

ZONING CHANGE REVIEW SHEET

CASE: Airport and Oak Springs (C14-2024-0175)

DISTRICT: 1

ADDRESS: 1157 Airport Boulevard; 3306, 3312, and 3404 Oak Springs Drive

ZONING FROM: CS-MU-NP and LR-MU-NP

TO: CS-MU-V-CO-DB90-NP

SITE AREA: approximately 4.44 acres (approximately 193,406 square feet)

PROPERTY OWNER: 2016 Airplane LP; 2016 Round Oak Tree LP; 2023 Square Oak Brush LP; 2016 Square Oak Brush LP

AGENT: Armbrust & Brown, PLLC, Michael J. Whellan

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

STAFF RECOMMENDATION:

Staff recommends granting general commercial services-mixed use-vertical mixed use-conditional overlay-density bonus 90-neighborhood plan (CS-MU-V-CO-DB90-NP) combining district zoning. The conditional overlay would prohibit the following 23 uses:

- | | |
|---|--|
| - Agricultural Sales & Services | - Alternative Financial Services |
| - Automotive Repair Services | - Automotive Rentals |
| - Automotive Sales | - Automotive Washing (of any type) |
| - Bail Bond Services | - Building Maintenance Services |
| - Commercial Off-Street Parking | - Construction Sales and Services |
| - Drive thru as an accessory use (to any use) | - Drop Off Recycling Collection Facility |
| - Equipment Repair Services | - Equipment Services |
| - Exterminating Services | - Funeral Services |
| - Laundry Services | - Limited Warehouse Distribution |
| - Outdoor Entertainment | - Outdoor Sports and Recreation |
| - Pawn Shop Services | - Service Station |
| - Vehicle Storage | |

and conditionally allow the following use:

- Off-site Accessory Parking

Staff also recommends granting a waiver to the ground floor commercial requirement of DB90 under Section 25-2-652(F)(3)(b) as allowed under Section 25-2-652(F)(3)(e) requested in the applicant letter dated November 18, 2024, found in *exhibit C*.

For a summary of the basis of Staff's recommendation, please see the basis of recommendation section below.

PLANNING COMMISSION ACTION / RECOMMENDATION:

March 25, 2025: Neighborhood Postponement Request to April 22, 2025, granted.

April 22, 2025: Recommended staff recommendation of CS-MU-V-CO-DB90-NP on the consent agenda Planning Commission DID NOT support the waiver to the ground floor commercial requirement of DB90 under Section 25-2-652(F)(3)(b), the applicant was agreeable to this just before the consent agenda was read – Motion by Commissioner Maxwell, seconded by Commissioner Haney, Commissioners Barrera-Ramirez and Hempel absent

CITY COUNCIL ACTION:

May 22 2025: Neighborhood postponement request to June 5, 2025 City Council meeting.

June 5, 2025: Case is scheduled to be heard by City Council.

ORDINANCE NUMBER: TBD

ISSUES: N/A

CASE MANAGER COMMENTS:

The property in question is currently a mix of undeveloped land, one restaurant, a single-family home and duplex, as well as an additional single-family home being used as a pet boarding service (Dogs Around Austin). The property sits northeast of the intersection of Airport Boulevard (an Imagine Austin Activity Corridor and ASMP level 3 corridor), and Oak Springs Drive (an ASMP level 2 corridor). Both roadways are identified as part of the ASMP transit priority network. The subject tract is approximately 1,300 feet northwest of the Springdale Station Imagine Austin Activity Center.

Capital Metro's new Pleasant Valley Line (Route 800) has a northbound stop at the northeast corner of Airport Boulevard and Oak Springs Drive and a southbound stop at the northwest corner of Airport Boulevard and Oak Springs Drive. This is a new high frequency service, with limited stops that provides access to Mueller, East Austin, Riverside Drive, Pleasant Valley, Franklin Park, Dove Springs, and Goodnight Ranch.

The subject tract is at grade with both Airport and Oak Springs Drive to the south and west, however there is a substantial grade change near the north side of the property that encompasses more of the property as you move from west to east. The single-family homes to the north of the property along Pennsylvania Avenue and Greenwood Avenue sit along a ridge approximately 50 feet higher in elevation.

BASIS OF RECOMMENDATION:

Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing. Granting the requested rezoning would promote clearly-identified community goals. It would support the Imagine Austin Comprehensive Plan, the Austin Strategic Housing Blueprint, Austin Climate Equity Plan, and Austin Strategic Mobility Plan (ASMP) by increasing the supply of market rate and income-restricted affordable housing near high frequency transit, as the Metro Rapid Route 800 Pleasant Valley has stops within walking distance of the site.

