

ZONING CHANGE REVIEW SHEET

CASE: C14-2026-0002 (SE Airport MLK Rezoning)

DISTRICT: 1

ADDRESS: 1811 Airport Boulevard

ZONING FROM: GR-MU-NP

TO: GR-MU-DB90-NP

SITE AREA: approximately 3.146 acres (approximately 137,040 square feet)

PROPERTY OWNER: 4015 Limited Partnership

AGENT: Thrower Design LLC (Victoria Haase)

CASE MANAGER: Jonathan Tomko, AICP (512) 974-1057, jonathan.tomko@austintexas.gov

STAFF RECOMMEDATION:

Staff recommends granting community commercial-mixed use-density bonus 90-neighborhood plan (GR-MU-DB90-NP) combining district zoning. *For a summary of the basis of Staff's recommendation, please see the basis of recommendation section below.*

PLANNING COMMISSION ACTION / RECOMMENDATION:

April 28, 2026: Case is scheduled to be heard by Planning Commission.

CITY COUNCIL ACTION:

TBD

ORDINANCE NUMBER:

TBD

ISSUES: In December 2023, Ordinance No. 20220609-080, Ordinance No. 20221201-056 and Ordinance No. 20221201-055 were invalidated. On March 11, 2024, Ordinance No. 20240229-073, was enacted to create the "DB90" combining district, which amended City Code Title 25 (Land Development) to create a new zoning district for a density bonus program that grants 30 feet in height above the base zoning district, to a maximum of 90 feet, and modifies site development regulations including compatibility standards.

CASE MANAGER COMMENTS:

The subject tract is approximately 3.146 acres at the southeast corner of Airport Boulevard and East Martin Luther King Jr. Boulevard behind the Popeyes Chicken fast food restaurant. It currently has approximately 50,000 square feet of industrial warehouse sited on it, constructed in the 1980s, and approximately 40,000 square feet of paved parking. The structure reaches 20-40 feet tall in some areas with a blank wall and barbed wire fence facing the neighborhood to the south and east. There are two driveways to access the property one on Airport Boulevard between two fast food restaurants, another connects to East Martin Luther King Jr. Boulevard between the subject tract and an auto service use.

The subject tract is within the East MLK Combined Neighborhood Plan (MLK) and does not require a Neighborhood Plan Amendment Future Land Use Map (FLUM) change because it is identified as mixed use. The proposed zoning is typical for a mixed use land use designation.

The subject tract is approximately ¼ mile east of the MLK Station Imagine Austin Activity Center and ⅓ mile south of the Mueller Imagine Austin Activity Center. It has access to two Imagine Austin Activity Corridors, Airport Boulevard and East Martin Luther King Jr. Boulevard. Both of these corridors are also part of the ASMP Transit Priority Network and ASMP level 3 corridors. The subject tract is less than ½ mile from the MLK Red Line Station, and 18, 135, 350, 485, 800, and 837 bus routes.

The applicant is requesting density bonus 90 (–DB90) combining district for a proposed development that would include multi-family units requiring an affordable component. A building constructed under density bonus 90 (–DB90) standards allows for a mix of residential uses and commercial uses, and the result is typically retail, restaurants and offices on the ground floor, and residential units on upper levels. The overall project would consist of approximately 220 residential units and approximately 12,000 square feet of retail.

A development utilizing the “density bonus 90” incentives is permitted with a base GR district, and must include an affordability component for residential use in order to obtain incentives, including height maximum of 90 feet in the GR district (60 feet base plus 30 feet incentive) and relaxation of development and compatibility standards, such as FAR, setbacks and building coverage. There are several methods of satisfying DB90 development affordability requirements. There are two options for projects including rental units:

- 1) a minimum of 12% of the rental units in a building are **affordable** for a 40-year period for households earning 60% or less than the Austin-Round Rock Metropolitan Statistical Area MFI; or
- 2) a minimum of 10% of the rental units are affordable for a 40-year period as described above for households earning 50% or less MFI.

There are two options of satisfying DB90 development affordability requirements which include ownership units:

- 1) a minimum of 12% of the rental units in a building are affordable for a 40-year period for households earning 80% or less than the Austin-Round Rock Metropolitan Statistical Area MFI; or
- 2) an in-lieu-fee payment to the Housing Trust Fund, equivalent to the required percentage of the total residential units, including the mix of bedrooms required, at the rate set in the fee schedule at the time of final site plan submission.

