

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHBORHOOD PLAN: Holly

CASE#: NPA-2023-0010.01

DATE FILED: July 20, 2023

PROJECT NAME: 518 N. Pleasant Valley Road

PC DATE: December 12, 2023

ADDRESS/ES: 518 N. Pleasant Valley Road and 507 Calles Street

DISTRICT AREA: 3

SITE AREA: 3.89 acres

OWNER/APPLICANT: 507 Calles St. (Austin) Owner, LLC

AGENT: Armbrust & Brown, PLLC (Richard T. Suttle, Jr.)

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

STAFF EMAIL: Maureen.Meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Industry

To: Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2023-0111

From: LI-CO-NP

To: CS-MU-V-NP

NEIGHBORHOOD PLAN ADOPTION DATE: December 13, 2001

CITY COUNCIL DATE: February 1, 2024

ACTION:

PLANNING COMMISSION RECOMMENDATION:

December 12, 2023 - Approved on the consent agenda for the applicant's request for Mixed Use land use. [F. Maxwell – 1st; A. Azhar – 2nd] Vote: 11-0 [N. Barrera-Ramirez and P. Howard absent].

STAFF RECOMMENDATION: To grant the applicant's request for Mixed Use land use.

BASIS FOR STAFF'S RECOMMENDATION: Staff supports the applicant's request for Mixed Use land use because the property has frontage along N. Pleasant Valley Road an activity corridor where mixed use projects are appropriate. There is Mixed Use land use to the north, south and west of the property and the property is close to public transportation. Mixed Use land use is appropriate in this location.



Below are sections from the Holly Neighborhood Plan that staff believes supports the applicant's request.

Land Use

Goal 1: Promote a variety of housing options for a mixture of different incomes.

Objective 1.2: Preserve existing affordable housing.

Objective 1.3: Increase affordable housing opportunities for both home ownership and rental.

Objective 1.4: Maintain and increase housing opportunities for low income workers.

LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

Industry - Areas reserved for manufacturing and related uses that provide employment but are generally not compatible with other areas with lower intensity use. Industry includes general warehousing, manufacturing, research and development, and storage of hazardous materials.

Purpose

1. To confine potentially hazardous or nuisance-creating activities to defined districts;
2. To preserve areas within the city to increase employment opportunities and increased tax base;
3. To protect the City's strategic advantage as a high tech job center; and
4. To promote manufacturing and distribution activities in areas with access to major transportation systems.

Application

1. Make non-industrial properties in areas with a dominant industrial character compatible with the prevailing land use scheme;
2. Where needed, require a buffer area for industrial property that abuts residentially used land;
3. Industry should be applied to areas that are not appropriate for residential or mixed use development, such as land within the Airport Overlay; 4. In general, mixed use and permanent residential activities are not appropriate in industrial areas. An exception may be the edge of an industrial area along the interface with an area in which residential activities are appropriate. Such exceptions should be considered case by case, with careful attention to both land use compatibility and design;
5. Industry should not be either adjacent to or across the road from single family residential or schools;
6. Use roadways and/or commercial or office uses as a buffer between residential and industry; and
7. Smaller scale "local manufacturing" districts may be appropriate in some locations to preserve employment opportunities and cottage industries of local artisans. In these areas, hazardous industrial uses (i.e. basic industry, recycling centers, and scrap yards) should be prohibited.

PROPOSED LAND USE ON THE PROPERTY

Mixed Use - An area that is appropriate for a mix of residential and non-residential uses.

Purpose

1. Encourage more retail and commercial services within walking distance of residents;

2. Allow live-work/flex space on existing commercially zoned land in the neighborhood;
3. Allow a mixture of complementary land use types, which may include housing, retail, offices, commercial services, and civic uses (with the exception of government offices) to encourage linking of trips;
4. Create viable development opportunities for underused center city sites;
5. Encourage the transition from non-residential to residential uses;
6. Provide flexibility in land use standards to anticipate changes in the marketplace;
7. Create additional opportunities for the development of residential uses and affordable housing; and
8. Provide on-street activity in commercial areas after 5 p.m. and built-in customers for local businesses.