The rezoning should be consistent with the policies and principles adopted by the City Council or Planning Commission. The Austin City Council and Planning Commission have recognized the importance of adopting and implementing Imagine Austin, the Austin Strategic Housing Blueprint, the Austin Climate Equity Plan, and the Austin Strategic Mobility Plan (ASMP) to both current and future Austinites. These plans highlight the importance of encouraging new development and transit supportive housing density along major roadways and along Imagine Austin Activity Corridors where future public capital improvements can be focused. This includes

public transportation, bike lanes, sidewalks and other infrastructure which can provide more transportation alternatives. This site is approximately 1,300 feet northwest of the Springdale Station Imagine Austin Activity Center. Airport Boulevard is an Imagine Austin Corridors and both it and Oak Springs Drive are identified as part of the ASMP Transit Priority Network.

Zoning should not constitute a grant of special privilege to an individual owner; Granting of the request should result in an equal treatment of similarly situated properties.

2900 Oak Springs DB90 (C14-2024-0061) – see *area case histories* section below – was recently granted CS-MU-V-DB90-NP. It is a similar site in that it is only 1,000 feet west of the subject tract in this case. It also predominantly has frontage along Oak Springs Drive, and it is below a ridgeline of single-family homes to the north. Granting this request would result in an equal treatment of similarly situated properties.

EXISTING ZONING AND LAND USES:

| | ZONING | LAND USES |
|---|-----------------------|--|
| <i>Site</i> | CS-MU-NP and LR-MU-NP | Undeveloped land, one restaurant, one single family home, one duplex, one single family home (office/retail) being used as a pet boarding service. |
| <i>North</i> | SF-3-NP and SF-6-NP | Six single family homes, one duplex, and one two-story medical office (Integral Care) of approximately 27,000 square feet with approximately 50,000 square feet of paved parking. |
| <i>South (across Oak Springs Drive)</i> | CS-MU-NP and SF-3-NP | One service station of approximately 6,000 square feet, one small store (tobacco shop), one church (Freedom Home Baptist Church), and one single family home. |
| <i>East</i> | SF-6-NP | Undeveloped land, and one single family home. |
| <i>West</i> | CS-NP | One approximately 2,500 square foot fast food restaurant (Jack in the Box) with approximately 11,500 square feet of paved parking. Across Airport Blvd.: One approximately 2,000 square feet fast food restaurant (Arby's) – currently vacant with approximately 13,500 square feet of paved parking. across Airport Blvd. One small retail store (pawn shop) of approximately 6,000 square feet. |

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

WATERSHED: Boggy Creek Watershed

SCHOOLS: A.I.S.D.

Norman-Sims Elementary School

Martin Middle School

Northeast High School

Please note an Educational Impact Statement (EIS) was conducted on this case as required on January 15, 2025, and is attached as *exhibit D* below.

COMMUNITY REGISTRY LIST:

Austin Independent School District, Austin Neighborhood Council, Del Valle Community Coalition Non-Profit, East Austin Conservancy, East MLK Combined Neighborhood Plan Contact Team, Friends of Austin Neighborhoods, Guadalupe Neighborhood Development Corporation, Homeless Neighborhood Association, Overton Family Committee, Preservation Austin, Save Our Springs Alliance

AREA CASE HISTORIES:

| Number | Request | Commission | City Council |
|---|---|--|---|
| C14-2024-0109 (Gunter Street Rezoning) | The applicant is proposing to rezone approximately 2.75 acres from SF-3-NP to MF-3-NP and SF-6-NP. | 12/10/2024: To grant MF-3-CO-NP and SF-6-NP on Commissioner Phillips motion, Commissioner Azhar's second (12-0 vote) Commissioner Cox was off the dais. | 02.27.2025: To grant MF-3-CO-NP and SF-6-NP on consent agenda on Council Member Velasquez's motion, Mayor Pro Tem Fuentes's second - unanimous. |
| C14-2024-0061 (2900 Oak Springs DB90) | The applicant is requesting to rezone approximately 2.06 acres from CS-MU-V-NP to CS-MU-V-DB90-NP. | 05.28.2024: To grant CS-MU-V-DB90-NP on Commissioner Johnston's motion, Commissioner Azhar's second (11-0) Commissioners Howard and Phillips absent. | 09.12.2024: To grant CS-MU-V-DB90-NP on Council Member Vela's motion, Council Member Ellis' second on a 10-1 vote. Council Member Alison Alter voted nay. |
| C14-2024-0070 (3117-3121 E. 12 th Street) | The applicant is requesting to rezone approximately 1.0 acres from CS-MU-V-CO-NP to CS-MU-V-CO-DB90-NP. | 07.09.2024: Motion to approve CS-MU-V-CO-DB90-NP Fails and forwarded to City Council without a recommendation due to lack of affirmative vote [A. AZHAR; F. MAXWELL – 2ND] (6-2-1) A. HAYNES, G. COX | 09.26.2024: To grant CS-MU-V-CO-DB90-NP on Mayor Pro Tem Pool's motion, Council Member Qadri's second on a 10-0 vote. Council Member Alison Alter was off the dais. |

