

## NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

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

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

**DATE FILED:** July 25, 2024

**PROJECT NAME:** 2967 Manor Road Revision

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

**ADDRESS/ES:**        2967 Manor Road

**DISTRICT AREA:**    1 and 9

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

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

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

**CASE MANAGER:** Maureen Meredith

**PHONE:** (512) 974-2695

**STAFF EMAIL:**    Maureen.Meredith@austintexas.gov

**TYPE OF AMENDMENT:**

**Change in Future Land Use Designation**

**From:** Specific Regulating District                      **To:** Mixed Use  
and to remove the specified property from the MLK TOD Station Area Plan and to change the boundary of MLK TOD Station Area Plan.

**Base District Zoning Change**

**Related Zoning Case:** C14-2024-0107  
**From:** TOD-NP

**To:** CS-DB90-NP

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

**CITY COUNCIL DATE:**

**January 30, 2025**

**ACTION:** Postponed to March 6, 2025 at the request of Staff. [N. Harper-Madison – 1<sup>st</sup>; P. Ellis – 2<sup>nd</sup>] Vote: 11-0.

**March 6, 2025**

**ACTION:** Staff postponement request to April 10, 2025. [Z. Qadri – 1<sup>st</sup>; P. Ellis – 2<sup>nd</sup>] Vote: 11-0

**April 10, 2025**

**ACTION:** Postponed to May 8, 2025 at the request of the Neighborhood.

**May 8, 2025**

**ACTION:** Approved 1<sup>st</sup> Reading (Vote 11-0)

**May 22, 2025**

**ACTION:** Proposed 2<sup>nd</sup>/3<sup>rd</sup> Readings

**PLANNING COMMISSION RECOMMENDATION:**

***March 11, 2025*** – Approved the applicant’s request to change the land use on the future land use map to Mixed Use and to remove the specified property from the MLK TOD Station Area Plan and to change the boundary of MLK TOD Station Area Plan. [G. Anderson- 1<sup>st</sup>; C. Haney – 2<sup>nd</sup>] Vote: 9-0 [G. Cox, A. Phillips, and A. Haynes absent].

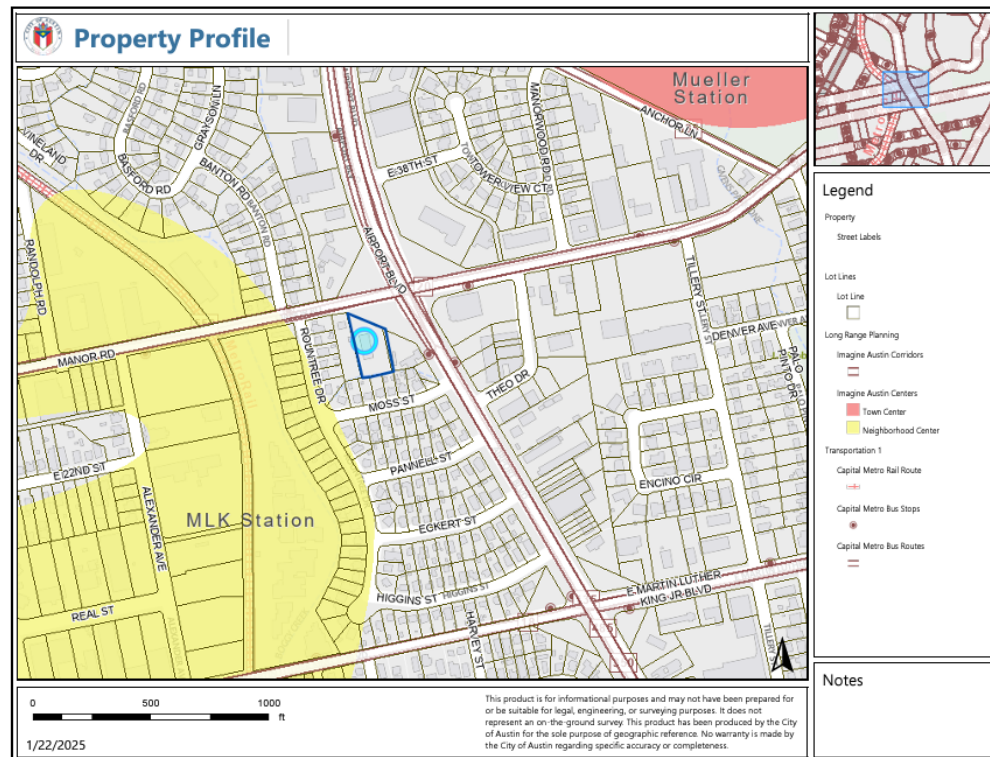
***February 11, 2025*** – Postponed to March 11, 2025 on the consent agenda at the request of staff. [A. Azhar – 1<sup>st</sup>; F. Maxwell – 2<sup>nd</sup>] Vote: 10-0 [P. Howard, A. Phillips, and A. Haynes absent].

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

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

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

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



## **LAND USE DESCRIPTIONS:**

### **EXISTING LAND USE:**

**Specific Regulating District** - This map designation is intended for areas that have an adopted regulating plan. This district will be identified on the Future Land Use Map, but is not considered a typical land use category. The purpose of this designation is to make the user aware of the Regulating Plan and that it should be reviewed for development regulations.

### **Approved Regulating Plans:**

1. Plaza Saltillo TOD Station Area Plan
2. Martin Luther King (MLK) Boulevard TOD Station Area Plan
3. Lamar/Justin TOD Station Area Plan

## **PROPOSED LAND USE:**

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

### **Purpose**

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

### **Application**

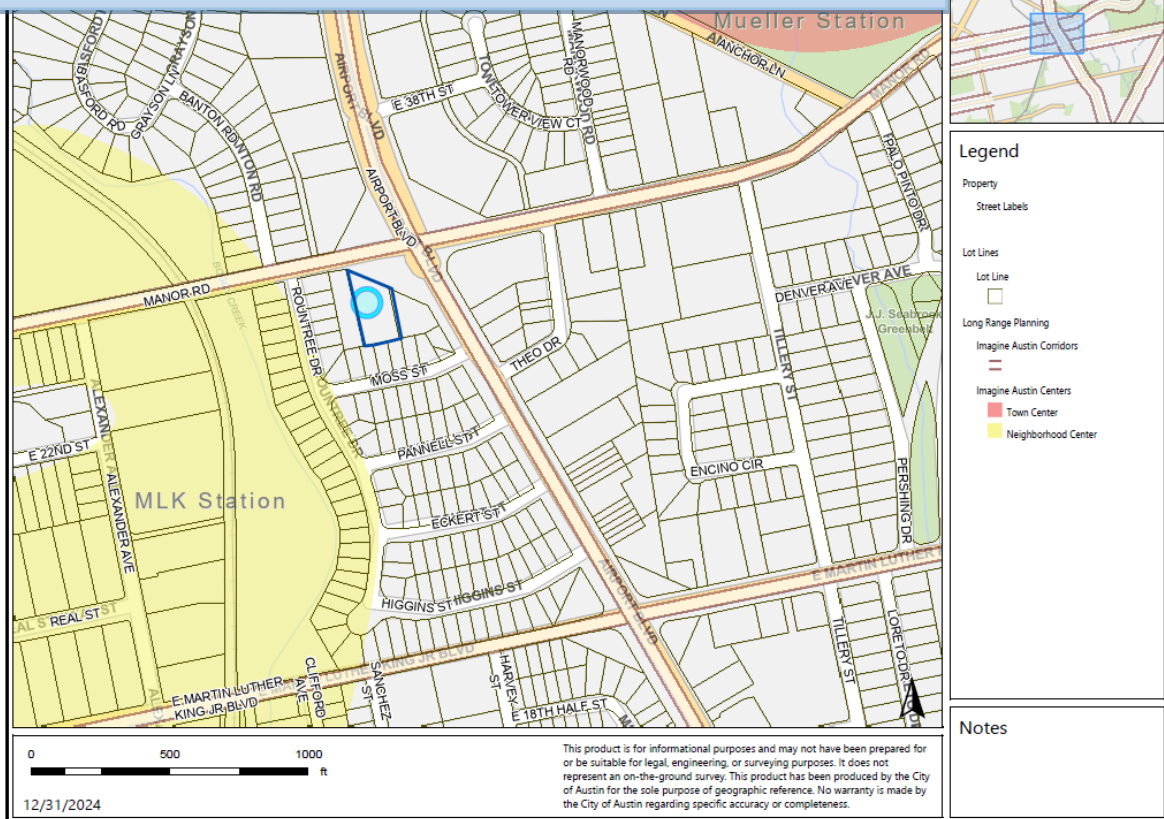
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood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