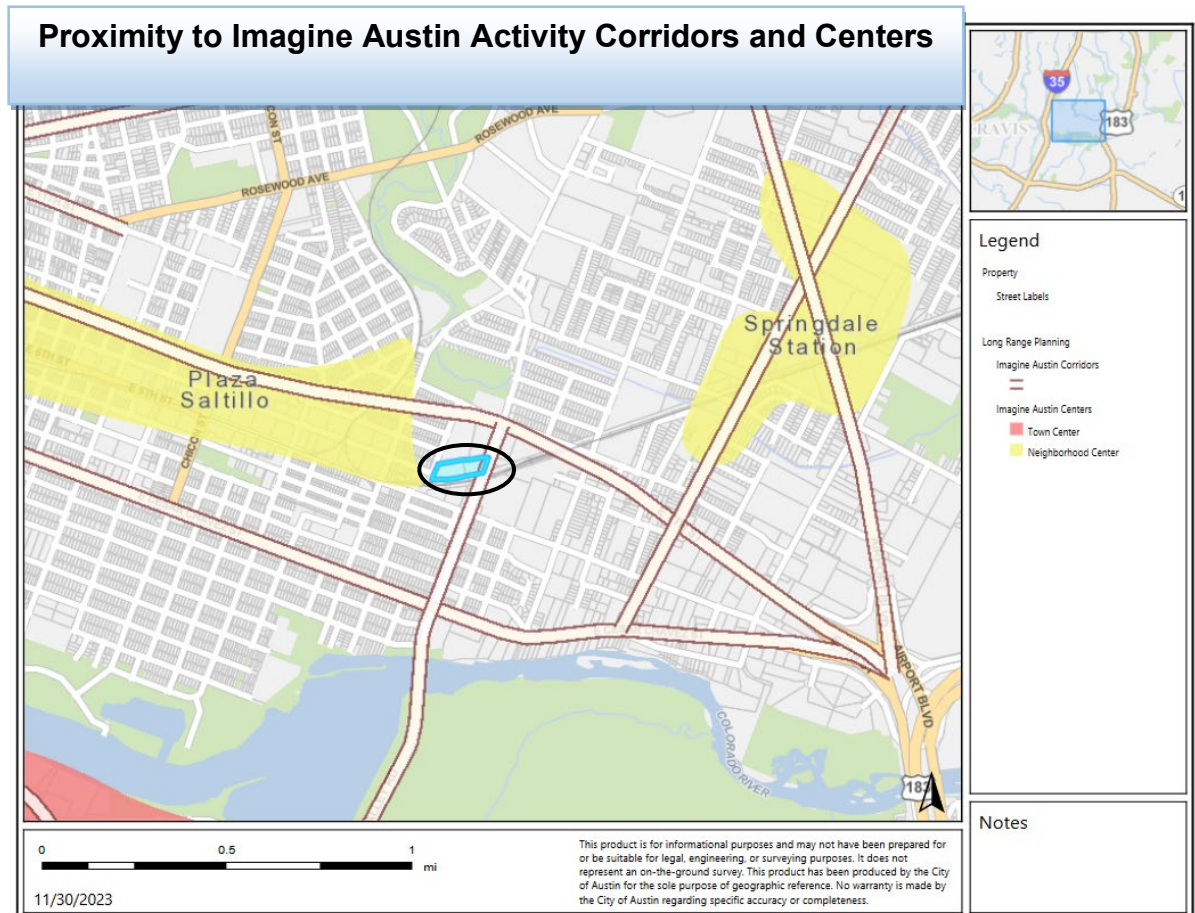
Application

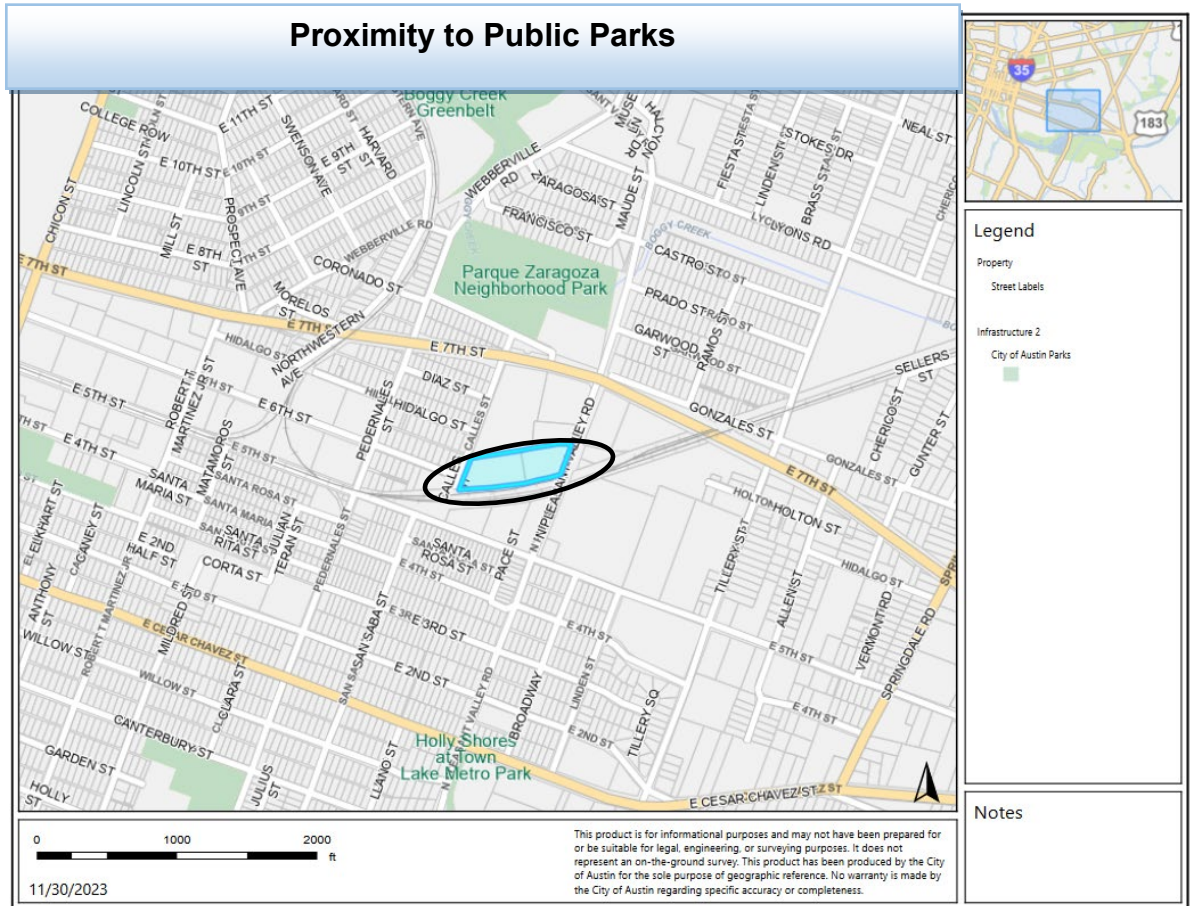
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood Mixed Use Building, Neighborhood Urban Center, Mixed Use Combining District);
4. Mixed Use is generally not compatible with industrial development, however it may be combined with these uses to encourage an area to transition to a more complementary mix of development types;
5. The Mixed Use (MU) Combining District should be applied to existing residential uses to avoid creating or maintaining a non-conforming use; and
6. Apply to areas where vertical mixed use development is encouraged such as Core Transit Corridors (CTC) and Future Core Transit Corridors.

