

**NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET**

**NEIGHBORHOOD PLAN:** Rosewood Neighborhood Plan and the Martin Luther King Jr. Boulevard Transit Oriented Development (MLK TOD) Station Area Plan

**CASE#:** NPA-2024-0008.02

**DATE FILED:** July 25, 2024

**PROJECT NAME:** 2967 Manor Road Revision

**PC DATE:** March 11, 2025  
February 11, 2025  
January 28, 2025  
January 14, 2025

**ADDRESS/ES:** 2967 Manor Road

**DISTRICT AREA:** 1 and 9

**SITE AREA:** 0.68 acres (for parcel)

**OWNER/APPLICANT:** 2967 Manor AGV, LLC

**AGENT:** Thrower Design, LLC (Victoria Haase and Ron Thrower)

**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:** Mixed Use

**Base District Zoning Change**

**Related Zoning Case:** C14-2024-0107

**From:** TOD-NP

**To:** CS-DB90-NP

**NEIGHBORHOOD PLAN ADOPTION DATE:** Rosewood Neighborhood Plan adopted January 10, 2002. Martin Luther King, Jr. Transit Oriented Development (TOD) Station Area Plan adopted March 12, 2009.

**CITY COUNCIL DATE:****January 30, 2025****ACTION:** Postponed to March 6, 2025 at the request of Staff.**March 6, 2025****ACTION:** Staff postponement request to April 10, 2025.**April 10, 2025****ACTION:** (action pending)**PLANNING COMMISSION RECOMMENDATION:*****March 11, 2025 – (action pending)***

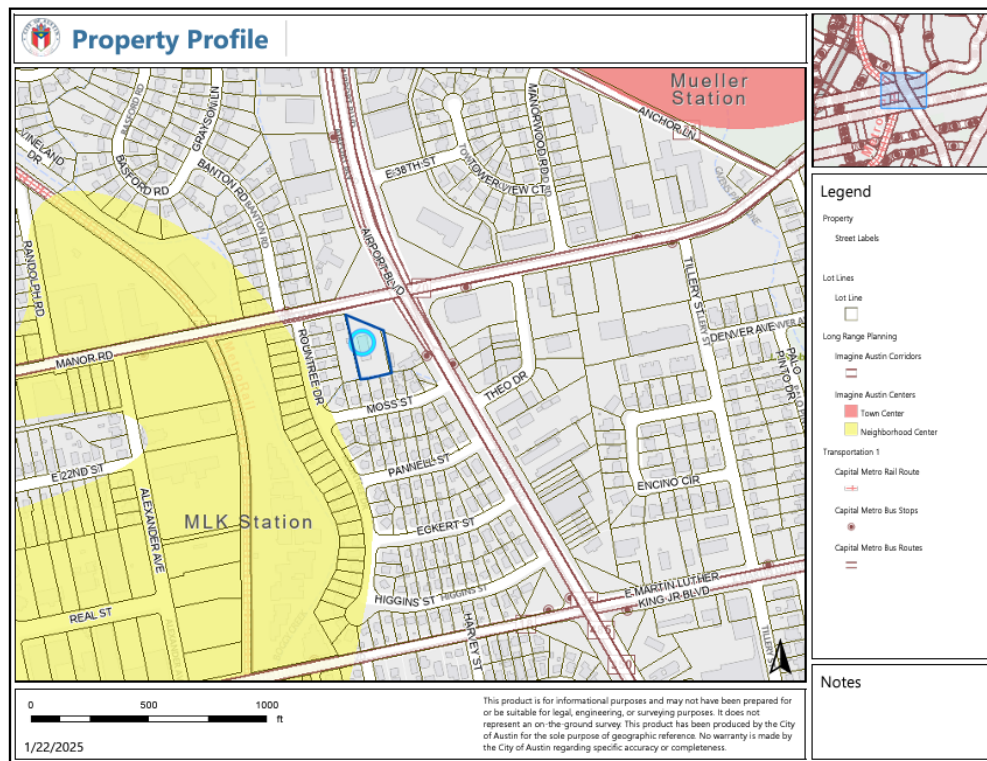
***February 11, 2025*** – Postponed to March 11, 2025 on the consent agenda at the request of staff. [A. Azhar – 1<sup>st</sup>; F. Maxwell – 2<sup>nd</sup>] Vote: 10-0 [P. Howard, A. Phillips, and A. Haynes absent].

***January 28, 2025*** – After postponement discussion, postponed to February 11, 2025 on the consent agenda at the request of the applicant. [F. Maxwell – 1<sup>st</sup>; A. Azhar – 2<sup>nd</sup>] Vote: 7-3 [G. Anderson and A. Woods absent. G. Cox, A. Haynes, and N. Barrera-Ramirez voted nay].

***January 14, 2025*** – Postponed to January 28, 2025 on the consent agenda at the request of staff.

**STAFF RECOMMENDATION:** Staff supports the applicant’s request for Mixed Use land use and to be removed from the boundaries of the MLK TOD Station Area Plan.

**BASIS FOR STAFF’S RECOMMENDATION:** Staff supports the applicant’s request for Mixed Use land use and for the property to be removed from the MLK TOD boundaries because the proposed rezoning will allow for a denser development that is more transit-supportive than could be achieved under the existing TOD-NP. The proposed rezoning would allow for approximately 81 housing units and 10 income restricted units, as opposed to 30 units with no income restricted units provided. The property is on the edge of the TOD boundaries and would not cause a “donut-hole” in the TOD area. The property is near public transportation along Manor Road (activity corridor), Airport Blvd (activity corridor) and E. MLK Jr. Boulevard (activity corridor). The property is also approximate 0.6 miles from the MLK Rail Station.



## **LAND USE DESCRIPTIONS:**

### **EXISTING LAND USE:**

**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

### **PROPOSED LAND USE:**

**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**

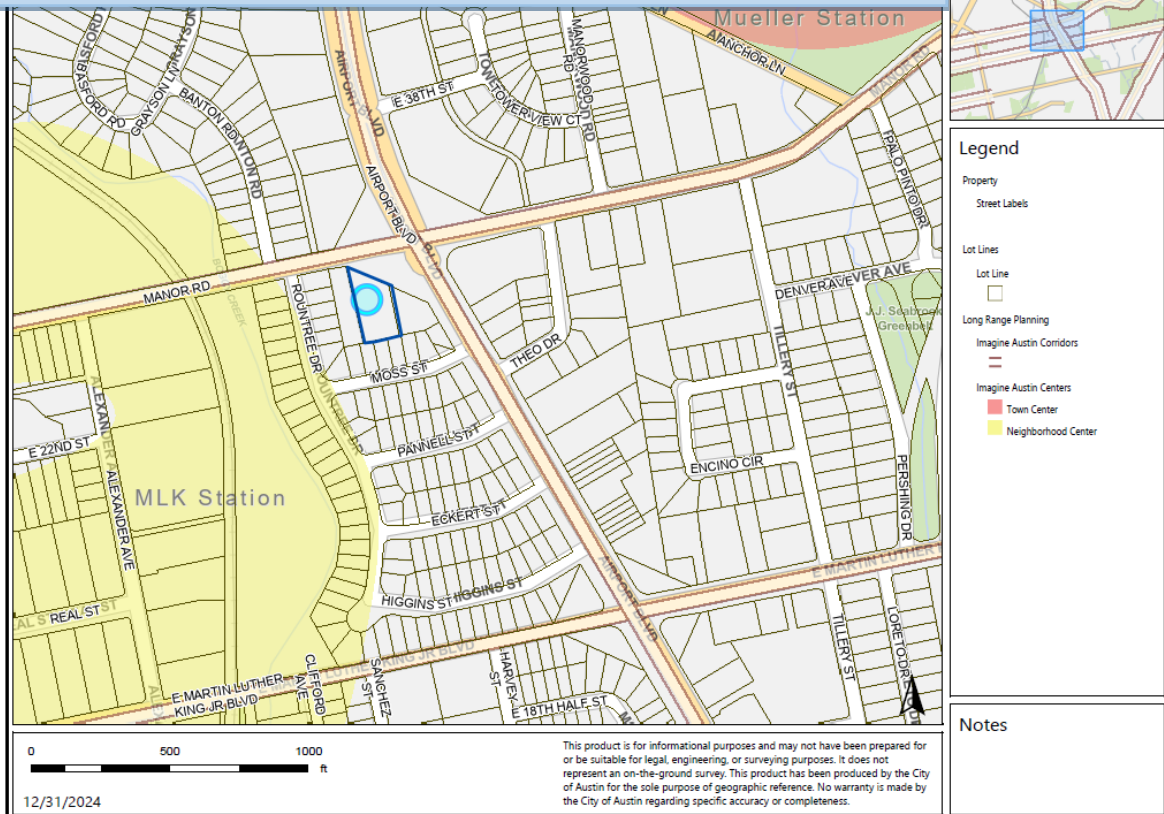
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood 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.

