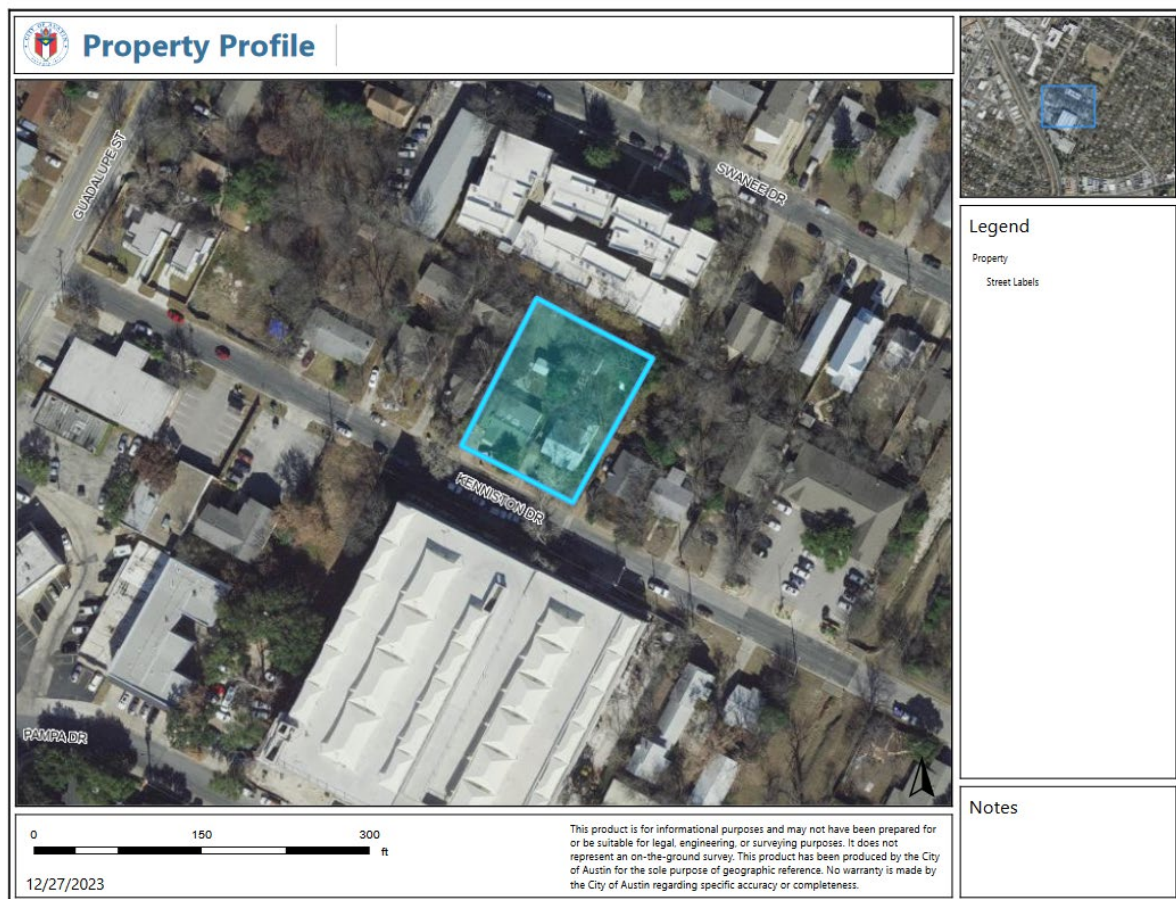
ZONING CASE#: C14-2023-0122

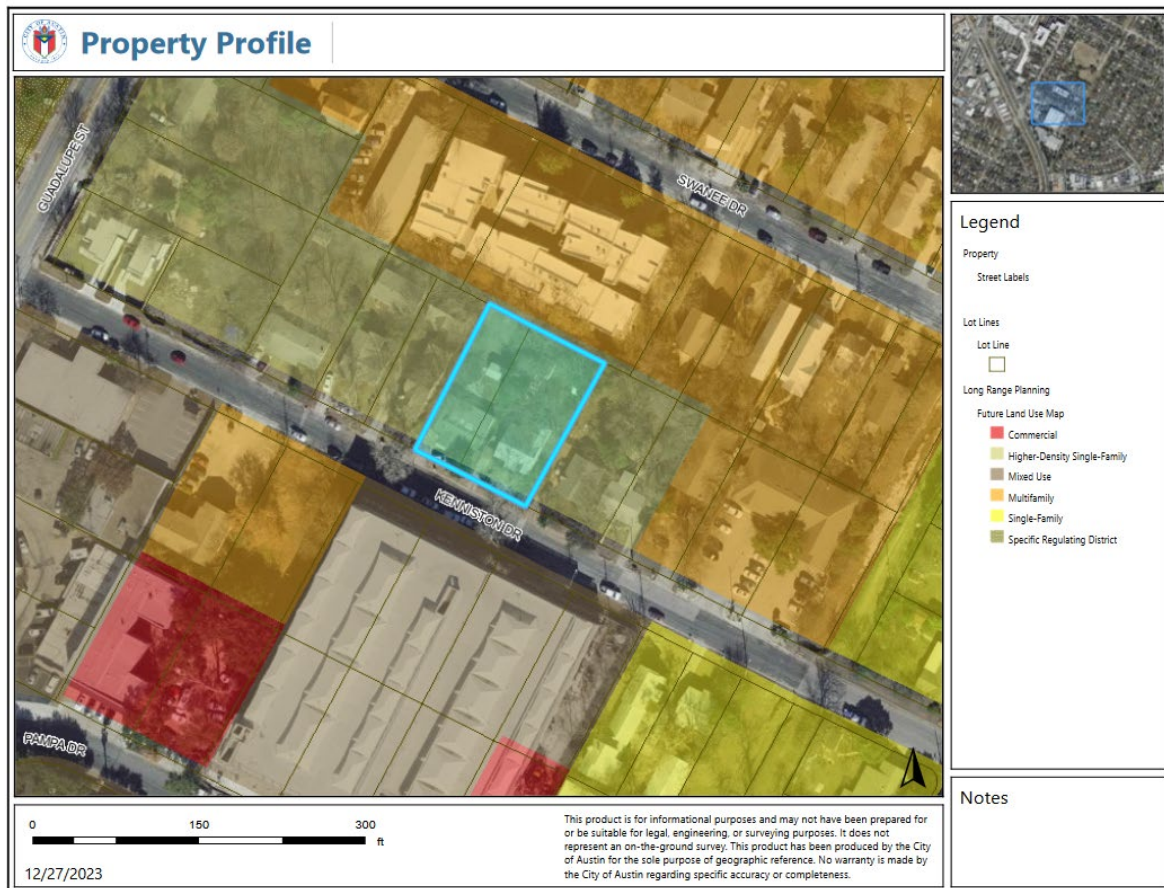
