

ZONING CHANGE REVIEW SHEET

CASE: C14-2025-0120 - 301 Lamar

DISTRICT: 9

ZONING FROM: DMU

ZONING TO: CS-MU-V-DB90

ADDRESS: 301 ½ North Lamar Boulevard

SITE AREA: 0.26 acres
(11, 325 sq. ft.)

PROPERTY OWNER: Perry Lorenz

AGENT: Husch Blackwell, LLP (Nikelle Meade)

CASE MANAGER: Cynthia Hadri 512-974-7620, Cynthia.hadri@austintexas.gov

STAFF RECOMMENDATION:

The staff recommendation is to grant general commercial services – mixed use – vertical mixed use – conditional overlay – density bonus 90 (CS-MU-V-CO-DB90) combined district zoning. The applicant is not seeking a modification request to provide pedestrian-oriented commercial space. The conditional overlay will have the following conditional and prohibited uses:

The following uses will be conditional:

Off-Site Accessory Parking

Service Station

Outdoor Sports and Recreation

Vehicle Storage

The following uses will be prohibited:

Automotive Rentals

Drop-Off Recycling Collection Facility

Automotive Repair Services

Electronic Prototype Assembly

Automotive Sales

Electronic Testing

Automotive Washing (of any type)

Equipment Repair Services

Bail Bond Services

Equipment Sales

Building Maintenance Services

Exterminating Services

Campground

Kennels

Commercial Blood Plasma Center

Limited Warehousing & Distribution

Construction Sales and Services

Pawn Shop and Services

Convenience Storage

Pedicab Storage and Dispatch

Custom Manufacturing

CITY COUNCIL ACTION:

May 28, 2026:

PLANNING COMMISSION ACTION / RECOMMENDATION:

April 28, 2026: *APPROVED THE STAFF'S RECOMMENDATION FOR CS-MU-V-CO-DB90.*

[C. HANEY; D. SKIDMORE - 2ND] (12-0) ONE VACANCY ON THE DIAS

ORDINANCE NUMBER:

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. Subsequently, the applicant submitted this new rezoning application to request the -DB90 combining district.

CASE MANAGER COMMENTS:

The property in question is approximately 0.26 acres, currently zoned downtown mixed use (DMU) district zoning and developed with a parking lot. There is access to North Lamar Boulevard (ASMP Level 3), West 3rd Street (ASMP Level 1). This site is in Lower Shoal Creek District of the Downtown Austin Plan (DAP) and is characterized as mixed use. The surrounding area has several office and commercial uses around it (DMU-CURE-CO; DMU; CS-MU-V-CO-NP CS-MU-CO-NP; DMU-CO), various residential types such as condominium residential and multifamily residential (DMU-CURE-CO; LI-PDA-NP) and some public spaces (P). *Please refer to Exhibits A (Zoning Map) and B (Aerial View).*

The applicant is requesting the general commercial services – mixed use – vertical mixed use – conditional overlay – density bonus 90 (CS-MU-V-CO-DB90) combined district zoning to accommodate the conversion of the use of the tract from parking lot to electric vehicle charging. "Given the increasing reliance on electric vehicles among Austin residents, the Property's proximity to downtown and major transportation routes makes it an ideal location to meet the growing demand for electric vehicle charging infrastructure." On April 21, 2026 the applicant amended their request to align with staff's recommendation to add the conditional overlay to their request. *Please refer to Exhibits C (Applicant's Summary Letter) and D (Applicant's Amended Summary Letter).*

The staff is recommending CS-MU-V-CO-DB90 here with a list of prohibited uses as listed above. The Electric Vehicle (EV) Charging use plays a crucial role in Austin's transportation infrastructure as the city transitions towards cleaner and more sustainable modes of transportation. This site provides the opportunity for charging stations and contributes to a more comprehensive and interconnected urban mobility network. Austin Energy staff provided a charging density map of existing chargers open to the public (Exhibit G-1). Note

that on the charging density map, a majority of these are Level 2 stations, may be dedicated for certain use cases (workplace or commercial) and not fully accessible to support all public charging. There is currently a lack of fast chargers downtown, specifically for public use. There are even less locations with more than 6 fast chargers available for public use. Exhibit G-2 shows how many fast chargers are available and Exhibit G-3 shows how many of those locations have more than 6 chargers available. This area has both a high concentration of multifamily housing as well as Transportation Network Company (e.g., Uber, Lyft) usage. In an adjacent location, Austin Energy has seen that the installed eight DC Fast Chargers on Electric Drive, annual usage has grown from 2023 to 2025. ***Please refer to Exhibit G (Maps for Electrical Vehicle Chargers).***

The proposed zoning is compatible and consistent with surrounding land uses and zoning patterns in this area as there are existing general commercial services (CS) base district zonings nearby. The property is in the Lower Shoal Creek District of the Downtown Austin Plan (DAP). An urban design priority for the Lower Shoal Creek District is to “Extend street grid to create stronger bicycle, pedestrian and vehicular linkages to Core/Waterfront”. ***(Please refer to Exhibit E – Downtown Austin Plan Exhibits).***

Per the comprehensive plan review comments, this site meets nine (9) of the Imagine Austin Decision Guidelines. The site is in the Imagine Austin Growth Concept Map, more specifically, it is within the Downtown Regional and adjacent to the Lamar Boulevard Activity Corridor. There is a bus stop on North Lamar Boulevard 0.7 miles away. The Austin Public Library, Ladybird Lake-Lamar Beach Metro Park and Whole Foods are nearby, which provide connectivity to healthy living and access to food for the property.

The applicant is requesting the CS-MU-V-CO-DB90 combined district zoning. 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 20 fast chargers for Electric Vehicles and will not be seeking a modification for the ground floor commercial space requirement. While the applicant is not seeking to develop the property for DB90 due to the CVC, should the CVC no longer apply to the property for any future reason, the site would still allow for a future development to DB90 site development standards.

A development utilizing the “density bonus 90” incentives is permitted with a base CS district and must include an affordability component for residential use in order to obtain incentives, including height maximum of 90 feet in the CS 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 residential 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:

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

The general commercial services district is intended predominately for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments.

The mixed use combining district is intended for combination with selected base districts, in order to permit any combination of office, retail, commercial, and residential uses within a single development.

The vertical mixed use building (V) combining district may be applied in combination with any commercial base zoning district and allows for a combination of office, retail, commercial and residential uses within a vertical mixed use building.

The conditional overlay combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

The density bonus 90 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.

2. *The proposed zoning should be consistent with the goals and objectives of the City Council.*

On June 8, 2023, City Council approved Resolution No. 20230608-082, initiating amendments to City Code Title 25 (Land Development) to create a new land use for “Electric Vehicle Parking.” On May 16, 2024, City Council approved Ordinance No. 20240516-007. The Electric Vehicle (EV) Charging use plays a crucial role in Austin’s transportation infrastructure as the city transitions towards cleaner and more sustainable modes of

transportation. It provides the opportunity for charging stations to be positioned in various locations throughout the city where electric vehicle owners and fleets can recharge their automobiles. Integrating EV charging infrastructure with public transit systems and other sustainable transportation options contributes to a more comprehensive and interconnected urban mobility network. The Austin [Climate Equity Plan 2020-21](#) endorses a new goal of “equitably reaching net-zero community-wide greenhouse gas emissions by 2040, utilizing a steep decline path, followed by negative emissions.”

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.