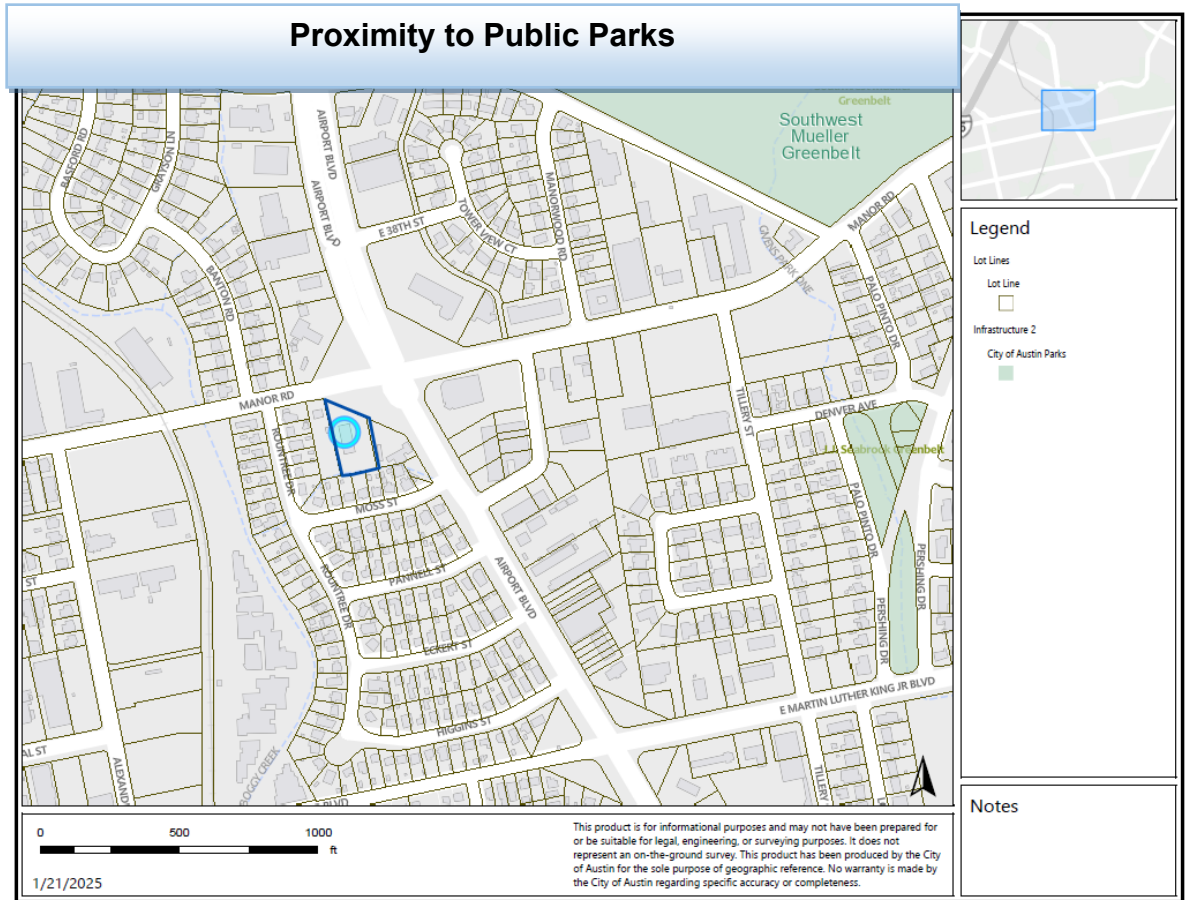


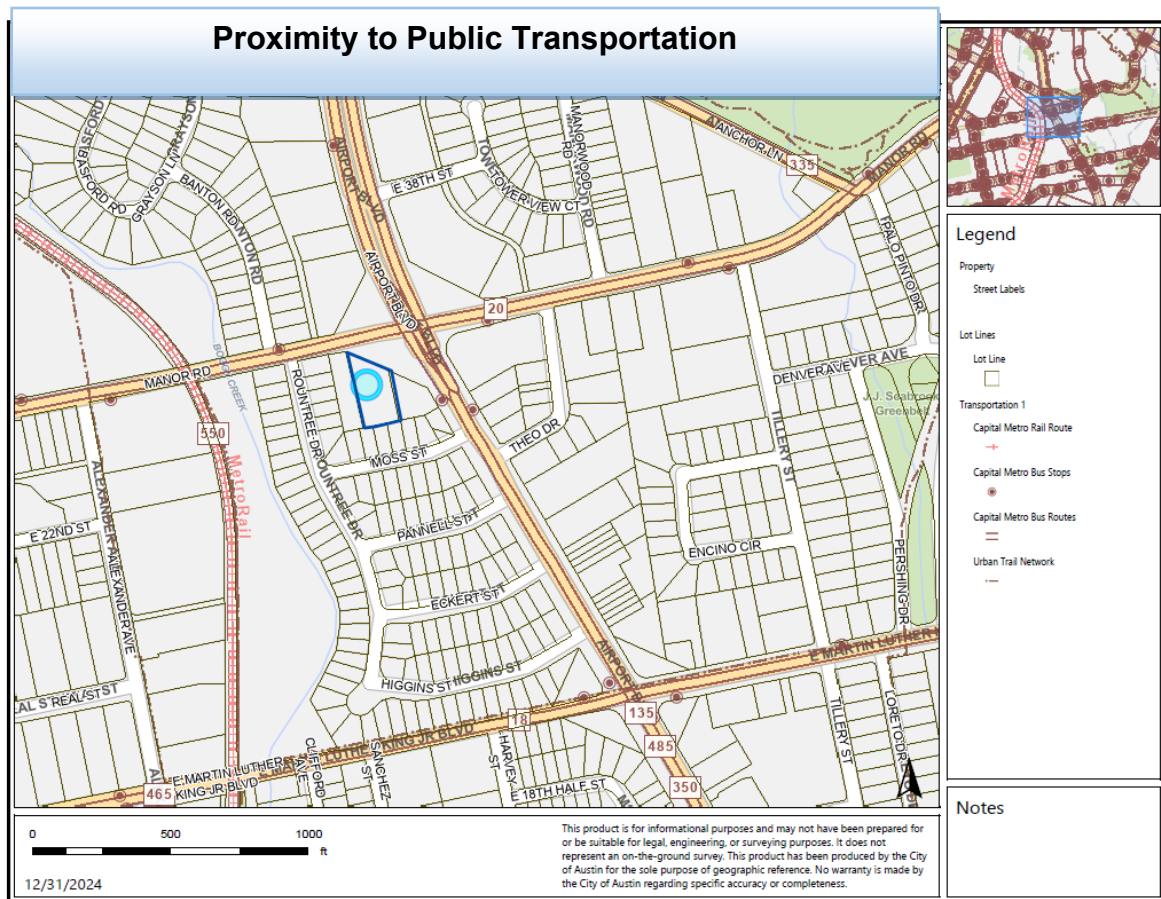
Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
Yes	<b>Imagine Austin Growth Concept Map:</b> Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. <b>Name(s) of Activity Center/Activity Corridor/Job Center:</b> <ul style="list-style-type: none"> <li>• <b>Less than 300 feet east of the MLK Station Neighborhood Center</b></li> <li>• <b>Approx. 0.33 miles from the Mueller Town Center</b></li> <li>• <b>Near three activity corridors: Manor Road, Airport Blvd., and E. MLK Jr. Blvd</b></li> </ul>
Yes	<b>Mobility and Public Transit:</b> Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> <li>• <b>0.6 miles from the MLK Rail Station</b></li> <li>• <b>Public transit along Manor Road, Airport Blvd, and E. MLK Jr. Blvd</b></li> </ul>
Yes	<b>Mobility and Bike/Ped Access:</b> Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> <li>• <b>Bike lanes along Manor Rd</b></li> <li>• <b>Sidewalks along Manor Rd</b></li> <li>• <b>Sidewalks along Airport Blvd</b></li> </ul>
Yes	<b>Connectivity, Good and Services, Employment:</b> Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> <li>• <b>Multiple businesses along Manor Rd, Airport Blvd, and E. MLK Jr. Blvd</b></li> </ul>
Yes	<b>Connectivity and Food Access:</b> Provides or is located within 0.50 miles of a grocery store/farmers market. <ul style="list-style-type: none"> <li>• <b>0.3 miles from Lone Star Family Market #3</b></li> <li>• <b>0.5 miles from RBM Food Mart</b></li> <li>• <b>0.5 miles from Sky Market</b></li> </ul>
No	<b>Connectivity and Education:</b> Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> <li>• <b>0.6 miles from Lee Lewis Campbell Elementary School</b></li> </ul>
No	<b>Connectivity and Healthy Living:</b> Provides or is located within 0.50 miles from a recreation area, park or walking trail. <ul style="list-style-type: none"> <li>• <b>1 mile from Alamo Recreation Center</b></li> </ul>
No	<b>Connectivity and Health:</b> Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.) <ul style="list-style-type: none"> <li>• <b>0.6 miles from CareNow Urgent Care Mueller</b></li> </ul>
Yes	<b>Housing Affordability:</b> Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing. <ul style="list-style-type: none"> <li>• <b>81 dwelling units proposed with 10-unit income restricted units</b></li> </ul>
Yes	<b>Housing Choice:</b> Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint. <ul style="list-style-type: none"> <li>• <b>81 dwelling units proposed</b></li> </ul>
Yes	<b>Mixed use:</b> Provides a mix of residential and non-industrial uses. <ul style="list-style-type: none"> <li>• <b>The proposed CS-DB90-NP zoning would allow for a mix of commercial and residential units</b></li> </ul>
No	<b>Culture and Creative Economy:</b> Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
No	<b>Culture and Historic Preservation:</b> Preserves or enhances a historically and/or culturally significant site.
Not known	<b>Creative Economy:</b> Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)

Not known	<b>Workforce Development, the Economy and Education:</b> Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
No	<b>Industrial Land:</b> Preserves or enhances industrial land.
8	<b>Number of "Yeses"</b>

### Proximity to Imagine Austin Activity Centers and Corridors







## 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 applicant has requested that the property be removed from the MLK Station Area Plan TOD and to change the land use designation from Specific Regulating District to Mixed Use.