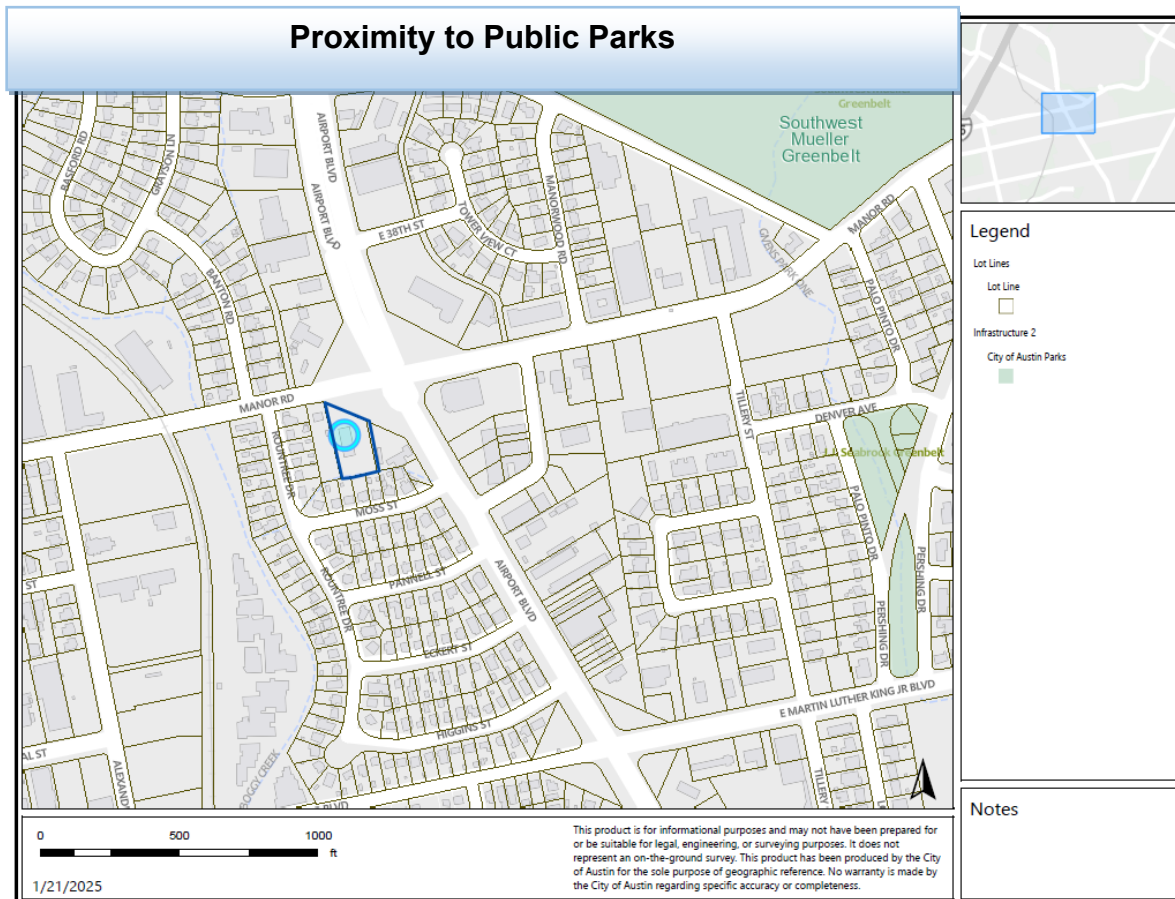


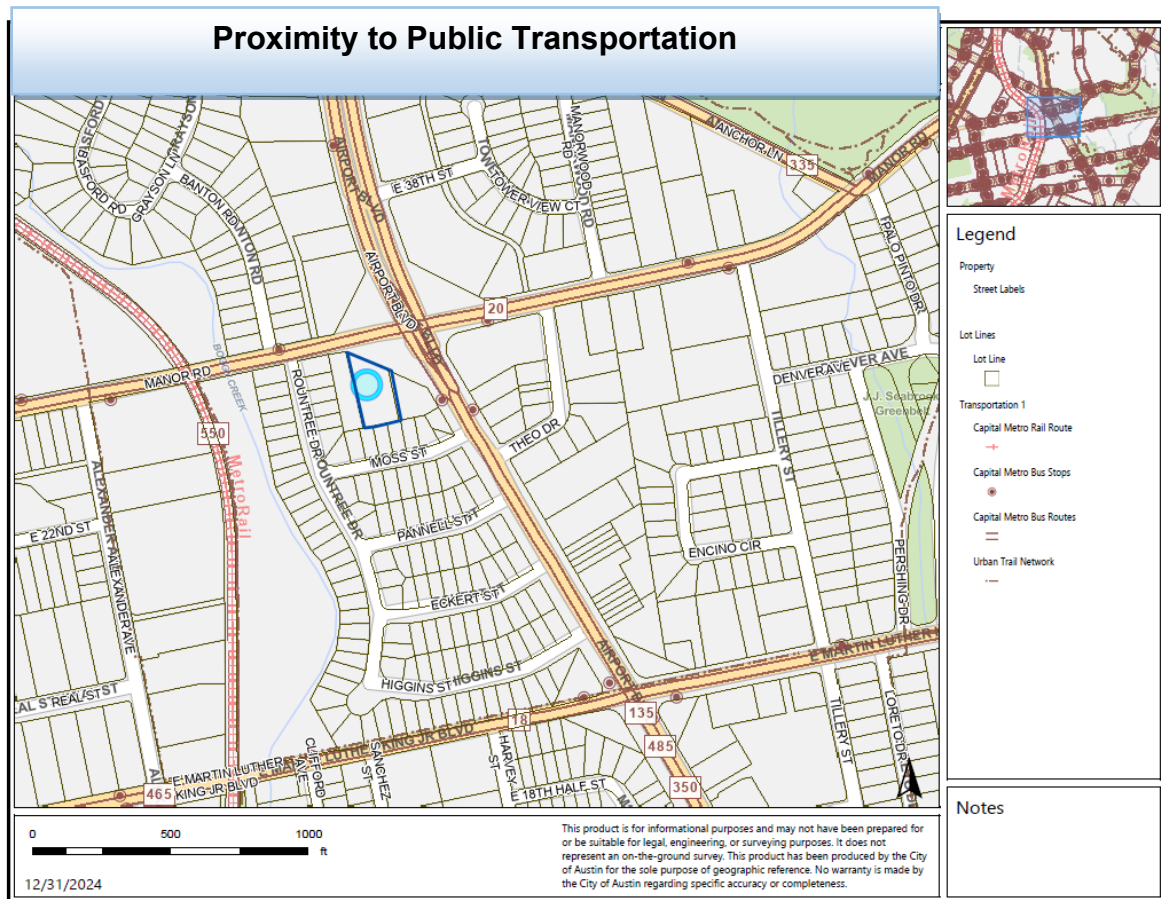
Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
Yes	<b>Imagine Austin Growth Concept Map:</b> Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. <b>Name(s) of Activity Center/Activity Corridor/Job Center:</b> <ul style="list-style-type: none"> <li>• <b>Less than 300 feet east of the MLK Station Neighborhood Center</b></li> <li>• <b>Approx. 0.33 miles from the Mueller Town Center</b></li> <li>• <b>Near three activity corridors: Manor Road, Airport Blvd., and E. MLK Jr. Blvd</b></li> </ul>
Yes	<b>Mobility and Public Transit:</b> Located within 0.25 miles of public transit stop and/or light rail station. <ul style="list-style-type: none"> <li>• <b>0.6 miles from the MLK Rail Station</b></li> <li>• <b>Public transit along Manor Road, Airport Blvd, and E. MLK Jr. Blvd</b></li> </ul>
Yes	<b>Mobility and Bike/Ped Access:</b> Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> <li>• <b>Bike lanes along Manor Rd</b></li> <li>• <b>Sidewalks along Manor Rd</b></li> <li>• <b>Sidewalks along Airport Blvd</b></li> </ul>
Yes	<b>Connectivity, Good and Services, Employment:</b> Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> <li>• <b>Multiple businesses along Manor Rd, Airport Blvd, and E. MLK Jr. Blvd</b></li> </ul>
Yes	<b>Connectivity and Food Access:</b> Provides or is located within 0.50 miles of a grocery store/farmers market. <ul style="list-style-type: none"> <li>• <b>0.3 miles from Lone Star Family Market #3</b></li> <li>• <b>0.5 miles from RBM Food Mart</b></li> <li>• <b>0.5 miles from Sky Market</b></li> </ul>
No	<b>Connectivity and Education:</b> Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> <li>• <b>0.6 miles from Lee Lewis Campbell Elementary School</b></li> </ul>
No	<b>Connectivity and Healthy Living:</b> Provides or is located within 0.50 miles from a recreation area, park or walking trail. <ul style="list-style-type: none"> <li>• <b>1 mile from Alamo Recreation Center</b></li> </ul>
No	<b>Connectivity and Health:</b> Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.) <ul style="list-style-type: none"> <li>• <b>0.6 miles from CareNow Urgent Care Mueller</b></li> </ul>
Yes	<b>Housing Affordability:</b> Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing. <ul style="list-style-type: none"> <li>• <b>81 dwelling units proposed with 10-unit income restricted units</b></li> </ul>
Yes	<b>Housing Choice:</b> Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint. <ul style="list-style-type: none"> <li>• <b>81 dwelling units proposed</b></li> </ul>
Yes	<b>Mixed use:</b> Provides a mix of residential and non-industrial uses. <ul style="list-style-type: none"> <li>• <b>The proposed CS-DB90-NP zoning would allow for a mix of commercial and residential units</b></li> </ul>
No	<b>Culture and Creative Economy:</b> Provides or is located within 0.50 miles of a cultural