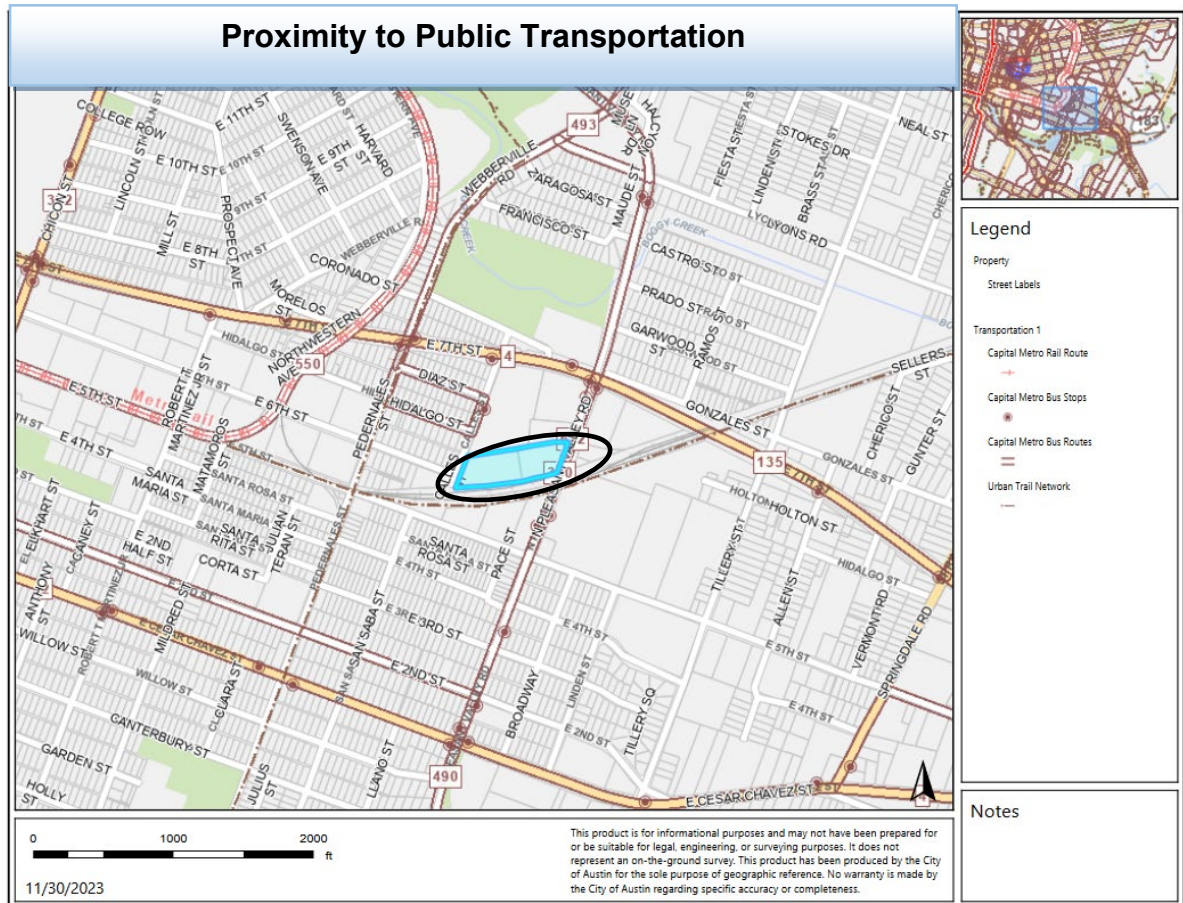
Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
Yes	Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center: <ul style="list-style-type: none"> • Frontage on N. Pleasant Valley Road which is an Activity Corridor • Near Plaza Saltillo Neighborhood Center

Yes	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station. • (See map below)
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. • 0.2 miles from HEB
Yes	Connectivity and Education: Located within 0.50 miles from a public school or university. • 0.4 miles from Brooke Elementary School • 0.7 miles from UT Elementary Charter School • 0.8 miles from Zavala Elementary School • 1.2 miles from Metz School
	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail. • 0.8 miles from Metz Neighborhood Park, • 0.9 miles from Pan American Neighborhood Park
	Connectivity and Health: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.)
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. • Proposed zoning of CS-MU-V-NP would require affordable housing if the VMU is pursued.
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. • Proposed zoning of CS-MU-V-NP allows for residential units.
Yes	Mixed use: Provides a mix of residential and non-industrial uses. • Proposed zoning of CS-MU-V-NP would allow for a mixed use development
Yes	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center). • 0.1 miles from Cepeda Public Library
	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).
na	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 requested	Total Number of "Yes's"







IMAGINE AUSTIN GROWTH CONCEPT MAP

Definitions

Neighborhood Centers - The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. However, depending on localized conditions, different neighborhood centers can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other instances, new or redevelopment may occur incrementally and concentrate people and activities along several blocks or around one or two intersections. Neighborhood centers will be more locally focused than either a regional or a town center. Businesses and services—grocery and department stores, doctors and dentists, shops, branch libraries, dry cleaners, hair salons, schools, restaurants, and other small and local businesses—will generally serve the center and surrounding neighborhoods.

Town Centers - Although less intense than regional centers, town centers are also where many people will live and work. Town centers will have large and small employers, although fewer than in regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size from one-to three-story houses, duplexes, townhouses, and rowhouses, to low-to midrise apartments, mixed use buildings, and office buildings. These centers will also be important hubs in the transit system.

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

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

Job Centers - Job centers accommodate those businesses not well-suited for residential or environmentally- sensitive areas. These centers take advantage of existing transportation infrastructure such as arterial roadways, freeways, or the Austin-Bergstrom International airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. They should nevertheless become more pedestrian and bicycle friendly, in part by better accommodating services for the people who work in those centers. While many of these centers are currently best served by car, the growth Concept map offers transportation choices such as light rail and bus rapid transit to increase commuter options.

Corridors - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment

opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

BACKGROUND: The plan amendment application was filed on July 20, 2023.

The applicant proposes to change the land use on the future land use map (FLUM) from Industry to Mixed Use.

The applicant proposes to change the zoning on the property from LI-CO-NP (Limited Industrial Services district – Conditional Overlay combining district – Neighborhood Plan) to CS-MU-V-NP (General Commercial Services district – Mixed Use Combining district – Vertical Mixed Use Combining district – Neighborhood Plan) for a multifamily and retail development.

PUBLIC MEETINGS: The ordinance-required community meeting was held on October 23, 2023. Approximately 239 meeting notices were mailed to utility account holders and property owners who live within 500 feet of the subject tract, in addition to neighborhood and environmental groups who requested notification for the area. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Two city staff members from the Planning Department attended the meeting, Maureen Meredith and Mark Walters. Kelly Wright from Armbrust & Brown, the applicant's agent, attended and one person from the neighborhood.

Below are highlights from Kelly Wright's presentation:

- Proposed FLUM change is from Industry to Mixed Use, which is compatible with the surrounding uses.
- Proposed zoning is from LI-CO-NP to CS-MU-V-NP.
- Currently developed on the western portion with an office building and the eastern part is a parking lot.
- No current plans to demolish the existing building.
- The client is looking at whether or not they are going to redo just the parking lot or the entire site to include a multifamily with retail use in an effort to help with the affordable housing crisis in Austin.

Q: You mention the Austin housing crisis. Do you know what the upper limit on income will be to make sure people who need housing will have access to it?