The applicant proposes to change the zoning on the property from TOD-NP to CS-DB90-NP to build approximately 81 dwelling units, 10 of which would be income restricted. For more information on the proposed zoning change, see case report C14-2024-0107.

**PUBLIC MEETINGS:** The ordinance-required community meeting was held on January 6, 2025. Approximately 3,452 community meeting notices were mailed to people who have utility accounts or own property within the MLK TOD Station Area Plan boundary and within 500 feet of the notification area of the TOD boundary. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Five Planning Department staff members attended, Maureen Meredith, Mark Walters, Jonathan Tomko, Sophia Benner, and Chase Gonsoulin. Victoria Haase and Ron Thrower from Thrower Design, LLC attended, who are the applicant's agent. Seven people from the neighborhood attended.

Below are highlights from Victoria Haase's presentation:

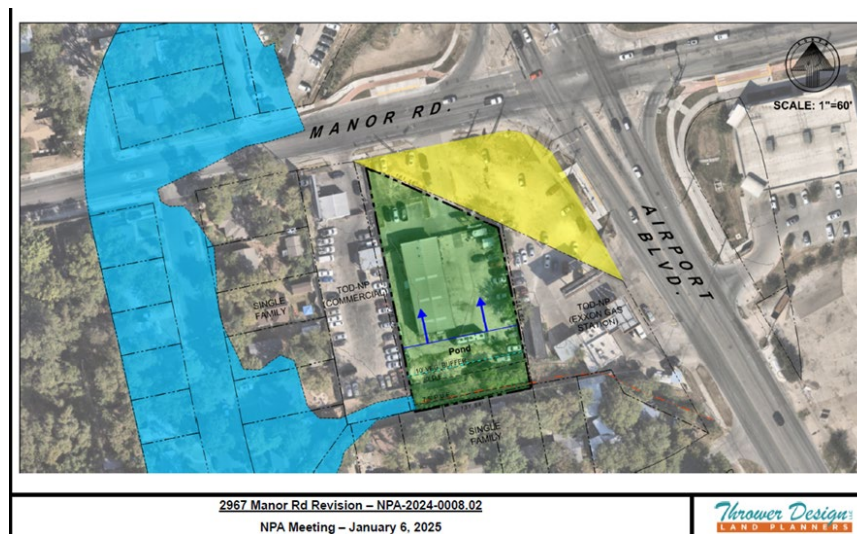
- We want to change the FLUM to Mixed Use from Specific Regulating District
- We want to remove the property from the TOD and rezone to DB90.
- The site is 0.68 acres, but there is a 30-foot drainage easement on the property to the rear of the site, within that is a 7.5-foot public utility easement. Beyond the 30-foot drainage easement is a 10-foot vegetative buffer, which is a compatibility screening buffer. There is another 30-feet for a detention pond. We are left with .40 acres available for development.
- In the TOD Mixed Use district, there is a maximum height of 60 feet and maximum of 30 dwelling units available on the property, with no affordable units provided. Because of all the site issues, an affordable project would not work here. DB90 allows up to 90 feet and no limit to density. Approximately 81 units are possible with 12% of the dwelling units must be income restricted which would be 10 units.
- The TOD was created to make transit supportive density, but DB90 will do more for transit supportive density than the TOD regulating plan. It's a great location to bring more density.

***Q: I have no issues with the requested change here. 90 feet should be by-right here because it's near major corridors and transit. My question is why take it out of the TOD as opposed to amending the TOD?***

A: It would take a Code amendment to amend the TOD. Changing the zoning would be simpler process than amending the entire TOD. The MLK TOD was adopted in 2009. One of the concerns is lack of staff resources to update this TOD and all the TODs. There are TODs located along the Project Connect line with Federal funding that is at stake for fixed-rail transit and there is no rail coming to this area in the near future.

***Q: There's a big ROW triangle taken out shown on the map. Would the applicant be interested in pursuing acquiring this ROW?***

A: This yellow area is currently ROW, taken by TXDOT then transferred to the City. The City doesn't know what it wants to do with this area. We asked for a waiver of the ground floor under DB90 because we don't know what will happen with the ROW. That doesn't mean ground-floor retail won't happen, but we just don't know what will happen with this ROW. Vacating ROW is a lengthy and costly process and there is no guarantee who the City will sell the property to. There are a lot of unknowns. We would like to have that land back, but vacating ROW takes over a year to do. Even though we are asking to have the TOD pulled from the boundary, the development will bring a level of density that can support transit, especially if the project will bring more units than what is allowed under the TOD. It will have a positive impact, which is what the TOD was supposed to do. The sidewalk regulations would also be removed taking it out of the TOD, but with this property the landowner has agreed to follow the TOD Core Transit Corridor sidewalk regulations which requires wider sidewalks and larger planting areas, because we want it to be consistent with other properties in the TOD. Maybe this can be done through a public restrictive covenant.





***Q: Are you asking for any other waivers? Are there any other agreements?***

A: There are no other waivers and not sure if any would be needed during site plan. No, there are no other agreements.

**Comments:**

- I'm generally supportive of the proposed development here, which is better than what we have now, especially with the sidewalk design standards being kept up.
- The TOD was applied to this area because the city wanted it, not necessarily because of the neighborhood. I don't know how this request will affect the TOD that it's in, but I know how it will affect residents around it by putting a higher density development in the middle of the neighborhood and not on the edge. What happens to the larger TOD when landowners are piece-meal taking their properties out of it? All the TODs should be updated at one time.
- I'm also generally supportive of the development because we need more housing along the corridor, especially with our housing crises. The quicker the better through this rezoning because we need more housing.
- Aside from the process issue, I certainly support the additional intensity at this location where it is very appropriate - the height request amounts to mid-rise which should be by-right in this area. I don't understand the limitation on units - it seems contrary to the interest of an effective TOD. If an amendment to the TOD isn't possible in this case, I certainly support revisiting and updating the TOD in this area going forward given the rapid change in this area.

## Applicant Summary Letter



July 1, 2024 – Amended 12/3/2024

Ms. Lauren Middleton-Pratt  
Director, Planning Department  
City of Austin  
1000 E 11<sup>th</sup> Street  
Austin, TX 78702

*Via Electronic Delivery*

Re: Rezoning Application – 2967 Manor Road Revision – Rezoning & Neighborhood Plan Amendment

Dear Ms. Middleton-Pratt:

On behalf of the Owner(s) of the properties referenced above, we respectfully submit the enclosed rezoning & Neighborhood Plan (FLUM) Amendment applications. The subject property is a legally platted lot of 0.68 acres and is located within Council District 1, represented by Council Member Natasha Harper-Madison and in the Rosewood Neighborhood Planning Area and the MLK TOD regulating plan.

Being on the edge of the MLK TOD, the property has TOD-NP zoning and a FLUM designation of *Specific Regulating District*. Presently the property has an auto repair use in a one-story, 4,000 sf metal building. The request made herein is to rezone the property to CS-DB90-NP and amend the FLUM to *Mixed Use*, removing the property from the TOD boundary, in preparation for a mixed-use building/development. While the MLK TOD Regulating Plan provides a density bonus program to encourage affordable housing, that plan is now outdated and the newly adopted DB90 overlay stands to provide a greater number of total units, comparatively.

A rezoning to increase density at this location will bring development that aligns with the goals of increasing housing in proximity to transit, resulting in a more sustainable Austin now and for generations to come. As such, we respectfully request Staff's support.

Please contact our office or me directly 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 be "LA", written over a horizontal line.

P.O. BOX 41957, AUSTIN, TEXAS 78704



December 20, 2024

Ms. Lauren Middleton-Pratt  
Director, Planning Department  
City of Austin  
1000 E 11<sup>th</sup> Street  
Austin, TX 78702

*Via Electronic Delivery*

Re: Rezoning Application – 2967 Manor Road Revision – Rezoning C14-2024-0107

Dear Ms. Middleton-Pratt:

The request for rezoning, as per application C14-2024-0107 is hereby amended to ADD a request for a waiver to Section 25-2-652(F)(3).

Pursuant to Section 25-2-652(F)(3)(e), a rezoning to add DB90 can modify Section 25-2-652(F)(3)(b) that requires Pedestrian Oriented uses along certain Principal Streets. In the case of the subject property, the land immediately adjacent, fronting the subject property is undeveloped right-of-way that was originally acquired by TXDOT through eminent domain and then transferred to the City of Austin. Until the City's plans are known for this portion of ROW, it is unclear if pedestrian-oriented uses will be best suited for the frontage of the subject property. As the property is located on an Urban Roadway which is a qualifying Principal Roadway to waive the requirement, we request said waiver which will not preclude the ground-floor commercial component, rather, it will allow the flexibility to do what is most appropriate at the time of development, without the benefit of knowing the City's plans at this time.

Please contact our office or me directly 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 be "Victoria Haase".