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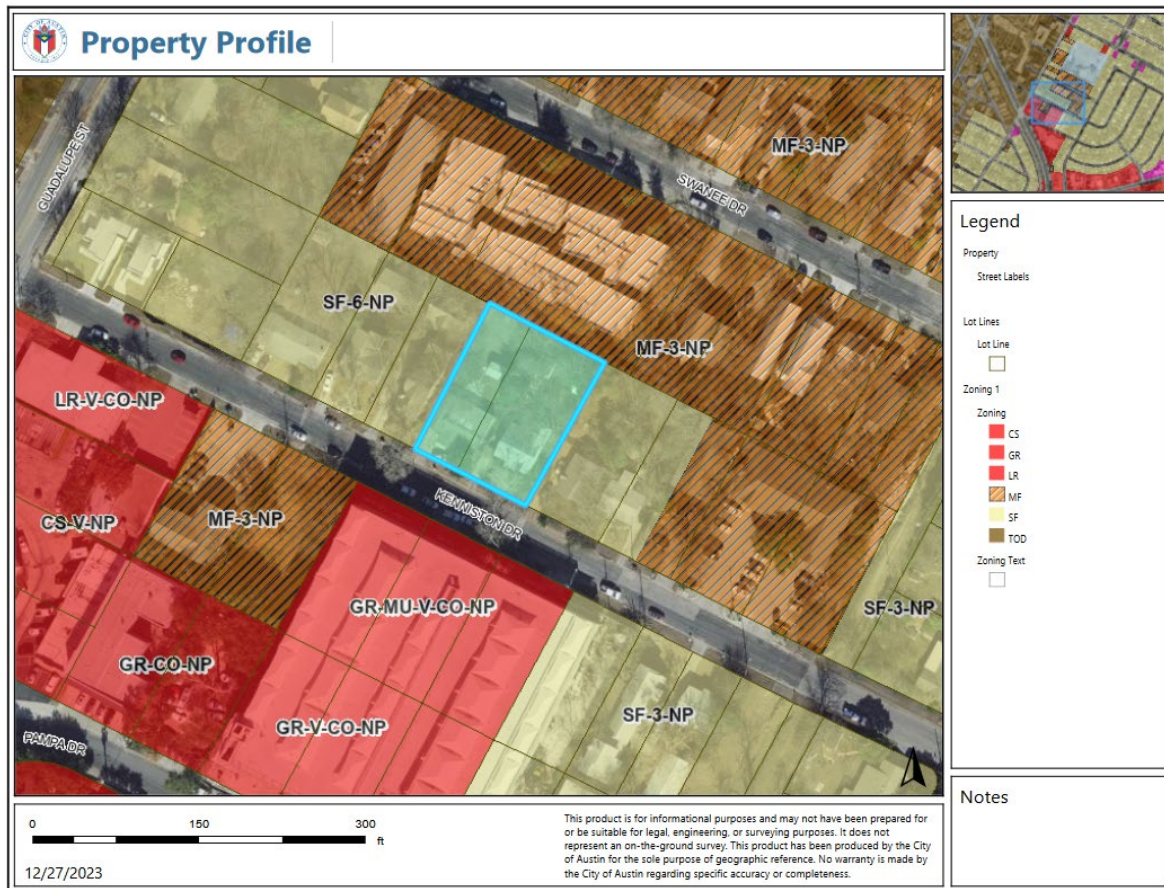