	resource (ex: library, theater, museum, cultural center).
No	<b>Culture and Historic Preservation:</b> Preserves or enhances a historically and/or culturally significant site.
Not known	<b>Creative Economy:</b> Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
Not known	<b>Workforce Development, the Economy and Education:</b> Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
No	<b>Industrial Land:</b> Preserves or enhances industrial land.
8	<b>Number of "Yeses"</b>

### Proximity to Imagine Austin Activity Centers and Corridors







## IMAGINE AUSTIN GROWTH CONCEPT MAP

### *Definitions*

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

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

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

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

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

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



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

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

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

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

Below are highlights from Victoria Haase's presentation:

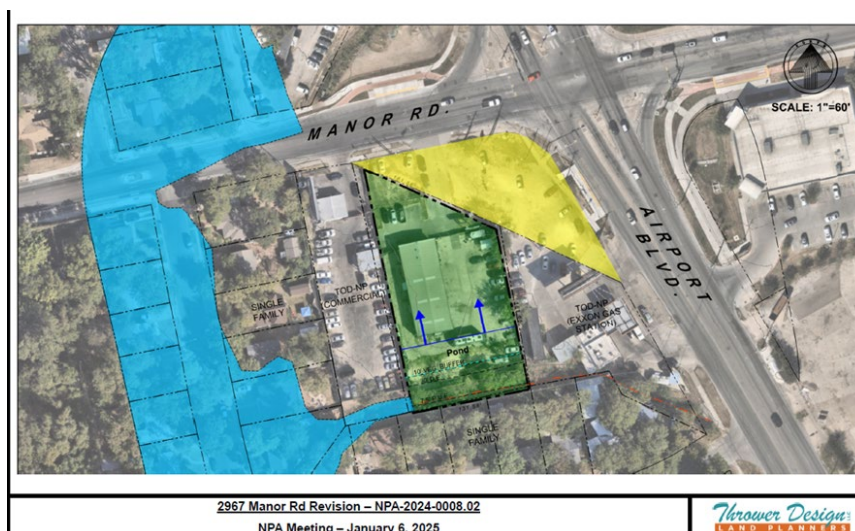
- We want to change the FLUM to Mixed Use from Specific Regulating District
- We want to remove the property from the TOD and rezone to DB90.
- The site is 0.68 acres, but there is a 30-foot drainage easement on the property to the rear of the site, within that is a 7.5-foot public utility easement.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

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

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

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

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



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

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

**Comments:**

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



## **Applicant Summary Letter**



July 1, 2024 – Amended 12/3/2024

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

*Via Electronic Delivery*

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

Dear Ms. Middleton-Pratt:

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

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

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

Please contact our office or me directly should you have need for additional information. Thank you for your time and attention to this application.

Kind regards,

A handwritten signature in black ink, appearing to be "AM", written over a horizontal line.

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



December 20, 2024

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

*Via Electronic Delivery*

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

Dear Ms. Middleton-Pratt:

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

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

Please contact our office or me directly should you have need for additional information. Thank you for your time and attention to this application.

Kind regards,

A handwritten signature in black ink, appearing to be "Victoria Haase".

Victoria Haase

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

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

No letter as of March 5, 2025

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**From:** Meredith, Maureen  
**Sent:** Tuesday, January 21, 2025 1:14 PM  
**Cc:** Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>  
**Subject:** Rosewood Ltr Rec? NPA-2024-0008.02\_2967 Manor Rd

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

Thanks.  
Maureen

# LAND USE AND DESIGN CONCEPT PLAN

The map displays a variety of land use zones: Low Density Residential (yellow), Medium Density Residential (orange), TOD Mixed Use (brown, showing active edges), Corridor Mixed Use (tan), Live/Work Flex (light blue), Existing City Parkland (green), and Potential Parkland (light green). It also shows existing streets (solid lines), potential new streets (dashed lines), the TOD District Boundary (dotted line), and potential streetcar routes (blue lines with 'T' markers). Metrorail stations are marked with 'T' in a circle, and potential streetcar stops are marked with 'T' in a square. Transit plazas are indicated by orange rectangles. Three circular areas represent 1/4 mile and 1/2 mile radii around stations. A callout box labeled 'Site' points to a specific area on the map.

**LEGEND**

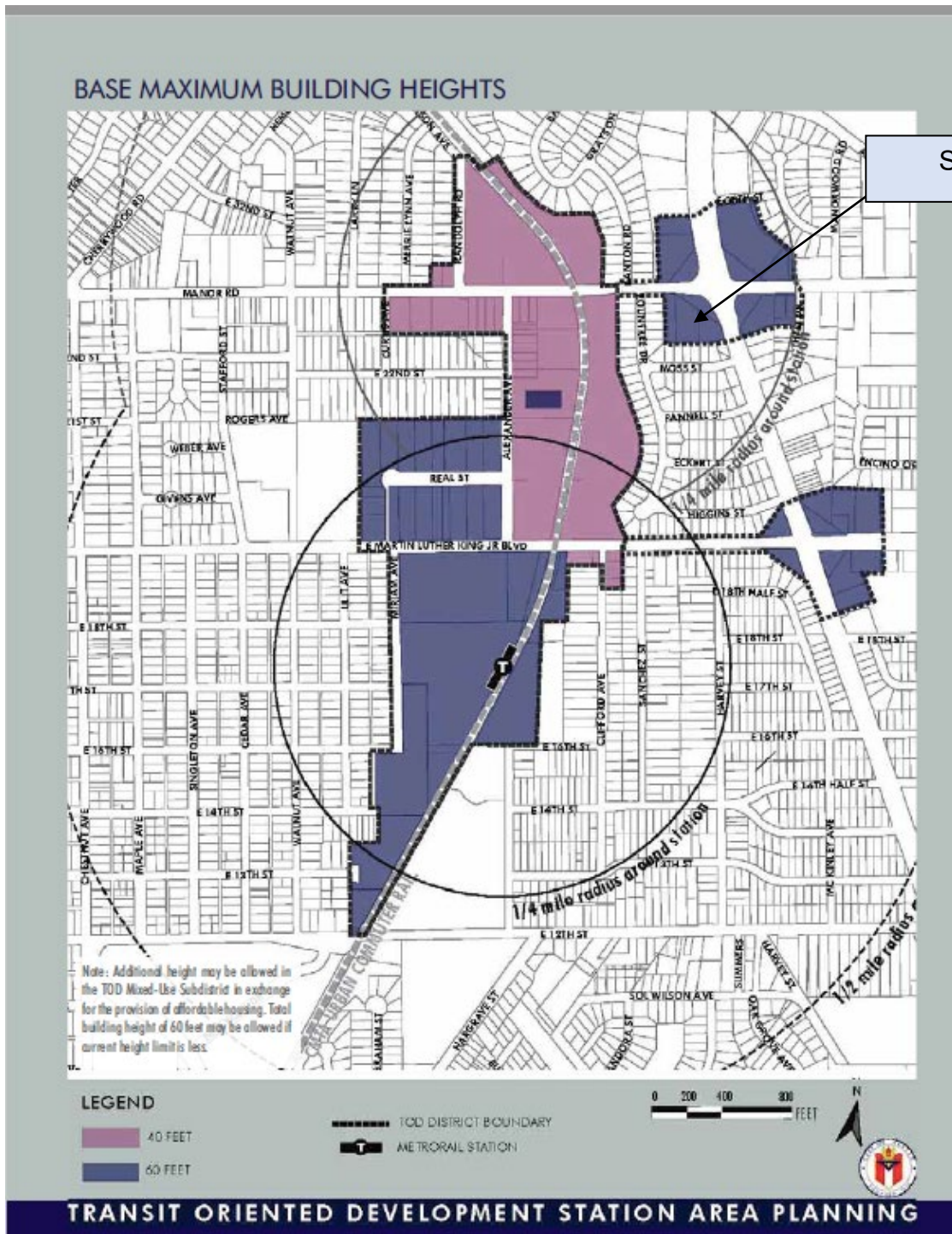
- LOW DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- TOD MIXED USE (showing active edges)
- CORRIDOR MIXED USE
- LIVE/WORK FLEX
- EXISTING CITY PARKLAND
- POTENTIAL PARKLAND
- EXISTING STREETS
- POTENTIAL NEW STREETS
- TOD DISTRICT BOUNDARY
- POTENTIAL STREETCAR ROUTE
- METROLINK STATION
- POTENTIAL STREETCAR STOP
- TRANSIT PLAZA