| | | | |
|--|--|--|--|
| | | - NAY; N. BARRERA- RAMIREZ – ABSTAIN; D. SKIDMORE – OFF DAIS; C. HEMPEL, A. PHILLIPS, P. HOWARD – ABSENT | |
|--|--|--|--|

RELATED CASES:

None

ADDITIONAL STAFF COMMENTS:

Comprehensive Planning

Project Name and Proposed Use: 1157 AIRPORT BOULEVARD. C14-2024-0175. Project: Airport and Oak Springs. 4.44 acres from CS-MU-NP to CS-V-MU-DB90-NP. FLUM: Mixed Use. East MLK Combined NP. Existing: Single family, restaurant and pet services. Proposed: 400 units multifamily, restaurant and retail. Demolition is proposed, with 3 residential units to be demolished. Note that the applicant seeks Vertical Mixed Use, which modifies development regulations, and additionally seeks a waiver of ground floor commercial requirements. Proposal seeks Density Bonus 90 Combining District (Ordinance No. 20240229-073), which sets affordability minimums on ownership and rental units, and further allows for an increase of up to 30 ft in height above the base zone allowance, with a maximum limit of 90 feet in total height. DB90 additionally releases the site from some base zoning district development standards, including maximum floor area ratio.

| 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 Airport Blvd Activity Corridor |
| 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"> • 0.2 miles to bus stop along Airport Blvd |
| Y | Mobility and Bike/Ped Access *: Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> • Sidewalk present along Airport Blvd |
| Y | Connectivity, Good and Services, Employment *: Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> • Goods and Services present along Airport Blvd |
| Y | Connectivity and Food Access *: Provides or is located within 0.50 miles of a grocery store/farmers market. <ul style="list-style-type: none"> • 0.2 miles to Poco Loco Supermercado |
| Y | Connectivity and Education *: Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> • 0.45 miles to Oak Springs Elementary School |
| Y | Connectivity and Healthy Living *: Provides or is located within 0.50 miles from a recreation area, park or walking trail. |

| | |
|----|--|
| | <ul style="list-style-type: none"> • 0.3 mile to Givens District Park |
| Y | 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.) <ul style="list-style-type: none"> • 0.3 miles to Lone Star Circle of Care at Oak Springs medical clinic |
| 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. |
| Y | 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. |
| Y | Culture and Creative Economy *: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center). <ul style="list-style-type: none"> • 0.3 miles to Willie Mae Kirk Branch Austin 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 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 |
| 12 | Number of "Yes's" |

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Boggy Creek 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: Parkland dedication will be required at the time of subdivision or site plan application for new residential units, per City Code § 25-1-601, as amended. 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 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, as amended.

Note that residential units that are certified affordable and income-restricted are exempt from the parkland dedication requirements per City Code § 25-1-601(D)(4).

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

Site Plan

- SP1. Site plans will be required for any new development except residential only projects with up to 4 units.
- SP2. Any new development is subject to Subchapter E Design Standards and Mixed Use of the Land Development Code. Additional comments will be made when the site plan is submitted.

Existing Conditions

- SP3. This tract is already developed and the proposed zoning change is within the footprint of an existing development.

Airport Overlay

- SP4. The site is located within Austin-Bergstrom Airport Overlay {CCLUA}. No use will be allowed that creates electrical interference with navigational signals or radio communications between airport and aircraft, makes it difficult for pilots to distinguish between the airport lights and others, results in glare in the eyes of pilots using the airport, impairs visibility in the vicinity of the airport, creates bird strike hazards or otherwise in any way endangers or interferes 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. Airport Hazard Zoning Committee review may be required prior to Planning Commission Hearing.