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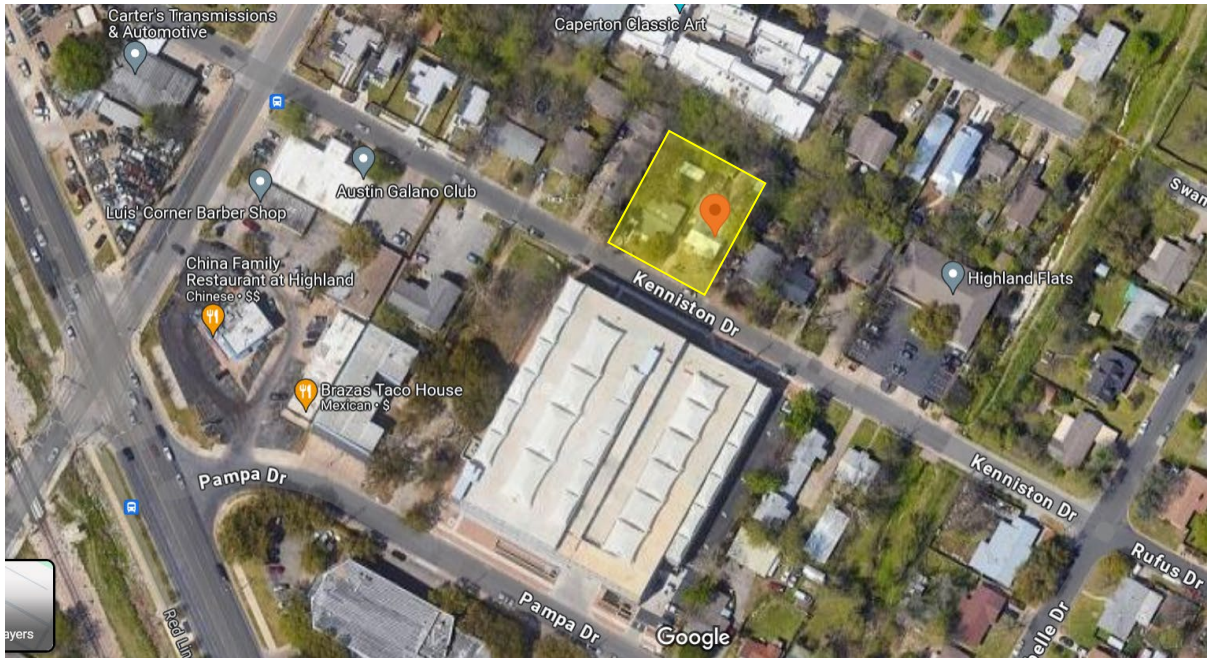