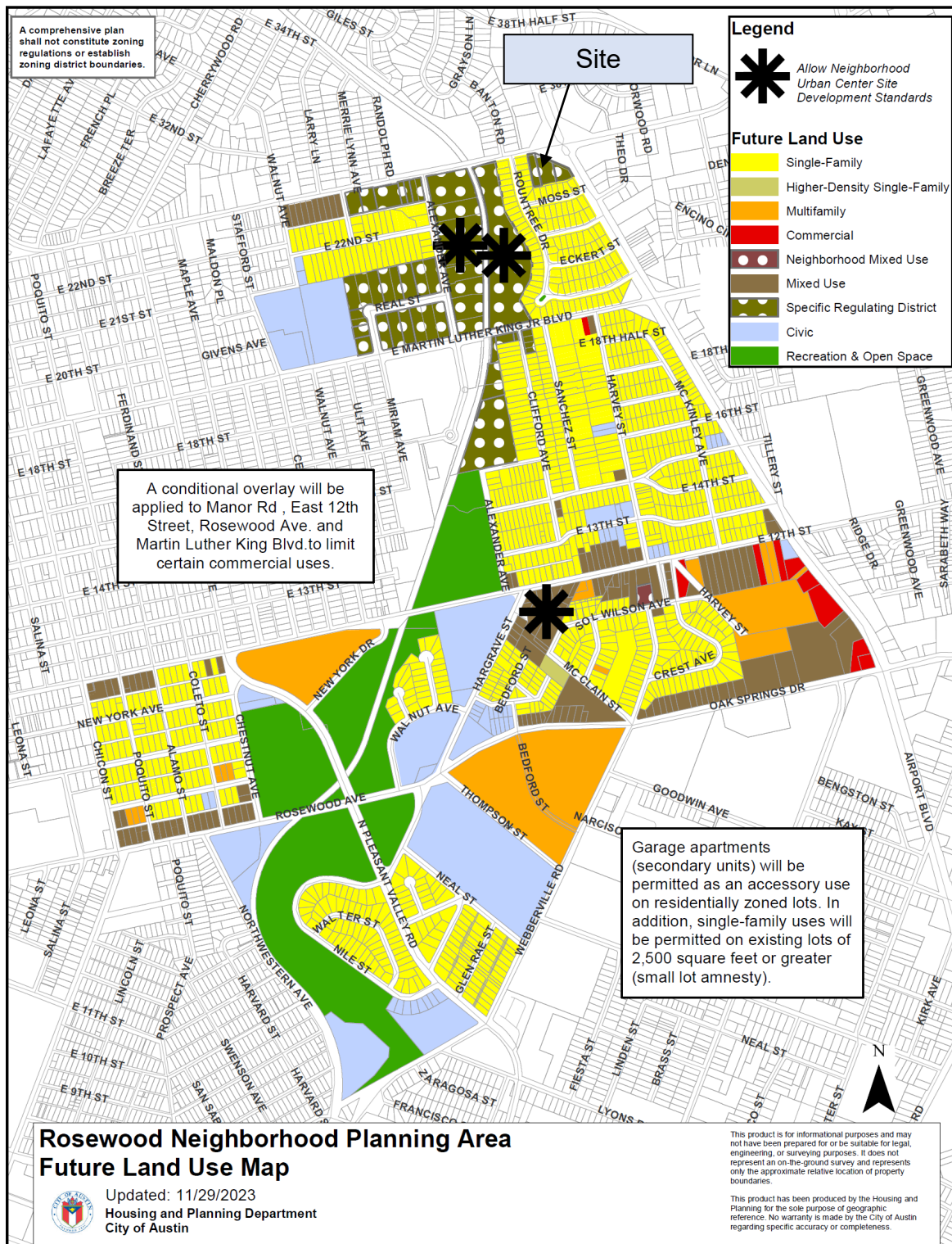
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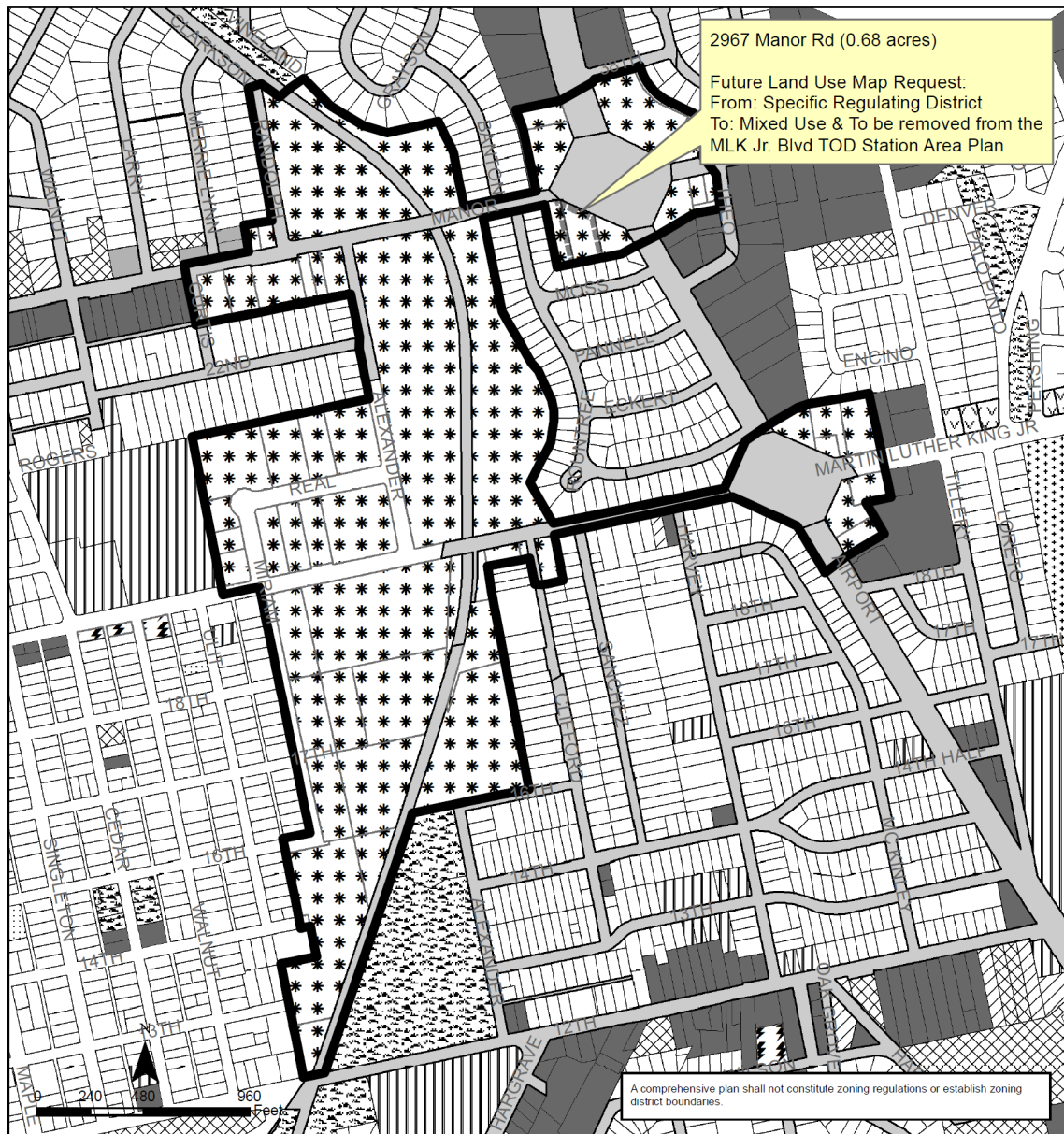
CITY OF DENVER