3. *Zoning changes should promote compatibility with adjacent and nearby uses.*

This area has both a high concentration of multifamily housing as well as Transportation Network Company (e.g., Uber, Lyft) usage. DC Fast charging has a strategic supporting role for multifamily properties as well as high mileage drives, especially where installing large numbers of Level 2 chargers can be difficult due to cost, electrical capacity, or parking and space constraints. In an adjacent location, Austin Energy has seen that the installed eight DC Fast Chargers on Electric Drive, annual usage has grown from 633 megawatt hours (MWH) in 2023 to 1070 (MWH) in 2025. Using an average of three miles per kilowatt hour, this has grown from fueling 1.8 million electric miles in 2023 to over 3 million electric miles in 2025.

4. *Zoning should allow for reasonable use of the property.*

Allowing the Electrical Vehicle (EV) charging use here would be a reasonable use of the property. The site is currently used as a parking lot, it would be beneficial for electrical vehicle charging to go in here and provide more charging spaces to the city residents and visitors. The property has some limitations based on the Capitol View Corridor (CVC) Calculations for the Barton Creek Pedestrian Bridge, the maximum height across the site for a building is about 55-57 feet. ***Please refer to Exhibit E (Capitol View Corridor (CVC) Calculations).***

5. *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.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	DMU	Parking Lot
<i>North</i>	DMU	Commercial Uses; Indoor Sports & Recreation
<i>South</i>	DMU-CURE-CO; DMU-CO; P	Multifamily Residential; Commercial Uses; Park
<i>East</i>	DMU-CURE-CO; DMU-CO; DMU; P	Condominium Residential; Commercial Uses; Park
<i>West</i>	LI-PDA-NP; LI-NP; CS-MU- V-CO-NP; CS-MU-CO-NP	Multifamily Residential; Commercial Uses

NEIGHBORHOOD PLANNING AREA: Downtown Austin Plan (Lower Shoal Creek District)

WATERSHED: Lady Bird Lake (Urban)

SCENIC ROADWAY: No

CAPITOL VIEW CORRIDOR: Yes (Barton Creek Pedestrian Bridge)

SCHOOLS: Austin Independent School District

Mathews Elementary School

O Henry Middle School

Austin High School

COMMUNITY REGISTRY LIST:

Austin City Lofts HOA
 Austin Independent School District
 Austin Neighborhoods Council
 City of Austin Downtown Commission
 Downtown Austin Alliance
 Downtown Austin Neighborhood Assn.
 (DANA)
 Friends of Austin Neighborhoods

Historic Austin Neighborhood Association
 Homeless Neighborhood Association
 Old Austin Neighborhood Association
 Old West Austin Neighborhood Plan
 Contact Team
 Preservation Austin
 Shoal Creek Conservancy

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2011-0041 - Bowie Street Rezoning	DMU to DMU- CURE	To Grant DMU-CURE- CO. The CURE overlay would allow a floor to area ratio of 12-1 and a Maximum height of four hundred feet (400'). The Conditional Overlay would defer the Traffic	Approved DMU-CURE-CO as Planning Commission Recommended (6/23/2011)

		Impact Analysis to the site plan. (6/14/2011)	
C14-05-0136 Spring Condominiums	DMU to DMU-CURE	To Grant DMU-CURE-CO; With Conditions of: 1500 Vehicle Trips or Less; Base Height of 45-Feet; Maximum Floor Plate of 8,000 Square Feet; Height Range Between 275-Feet To 350-Feet; 10, 000 Square Feet of Retail;	Approved DMU-CURE-CO as Planning Commission Recommended (11/17/2005)
C14-04-0135 - 300 North Lamar Blvd.	LI-CO-NP to LI- PDA-NP	To Grant LI-PDA-NP (9/28/2004)	Approved LI-PDA as Planning Commission Recommended (10/28/2004)

RELATED CASES: There are no related cases.

ADDITIONAL STAFF COMMENTS:

Comprehensive Planning:

Downtown Austin Plan

301-1/2 N LAMAR BOULEVARD. C14-2025-0120. Project: 301 Lamar. 0.26 acres from DMU to CS-MU-V-DB90.

The property is in the Lower Shoal Creek District of the Downtown Austin Plan (DAP). The applicant is proposing to change the zoning from DMU to CS-MU-V-DB-90. Some of the Lower Shoal Creek District specific goals are:

- Extend street grid to create stronger bicycle, pedestrian and vehicular linkages to Core/Waterfront

The subject-tract is currently a parking lot (20 spaces). The change sought will allow for electric vehicle charging use (20 stations).

The following DAP goals are relevant to this case:

- Parking TP-4.4: Provide incentives for on-site, car-share spaces and recharging facilities

Lower Shoal Creek Urban Design Priorities

- Discourage or prohibit any new automotive uses, drive-through services and exposed parking structures that compromise the pedestrian life and orientation of the area.

Based on the information above, Staff believes that the proposed zoning change is supported by the Downtown Austin Plan.

Imagine Austin Plan

Project Name and Proposed Use: 301-1/2 N LAMAR BOULEVARD. C14-2025-0120.
Project: 301 Lamar. 0.26 acres from DMU to CS-MU-V-DB90. Existing: parking lot (20 spaces). Proposed: EV charging (20 stations).

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"> • Within Downtown Regional Center; adjacent to Lamar Boulevard 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"> • 0.07 miles to bus stop along N Lamar 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 N Lamar Blvd Service Rd
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"> • Within 0.5 miles of employment opportunities in the Downtown area
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"> • 0.1 miles to Whole Foods Market
	Connectivity and Education *: Located within 0.50 miles from a public school or university.
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"> • Within 0.5 mile of Ladybird Lake-Lamar Beach Metro 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"> • Within 0.2 miles of dental services along W 5th St
	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.
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"> • 0.4 mile to the Austin Central 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
9	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:

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Lady Bird Lake 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. Zoning district impervious cover limits apply in the Urban Watershed classification.

According to floodplain maps there is no floodplain within or adjacent to the project location.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

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.

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.

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: There are no comments.

PARD – Planning & Design Review:

Parkland dedication fees may apply to any future site or subdivision applications resulting from this rezoning. As of January 1, 2024, new commercial, non-residential uses are not subject to parkland dedication requirements at the time of site plan and subdivision.

Site Plan:

Zoning Cases

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.

Site plans will be required for any new development except for residential only projects with up to 4 units.

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

This site lies within/is bisected by the Barton Creek Pedestrian Bridge Capitol View Corridor. A height analysis will be required with site plan submittal.

DB90 Rezoning

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.

N Lamar is the Principal Street for this site. Any buildings in front of this street 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.

If a building includes a mix of uses, a non-residential use, it:

- may not be located above a residential use; and
- may not be located on or above the third story of the building.

Austin Transportation Department – Engineering Review:

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.