A: We are asking for CS-MU-V-NP. If we unlock the VMU2, that comes with certain affordable housing requirements. For VMU2, it's 6% of the residential units at 60% MFI or 10% of the residential units at 50% MFI for at least 40 years.

Q: Do you know how many units are proposed?

A: We have not hired an engineer or architect for this project yet. We are in the preliminary stages because we had to file the plan amendment application in July during the open filing period.

Q: Are there parking requirements and other infrastructure requirements?

A: I know the city wants to eliminate or reduce parking, but the client wants to provide parking based on the market. For residential units they are going to want to provide parking to people who still have vehicles like most of us do.

Applicant Summary Letter from Application

ARMBRUST & BROWN, PLLC

ATTORNEYS AND COUNSELORS

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Richard T. Suttie, Jr.
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rsuttie@abauaustin.com

July 19, 2023

Lauren Middleton-Pratt, Director
Planning Department
City of Austin
1000 E. 11th Street, Suite 200
Austin, Texas 78702

Re: Neighborhood Plan Amendment application for property located at 518 N. Pleasant Valley Road and 507 Calles Street, Austin, Texas, 78702, also known as TCAD Parcel No. 0203110801 (the "Application")

Dear Ms. Middleton-Pratt:

This letter, along with the Application is submitted to amend the Future Land Use Map ("FLUM") for property located at 518 N. Pleasant Valley Road and 507 Calles Street in Austin, Travis County, Texas (the "Property").

The Property is approximately ±3.89 acres and is zoned Limited Industrial Services – Conditional Overlay – Neighborhood Plan Combining District Transit ("LI-CO-NP") by Ordinance 030731-47. The Property is situated in the Holly Neighborhood Plan and is currently developed with offices, art gallery, personal improvement services, warehouse, brewery, restaurant, and a surface parking lot. The proposed project will consist of a mixed-use development including multi-family residential and retail (the "Project").

In order to facilitate development of the Project, a zoning application will be submitted at a later date to rezone the Property from LI-CO-NP to General Commercial Services – Mixed Use – Vertical Mixed Use Building – Neighborhood Plan Combining District ("CS-MU-V-NP"). The FLUM established by the Neighborhood Plan identifies the Property as Industry. This Application requests to change the FLUM on the Property from Industry to Mixed-Use in order for the FLUM to be consistent with the future rezoning.

Thank you in advance for your time and consideration of this Application. If you have any questions, comments, or need additional information, please do not hesitate to contact me at (512) 435-2310 or Kelly Wright at (512) 435-2364.

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ARMBRUST & BROWN, PLLC
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Very truly yours,

ARMBRUST & BROWN, PLLC



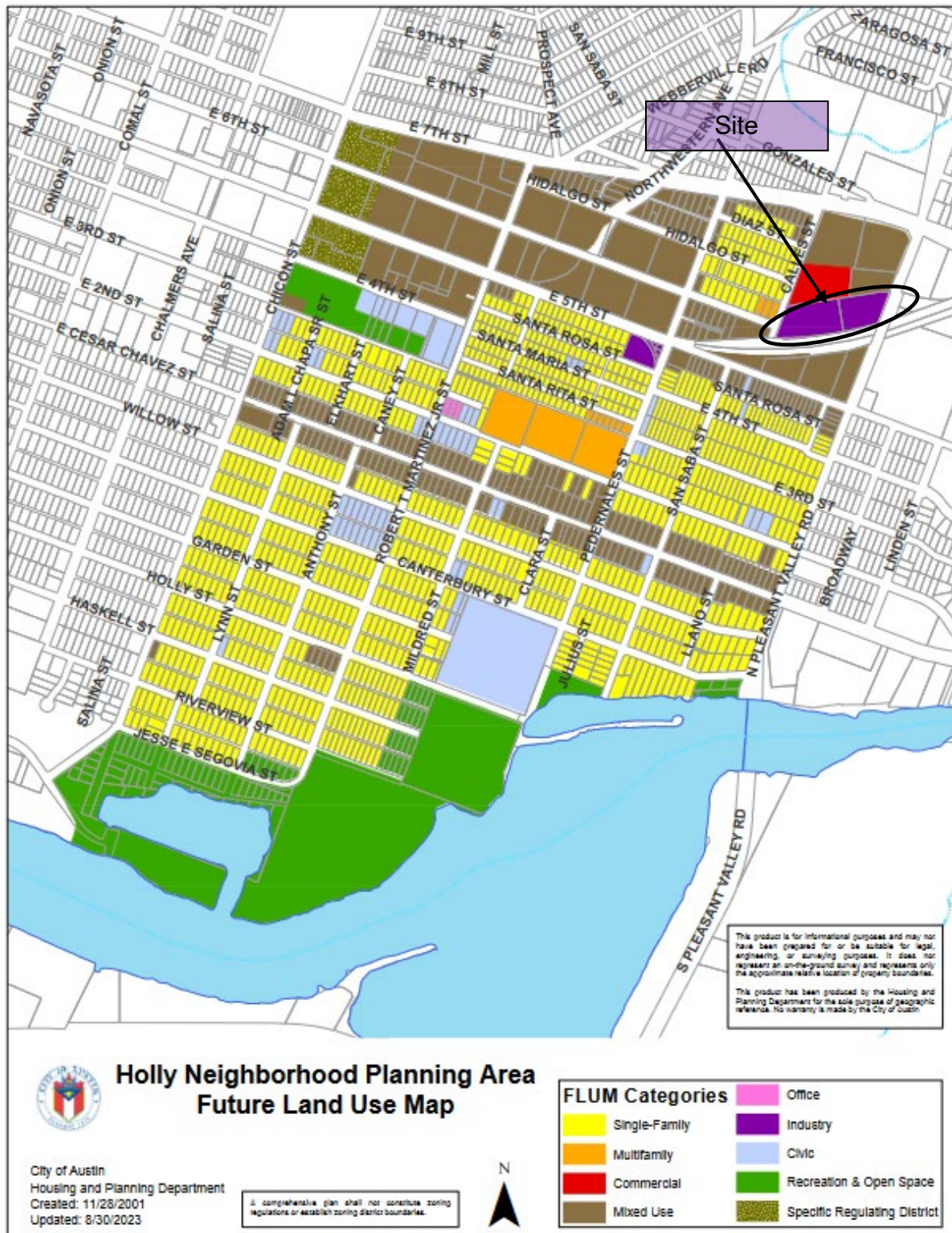
Richard T. Suttle, Jr.