## Rosewood Neighborhood Planning Area NPA-2024-0008.02

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

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

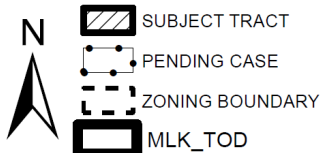
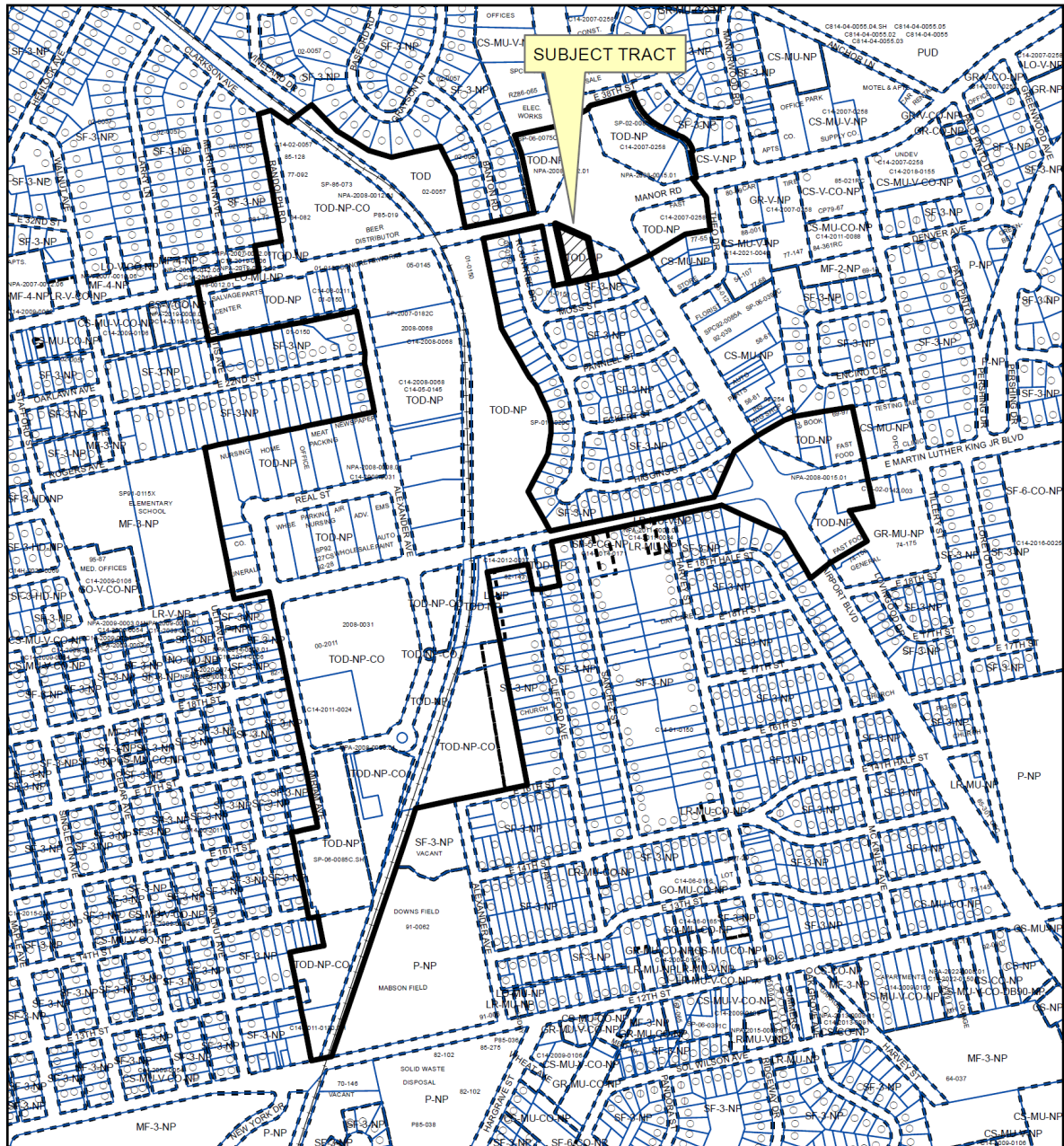


City of Austin  
Planning Department  
Created on 12/3/2024, by: meekss

### Future Land Use

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





1" = 600'

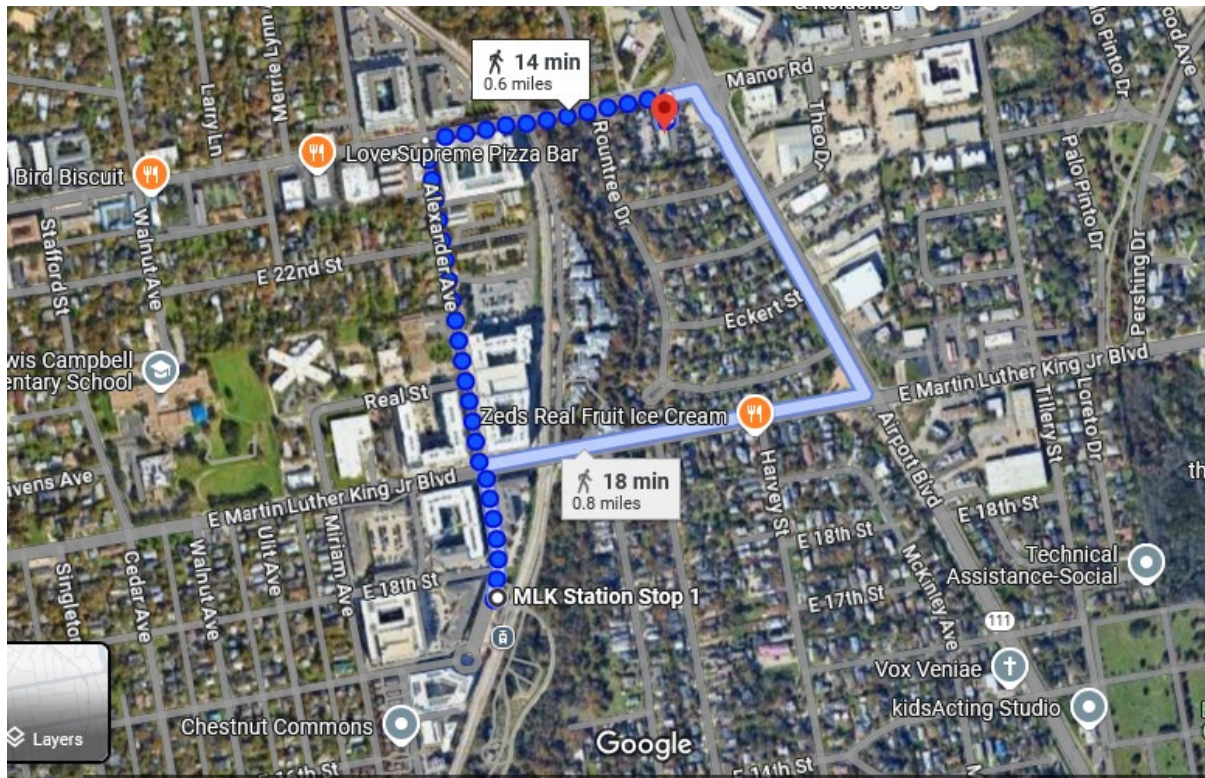
**ZONING**  
ZONING CASE#: C14-2024-0107