Existing Street Characteristics:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
N LAMAR BLVD	Level 3	116'	138'	25' (N LAMAR BLVD SVRD NB)	Yes	Yes	Yes
W 3RD ST	Level 1	58'	60'	21'	No	No	Yes

Austin Water Utility:

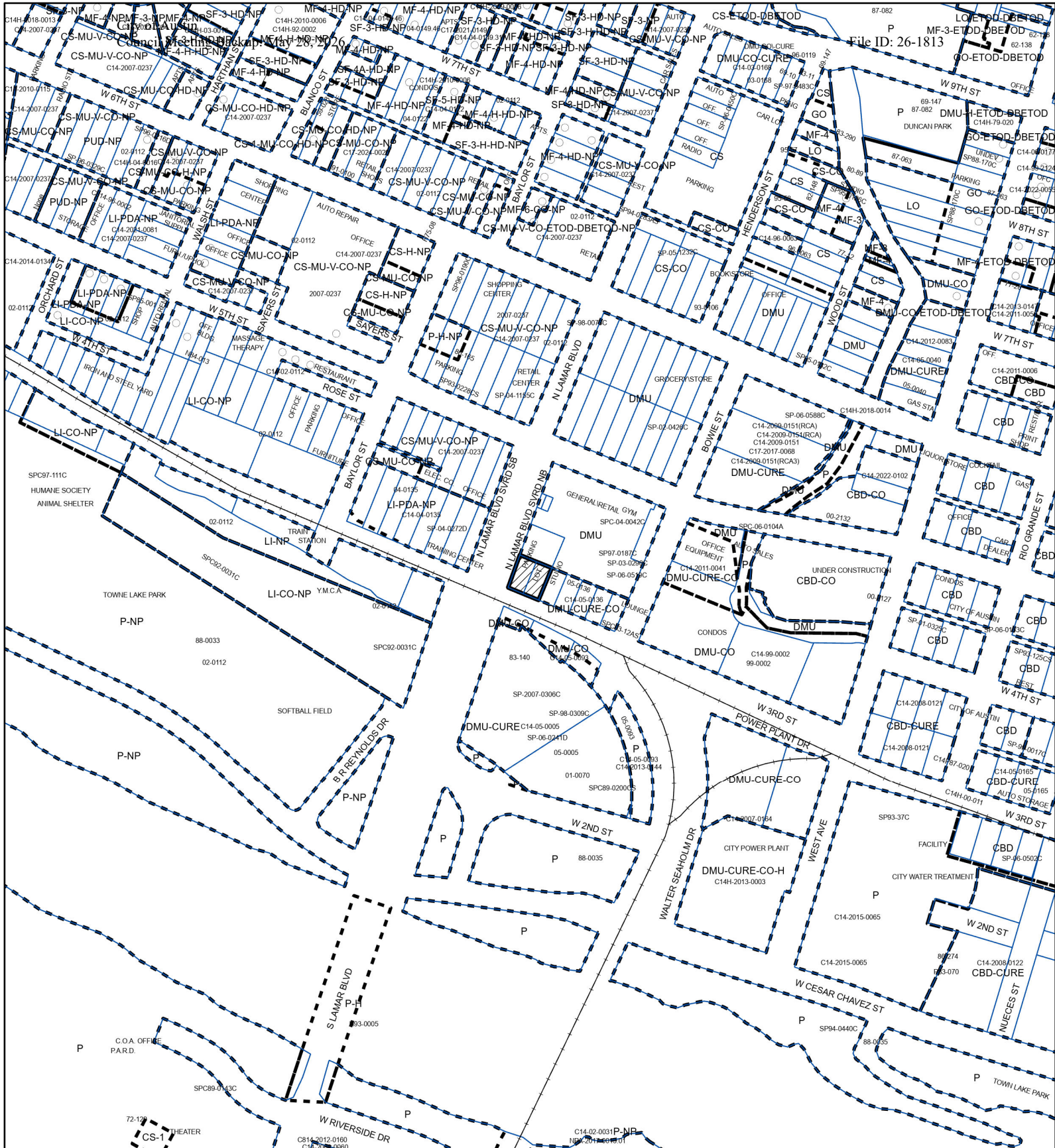
No comments on zoning change.

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

Based on current public infrastructure configurations, it appears that service extension requests (SER) will be required to provide service to this lot. 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. Applicant’s Amended Summary Letter
- E. Downtown Austin Plan Exhibits
- G. Capitol View Corridor (CVC) Calculations
- F. Maps for Electrical Vehicle Chargers
- Correspondence from Interested Parties



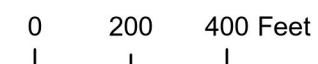
ZONING

ZONING CASE#: C14-2025-0120

SUBJECT TRACT

 PENDING CASE

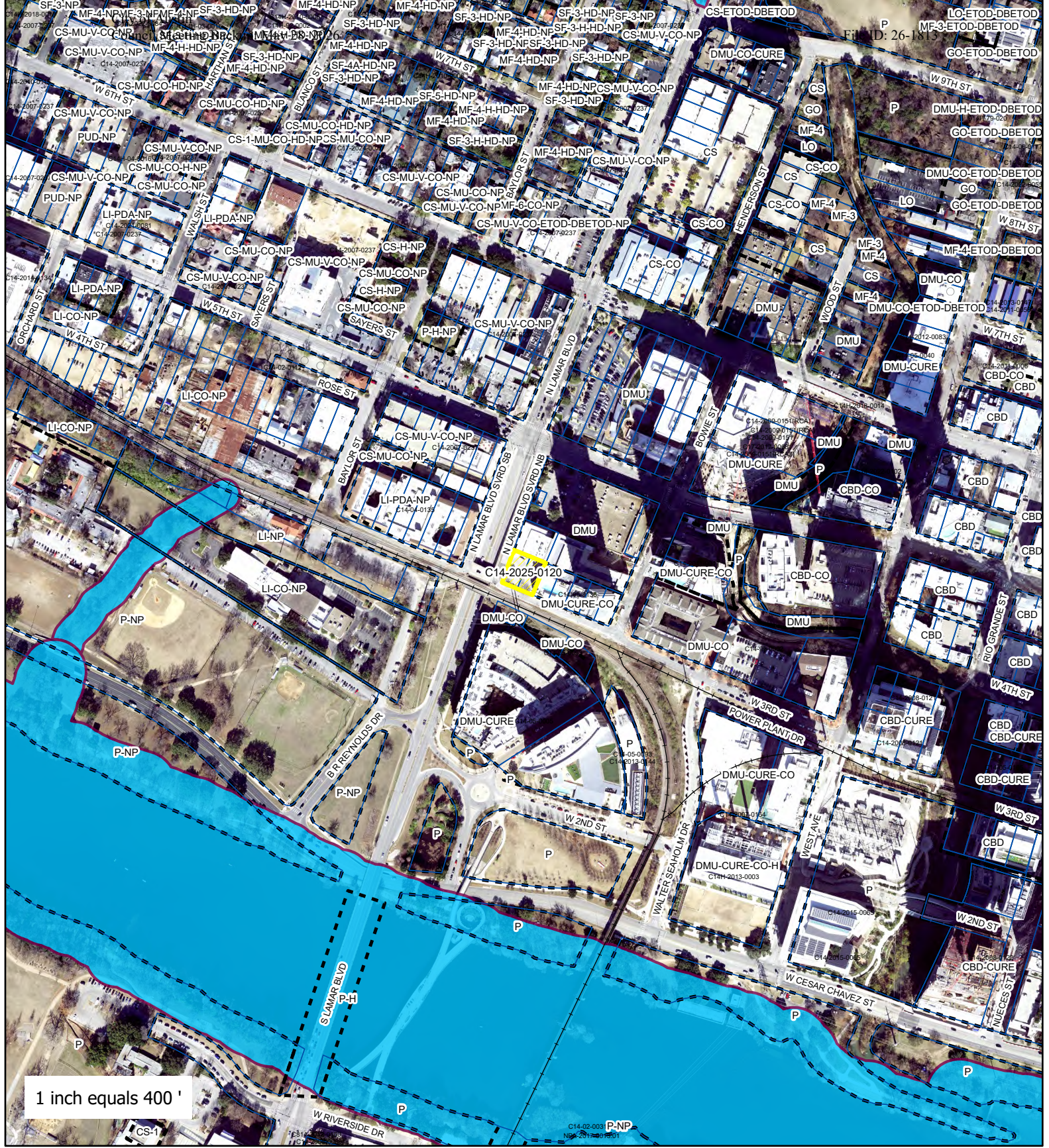
 ZONING BOUNDARY



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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301 Lamar