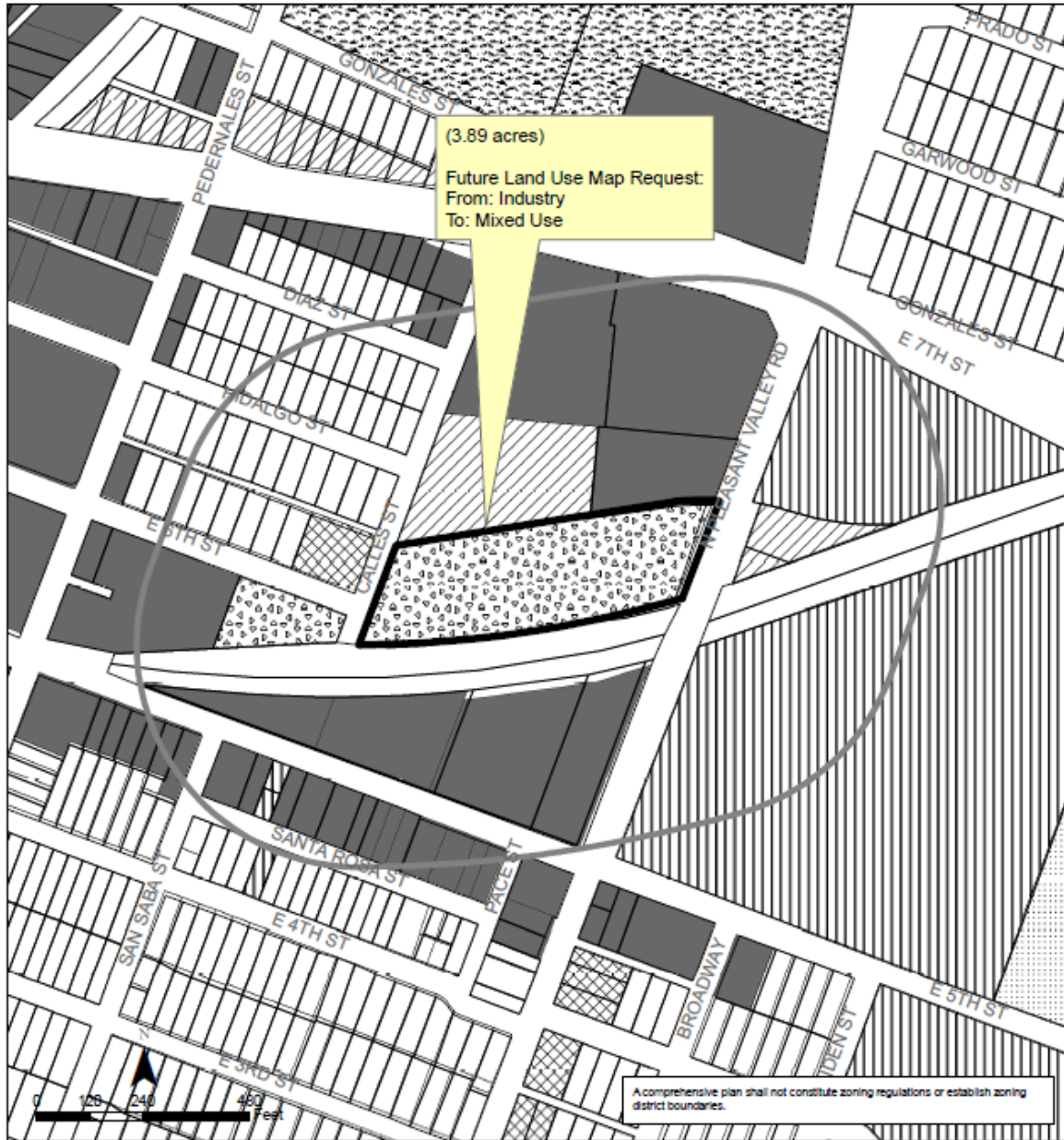
cc: Joi Harden
Maureen Meredith

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

(There is no neighborhood plan contact team in the Holly Planning Area)





Holly Neighborhood Planning Area NPA-2023-0010.01

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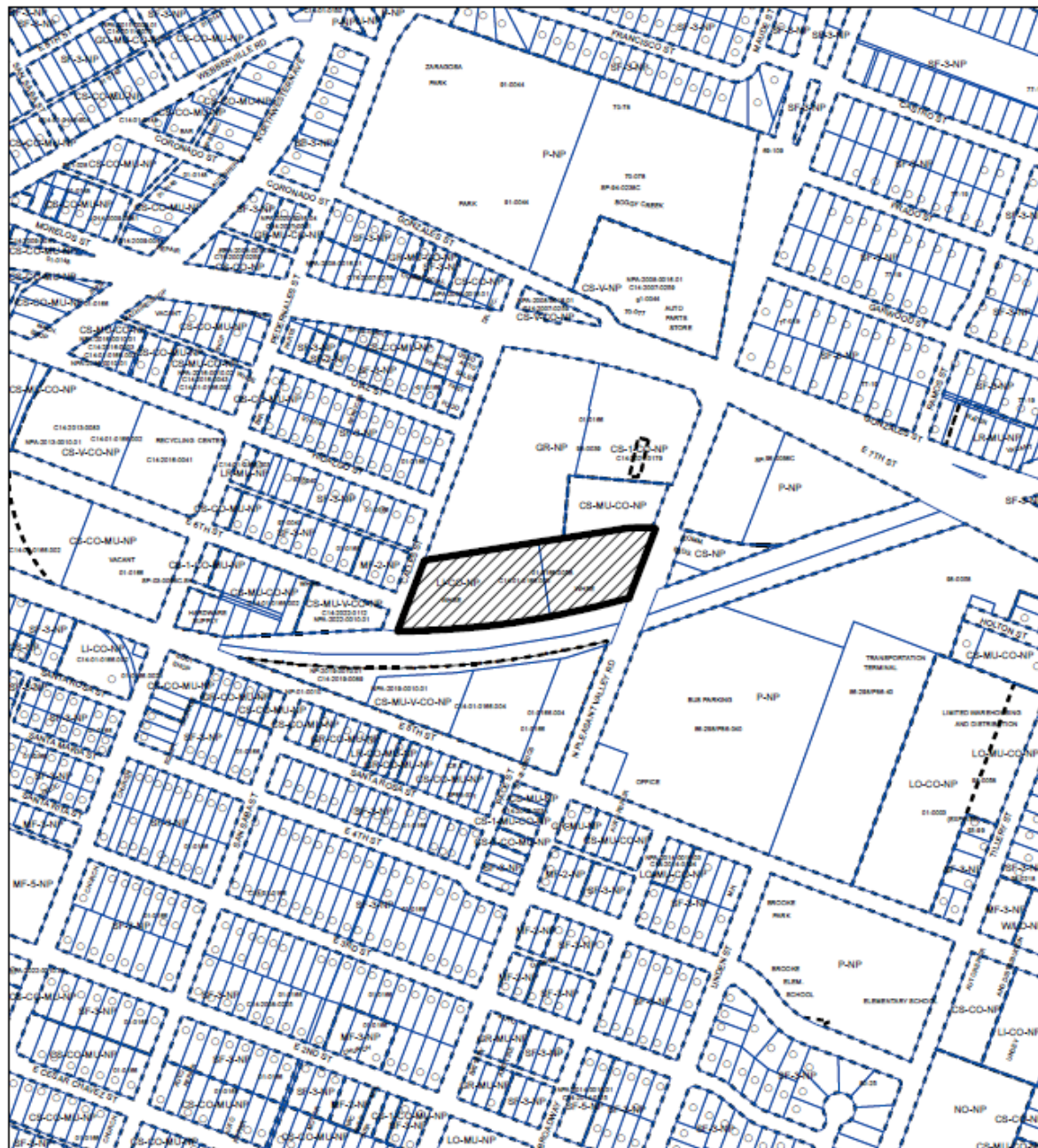
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Future Land Use