BASIS OF RECOMMENDATION:

The proposed zoning should be consistent with the goals and objectives of the City Council. City Council has provided policy and direction for having more residential density and increased affordability, as well as incentivizing vertical mixed use buildings throughout the City. This request is consistent with the “VMU2” option and Ordinance No. 20240229-073, which replaced the invalidated “VMU2” option.

The proposed zoning should be consistent with the purpose statement of the district sought.

DB90 (DB90) is a combining district, in exchange for providing affordable housing units and in combination with commercial base zoning districts, allows a mixture of office, retail, commercial, and residential uses with modifications of compatibility standards and site development regulations including increased building height.

Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.

This rezoning authorizes a property to participate in a voluntary density bonus or incentive program that provides modifications to development regulations or other regulatory-related benefits in exchange for community benefits. In exchange for increased development potential, the development is required to comply with affordable housing requirements.

Zoning should promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors.

The subject tract is approximately ¼ mile east of the MLK Station Imagine Austin Activity Center and 1/3 mile south of the Mueller Imagine Austin Activity Center. It has access to two Imagine Austin Activity Corridors, Airport Boulevard and East Martin Luther King Jr. Boulevard. Both of these corridors are also part of the ASMP Transit Priority Network and ASMP level 3 corridors. Granting this request would promote the policy of locating retail and more intensive zoning near the intersections of arterial roadways.

EXISTING ZONING AND LAND USES:

| | ZONING | LAND USES |
|---|---------------------|---|
| <i>Site</i> | GR-MU-NP | An approximately 50,000 square feet of industrial warehouse constructed in the 1980s and approximately 40,000 square feet of paved parking. |
| <i>North</i> | TOD-NP and CS-MU-NP | One 9-bay self-serve car wash, one 4-bay auto service/repair garage, and one single-story medical office of approximately 5,000 square feet with approximately 18,000 square feet of paved parking. |
| <i>South (across E 18th St.)</i> | SF-3-NP | Five single family homes |
| <i>East (across Tillery St.)</i> | SF-3-NP | Four single family homes, and four duplexes |
| <i>West</i> | TOD-NP and SF-3-NP | Three fast food restaurants (Popeye’s, El Pollo Rico and Terry’s Seafood) |

NEIGHBORHOOD PLANNING AREA: East MLK Combined Neighborhood Planning Area (MLK)

WATERSHED: Boggy Creek Watershed

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: A.I.S.D.
 Norman-Sims Elementary School
 Martin Middle School

Northeast High School

COMMUNITY REGISTRY LIST:

Austin Independent School, Austin Neighborhoods Council, Del Valley Community Coalition, East Austin Conservancy, East MLK Combined Neighborhood Plan Contact Team, Friends of Austin Neighborhoods, Homeless Neighborhood Association, Martin Luther King Neighborhood Association, Overton Family Committee, Preservation Austin

AREA CASE HISTORIES:

| Number | Request | Commission | City Council |
|--|---|--|---|
| C14-2024-0107 (Manor Road Revision Rezone) | The applicant is requesting to rezone approximately 0.68 acres from TOD-NP to CS-DB90-NP. | 03.11.2025: Recommended staff recommendation of CS-DB90-NP without the waiver to the ground-floor commercial requirement of DB90. Motion by Commissioner Anderson, seconded by Commissioner Haney (9-0). | 07.24.2025: To grant CS-DB90-NP was approved as amended on Council Member Vela's motion and Council Member Harper-Madison's second on a 10-0 vote. Council Member Duchon abstained. A conditional overlay prohibiting 21 uses was read included in the amendment. |
| C14-2022-0132 (The Charlotte) | The Applicant is proposing to rezone approximately 2.52 acres from SF-3-NP to MF-3-NP. | 03.14.2023: Approved rezoning to MF-3-NP as Staff recommended on Consent. Motion by Commissioner Schneider, seconded by Commissioner Hempel Vote: 9-0. Commissioner Flores, Commissioner Mushtaler, Commissioner Shieh and Commissioner Thompson – Absent | 04.13.2023: To grant MF-3-NP on Council Member Alison Alter's motion, seconded by Council Member Harper-Madison without objection. |
| C14-2018-0149 (MLK Rezoning) | The Applicant is proposing to rezone from SF-3-NP to SF-5-CO-NP, as amended. | 04.09.2019: To grant SF-5-CO-NP on Commissioner Anderson's motion, seconded by | Withdrawn |

| | | | |
|---|---|---|--|
| | | Commissioner Howard (9-0) vote. Commissioners McGraw, Schneider and Seeger absent. One vacancy on the Commission. | |
| C14-2016-0025 (St. James Missionary Baptist Church) | The applicant is planning to rezone 6.27 acres from SF-3-NP to SF-6-NP. | 09.13.2016: To grant SF-6-CO-NP with the CO for a maximum of 60 units and to limit vehicular access to East 17 th Street to emergency access only. Motion by Commissioner Zaragosa, seconded by Commissioner Nuckols (10-0) vote. Commissioner Schissler, Vela and McGraw were absent. | 09.22.2016: To grant SF-6-CO-NP with the CO for a maximum of 72 units and to limit vehicular access to East 17 th Street to emergency access only. Motion by Council Member Houston, seconded by Council Member Zimmerman (9-0) vote. Council Member Garza abstained and Council Member Troxclair was absent. |