DB90 Rezoning

SP5. This site must meet affordability minimums to be eligible for DB90. A signed approval letter from the Housing Department will be required with site plan submittal.

SP6. This site is adjacent to a site that contains one to three dwelling units and is zoned SF-5 or more restrictive. A compatibility buffer 25' in width, designed to 25-8-700 and 25-2-652(G) will be required.

Transportation and Public Works (TPW) – Engineering Review

TPW 1. Please provide an approved TIA determination worksheet. TIA determination worksheet must be completed and submitted via <https://atd.knack.com/development-services#services/traffic-impact-analysis-determination/> for review. [LDC 25-6-113]. COMPLETED - 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.

TPW 2. The Austin Strategic Mobility Plan (ASMP) calls for 120 feet of right-of-way for AIRPORT BLVD. It is recommended that 60 feet of right-of-way from the existing centerline should be dedicated for AIRPORT BLVD 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 84 feet of right-of-way for OAK SPRINGS DR. It is recommended that 42 feet of right-of-way from the existing centerline should be dedicated for OAK SPRINGS DR 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) |
|----------------|-----------------------------|-------------------|--------------|-------------------|---------------------------|-------------------------------|-------------------------------|
| AIRPORT BLVD | Corridor Mobility - Level 3 | 120 feet | 113 feet | 57 feet | Existing 5 feet sidewalks | No | Yes |
| OAK SPRINGS DR | Local Mobility - Level 2 | 84 feet | 64 feet | 42 feet | Existing 4 feet sidewalks | Bike Lane - Protected One-Way | 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 dated November 18, 2024
- D. Educational Impact Statement (EIS) prepared January 15, 2025
- E. Correspondence from Interested Parties



ZONING



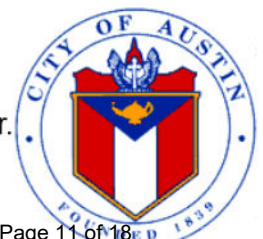
Page 10 of 18

Page 10 of 18

Created: 12/3/2024



ZONING CASE#: C14-2024-0175
LOCATION: 1157 Airport Blvd. and
3306, 3312, & 3404 Oak Springs Dr.
SUBJECT AREA: 4.44 Acres
MANAGER: Jonathan Tomko



November 18, 2024

Joi Harden, Zoning Officer
Planning Department
6310 Wilhelmina Delco Dr.
Austin, Texas 78752

Subject: Rezoning of 1157 Airport Blvd. & 3306, 3312, 3404 Oak Springs Dr. (the “Property”)

Dear Ms. Harden,

On behalf of 2016 Airplane LP, 2016 Round Oak Tree LP, 2023 Square Oak Springs LP, and 2016 Square Oak Brush LP (the “Owners”), I am requesting that the city:

- Rezone the Property from CS-MU-NP and LR-MU-NP to CS-MU-V-DB90-NP; and
- Waive Section 25-2-652(F)(3)(b) of the Land Development Code (the ground-floor commercial requirement), as allowed under Section 25-2-652(F)(3)(e).

Site Context

The Property is:

- **Within a five-minute walk of five bus routes**, including a High-Frequency Route (2), one of only five Night Owl Routes, with service until 3am (485), a Crosstown route (350), a Flyer route (135), and a Special Service Route (493).
- **Located along a major corridor and at the intersection of two Transit Priority Network roadways**. The Property is located along Airport Boulevard (an Imagine Austin corridor and Transit Priority Network roadway) and along Oak Springs Drive (a Transit Priority Network roadway).
- **Designated for more intensive zoning and multifamily – but is not yet eligible for an affordability bonus**. Most of the Property currently features General Commercial Services (CS) base zoning, one of the most intensive zoning designations allowed outside of downtown, allowing a wide variety of commercial uses; a portion of the Property features Neighborhood Commercial (LR) base zoning. The Owners envision developing residential uses, which are inherently *less* intensive than the commercial uses allowed today. However, while the Property’s current zoning allows residential uses, it is not yet eligible to participate in a city-run affordable housing bonus program. The Owners are requesting the ability to participate in two such programs, through which they can provide long-term, income-restricted affordable units in exchange for more flexible site development standards.
- **Primarily surrounded by areas designated for commercial, multifamily, and missing middle zoning – and is buffered from single-family properties**. The Property is primarily surrounded by properties with comparable zoning (CS-MU-NP and CS-NP) and with missing middle zoning (SF-6-NP). There are two nearby areas featuring single-family zoning (SF-3-NP), to the southeast and to the northeast – both of which are buffered from the Property. The Property is buffered from the southeastern SF-3-NP land by Oak Springs Drive and from the northeastern SF-3-NP land by a significant and varied grade change. (The land slopes downward meaningfully from north to south, such that ground level for the Property is meaningfully lower

than that of the SF-3-NP property to the northeast, buffering that area and mitigating the visual impact of any increased height.)