Victoria Haase

**P.O. BOX 41957, AUSTIN, TEXAS 78704**

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

No letter as of March 5, 2025

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**From:** Meredith, Maureen

**Sent:** Tuesday, January 21, 2025 1:14 PM

**Cc:** Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>

**Subject:** Rosewood Ltr Rec? NPA-2024-0008.02\_2967 Manor Rd

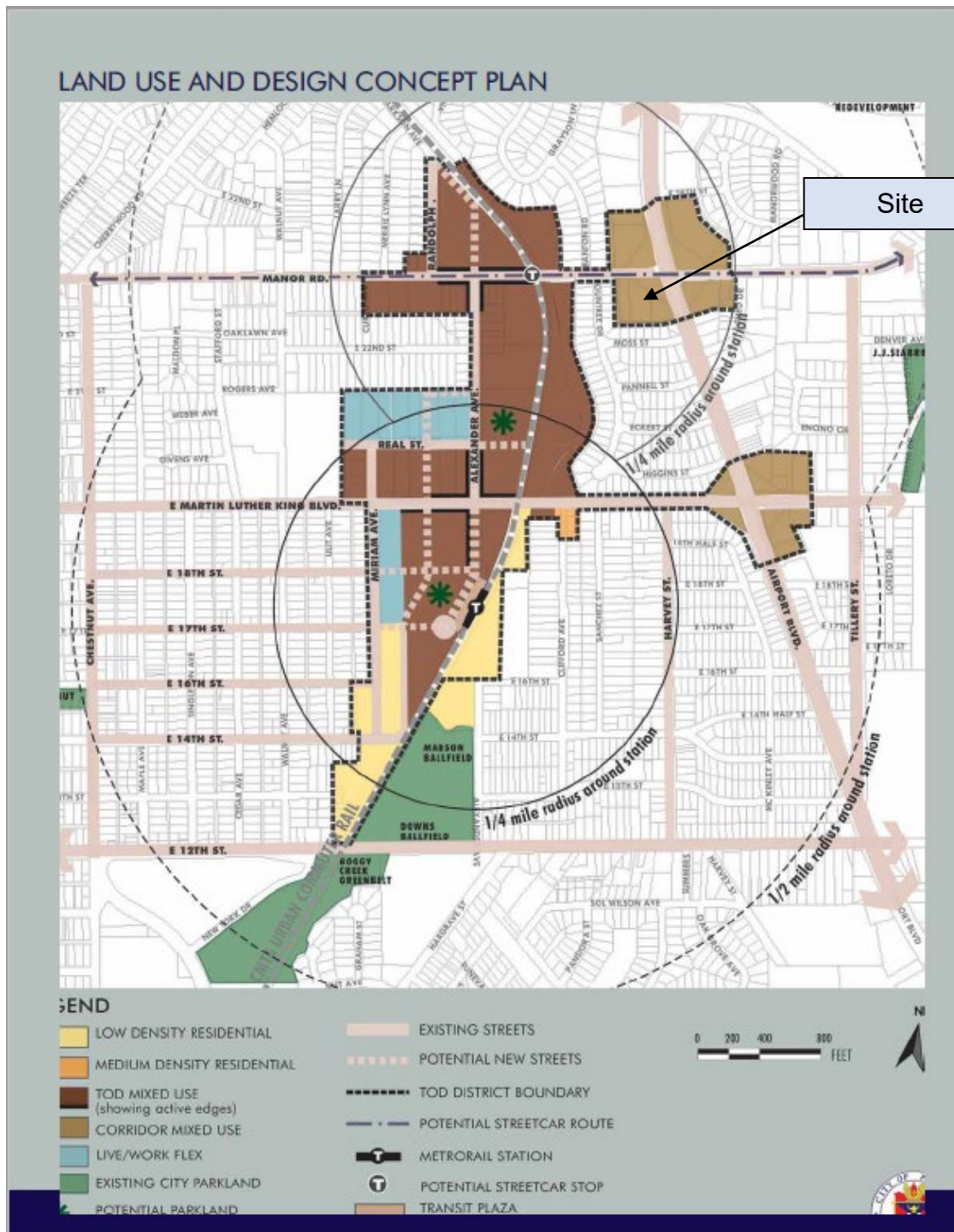
Dear Rosewood NPCT and Interested Parties;

Cases NPA-2024-0008.02 and C14-2024-0107 were postponed from the January 14, 2025 PC hearing to the January 28, 2025 PC hearing date. If your team would like to submit a letter of recommendation to be included in the staff case reports, please email it to me and Jonathan Tomko, the zoning planner, ***no later than 3:00 pm on Wednesday, January 22<sup>nd</sup>***. If we get the letter after this date and time, we will submit it as late material to the Planning Commission, but it will not be included in the staff report.

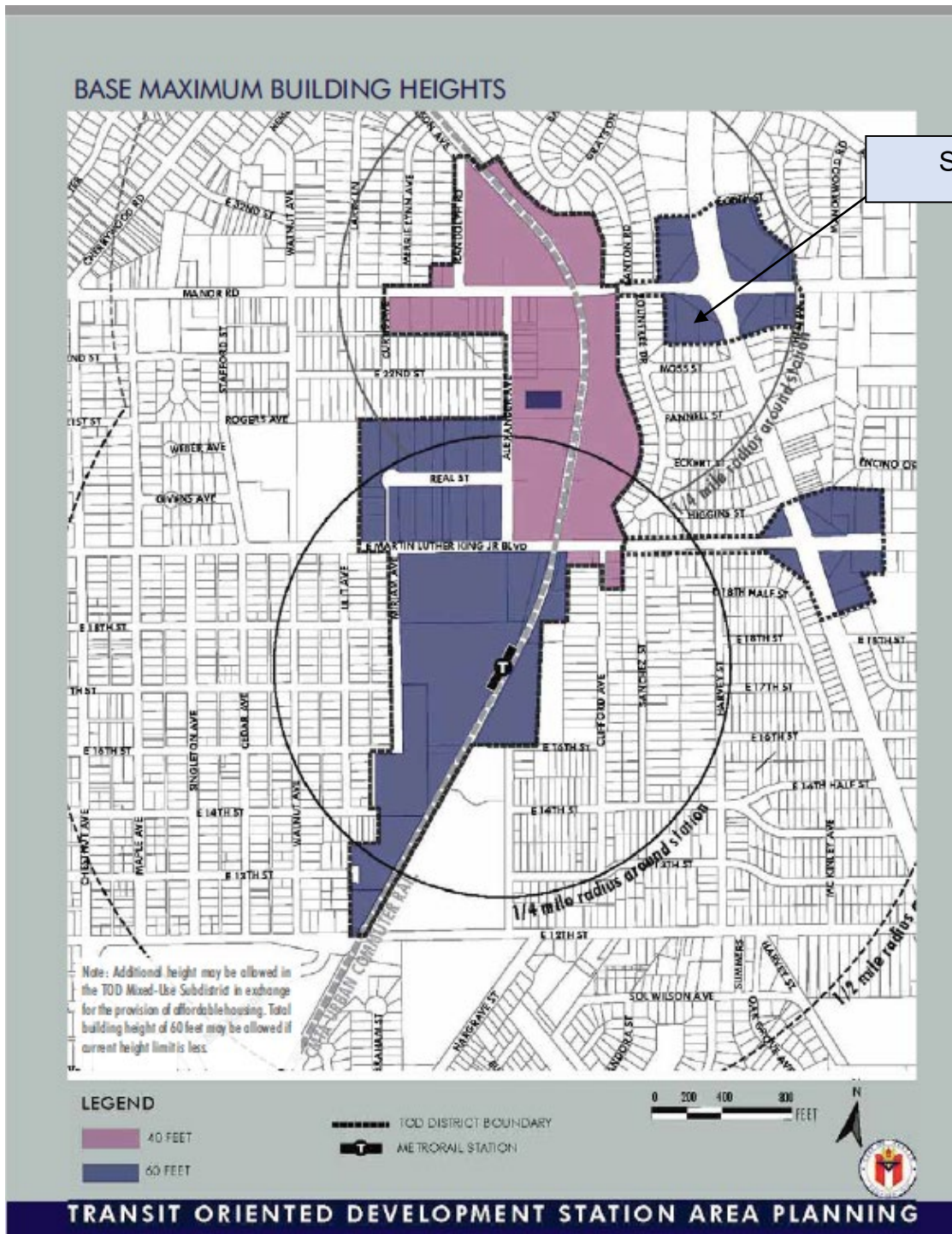
Thanks.