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

ZONING CASE#: C14-2025-0120
 LOCATION: 301 1/2 N Lamar Blvd
 SUBJECT AREA: 0.26 Acres
 MANAGER: Cynthia Hadri



HUSCH BLACKWELL

Lindsey Walker
Land Planner

111 Congress Avenue, Suite 1400
Austin, Texas 78701
Direct: 512.479.1187
lindsey.walker@huschblackwell.com

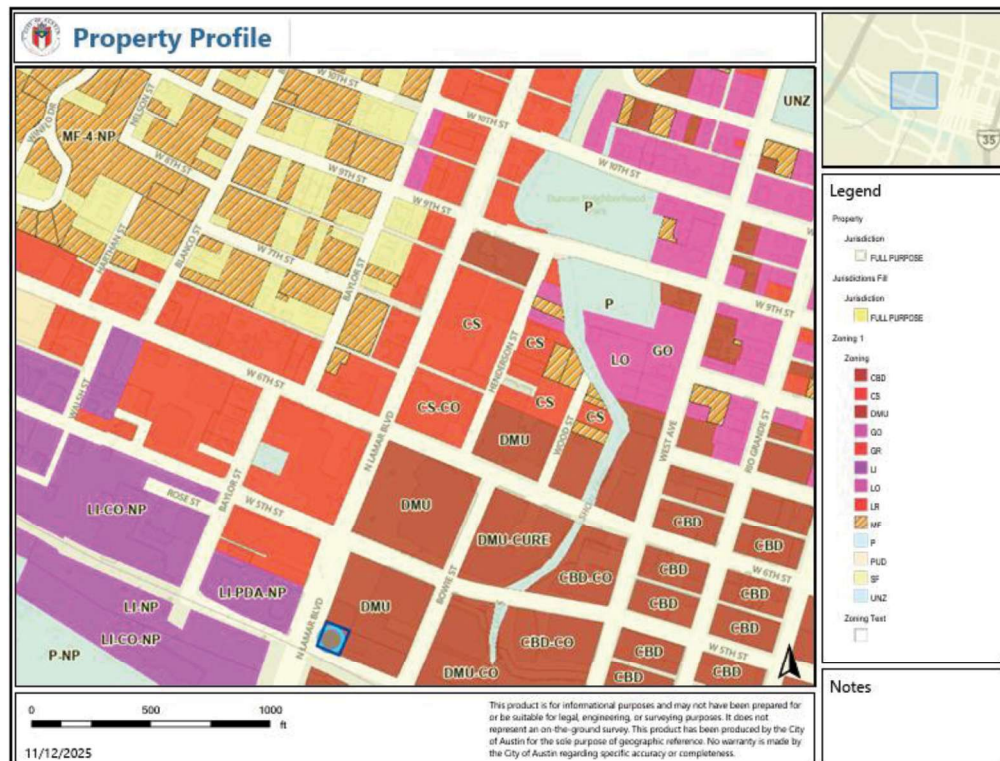
November 12, 2025

Austin Planning Department
City of Austin
Attn. Lauren Middleton-Pratt, Director
P.O. Box 1088
Austin, Texas 78767

Re: Rezoning Application for Tract Located at 301 ½ N Lamar Boulevard, Austin 78703 (the “Property”)

Dear Ms. Middleton-Pratt:

On behalf of Perry Lorenz (the “Applicant”), please find enclosed with this letter a rezoning application for the above-referenced property. We are requesting rezoning of one tract of land from DMU to CS-MU-V-DB-90 to accommodate the conversion of the use of the tract from parking lot to electric vehicle charging.



The Property is in close proximity to other General Commercial Service (CS) zoning making the proposed zoning both compatible and consistent with the surrounding zoning along North Lamar Boulevard. Given the increasing reliance on electric vehicles among Austin residents, the Property's proximity to downtown and major transportation routes makes it an ideal location to meet the growing demand for electric vehicle charging infrastructure. The requested zoning change will therefore serve commercial and residential uses in the area and will support future Downtown Mixed Use (DMU) development by reducing the need for excessive on-site parking, as additional parking and electric vehicle charging options will be available nearby. This approach encourages more efficient land use and supports a walkable, transit-oriented environment along North Lamar Boulevard. Further, the broader community will be supported by sustainable transportation options in a location well-suited for such use.

Additionally, locating EV charging at this site enhances the community's access to Project Connect by providing a place within walking distance of future rail for commuters who wish to utilize rail but live in neighborhoods (such as Treemont, Barton Hills, and even some parts of Clarksville) beyond walking distance to the proposed stations to park and charge their cars while they take rail for their commute. In this way, the proposed use would not compete with or reduce transit ridership but rather will make public transit more accessible to more people by addressing the "last mile" challenge. This integration of EV charging with transit options supports a more inclusive and sustainable transportation network for Austin.

For the above reasons, we are hopeful that the Planning Staff will support this rezoning request, and we are pleased to begin the process of working with you on it. Please let me know if you have any questions or if any additional information is needed.

Sincerely,

A handwritten signature in cursive script that reads "Lindsey Walker".

Lindsey Walker

April 21, 2026

Via Email

Austin Planning Department
City of Austin
Attn. Cynthia Hadri, Planner Senior
P.O. Box 1088
Austin, Texas 78767

Re: Amendment of Zoning Application - C14-2025-0120 - 301 ½ N. Lamar
Boulevard

Dear Cynthia:

By this letter and on behalf of the Applicant in the above-referenced case, I am amending our zoning application to change the zoning we are requesting from CS-MU-V-DB90 (previously requested) to CS-MU-V-CO-DB90 (amended request), with the following to be included in the conditional overlay:

The following uses will be Conditional:

- Off-Site Accessory Parking
- Outdoor Sports and Recreation
- Service Station
- Vehicle Storage

The following uses will be Prohibited:

- Automotive Rentals
- Automotive Repair Services
- Automotive Sales
- Automotive Washing (of any type)
- Bail Bond Services
- Building Maintenance Services
- Campground
- Commercial Blood Plasma Center
- Construction Sales and Services
- Convenience Storage

- Custom Manufacturing
- Drop-Off Recycling Collection Facility
- Electronic Prototype Assembly
- Electronic Testing
- Equipment Repair Services
- Equipment Sales
- Exterminating Services
- Kennels
- Limited Warehousing & Distribution
- Pawn Shop and Services
- Pedicab Storage and Dispatch

Please let me know if any other information is needed from me concerning this application amendment.