This land use context is summarized as follows:

- West: CS-MU-NP and Airport Boulevard (beyond that, CS-NP)
- South: Oak Springs Drive (beyond that, CS-MU-NP, SF-3-NP)
- East: SF-6-NP
- North: CS-MU-NP, SF-6-NP, SF-3-NP

Case Rationale

We believe that this request is appropriate for the following reasons:

- **This request will support the city's housing goals** by making the Property eligible for two city-run affordable housing bonus programs, Density Bonus 90 ("DB90") and Vertical Mixed-Use ("VMU"). This will provide optionality that encourages future projects to participate in a city-run affordability program requiring on-site, income-restricted housing.
- **This request will support the city's transit goals** by allowing for increased housing and affordability at the intersection of two Transit Priority Network roadways, within a five-minute walk of five different bus routes.
- **This request is consistent with the surrounding zoning and the Future Land Use Map.** As noted, the Property is primarily bounded by properties with commercial base zoning or 'missing middle' zoning – and is buffered by single-family zoning by Oak Springs to the southeast and meaningful and varied slope to the northeast. Additionally, the Owners' requested rezoning is consistent with the Future Land Use Map and does not require a neighborhood plan amendment.

Ground-Floor Waiver Rationale

The Owners have also requested a waiver of the ground-floor commercial requirement, in order to have the option to construct a fully residential building. We believe this request is appropriate given the Property layout, as shown in Figure 1 and discussed in more detail below.

Figure 1. The Property



In short, the Property features more limited frontage along its 'commercial corridor' side (Airport Boulevard) and greater frontage along its 'residential corridor' side (Oak Springs Drive). While both are Transit Priority Network roadways, they operate differently. Airport Boulevard generally features a greater expectation for commercial uses, reflected in the commercial and mixed-use zoning along that corridor. In contrast, the city has primarily designated Oak Springs Drive for different types of residential development. Given that the Property is generally oriented toward this 'residential corridor, we believe the ground-floor waiver is appropriate.

Conclusion

We believe that our requests for CS-MU-V-DB90-NP zoning and for a waiver of the ground-floor commercial mandate are appropriate, consistent with the land-use context in the area, and would help support the city's housing and transit goals.

I appreciate your consideration and am available if you have questions or if you would like to discuss this case further.

Respectfully,

A handwritten signature in black ink, appearing to read 'Michael J. Whellan', with a stylized, flowing script.

Michael J. Whellan



PROJECT NAME: Airport and Oak Springs

ADDRESS/LOCATION 1157 Airport Blvd. and 3306, 3312, & 3404 Oak Springs Dr.

CASE #: _____

☐ NEW SINGLE FAMILY

☒ DEMOLITION OF SINGLE FAMILY

☒ NEW MULTIFAMILY

☐ TAX CREDIT

SF UNITS: _____ **STUDENTS PER UNIT ASSUMPTION**
Elementary School: _____ Middle School: _____ High School: _____

MF UNITS: 400 **STUDENTS PER UNIT ASSUMPTION**
Elementary School: .059 Middle School: .029 High School: .039

IMPACT ON SCHOOLS

In December 2024 the Educational Impact Statement was submitted to the City of Austin for 400 MF units

The student yield factor of 0.127 (across all grade levels) for apartment homes was used to determine the number of projected students. This was determined by the district's demographer by looking at the district average for multifamily units.

The project will demolish 3 units and propose 400-unit multifamily development. It is projected to add approximately 52 students across all grade levels to the projected student population. It is estimated that of the 52 students, 24 will be assigned to Norman-Sims Elementary School, 12 to Martin Middle School, and 16 to Northeast ECHS.

The percentage of permanent capacity by enrollment for School Year 2028-29, including the additional students projected with this development, would all be below the optimal utilization target range of 85-110% at Norman - Sims ES (58%), Martin MS (32%), and Northeast ECHS (69%). At this time Martin Middle School does not provide 6th grade and the projections consider 6th grade is not offered. The impacts of this development will need to be looked at once 6th grade is provided.