RELATED CASES: None

ADDITIONAL STAFF COMMENTS:

Comprehensive Planning

Project Name and Proposed Use: 1811 AIRPORT BOULEVARD. C14-2026-0002. Project: SE Airport MLK Rezoning. 3.14 acre tract from GR-MU-NP to GR-MU-DB90. Existing: office/warehouse. Proposed: commercial, multifamily/condo. Note that demolition is proposed, with 0 units to be demolished. Note that Density Bonus 90 (Ordinance No. 20240229-073) is indicated in this case and may therefore establish certain affordability minimums and height allowances.

| Yes | Imagine Austin Decision Guidelines |
|-------------------------------|---|
| Complete Community Measures * | |
| Y | 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. Names of Activity Centers/Activity Corridors/Job Centers *: <ul style="list-style-type: none"> • Adjacent to the MLK and Airport Blvd Activity Corridors |
| Y | 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 bus stops along MLK and Airport Blvd |
| Y | Mobility and Bike/Ped Access *: Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> • Sidewalks present along MLK and Airport Blvd |

| | |
|---|---|
| | Connectivity, Good and Services, Employment *: Provides or is located within 0.50 miles to goods and services, and/or employment center. |
| | Connectivity and Food Access *: Provides or is located within 0.50 miles of a grocery store/farmers market. |
| | Connectivity and Education *: Located within 0.50 miles from a public school or university. |
| | Connectivity and Healthy Living *: Provides or is located within 0.50 miles from a recreation area, park or walking trail. |
| | 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.) |
| Y | 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. |
| | Housing Affordability *: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing. |
| | Mixed use *: Provides a mix of residential and non-industrial uses. |
| | 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 a particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training. |
| | Industrial Land : Preserves or enhances industrial land. |
| Y | Not located over Edwards Aquifer Contributing Zone or Edwards Aquifer Recharge Zone |
| 5 | Number of “Yes’s” |

Drainage

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City’s Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Tannehill Branch Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps there is no floodplain within or adjacent to the project location.

4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.
6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Fire

No comments on rezoning

PARD – Planning & Design Review

PR1: Residential units that are certified affordable and income-restricted are exempt from the parkland dedication requirements per City Code § 25-1-601(D)(4). Parkland dedication will be required for the new applicable uses proposed by this development, multifamily, commercial, and retail with GR-MU-DB90 zoning, at the time of subdivision or site plan, per City Code § 25-1-601. Whether the requirement shall be met with fees in-lieu or dedicated land will be determined using the criteria in City Code Title 25, Article 14, as amended. Should any fees in-lieu be required, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-609.

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: ann.desanctis@austintexas.gov. At the applicant's request, PARP can provide an early determination of whether fees in-lieu of land will be allowed.

Site Plan

SP 1 – FYI: All comments regarding the effects of the proposed rezoning on subsequent Site Plan Review applications are intended to assist in identifying potential development constraints but do not include all regulations which may affect a specific proposal. Changes to property boundaries and requests for development cannot include all regulatory limitations which may apply to a specific subject to modification or reconsideration if affected by a change in property boundaries or if development is proposed on only a portion of the land proposed for rezoning. These comments are intended to assist in identifying potential development constraints, but do not address the actual restrictions which will apply to a specific

development proposal. Austin Development Services offers a variety of pre-application review options to assist in evaluating specific development proposals prior to Site Plan Application.

SP 2 – Site plans will be required for any new development except for residential only project with up to 4 units.

SP 3 – Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

Compatibility Standards

SP 4 – The site is subject to compatibility standards due to the proximity of SF-3-NP lots and residential uses to the southern and easterly areas (i.e., the triggering property).
Reference 25-2-1051, 25-2-1053

SP 5 – Any structure that is located:

- a. At least 25 feet from any part of a triggering property may not exceed 90 feet

Reference 25-2-652

SP 6 – A 25-foot compatibility buffer is required along the property line shared with the triggering property. No vertical structures are permitted in the compatibility buffer.
Reference 25-2-1062(B), 25-8-700

SP 7 – An on-site amenity, including a swimming pool, tennis court, ball court, or playground, may not be constructed 25 feet or less from the triggering property.
Reference 25-2-1062

DB90 Rezoning

SP 8 – This site must meet affordability minimums per LDC 25-2-652 to be eligible for DB90. A signed approval letter from the Housing Department will be required with site plan submittal.