Created: 10/18/2023

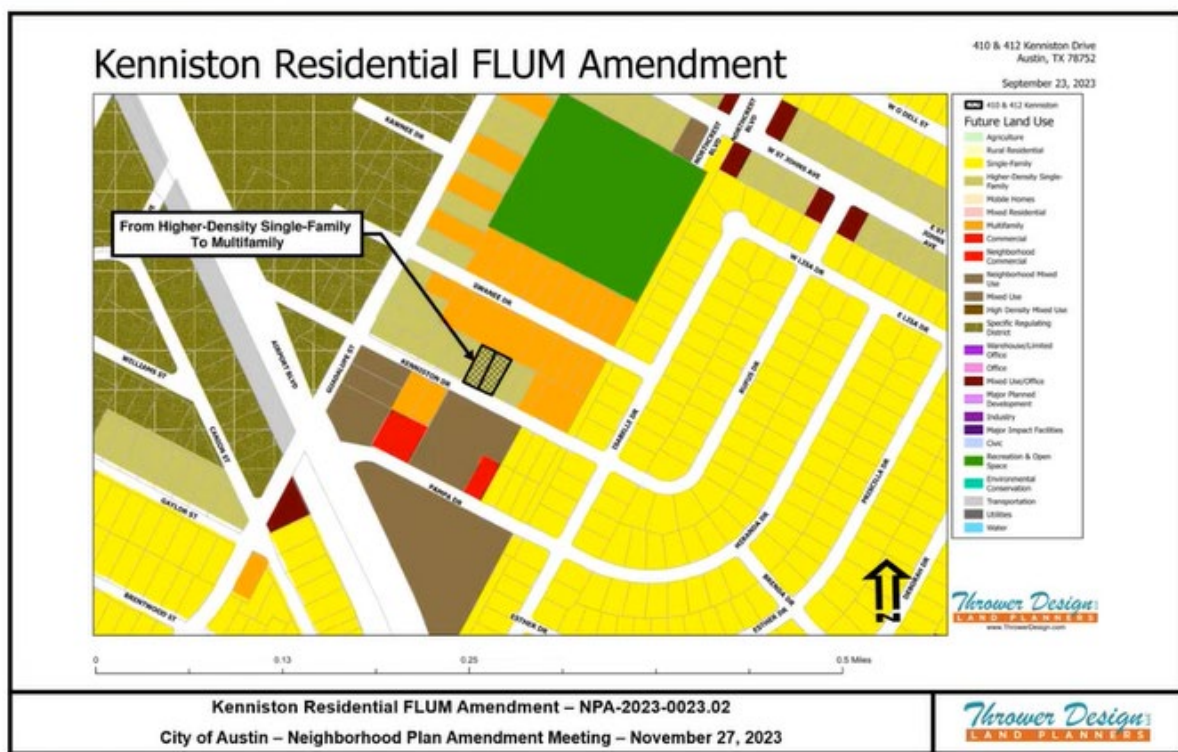
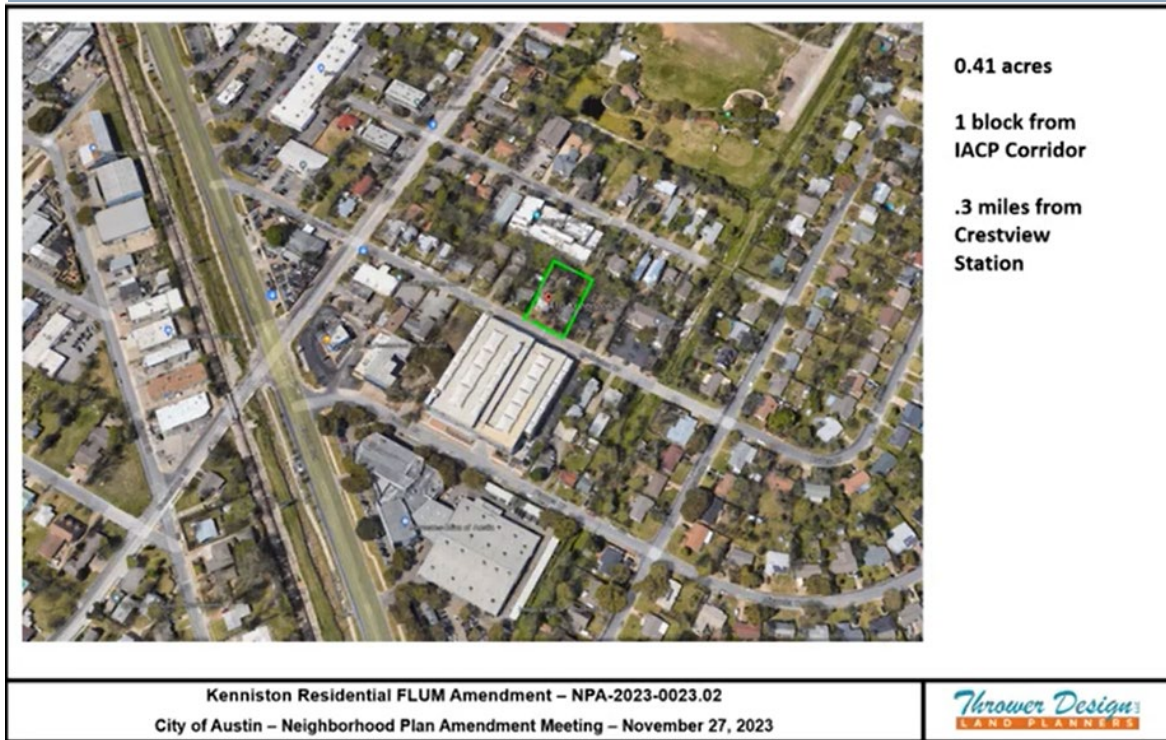