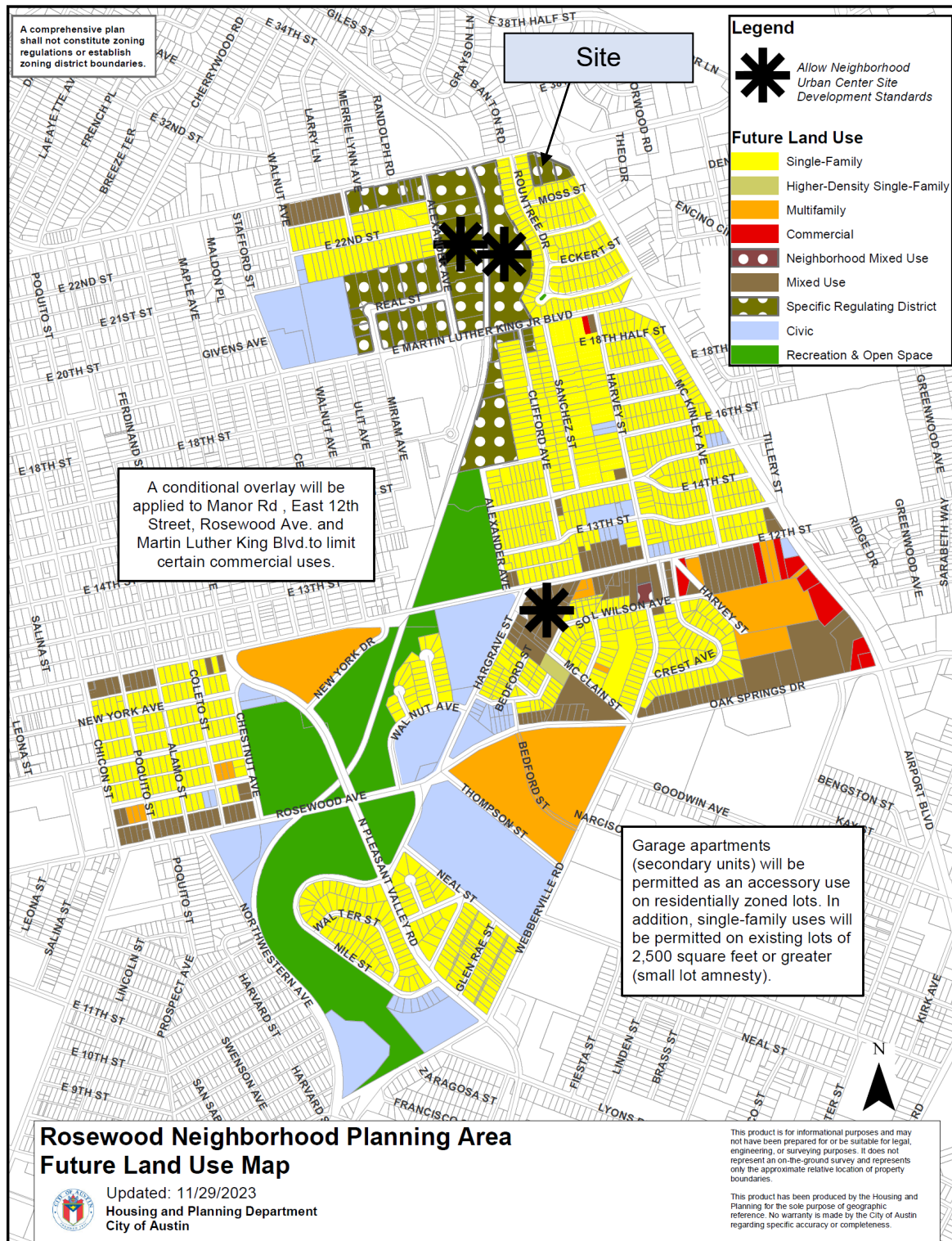
Maureen

## Land Use and Design Concept Map and Maximum Building Heights Map from the MLK Station Area Plan

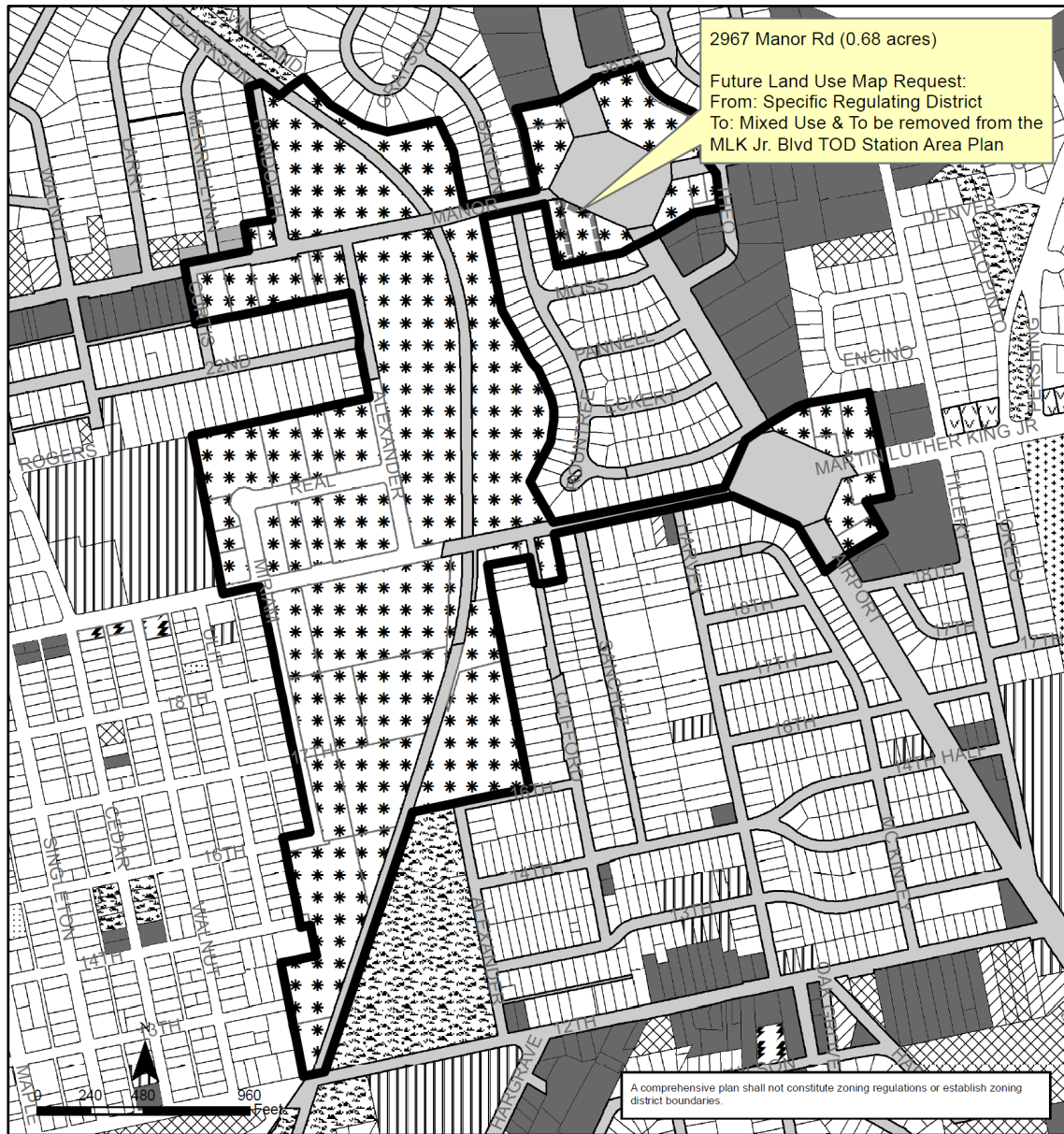












## Rosewood Neighborhood Planning Area NPA-2024-0008.02

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

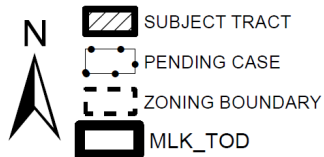
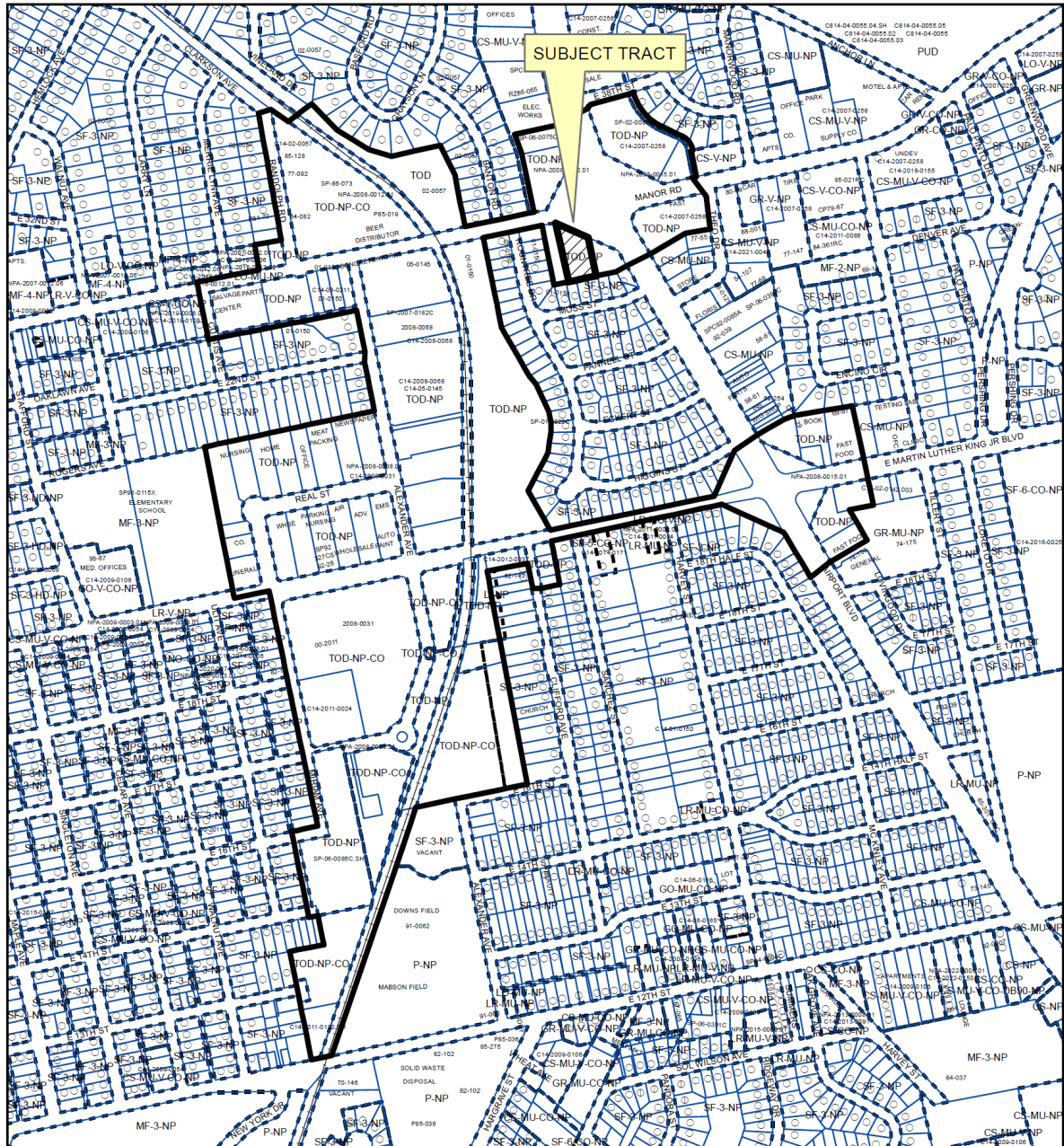
This product has been produced by the Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