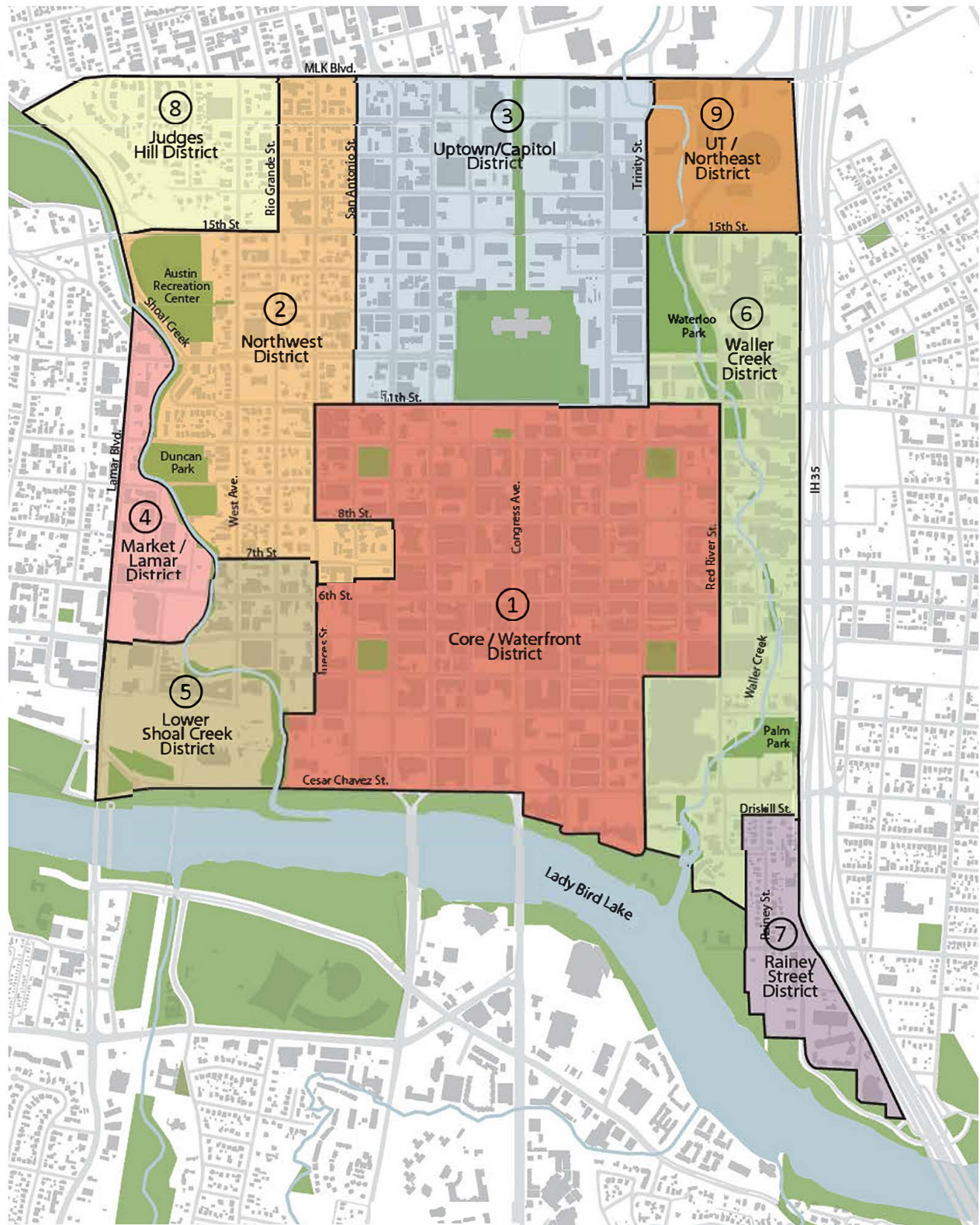
Sincerely,

HUSCH BLACKWELL LLP



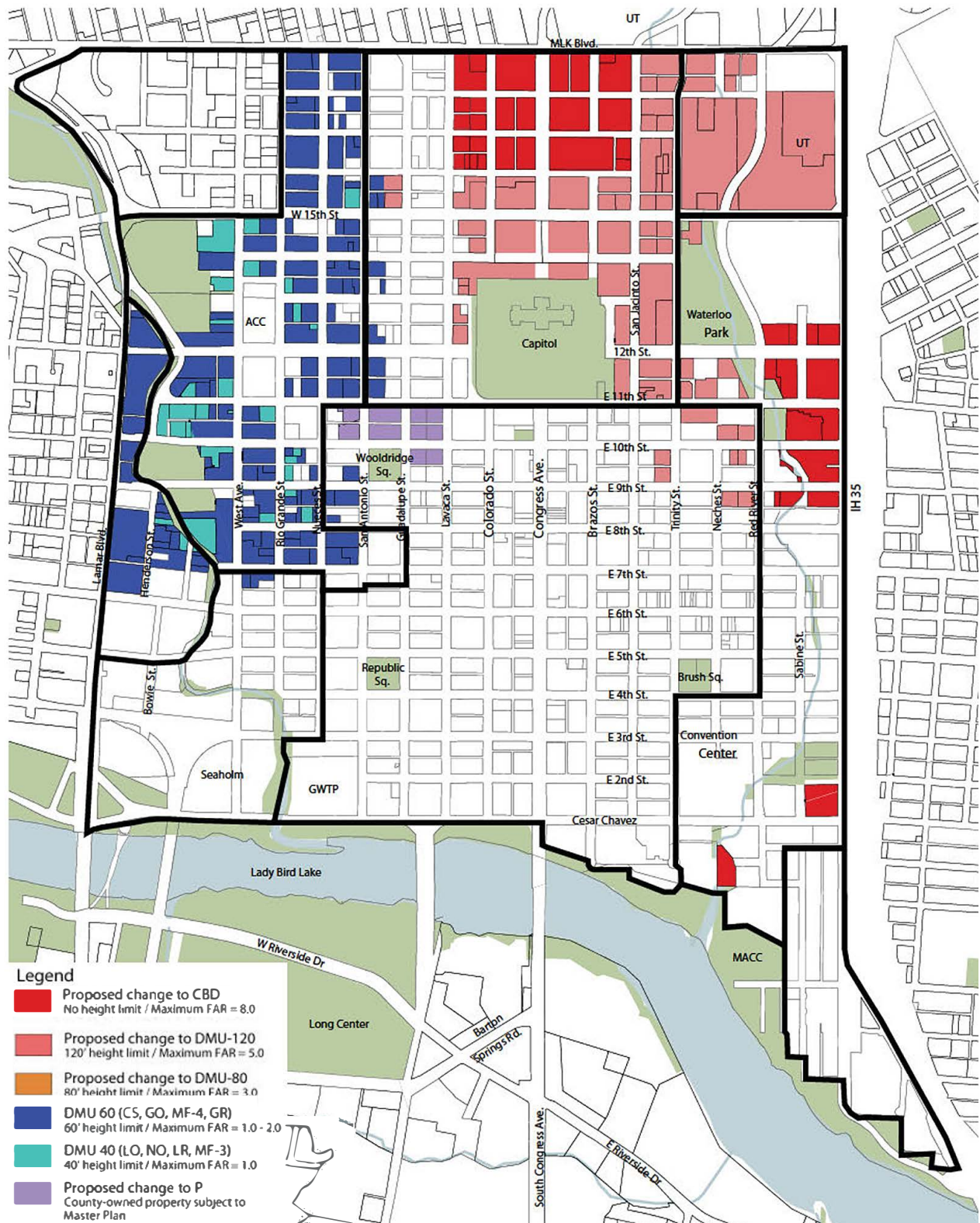
Lindsey Walker

cc: Perry Lorenz
Nikelle Meade, Husch Blackwell LLP

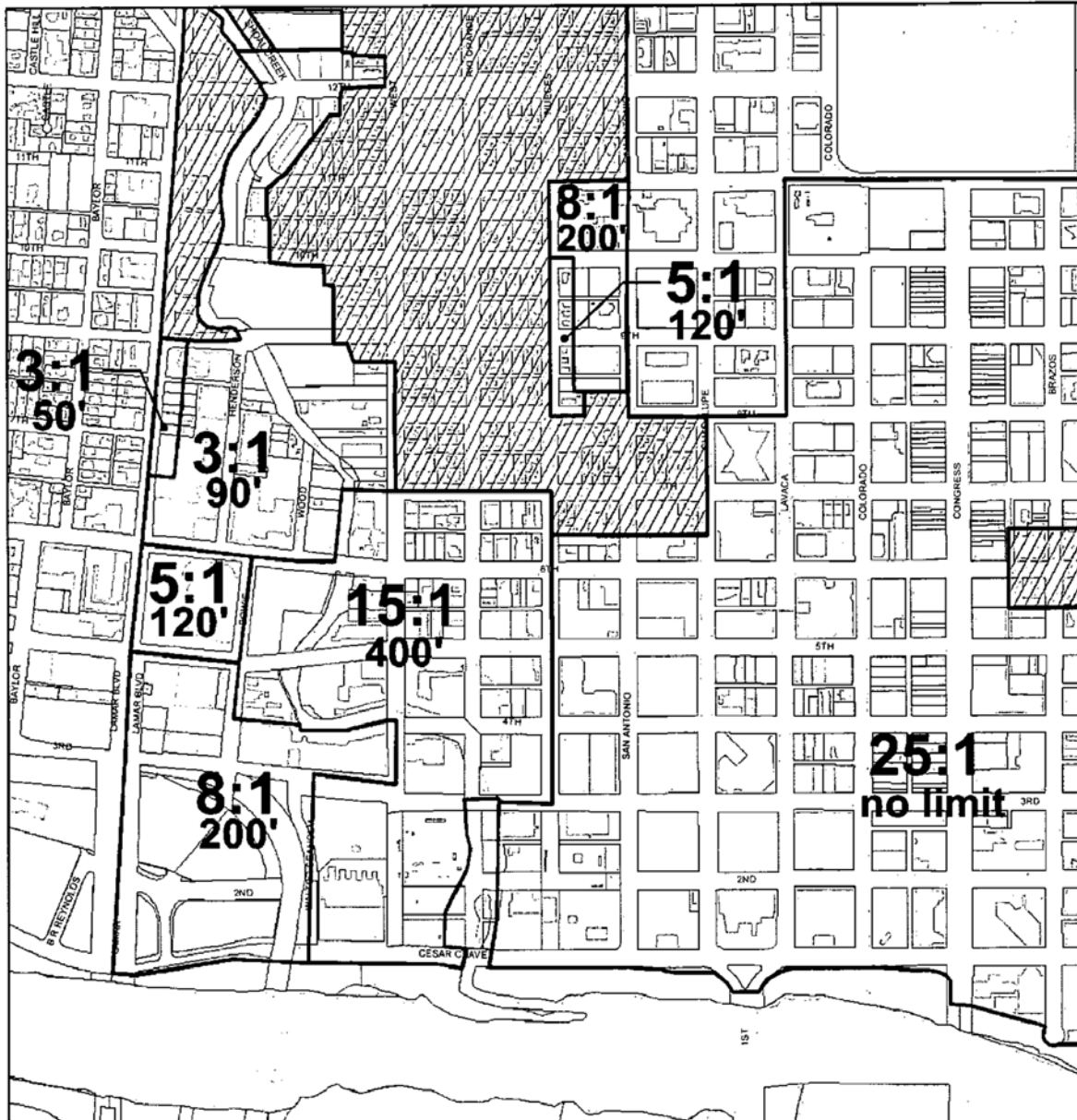


Downtown Districts Map






Exhibit E



Proposed Downtown Zoning Changes

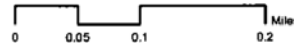


Downtown Density Bonus Program - Eligibility, Floor Area Ratio (FAR) and Height Map
 Figure 2: Page 6

-  Maximum Floor Area Ratio (FAR)
-  Maximum Height (Feet)
-  Areas Ineligible for Density Bonus Program
(Height and density may not exceed underlying zoning)
-  Public Parks/ Open Space (ineligible)
-  TCAD Parcels

NOTE: Properties in the Rainey Street Subdistrict of the Waterfront overlay must obtain a floor-to-area ratio (FAR) of up to 8:1 by meeting the requirements of Section 25-2-739 of the City Code. FAR exceeding 8:1 may be obtained through the Downtown Density Bonus Program, as described in Section 25-2-586 of the City Code.

NOTE: Maximum heights shown do not reflect restrictions imposed by Capital View Corridors (CVC) or special districts.