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

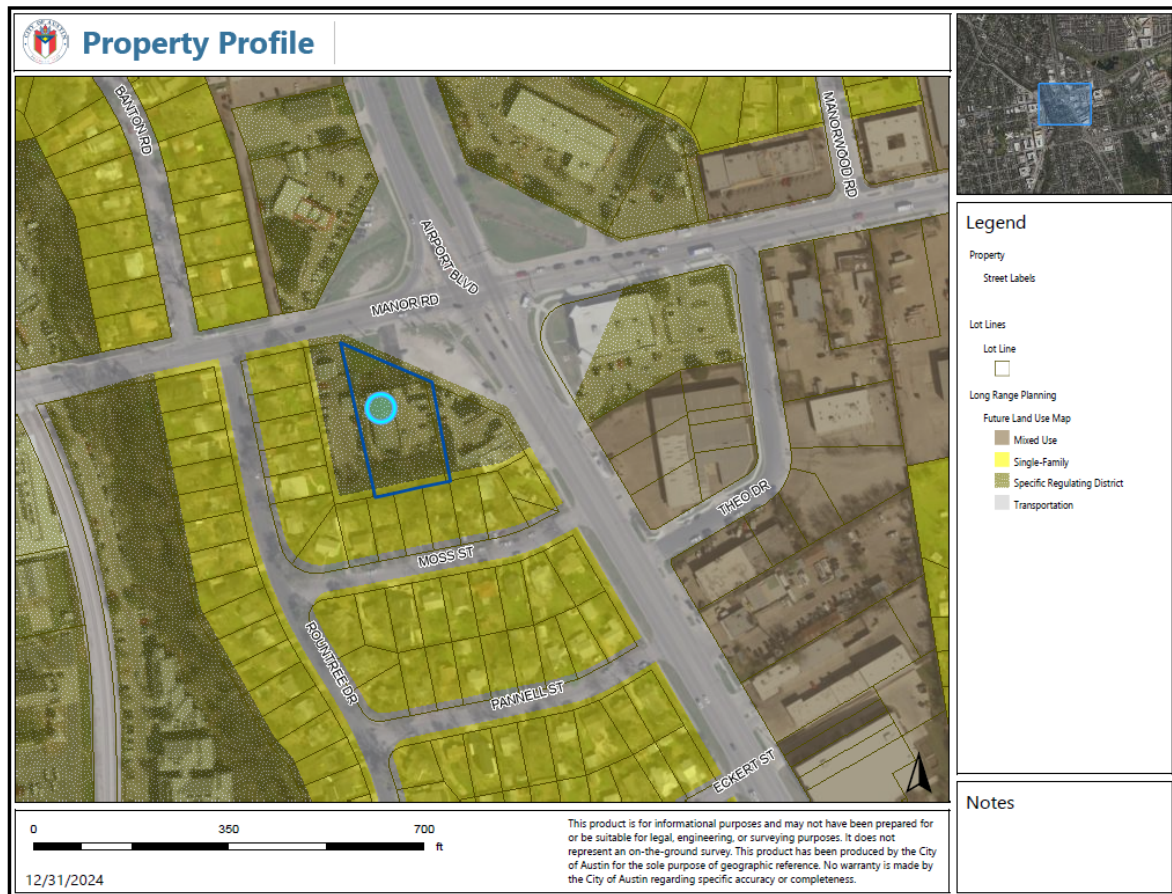
This product has been produced by the Planning Department for the sole purpose of