City of Austin  
Planning Department  
Created on 12/3/2024, by: meekss

### Future Land Use

MLK_TOD	Multi-Family
Subject Tract	Neighborhood Mixed Use
Civic	Office
Commercial	Recreation & Open Space
Higher-Density Single-Family	Single-Family
Mixed Residential	Specific Regulating District
Mixed Use	Transportation
Mixed Use/Office	



1" = 600'

### ZONING

ZONING CASE#: C14-2024-0107

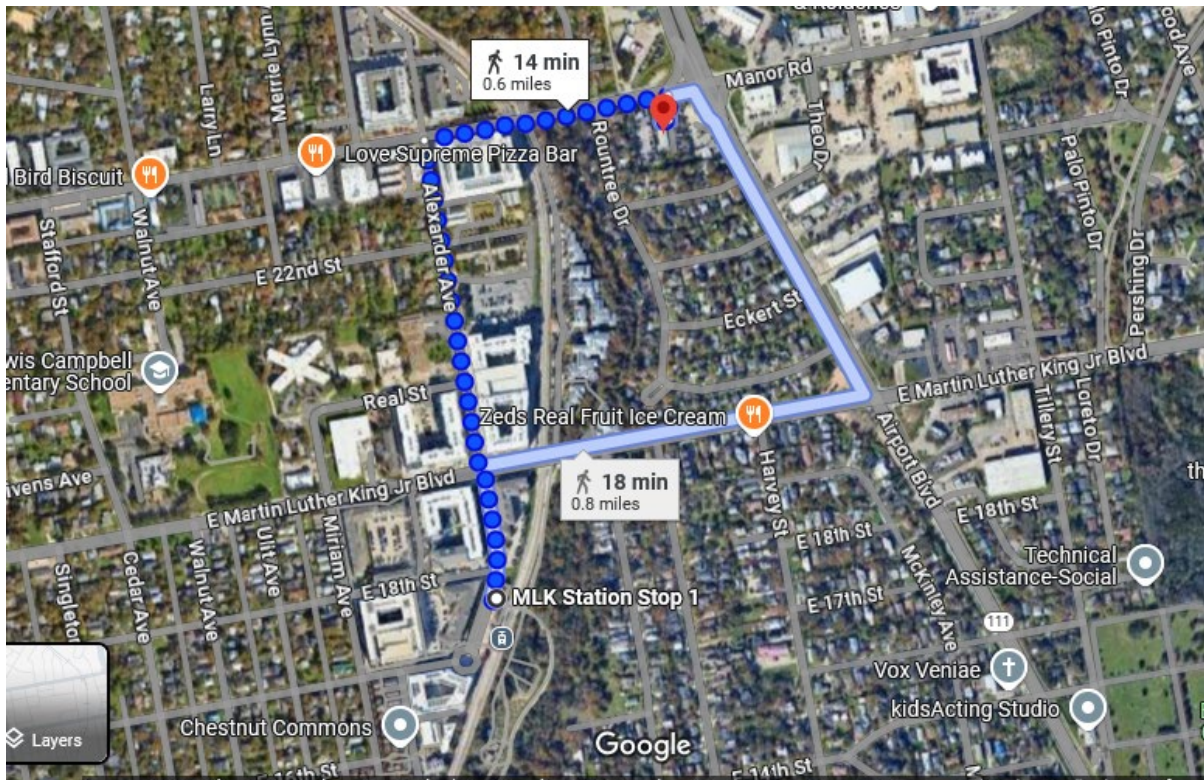
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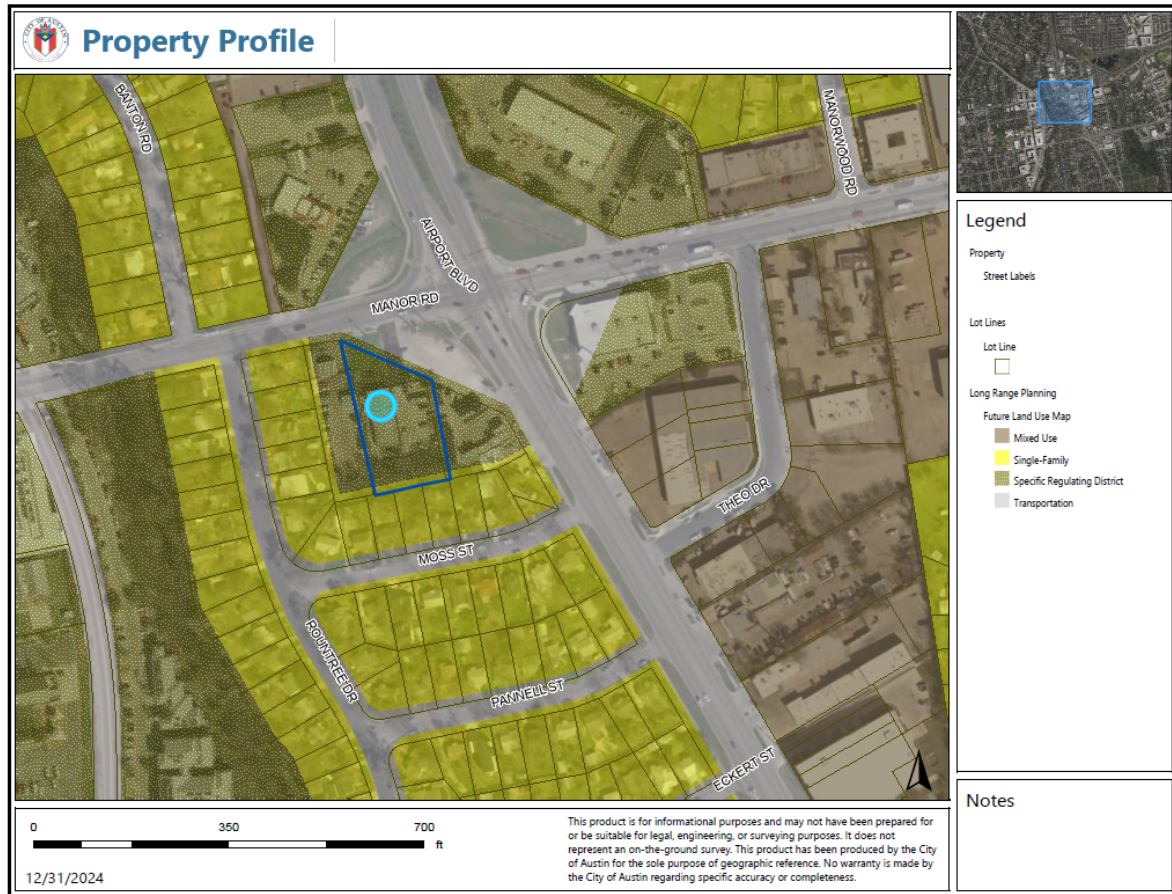
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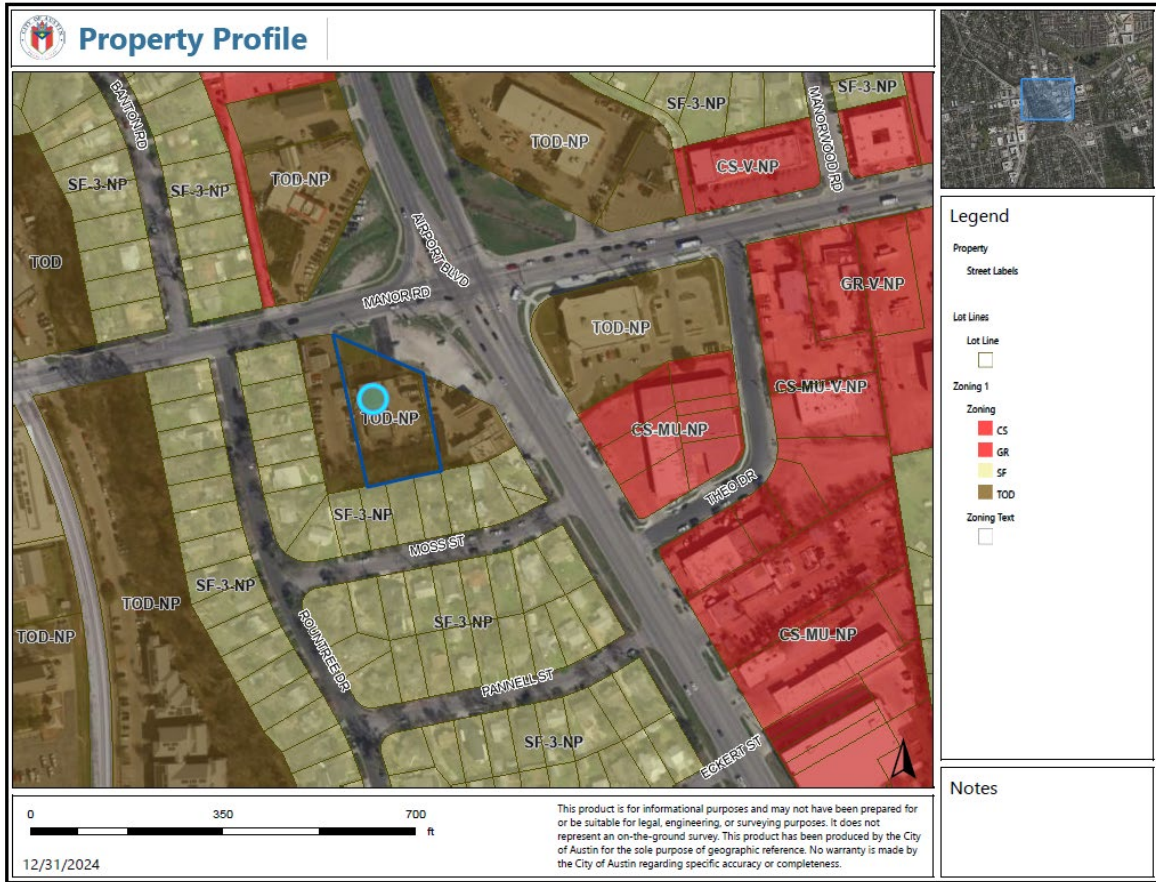
Created: 12/3/2024