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

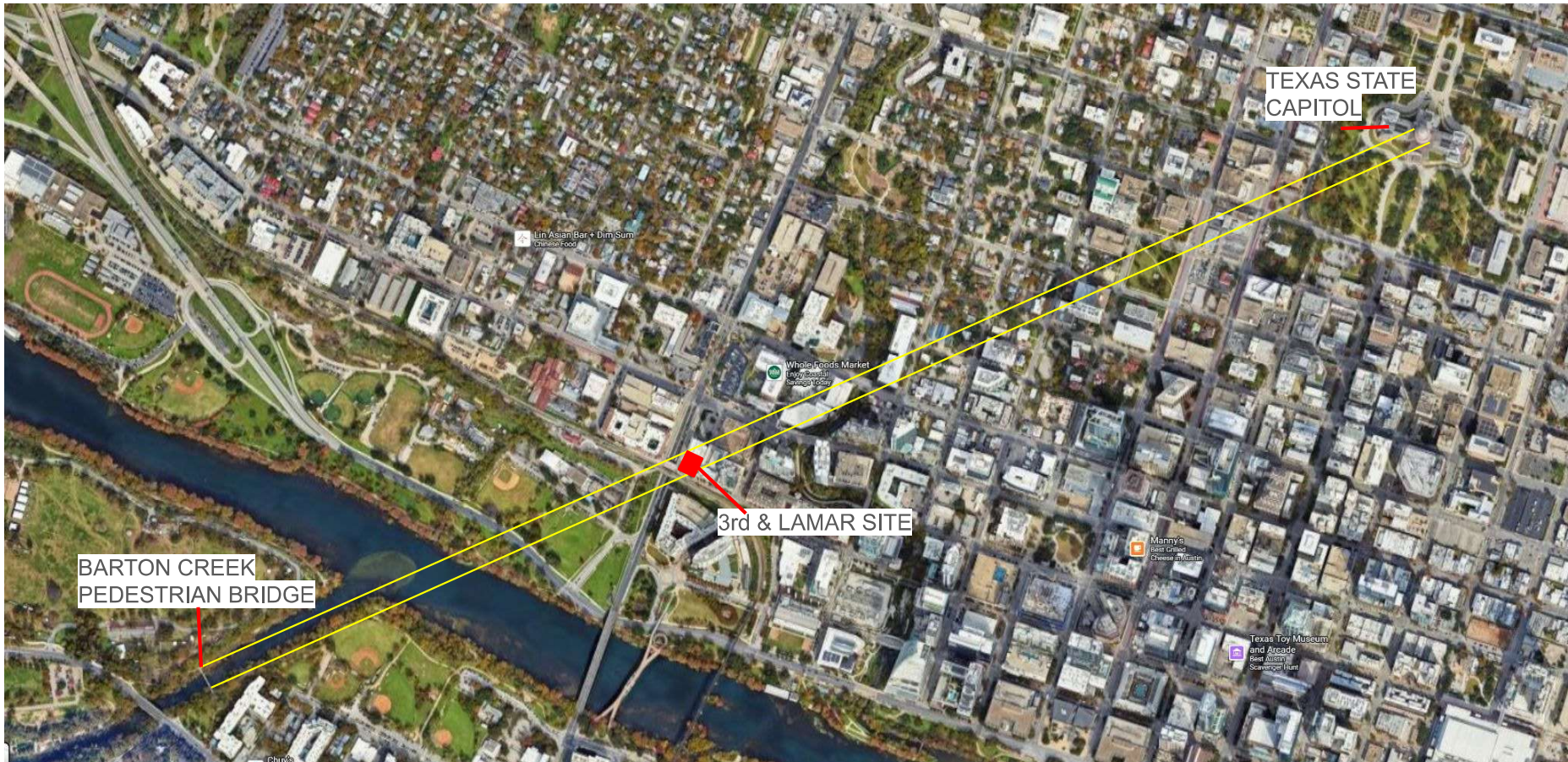
1/27/2014

- (4) The maximum heights and maximum floor-to-area ratios on Figure 2 do not modify a site's primary entitlement. If the maximum height or maximum floor-to-area ratio allowed under a

3rd & Lamar – Capitol View Corridor Study

2026-03-06



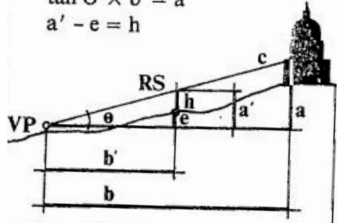




A

Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 472'
b = 8230.392'
b' = 3278.724'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8230.392'} = \frac{a'}{3278.724'}$$

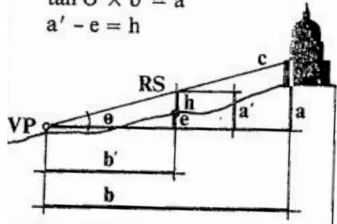
a' = 82.360'
e = 472' - 445' = 27'

h = a' - e
h = 82.360' - 27' = **55.360'**

(B)

Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 474'
b = 8184.706'
b' = 3310.916'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8184.706'} = \frac{a'}{3310.916'}$$

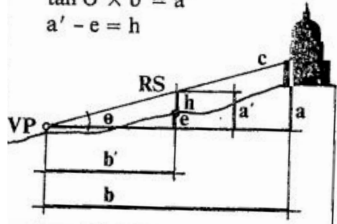
a' = 84.141'
e = 474' - 445' = 29'

h = a' - e
h = 84.141' - 29' = **55.141'**



Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 474'
b = 8179.758'
b' = 3342.589'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8179.758'} = \frac{a'}{3342.589'}$$

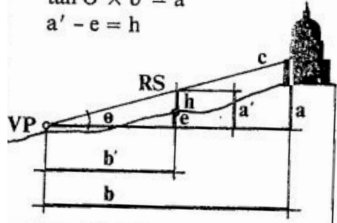
a' = 84.997'
e = 474' - 445' = 29'

h = a' - e
h = 84.997' - 29' = **55.997'**

D

Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 472'
b = 8233.989'
b' = 3289.182'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8233.989'} = \frac{a'}{3289.182'}$$

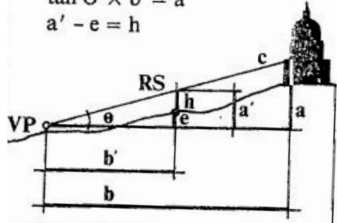
a' = 83.088'
e = 472' - 445' = 27'

h = a' - e
h = 83.088' - 27' = **56.088'**

E

Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 470'
b = 8231.989'
b' = 3241.970'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8231.989'} = \frac{a'}{3241.970'}$$

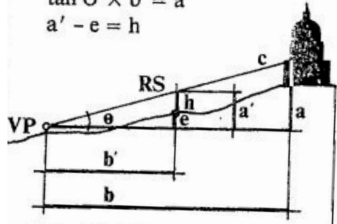
a' = 82.674'
e = 470' - 445' = 25'

h = a' - e
h = 82.674' - 25' = **57.674'**

F

Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 470'
b = 8181.330'
b' = 3197.095'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8181.330'} = \frac{a'}{3197.095'}$$

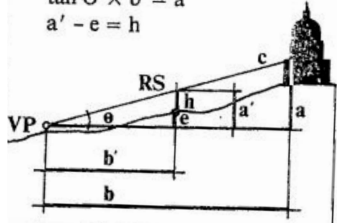
a' = 81.282'
e = 470' - 445' = 25'

h = a' - e
h = 81.282' - 25' = **56.282'**



Capitol View Preservation Height Calculation Formula

$$\tan \theta = \frac{a}{b} = \frac{a'}{b'}$$
$$\tan \theta \times b' = a'$$
$$a' - e = h$$



- VP = Viewpoint
- RS = Review Site
- a = 653' - VP elevation
- b = Distance, VP to Capitol
- c = Sightline to Capitol
- e = RS elevation
- VP elevation
- a' = VP elevation to
sightline at RS
- b' = Distance, VP to RS
- h = Allowable height

VP elev = 445'
RS elev = 472'
b = 8188.801'
b' = 3235.686'
a = 653' - 445' = 208'

$$\frac{a}{b} = \frac{a'}{b'}$$

$$\frac{208'}{8188.801'} = \frac{a'}{3235.686'}$$

a' = 82.188'
e = 472' - 445' = 27'