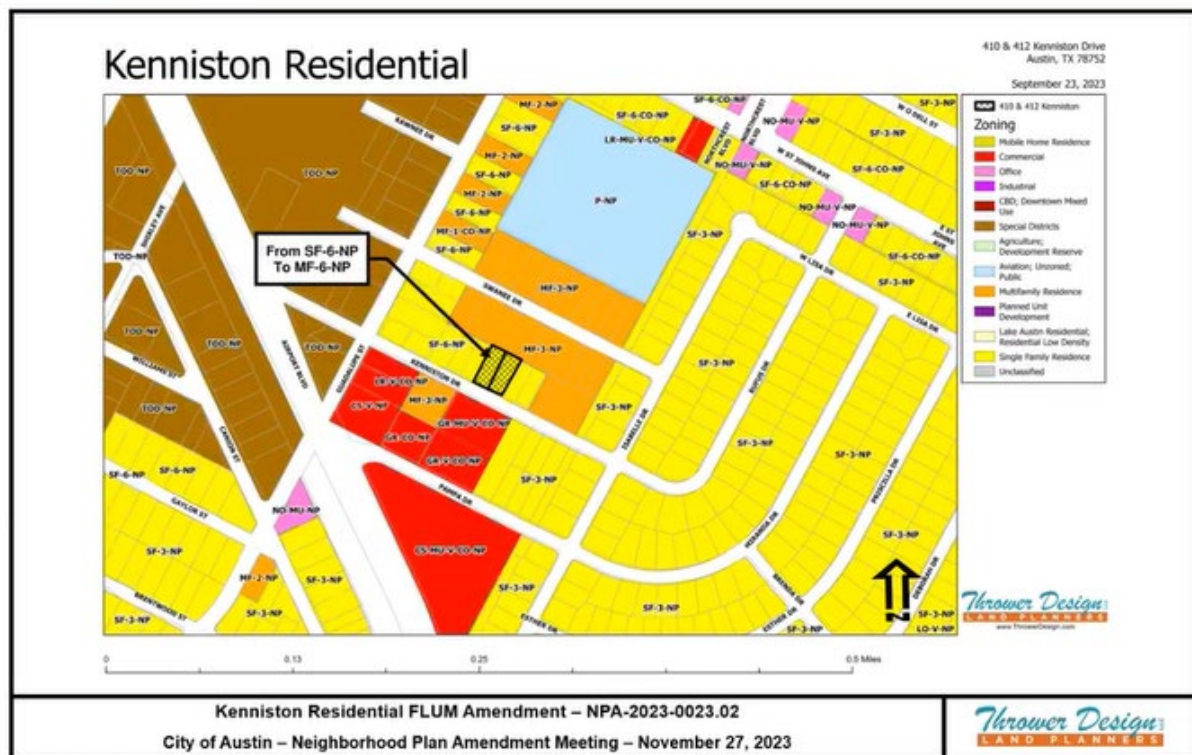






Victoria Haase's presentation at the Nov. 27, 2023 Virtual Community Mtg





Victoria Haase,
512-476-4456
Victoria@ThrorwerDesign.com

Ron Throrwer,
Ront@ThrorwerDesign.com

Kenniston Residential FLUM Amendment – NPA-2023-0023.02
City of Austin – Neighborhood Plan Amendment Meeting – November 27, 2023

Throrwer Design
LAND PLANNERS
www.throrwerdesign.com

Correspondence Received

(No correspondence received)