	Subject Tract		Mixed Use
	500 ft. notif. boundary		Multi-Family
	Civic		Office
	Commercial		Recreation & Open Space
	Industry		Single-Family



ZONING

ZONING CASE#: C14-2023-0111



 SUBJECT TRACT
 PENDING CASE
 ZONING BOUNDARY

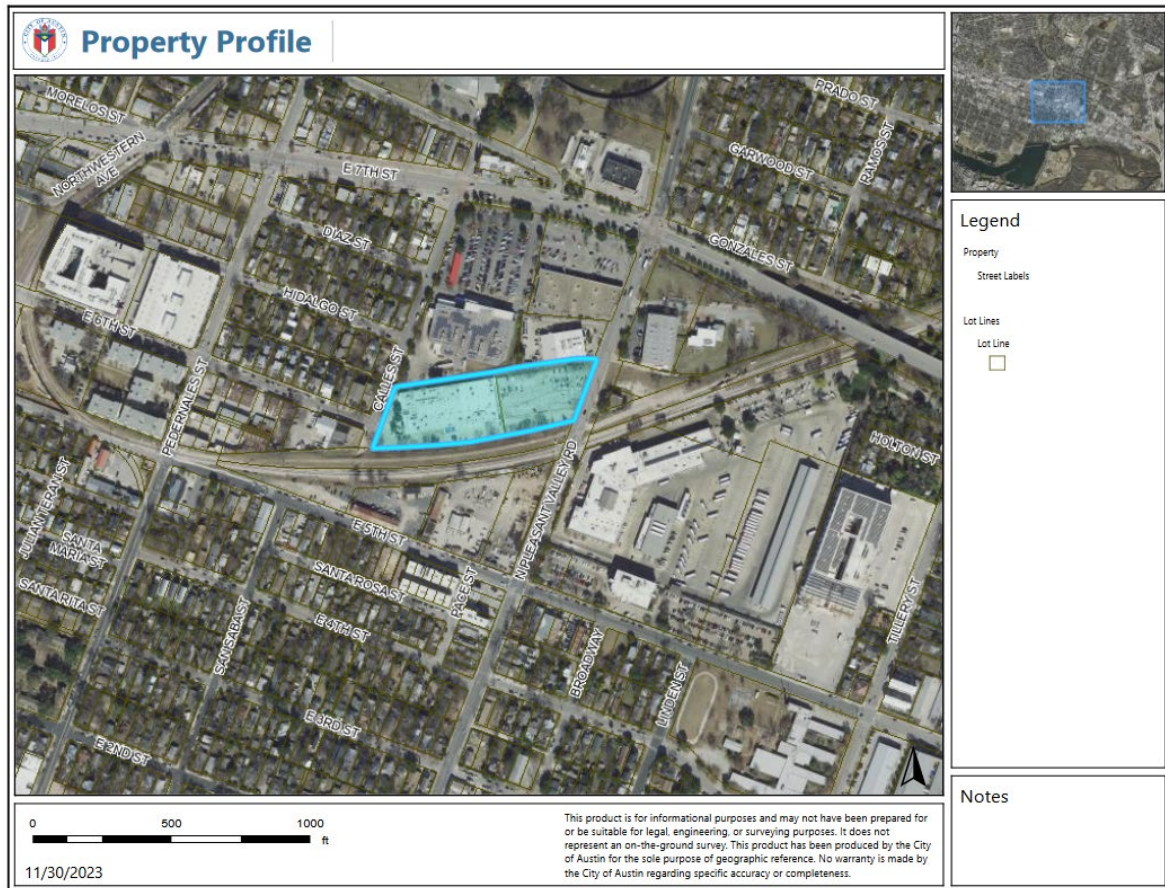
$$1'' = 400'$$

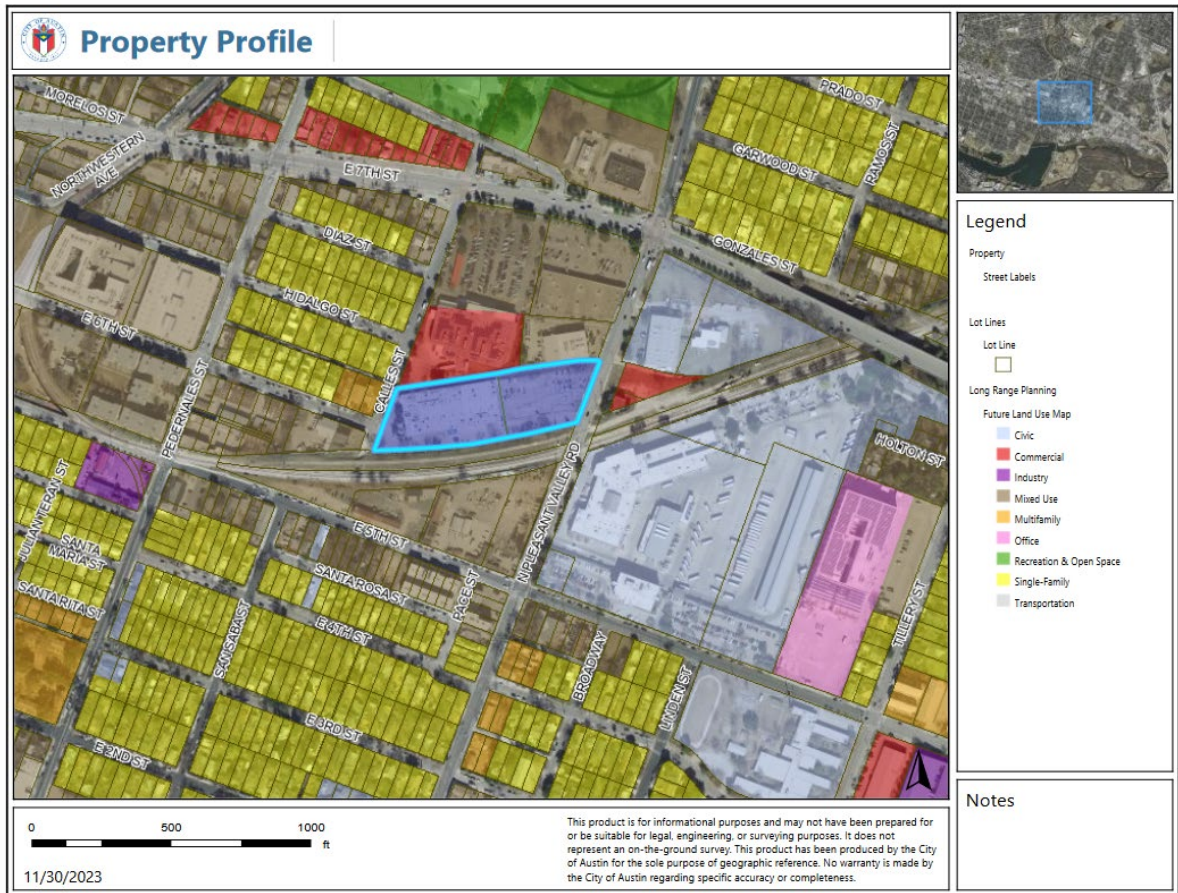
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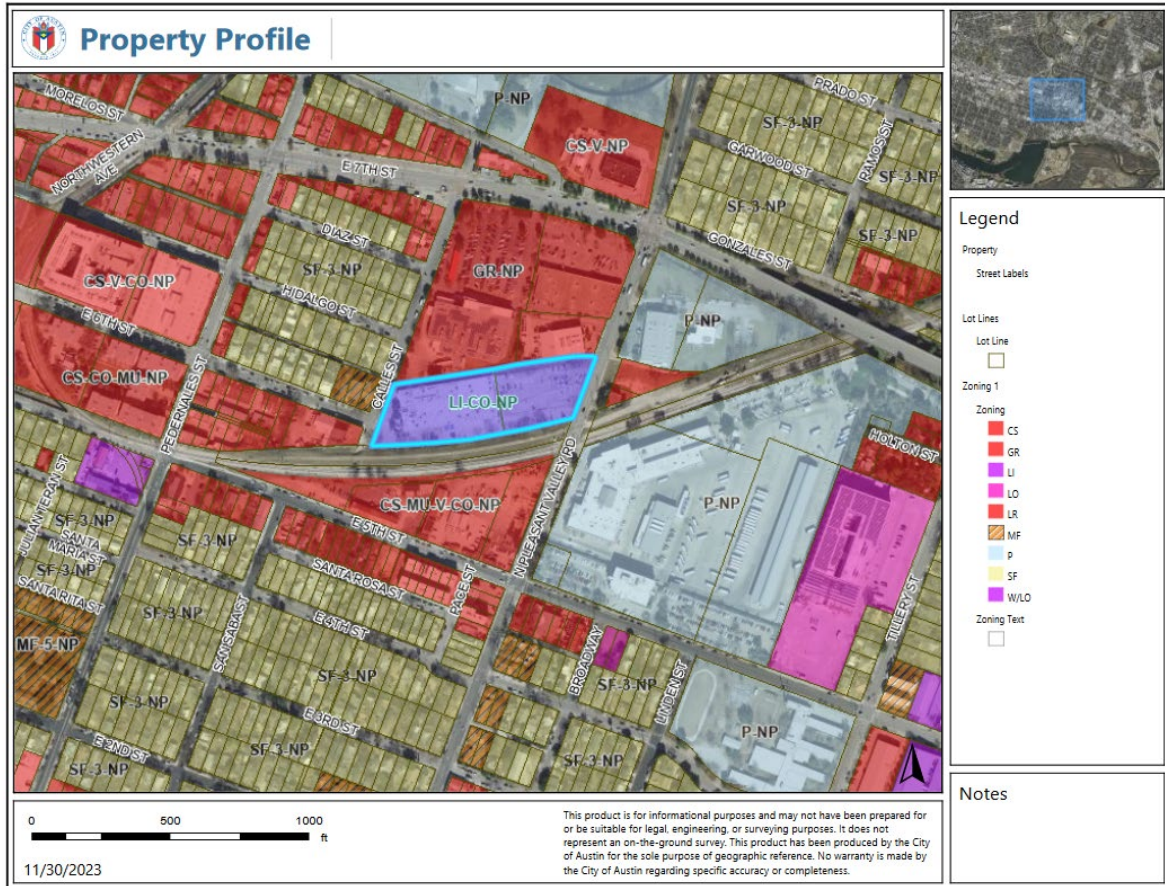
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Created: 9/19/2023