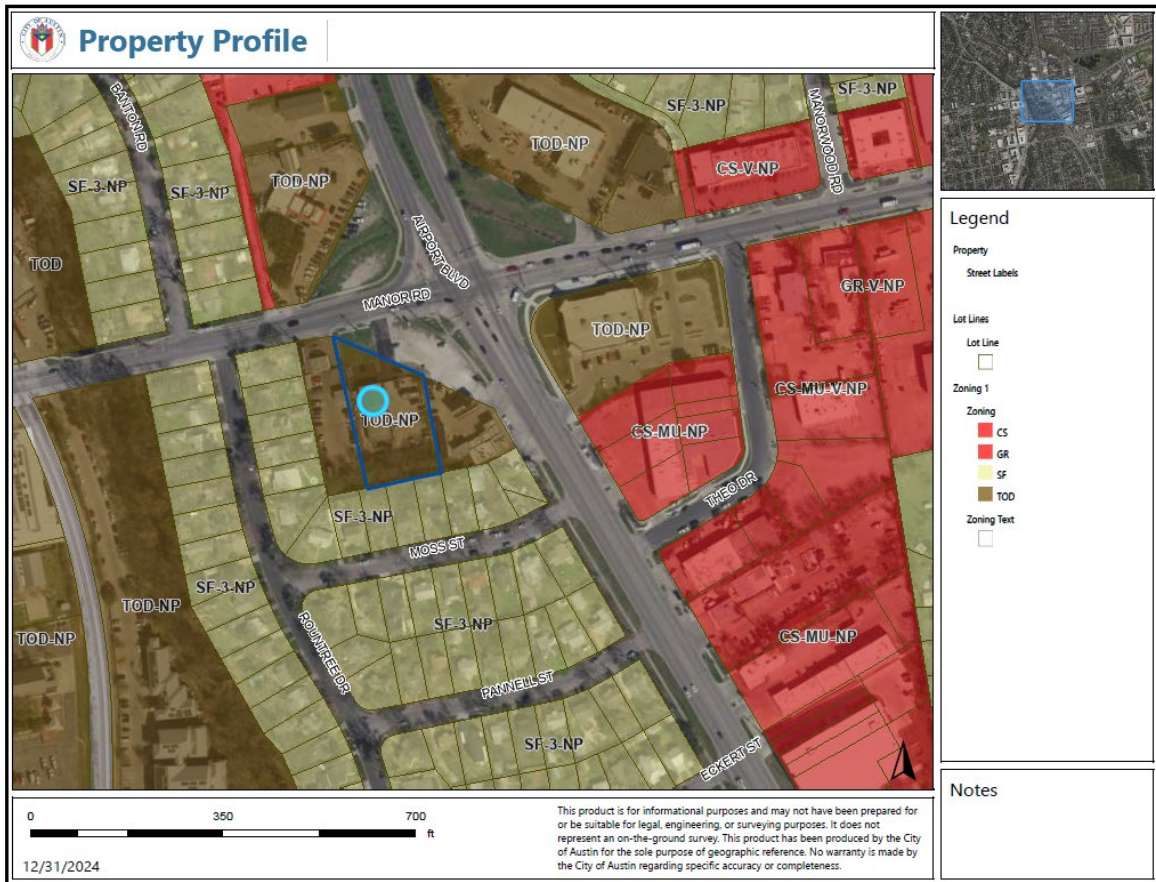


Created: 12/3/2024











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

### Future Land Use Map

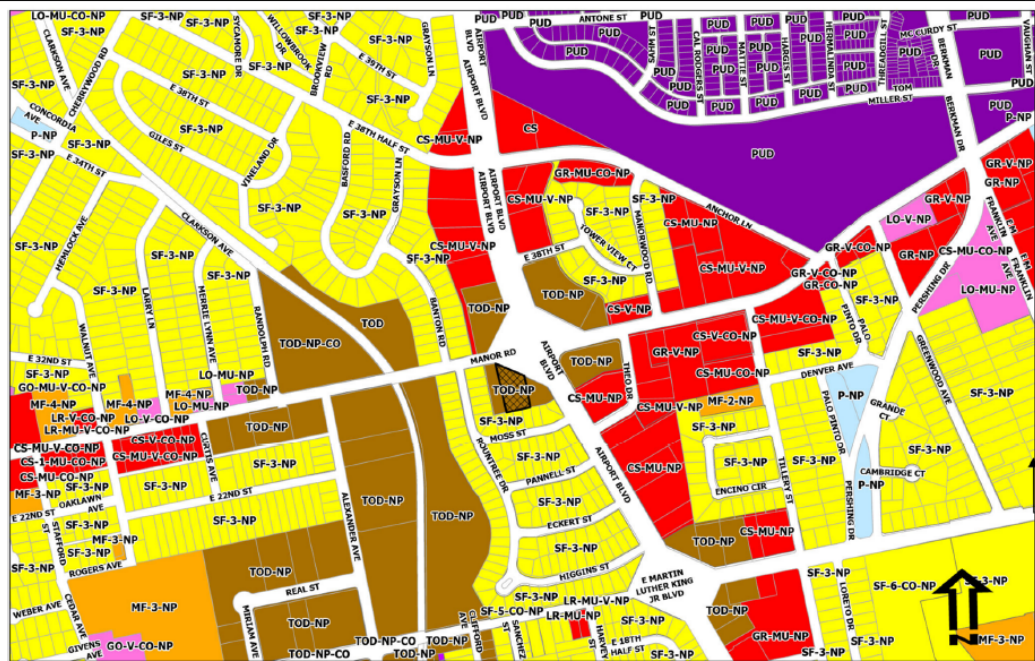


2967 Manor Rd Revision – NPA-2024-0008.02

NPA Meeting – January 6, 2025

Thruway Design  
LAND PLANNERS

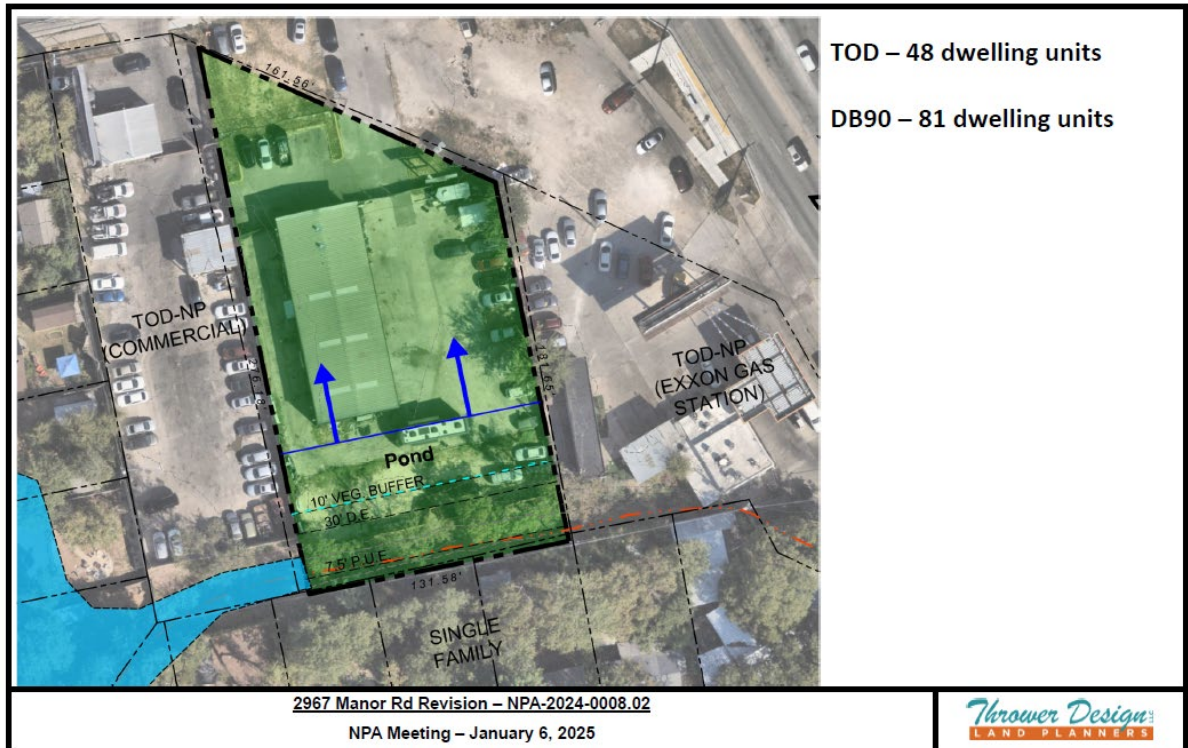
### ZONING



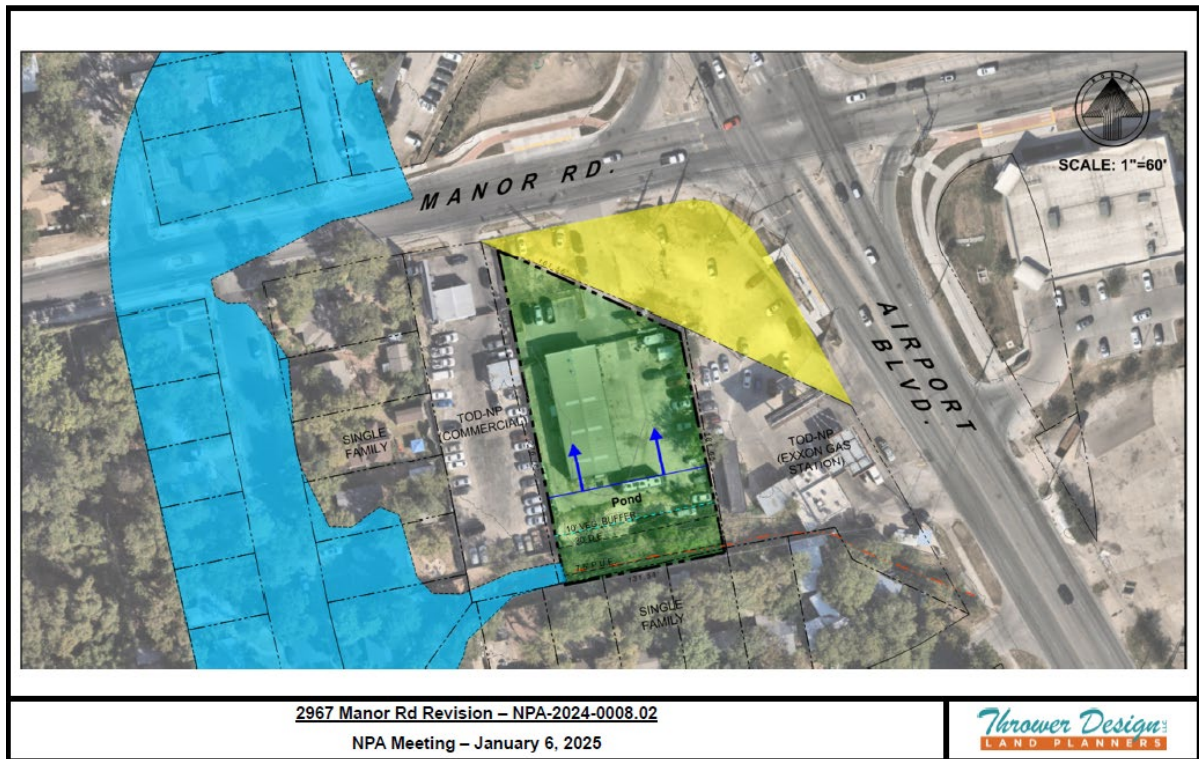
2967 Manor Rd Revision – NPA-2024-0008.02

NPA Meeting – January 6, 2025

Thruway Design  
LAND PLANNERS







**Correspondence Received**

**From:** Marty Combs  
**Sent:** Friday, January 3, 2025 5:04 PM  
**To:** Meredith, Maureen <[Maureen.Meredith@austintexas.gov](mailto:Maureen.Meredith@austintexas.gov)>  
**Subject:** Case C14-2024-0107 / NPA-2024-0008.02

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

**Case Number:** C14-2024-0107  
**Case Number:** NPA-2024-0008.02  
**Contact:** Maureen Meredith, 512-974-2695 or  
[Maureen.Meredith@austintexas.gov](mailto:Maureen.Meredith@austintexas.gov)  
**Public Hearings:** Jan 14, 2025 - Planning Commission  
Jan 30, 2025 - City Council

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

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

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

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

Why is this zoning change necessary?

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



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

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

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

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

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

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

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

- building? What kind of landscaping elements will be included along the street to welcome residents or visitors as they approach the
- building?

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

Regards,  
Marty Combs  
Grayson Lane, 78722

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

Hi, Mr. Combs:

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

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

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

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

**From:** Meredith, Maureen  
**Sent:** Tuesday, January 7, 2025 4:29 PM  
**To:** Marty Combs  
**Subject:** RE: Case C14-2024-0107 / NPA-2024-0008.02

Hi,  
Here's some basic information from Jonathan and Sophia:

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

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

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

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

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

Hi Maureen,

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

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

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

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

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

Best,  
Jared Shrode

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

Hi, Jared:

The virtual community meeting was recorded and posted here <https://publicinput.com/a4768> if you want to watch and listen to the discussion to get more details on the proposal. Attached is Victoria Haase's (the applicant's agent) presentation that she made at the meeting. One of the points she made was removing the property from the TOD and rezoning to CS-DB90-NP would allow for approximately 81 DUs versus the 48 DUs they could get under the existing TOD-NP zoning. She said the denser development would be more supportive of the public transportation. I've included Jonathan Tomko with this email because he is the zoning case manager processing the zoning request from TOD-NP to CS-DB90-NP. The zoning case number is C14-2024-0107. If you have any more questions after watching the video, please reach out to us and/or the applicant's agents, Victoria [Victoria@throwerdesign.com](mailto:Victoria@throwerdesign.com), Ron Thrower [ront@throwerdesign.com](mailto:ront@throwerdesign.com). Staff has not made a recommendation on the cases at this time. Staff will request a postponement of the cases at the January 14, 2025 Planning Commission hearing to the January 28, 2025 hearing date to allow staff additional time to review the applications.  
Maureen

.....  
**From:** Nicolas Webster < >  
**Sent:** Tuesday, March 11, 2025 11:45 AM  
**To:** Land Use Liaison <[LandUseLiaison@austintexas.gov](mailto:LandUseLiaison@austintexas.gov)>  
**Subject:** I support Items 2 + 3 for today's (03/11) council meeting

Hi there,

I am a property owner near the proposed DB90 rezoning revision at Manor Road (my wife and I own property on Eckert St nearby). I am unable to attend the meeting today but I wanted to reiterate my support for this rezoning. I want to see as much housing as possible built in our community to ease affordability and improve the viability and usefulness of public transit in our area.

Thank you for your consideration,  
Nicolas Webster  
Eckert St, 78722

**From:** Jennifer Cisneros <>  
**Sent:** Monday, March 10, 2025 2:32 PM  
**To:** Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>; Meredith, Maureen <Maureen.Meredith@austintexas.gov>  
**Cc:** Daniela Valle <>; Mark Hilton <>; Steve Hunt <>; John Bambas <>; Vinny Calzone <>  
**Subject:** Opposition to Proposed Rezoning at 2967 Manor Rd.