## Victoria Haase's Presentation at the January 6, 2025 Virtual Community Meeting

## Future Land Use Map

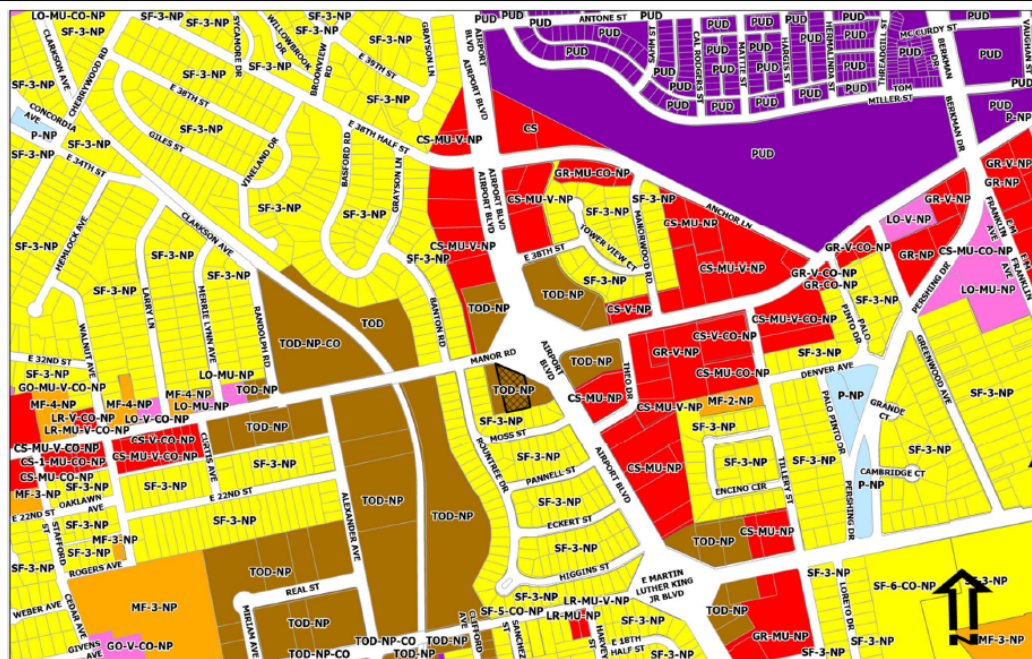


2967 Manor Rd Revision – NPA-2024-0008.02

NPA Meeting – January 6, 2025

**Thrower Design**  
LAND PLANNERS

# ZONING

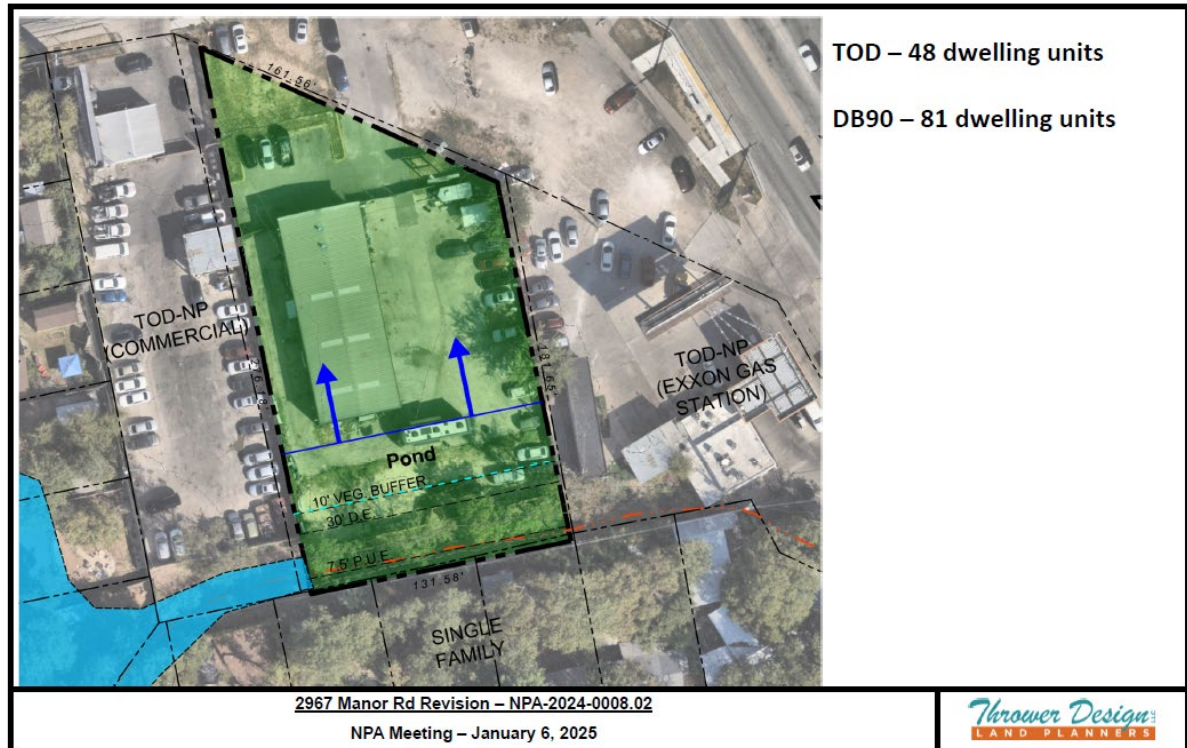


2967 Manor Rd Revision – NPA-2024-0008.02

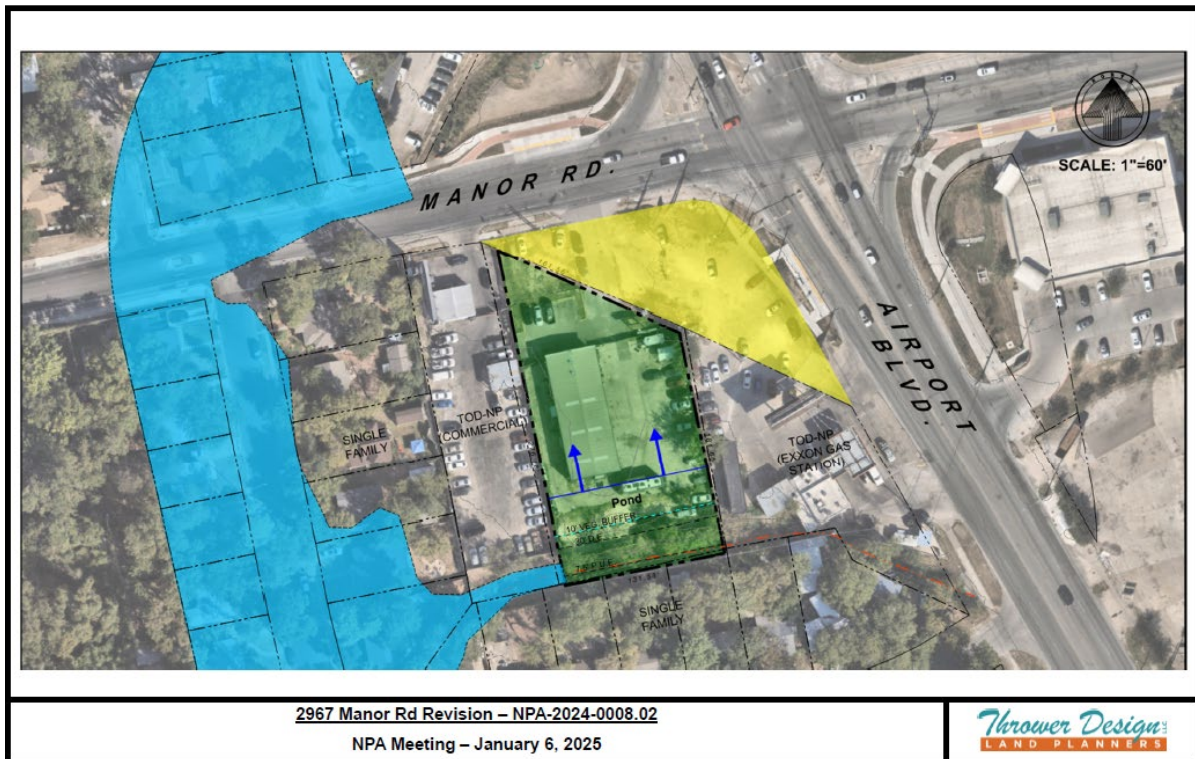
**NPA Meeting – January 6, 2025**

Thrower Design LLC  
LAND PLANNERS









**Correspondence Received**

**From:** Marty Combs

**Sent:** Friday, January 3, 2025 5:04 PM

**To:** Meredith, Maureen <[Maureen.Meredith@austintexas.gov](mailto:Maureen.Meredith@austintexas.gov)>

**Subject:** Case C14-2024-0107 / NPA-2024-0008.02

I received 2 notices in the mail, and am therefore referring to both of them below.