TRANSPORTATION IMPACT

All students will be eligible for transportation, but no added buses will be necessary at this time.

SAFETY IMPACT

There are not any identified safety impacts currently.

Date Prepared: 01.15.2025

Executive Director: _____

DocuSigned by:

Beth Wilson

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DATA ANALYSIS WORKSHEET

ELEMENTARY SCHOOL: Norman-Sims

ADDRESS: 4001 Tannehill Ln

PERMANENT CAPACITY: 548

MOBILITY RATE: -12.4%

POPULATION (without mobility rate)

| ELEMENTARY SCHOOL STUDENTS | 2023-24 Population | 5- Year Projected Population (without proposed development) | 5-Year Projected Population (with proposed development) |
|----------------------------|--------------------|---|---|
| Number | 323 | 333 | 357 |
| % of Permanent Capacity | 59% | 61% | 65% |

ENROLLMENT (with mobility rate)

| ELEMENTARY SCHOOL STUDENTS | 2023-24 Enrollment | 5- Year Projected Enrollment (without proposed development) | 5-Year Projected Enrollment (with proposed development) |
|----------------------------|--------------------|---|---|
| Number | 283 | 293 | 317 |
| % of Permanent Capacity | 52% | 53% | 58% |

MIDDLE SCHOOL: Martin

ADDRESS: 1601 Haskell St.

PERMANENT CAPACITY: 794

MOBILITY RATE: -67.6%

POPULATION (without mobility rate)

| MIDDLE SCHOOL STUDENTS | 2023-24 Population | 5- Year Projected Population (without proposed development) | 5-Year Projected Population (with proposed development) |
|-------------------------|--------------------|---|---|
| Number | 765 | 749 | 761 |
| % of Permanent Capacity | 96% | 94% | 96% |

ENROLLMENT (with mobility rate)

| MIDDLE SCHOOL STUDENTS | 2023-24 Enrollment | 5- Year Projected Enrollment (without proposed development) | 5-Year Projected Enrollment (with proposed development) |
|-------------------------|--------------------|---|---|
| Number | 248 | 242 | 254 |
| % of Permanent Capacity | 31% | 30% | 32% |

HIGH SCHOOL: Northeast

ADDRESS: 7104 Berkman Dr.

PERMANENT CAPACITY: 1,640

MOBILITY RATE: -32.9%

POPULATION (without mobility rate)

| HIGH SCHOOL STUDENTS | 2023-24 Population | 5- Year Projected Population (without proposed development) | 5-Year Projected Population (with proposed development) |
|--------------------------------|---------------------------|--|--|
| Number | 1,460 | 1,599 | 1,615 |
| % of Permanent Capacity | 89% | 98% | 98% |

ENROLLMENT (with mobility rate)

| HIGH SCHOOL STUDENTS | 2023-24 Enrollment | 5- Year Projected Enrollment (without proposed development) | 5-Year Projected Enrollment (with proposed development) |
|--------------------------------|---------------------------|--|--|
| Number | 980 | 1,119 | 1,135 |
| % of Permanent Capacity | 60% | 68% | 69% |

PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to participate in a public hearing, you are not required to participate. This meeting will be conducted both online and in-person at which you will have the opportunity to speak FOR or AGAINST the proposed development or change. Contact the case manager for further information on how to participate in the public hearings. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

Staff is conducting a pilot program to receive case-related comments online which can be accessed through this link or QR code:
<https://bit.ly/ATXZoningComment>



During its public hearing, the board or commission may postpone or continue an application's hearing to a later date or may evaluate the City staff's recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin's land development process, visit our website: www.austintexas.gov/planning.

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before the public hearing. Your comments should include the board or commission's name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice. Correspondence and information submitted to the City of Austin are subject to the Texas Public Information Act (Chapter 552) and will be published online.

Case Number: C14-2024-0175

Contact: Jonathan Tomko, 512-974-1057

Public Hearing: March 25, 2025 Planning Commission

Jahe Rivera
Your Name (please print)

1000 Glen Oaks Ct
Your address(es) affected by this application 78702

[Signature] 03/28/25
Signature Date

Daytime Telephone (optional): 512-974-8804

Comments: We need community
serving commercial

☐ I am in favor
☒ I object

If you use this form to comment, it may be returned to:

City of Austin
Planning Department
Jonathan Tomko
P. O. Box 1088
Austin, TX 78767-8810

Or email to:
jonathan.tomko@austintexas.gov