SP 9 – The applicant can choose between Tillery or E. 18th street as the principle roadway. Any buildings fronting the principal roadway will be required to have 75% of the ground floor as commercial uses. NOTE: A lobby serving a use other than a pedestrian-oriented commercial or civic space is not counted as a pedestrian-oriented commercial or civic place.

SP 10 – If a building includes a mix of uses, a non-residential use:

- may not be located above a residential use; and

- may not be located on or above the third story of the building.

Airport Overlay

SP 11 – The site is located within Austin-Bergstrom Overlay {CCLUA, or AO-1,2,3}. No uses will be allowed that create electrical interference with navigational signals or radio

communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance.

Transportation and Public Works (TPW) Department – Engineering Review

TPW 1. Transportation assessment/traffic impact analysis and transportation demand management plan shall be required at the time of site plan **if triggered** per LDC 25-6 and TCM 10.2.1. Assessment of required transportation mitigation, including the potential dedication of right of way and easements and participation in roadway and other multi-modal improvements, will occur at the time of site plan application.

TPW 2. The Austin Strategic Mobility Plan (ASMP) calls for 58 feet of right-of-way for TILLERY ST. It is recommended that 29 feet of right-of-way from the existing centerline should be dedicated for TILLERY ST according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

TPW 3. The Austin Strategic Mobility Plan (ASMP) calls for 58 feet of right-of-way for E 18TH ST. It is recommended that 29 feet of right-of-way from the existing centerline should be dedicated for E 18TH ST according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

EXISTING STREET CHARACTERISTICS:

| Name | ASMP Classification | ASMP Required ROW | Existing ROW | Existing Pavement | Sidewalks | Bicycle Route | Capital Metro (within ¼ mile) |
|------------------------------|---------------------|-------------------|--------------|-------------------|-----------|---------------|-------------------------------|
| E MARTIN LUTHER KING JR BLVD | Level 3 (TxDOT) | 130' | 91' | 62' | Yes | Yes | Yes |
| TILLERY ST | Level 1 | 58' | 55' | 30' | Yes | Yes | Yes |
| E 18TH ST | Level 1 | 58' | 51' | 29' | No | No | Yes |
| AIRPORT BLVD | Level 3 (TxDOT) | 120' | 120' | 68' | Yes | Yes | Yes |

TIA: A traffic impact analysis is NOT required. Traffic generated by the proposal does not exceed the thresholds established in the City of Austin Land Development Code (LDC). Mitigation per LDC 25-6-101 may still apply.