**Case Number:** C14-2024-0107

**Case Number:** NPA-2024-0008.02

**Contact:** Maureen Meredith, 512-974-2695 or

[Maureen.Meredith@austintexas.gov](mailto:Maureen.Meredith@austintexas.gov)

**Public Hearings:** Jan 14, 2025 - Planning Commission  
Jan 30, 2025 - City Council

I have concerns regarding the zoning change from TOD-NP to CS-DB90-NP for 2967 Manor Road.

I'm all for increasing building height - especially along transit corridors such as Airport and Manor. I think it's one of the only ways we're going to encourage use of other forms of transportation outside the automobile.

What I cannot understand is the reason for the zoning change.

If the zoning change is for the purpose of increasing building height, according to my reading of the [MLK Blvd TOD Station Area Plan](#), the [City of Austin's description of TODs](#), and the [TOD Guidebook](#), taller buildings are encouraged within TODs. Therefore, a building height of 90 feet should already be covered within the existing TOD zone designation.

Why is this zoning change necessary?

The TOD zone designation explicitly references access for other forms of transit modalities such as pedestrians, bicycles, and public transit. The CS zone designation does not contain these references.

The TOD zone designation contains guiding principles of mixed use development with community spaces such as a parks or plazas. The CS zone designation does not contain these references.

Most importantly, the TOD zone designation contains references to protections for environmental and natural resources. The CS zone designation does not. This lot is not only adjacent to the Capital Metro Red Line, but also to an upstream waterway which feeds into the Boggy Creek Greenbelt.

Is this zoning change request simply to avoid these other zone designation requirements?

## ***Location, location, location***

The intersection of Manor Road and Airport will become a critical bridge in the coming decades between the Mueller, Rosewood, and Cherrywood communities. As density in these communities increases and, as the I-35 expansion progresses on the western edge of these communities, it will become crucial for the City of Austin to draw a balance between the automobile versus alternative, community driven transit modalities such as bicycle, bus, and pedestrian.

I am all for increasing the height limit to 90 feet for this lot as long as the requirements within the TOD are included with reasonable, data-driven goals. In addition, I have several questions for the developer.

- What will be the bicycle
- rack capacity for the building?
- How will residents
- or visitors find the bicycle racks?
- How will residents
- or visitors know what types of public transit is available to them from this location?
- What types of protection
- from the elements - hail, direct summer sun - are provided for residents or visitors as they enter or leave the property and building? What kind of landscaping elements will be included along the street to welcome residents or visitors as they approach the
- building?

Once we start carving out exceptions for the sake of a short term gain, we will have to live with the consequences of that decision for several decades to come.

Regards,  
Marty Combs  
Grayson Lane, 78722

**From:** Meredith, Maureen  
**Sent:** Tuesday, January 7, 2025 1:59 PM  
**To:** Marty Combs <  
**Subject:** RE: Case C14-2024-0107 / NPA-2024-0008.02

Hi, Mr. Combs:

I just now found your email in my email junk folder, so I apologize for responding late. I'm not sure if you attended the meeting last night, but if you didn't, the recorded meeting can be found here if you want to listen to the discussion of the proposal with the applicant:

<https://publicinput.com/a4768>. I forwarded your email to Jonathan Tomko, the zoning case manager and Sophia Benner, the planner who works in Urban Design and works with the MLK TOD requirements. Their emails are Tomko, Jonathan [Jonathan.Tomko@austintexas.gov](mailto:Jonathan.Tomko@austintexas.gov); Benner, Sophia [Sophia.Benner@austintexas.gov](mailto:Sophia.Benner@austintexas.gov), so they can also provide responses.

Attached is the presentation Victoria Haase made at the meeting. One of the main reasons she mentioned for the proposed zoning change was because with the current TOD-NP zoning only allows for approx. 48 DUs to be built, but under the CS-DB90-NP zoning, approx. 81 DUs could be built. She goes into more details in the recorded meeting.

Here are the emails for the applicant's agents, Victoria Haase [Victoria@throwerdesign.com](mailto:Victoria@throwerdesign.com); Ron Thrower [ront@throwerdesign.com](mailto:ront@throwerdesign.com), who you can direct your questions to regarding the proposed development or, if I have your permission, can I forward your email to Victoria Haase and Ron Thrower so they can respond?

Maureen

**From:** Meredith, Maureen

**Sent:** Tuesday, January 7, 2025 4:29 PM

**To:** Marty Combs

**Subject:** RE: Case C14-2024-0107 / NPA-2024-0008.02

Hi,

Here's some basic information from Jonathan and Sophia:

*The application is seeking to leave the TOD regulating plan to build up to 90 feet instead of the maximum of 60 feet of height they are allowed to build within the TOD.*

*The applicant estimates that they would be able to provide 30 dwelling units and no affordable units under the TOD zoning, and 81 dwelling units with 12%, or 10 units affordable with DB90. This is largely because in addition to 30 feet in height, they would receive unlimited floor to area ratio and would not be subject to the maximum density cap of 45 units per acre in the TOD.*

*In this TOD/Regulating Plan, the density bonus permits a maximum height of 60 feet. Since this particular property has a base height of 60' it is not eligible to participate in the development bonus.*

- *10% (of the entire square footage of the development) affordability set aside when participating in the development bonus*



**From:** Jared Shrode <  
**Sent:** Monday, January 6, 2025 4:50 PM  
**To:** Meredith, Maureen <[Maureen.Meredith@austintexas.gov](mailto:Maureen.Meredith@austintexas.gov)>  
**Cc:** Qadri, Zo <[Zo.Qadri@austintexas.gov](mailto:Zo.Qadri@austintexas.gov)>; Harper-Madison, Natasha  
<[Natasha.Madison@austintexas.gov](mailto:Natasha.Madison@austintexas.gov)>

Hi Maureen,

I hope you had a wonderful Holiday season and New Year!

I am writing to understand more about Case # NPA-2024-0008.02  
My hope is to understand the impact and reasoning for the removal of this area from  
the MLK TOD Station Area Plan.

As I understand the current TOD use, it is to help promote urban development with  
pedestrian/bike/car safety in mind. Knowing the amount of development along  
Manor Rd both East and West of Airport, I am hoping to understand how removing  
this property from the MLK TOD plan would continue to support this.

Is there a time we could chat or material you could provide that would help me better  
understand this?

I have added both Zo and Natasha as Manor Rd would impact both of their districts.

Best,  
Jared Shrode

**From:** Meredith, Maureen  
**Sent:** Tuesday, January 7, 2025 1:38 PM  
**To:** 'Jared Shrode'  
**Cc:** Qadri, Zo <[Zo.Qadri@austintexas.gov](mailto:Zo.Qadri@austintexas.gov)>; Harper-Madison, Natasha  
<[Natasha.Madison@austintexas.gov](mailto:Natasha.Madison@austintexas.gov)>; Tomko, Jonathan  
<[Jonathan.Tomko@austintexas.gov](mailto:Jonathan.Tomko@austintexas.gov)>  
**Subject:** RE: Case # NPA-2024-0008.02 (Airport & Manor Rd Mixed Use  
Development)

Hi, Jared:  
The virtual community meeting was recorded and posted here  
<https://publicinput.com/a4768> if you want to watch and listen to the  
discussion to get more details on the proposal. Attached is Victoria  
Haase's (the applicant's agent) presentation that she made at the  
meeting. One of the points she made was removing the property from

the TOD and rezoning to CS-DB90-NP would allow for approximately 81 DUs versus the 48 DUs they could get under the existing TOD-NP zoning. She said the denser development would be more supportive of the public transportation. I've included Jonathan Tomko with this email because he is the zoning case manager processing the zoning request from TOD-NP to CS-DB90-NP. The zoning case number is C14-2024-0107. If you have any more questions after watching the video, please reach out to us and/or the applicant's agents, Victoria [Victoria@throwerdesign.com](mailto:Victoria@throwerdesign.com), Ron Thrower [ront@throwerdesign.com](mailto:ront@throwerdesign.com). Staff has not made a recommendation on the cases at this time. Staff will request a postponement of the cases at the January 14, 2025 Planning Commission hearing to the January 28, 2025 hearing date to allow staff additional time to review the applications.

Maureen