My name is Jennifer Cisneros, and I am a resident of District 1.

I am reaching out to express my opposition to the proposed rezoning of 2967 Manor Rd, located at the southwest corner of the Manor Rd./Airport Blvd. intersection. Thrower Design is lobbying to rezone this property to DB90, effectively fragmenting the existing MLK TOD framework. To my understanding, this is the first time a DB90 request has been submitted within a TOD, setting a concerning precedent with unknown long-term consequences.

A key benefit of the 60-foot height restriction within the TOD is its role in protecting single-family dwellings from encroachment by large scale development. At this time, there is no publicly available site plan for the proposed project, yet we do know that a 90-foot structure directly abutting our neighborhood is not in line with those protections.

Beyond zoning concerns, I also want to highlight the serious drainage issues in the area. I invite you to review the attached images and video (link below) showing the impact of rainstorms on the drainage creek that runs alongside my residence. Our neighborhood has not received any information about how the proposed development will address environmental impacts, stormwater management, or infrastructure strain.

<https://photos.app.goo.gl/moyz1pawSB5n19jo6>

Victoria Haase of Thrower Design has stated that "a detailed review of drainage matters and engineering of this site will occur at the time of site plan. If it is found that there are additional considerations to be made downstream, that will be addressed at that time." This vague assurance does little to alleviate the concerns of those of us who live here and will be directly affected by these changes.

I urge you to oppose this rezoning request and advocate for responsible development that aligns with the existing TOD guidelines and prioritizes the well-being of our community.

Thank you for your time and consideration. I appreciate your leadership and look forward to your response.

Sincerely,

Jennifer Cisneros

2203 Rountree Dr.

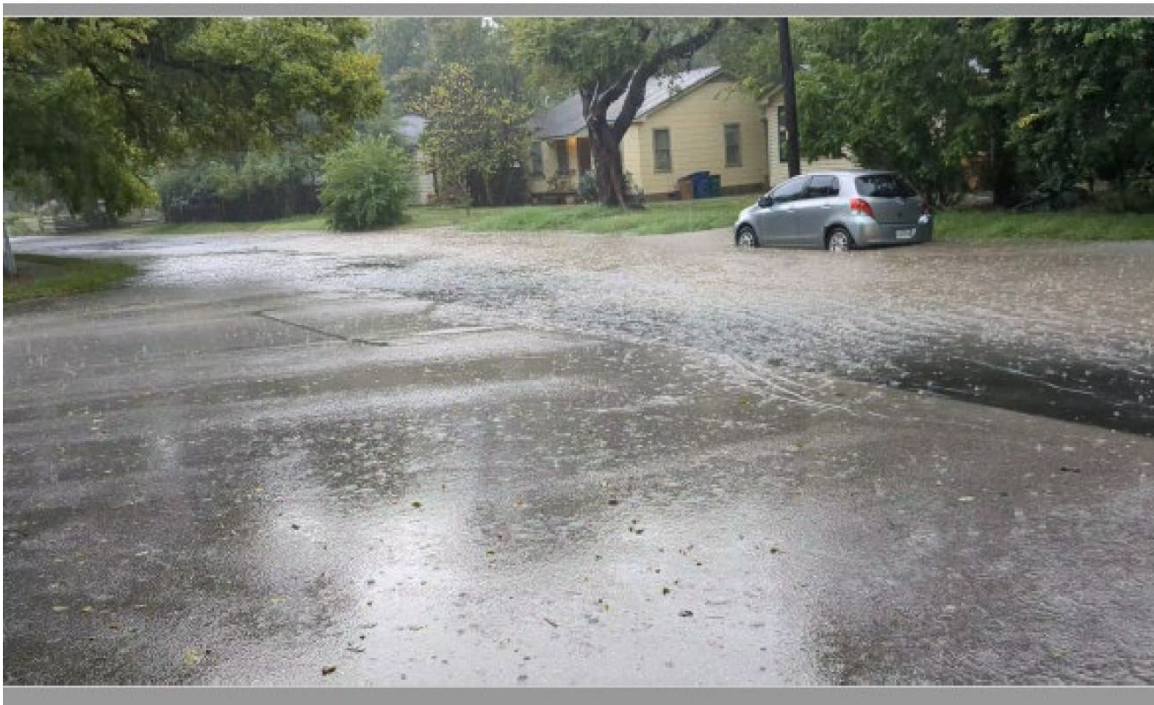












**From:** Joe Durantini <j  
**Sent:** Thursday, April 3, 2025 1:08 PM  
**To:** Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>  
**Cc:** Meredith, Maureen <Maureen.Meredith@austintexas.gov>  
**Subject:** Re: 2967 Manor Road DB90 Case

Jonathan,

Thanks for jumping on the call yesterday with Eric. Very helpful!

I'm writing to inform you that the neighborhood intends to request a postponement for this case.

We would like to work towards an agreement with the applicant and based on what we're hearing, that will take some extra time to work through. Attached is a summary of the neighborhood's concerns for reference.

We will be informing the applicant of our intention to postpone as well so everyone is on the same page

Please let me know if you have any feedback

## Joe Durantini's email attachment

### COMMUNITY

**Big Picture:** The neighborhood is aligned with the council member's commitment to build the best project possible and one that serves everyone. We are advocates for dense, equitable, and affordable housing. We are active users of the city's public transit and pedestrian and bike infrastructure. Therefore, our primary concern is the unprecedented carving out of the existing TOD. Right now is the perfect opportunity to take a thoughtful, holistic approach to the planning of the intersection at Manor Rd. and Airport Blvd. which has become a major node of transportation with plans in place to increase public transit. The City of Austin owns three ROW parcels at this intersection with no plan in place for development. We understand the City's resources are thin, but believe this specific set of conditions should prioritize this area. We would like to see the City's various departments come together and provide input on how best to improve this intersection, incorporate housing, mitigate flooding, and further promote walkability, safety, and public transit.

**Potential Solutions:** Small area planning, ETOD, What can be done with the Urban Land Institute, Technical Assistance Programs, American Planning Association – Community Planning, AIA Design Assistance Teams?

**Additional TOD Principals:** The neighborhood agrees with the Planning Commission's request to require commercial space on the ground level of this future building. One of the main principles of the TOD is to incorporate retail into the development. Granting an exception on ground floor commercial is a net negative to the surrounding community.

**Potential Solutions:** Keep the requirement for ground floor commercial and, furthermore, require the developer to abide by the TOD best practices outlined in the Building Criteria Manual Section 11.5

**Affordability:** The neighborhood is committed to affordable housing and carrying on the spirit of the original TOD neighborhood plan. We believe this project should be as equitable and accessible as possible.

**Potential Solutions:** Increased affordability requirements

## ENVIRONMENTAL IMPACT

**Flooding:** The drainage infrastructure on the parcel in question and the associated downstream drainage system is currently overwhelmed. This causes localized flooding at the corner of Rountree Dr. and Moss St. and poses a serious threat to the adjacent properties.

**Potential Solutions:** Detention Pond, Rainwater Collection, Reducing Allowable Impervious Cover, Additional Buffer Zones

**Design Criteria:** Austin Energy Green Building (AEGB) developed the country's first ever rating system for evaluating the sustainability of buildings and remains on the cutting edge of energy and environmental design. The neighborhood would like to see a future building on this parcel that aligns with the AEGB's mission, as well as City Council's goal of net-zero greenhouse gas emissions by 2040.

**Potential Solutions:** Minimum AEGB star rating, LEED rating, Passive House rating

## TRAFFIC

**Parking:** Without any required parking minimums, the neighborhood is concerned that future residents of 2967 Manor will use the streets of Austin Heights for parking due to its proximity.

**Potential Solutions:** Requirements for structured parking

**Safety:** The driveway for 2967 Manor is extremely close to the intersection of Manor/Airport. The neighborhood is concerned that ingress/egress for future residents poses safety risks for bikes, pedestrians, etc. at an already congested node of mobility for the city. Presently, Austin Heights is used as a cut-through for people traveling eastbound on Manor Rd. and wanting to turn right onto Airport Blvd. The neighborhood is concerned that the development at 2967 Manor will amplify these issues.

**Potential Solution:** Can there be access to 2967 Manor through the City's ROW at Airport Blvd., Living Streets/Healthy Streets, Speed Bumps, Small Area Plan

## PRIVACY

**Building Design:** Austin Heights is concerned that a potential 90ft structure directly adjacent to existing homes could invade residents' privacy. It's understood that the applicant has agreed to an additional 10ft vegetative buffer at the rear lot line, but it's unclear how this concession will help without additional details.

**Potential Solutions:** Building step-backs (terracing), Height restrictions