Austin Water Utility

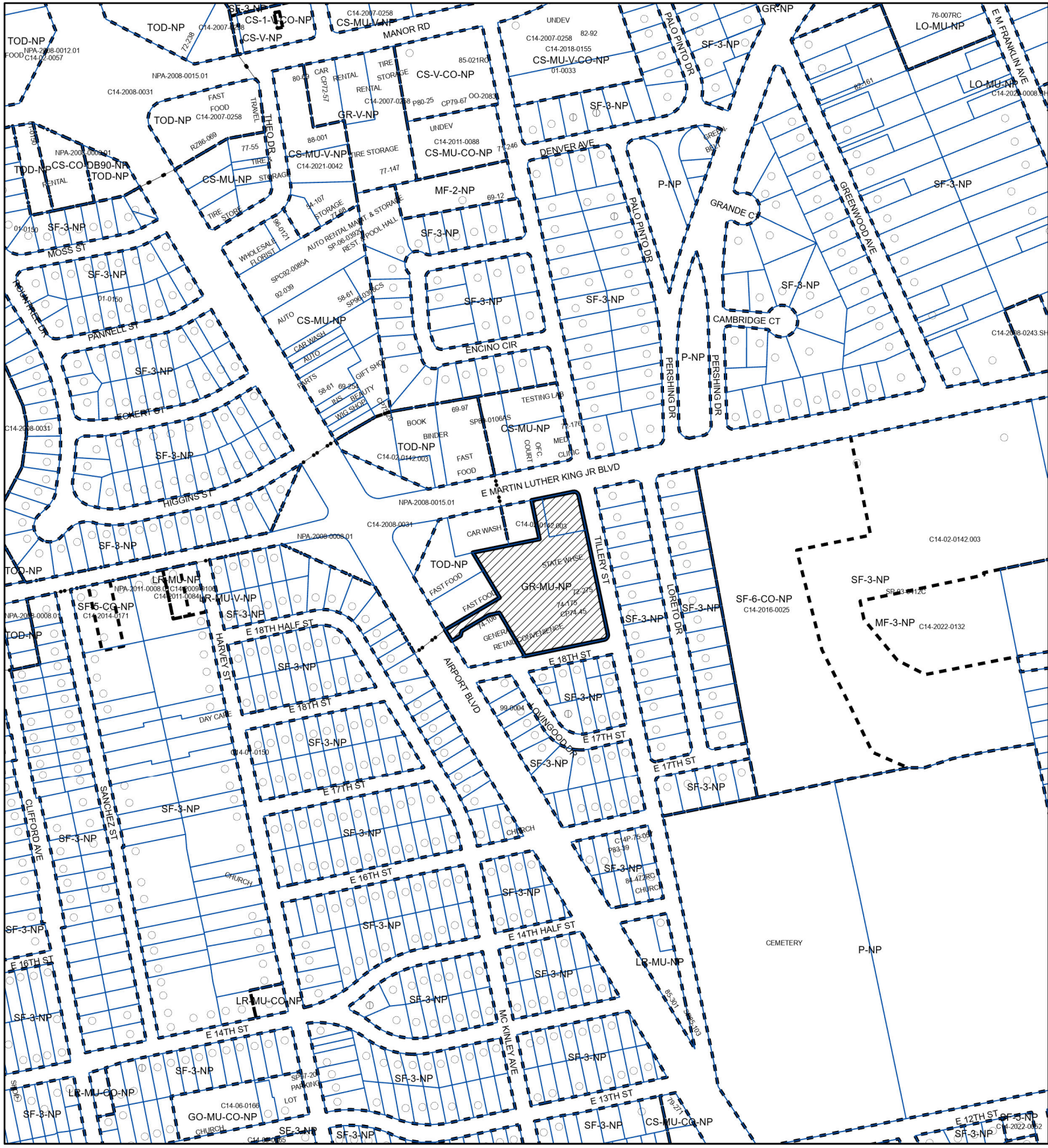
AW1. No comments on zoning change.

FYI: The landowner intends to serve the site with existing City of Austin water utilities.

Depending on the development plans submitted, water and or wastewater service extension requests may be required. All water and wastewater construction must be inspected by the City of Austin. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at ser@austintexas.gov.


INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:


- A. Zoning Map
- B. Aerial Map
- C. Applicant's Summary Letter
- D. Correspondence from Interested Parties





ZONING

ZONING CASE#: C14-2026-0002



 SUBJECT TRACT

 PENDING CASE

 ZONING BOUNDARY

0 200 400 Feet

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.

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SE Airport MLK Rezoning



- SUBJECT TRACT
- ZONING BOUNDARY
- PENDING CASE
- CREEK BUFFER

ZONING CASE#: C14-2026-002
LOCATION: 1811 Airport Blvd
SUBJECT AREA: 3.14 Acres
MANAGER: Jonathan Tomko



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Created: 2/3/2026

November 14, 2025

Ms. Lauren Middleton-Pratt
Director, Planning Department
City of Austin
6310 Wilhelmina Delco Drive
Austin, TX 78752

Via Electronic Delivery

Re: Rezoning Application –SE Airport-MLK Rezoning – 1811 Airport Blvd.

Dear Ms. Middleton-Pratt:

On behalf of the Owner(s) of the properties referenced above, we respectfully submit the enclosed rezoning application. The subject property is 3.14 acres, legally platted as *lots 6A & 6B, Airport-King Subdivision, Sec 6* and is in Council District 1, represented by Council Member Harper-Madison and is within the East MLK Combined Neighborhood Planning Area.

The Future Land Use Map designates for *Mixed Use* of the site, and the property has GR-MU-NP zoning. The request made herein is for GR-MU-DB90-NP, in anticipation of a development that will use the DB90 overlay.

The site covers nearly a half-block of the south-east corner of the intersection of Airport Boulevard & MLK Jr. Boulevard that is developed entirely with commercial and warehouse uses. There are CapMetro Bus service routes with multiple stops located less than a ¼ mile from the site and the MLK Train Station is within a ½ mile by pedestrian path. The rezoning will bring additional units and revived commercial opportunities that align with the goals of increasing transit supportive and income restricted housing options.

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,



Victoria Haase

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