**Kelly Wright's Presentation at the October 23, 2023 Virtual
Community Meeting**

518 N. Pleasant Valley

**Neighborhood Plan Amendment
Case No. NPA-2023-0010.01**

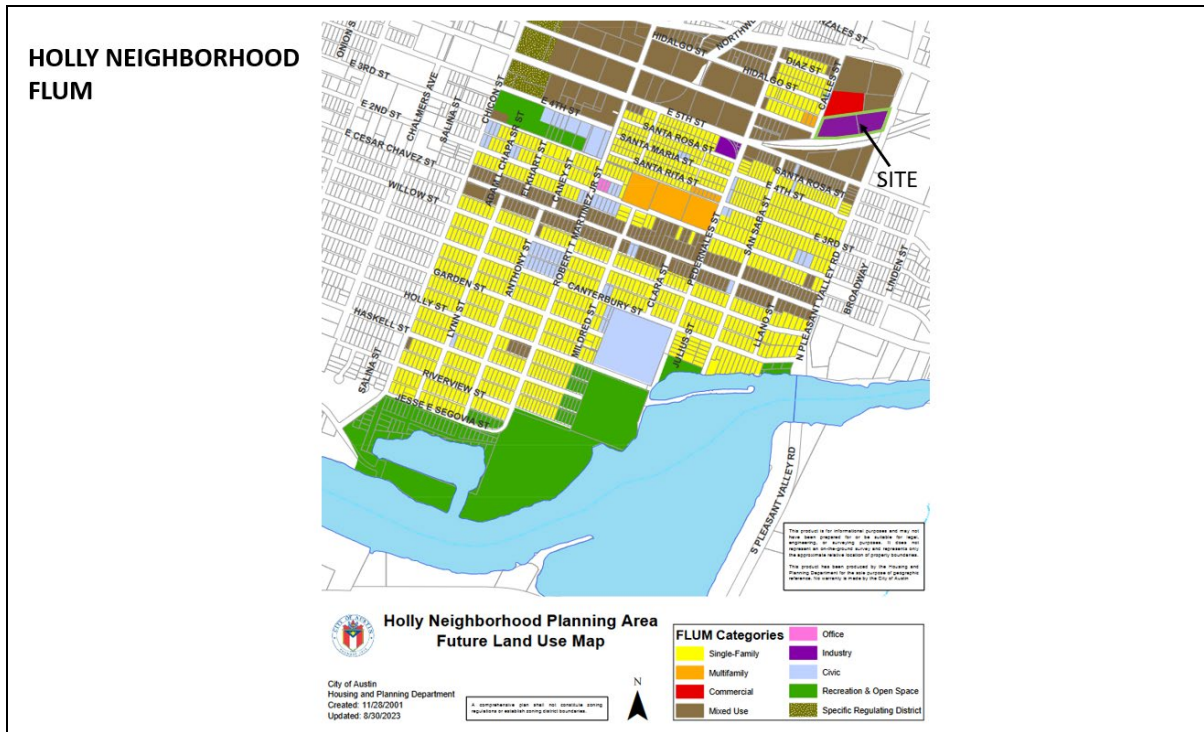
Zoning Case No. C14-2023-0111

AERIAL



ZONING MAP





Contact Information:

Kelly Wright, Armbrust & Brown, PLLC
(512) 435-2364
kwright@abaustin.com

AERIAL



Correspondence Received

From: Tom Wald
Sent: Tuesday, December 12, 2023 3:04 PM
To: Meredith, Maureen <Maureen.Meredith@austintexas.gov>; rsuttle@abaustin.com; Amanda Swor <>; Maxwell, Felicity - BC <BC-Felicity.Maxwell@austintexas.gov>; Rivera, Andrew <Andrew.Rivera@austintexas.gov>; Hempel, Claire - BC <BC-Claire.Hempel@austintexas.gov>; Azhar, Awais - BC <BC-Awais.Azhar@austintexas.gov>; Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>
Cc: Eastman, John <John.Eastman@austintexas.gov>; Rowlinson, Thomas <Thomas.Rowlinson@austintexas.gov>
Subject: Items 6 and 18: Request for trail easement and construction as condition of rezoning

Planning Commission members, City of Austin staff, and property owner representatives,

I am reaching out on behalf of the Red Line Parkway Initiative with urban trail requests for two cases at the Planning Commission tonight.
Item 6: [C14-2023-0111 - 518 North Pleasant Valley and 507 Calles Street](#) (related to Item 5: NPA-2023-0010.01) - [Google Maps](#)
Item 18: [C14-2023-0040 - 10317 - 10423 McKalla Place](#) - [Google Maps](#)

We are requesting a trail easement and trail construction as a condition of rezoning for both of these cases. Our requests are described below.

Item 6: C14-2023-0111 - 518 North Pleasant Valley and 507 Calles Street:
Owner must provide a trail easement of at least 30' wide and construct an urban trail along the south edge of the properties as a condition of this rezoning.

(As an aside, note that the item backup states this as the "Red Line Trail", but this is not along the Red Line itself. It's near the Red Line, and along the Green Line / MoKan railroad. Specifically it's adjacent to a Union Pacific parcel that is unused and does not have railroad tracks.)

Item 18: 10317 - 10423 McKalla Place:

Due to the shape of this property, our request is slightly different for this one:
Owner must provide a trail easement of at least 20' wide and construct the Red Line Trail along the east edge of the properties as a condition of this rezoning.
The site plan review by PARD and other city staff remains an additional step in the development process and may find that a wider easement is warranted.

These two urban trail segments will help create well-connected trail networks and provide safe walk and bike connectivity in areas where options are discontinuous or have frequent conflicts with motor vehicle traffic. Urban trails are intended to be the highest quality facilities for walk and bike mobility, separated from motor vehicle traffic. These are both part of the city's planned urban trail network.

These two requests are similar to what city staff asks of developers at the time of site plan for these corridors. For that reason, we believe these requests do not represent an undue burden. However, we have discovered that for some properties, staff has been unsuccessful at establishing easements at time of site plan, resulting in the need for expensive and challenging retrofit projects at unknown times in the future in order to provide a safe and usable trail connection. For that reason and others, it's become essential to include these conditions at the time of granting additional entitlements.

I wasn't able to get enough context on these two cases until this morning, which is why I am reaching out now. For future land use cases along the Red Line railroad and other urban trail corridors, we're available to meet with property owner representatives and city staff well in advance of Planning Commission and City Council meetings to discuss trail easements, construction, and related parkland needs. We are listed in the City of Austin Community Registry for all properties along the Red Line railroad corridor. I can be reached at tom@redlineparkway.org and 512-203-7626.

Thank you,
Tom

Tom Wald
Executive Director
512-203-7626

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[Red Line Parkway Initiative](#) is a 501(c)(3) nonprofit founded in 2017 that unites partners and communities to successfully plan, fund, build, and activate a celebrated Parkway that will be enjoyed for generations.

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