h = a' - e
h = 81.282' - 27' = **55.188'**

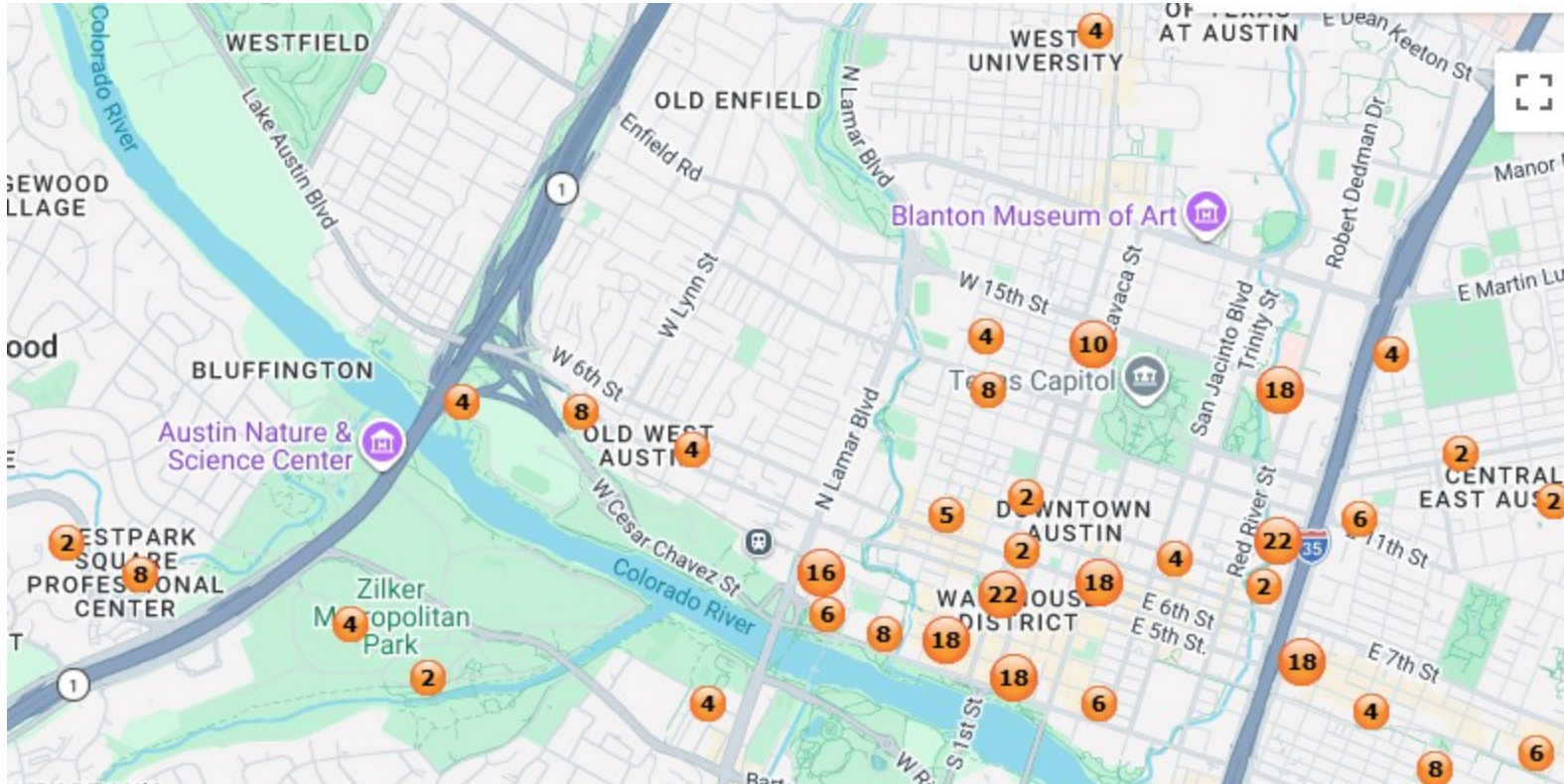


Exhibit G-1

The screenshot displays the PlugShare website interface. At the top, there is a navigation bar with the PlugShare logo, a search bar, and links for 'PlugShare for Business', 'EN', 'Login', and 'Register'. The main content area features a map of Austin, Texas, with numerous charging stations marked by orange and yellow icons. A sidebar on the left contains several filter sections: 'Legend' with icons for Public, High Power, Restricted, In Use, Under Repair, Residential, Place, and PlugScore; 'Filters' with a 'PlugScore' slider set to 0 and a note 'Locations will not be filtered by PlugScore'; 'Kilowatt Range' set to '65 kW - 350+ kW'; 'Station Count' with buttons for 'Any', '2+', '4+', and '6+'; and 'Amenities' with icons for Dining, Restrooms, Shopping, Lodging, and Park. The map shows various districts including Old West Austin, Market District, and Downtown Austin. At the bottom, there is a footer with copyright information for PlugShare LLC and links for Privacy Settings, Privacy Policy, Terms of Use, Developers, Stats, FAQ, and Advertise.

Exhibit G-2

The image shows a screenshot of the PlugShare mobile application interface. At the top, there is a blue header with the PlugShare logo and navigation options like 'PlugShare for Business', 'EN', 'Login', and 'Register'. Below the header is a search bar with the text 'Search for a Charging Location'. To the left of the map is a sidebar menu with sections for 'Legend', 'Filters', 'PlugScore', 'Kilowatt Range: 65 kW - 350+ kW', 'Station Count', and 'Amenities'. The 'Amenities' section includes icons for Dining, Restrooms, Shopping, Lodging, Park, Grocery, WiFi, Valet Parking, Hiking, and Free Charging. The main part of the screen is a map of Austin, Texas, showing various neighborhoods like Old West Austin, Downtown Austin, and Rainey Street Historic District. Numerous charging stations are marked with orange icons on the map. At the bottom of the screen, there is a footer with copyright information: '© 2026 PlugShare LLC. All rights reserved.' and links for Privacy Setting, Privacy Policy, Terms of Use, Developers, Stats, and Advertise.



COMMITTEE ON WAYS AND MEANS

SUBCOMMITTEE ON HEALTH
RANKING MEMBER

SUBCOMMITTEE ON
TAX POLICY

COMMITTEE ON
THE BUDGET

JOINT COMMITTEE ON
TAXATION

Congress of the United States House of Representatives

300 EAST 8TH STREET, SUITE 763
AUSTIN, TX 78701
(512) 916-5921

May 13, 2025

The Honorable Kirk Watson
City of Austin
301 W 2nd St
Austin, TX 78701

Mayor Kirk Watson,

I am pleased to support the installation of an Electric Vehicle charging station being proposed for 3rd Street and Lamar Blvd in downtown Austin, an area that is densely developed with thousands of residential households. More and more of these households are relying on electric vehicles and yet there is a dearth of charging facilities in the area. Attached is a letter that has been shared from just one of the area condominium and apartment projects illustrating the need.

This proposed facility represents an important investment for our broader city as our shared constituents rely increasingly on electric vehicles. I understand this facility will be open for use by any make / model of car (not limited to a certain brand, like Tesla chargers) and will employ the fastest chargers currently available in the US. Additionally, the project engineers have shared that Austin Energy sees an additional benefit because the plan includes a 4-megawatt hour battery storage system that helps offset peak loads for the grid in that area. Also attached is a screen shot identifying the permit / case number.

Because there seems to be no opposition to the project, I am hoping that the City will be able to provide timely approvals as this application makes its way through the final zoning and entitlement process. This is the very kind of project we need to advance our important climate goals as a city.

Should you have questions regarding this project, Nathan Nickerson at Common Ground can be reached at 512-789-6110 or nathan@commonground.works.

Sincerely,

Lloyd Doggett

Cc: Fire Chief Joel G. Baker, EFO, MPA
City Manager TC Broadnax



Spring Austin Owners Association

300 Bowie Street, Suite 501, Austin TX 78703

Ph (512) 480-0244 / e: hoa@springhoa.com

01/28/2025

Dear Mr. Lorenz.

I wanted to follow up with you regarding our recent conversations about the potential mutually beneficial usage of your vacant lot adjoining Spring Condominium. As you are probably well aware, when Spring was constructed back in 2007 electric vehicles were not yet a viable means of transportation or even on the radar. As such, the originally supplied power capacity to the building site has now been maxed out and is no longer capable of meeting the demand from our homeowners who have purchased (and continue to purchase) electric vehicles and who continue to request approval to install electric vehicle chargers in their assigned parking spaces. This option is no longer available due to power supply constraints.

At this time the associations only option to increase the power supply to the building is prohibitively costly and essentially unaffordable. This is becoming a bigger issue as we have 253 units and almost 600 active building residents.

If there was any option to create a vehicle charging facility on your vacant lot that could be used or available to our residents, I have no doubt that this would be widely supported by most, if not all of our residents. I personally am very supportive of a venture of this type and would like to offer my assistance to you in any reasonable capacity to be able to bring this to fruition so as to be able our residents a reasonable and convenient electric vehicle charging option.

Please let me know how I may be of assistance.

Many thanks,

Martin

martin weinkove, CMCA®

Association Manager

Spring Austin Owners Association

300 Bowie Street, suite 501.

Austin, TX 78703

e: martin@springhoa.com

ph: [\(512\) 480-0244](tel:(512)480-0244)