

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: North Burnet/Gateway 2025 Master Plan

CASE#: NPA-2024-0024.02

DATE FILED: Aug 16, 2024

PROJECT NAME: Stonehollow Tracts

PC DATE: November 12, 2024

ADDRESS/ES: 11800, 11800 ½, 11801, 11525 Bldg. A, 11525 Bldg. B, 11525 ½, 11700, 11700 ½, 11701, 11701 ½ Stonehollow Dr.; and 2105, 2029 Gracy Farms Ln.

DISTRICT AREA: District 7

SITE AREA: 37.94 acres

OWNER/APPLICANT: TR Stonehollow Corp., a Delaware Corporation and Stonehollow A, Ltd., a Texas limited partnership

AGENT: DuBois Bryant & Campbell, LLP (David Hartman)

CASE MANAGER: Maureen Meredith

PHONE: 512-974-2695

STAFF EMAIL: maureen.meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Mixed Use

To: High Density Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2024-0125 and C14-2024-0126

From: NBG-NR Subdistrict-NP

To: NBG-CMU-Midway(CMU-M) Subdistrict-NP

NEIGHBORHOOD PLAN ADOPTION DATE: November 1, 2007

CITY COUNCIL DATE: December 12, 2024

ACTION:

PLANNING COMMISSION RECOMMENDATION:

November 12, 2024 – Approved on the consent agenda the applicant’s request for High Density Mixed Use land use [A. Azhar – 1st; D. Skidmore – 2nd] Vote: 12-0 [G. Cox absent].

STAFF RECOMMENDATION: To support the applicant’s request for High Density Mixed Use land use.

BASIS FOR STAFF’S RECOMMENDATION: Staff supports the applicant’s request for High Density Mixed Use because it will provide more housing in the planning area and the city. The area has been growing over the years with the Q2 Stadium and the proposed new McKalla Rail Station to be developed near the subject property. City Council signed resolution 20230504-020 which directed staff to initiate amendments to the North Burnet/Gateway Vision Plan recognizing the area’s growth. Transitioning the property from Mixed Use to High Density Mixed Use is consistent with the development of the area.

Below are some of the North Burnet/Gateway Plan Goals that staff believes supports the applicant’s request:

ONE: Transform the aging, auto-oriented commercial and industrial uses into a livelier mixed-use neighborhood that is more pedestrian- and transit-friendly and can accommodate a significant number of new residents.

- a. Create a dense and vibrant “town center” with an urban form and uses less reliant on the automobile. This means creating a concentration of interrelated uses that provide for a range of activities to occur in close proximity to transit.
- b. b. Achieve a balance of jobs, houses, retail, open space and community facilities. The essence of a mixed-use area is that it allows for opportunities to live, work, and play within the same area.
- c. Enable opportunities for transit- oriented development based on the presence of both the Capital Metro and the potential Austin-San Antonio Inter-municipal Rail District (currently Union Pacific) commuter rail line.
- d. Enable redevelopment and adaptive reuse while accommodating existing uses. Recognize that the auto-oriented uses will be less appropriate and could be reformatted to more local neighborhood-oriented uses.
- e. Include significant higher density residential uses in the mix to accommodate some of the region’s expected population growth.
- f. f. Provide for a variety of housing options and affordability, so that people of all income levels can live and work in the area. Encourage housing to be developed in close proximity to potential jobsites as well as public transit so that residents may reduce their dependency on personal vehicles and save on transportation costs.

LAND USE DESCRIPTIONS:

EXISTING 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.

PROPOSED LAND USE:

High Density Mixed Use - An area that is appropriate for a mix of residential and non-residential uses with floor-to-area ratios of 3.0 or higher.

Purpose

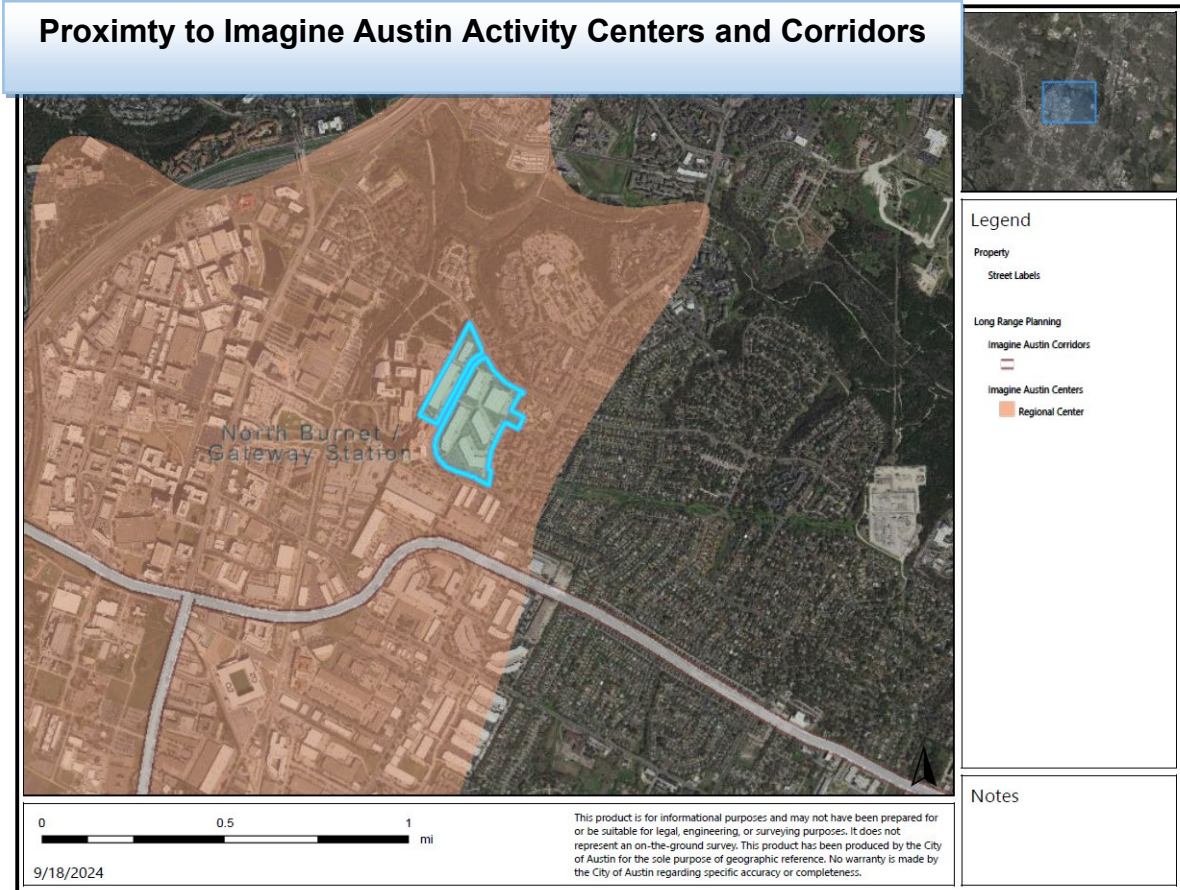
1. Encourage dense, pedestrian- oriented development in downtown, areas near downtown, and sites with exceptional transportation access;
2. Provide a transition between the central core and surrounding districts; and
3. Encourage redevelopment of sites in or near the center city.

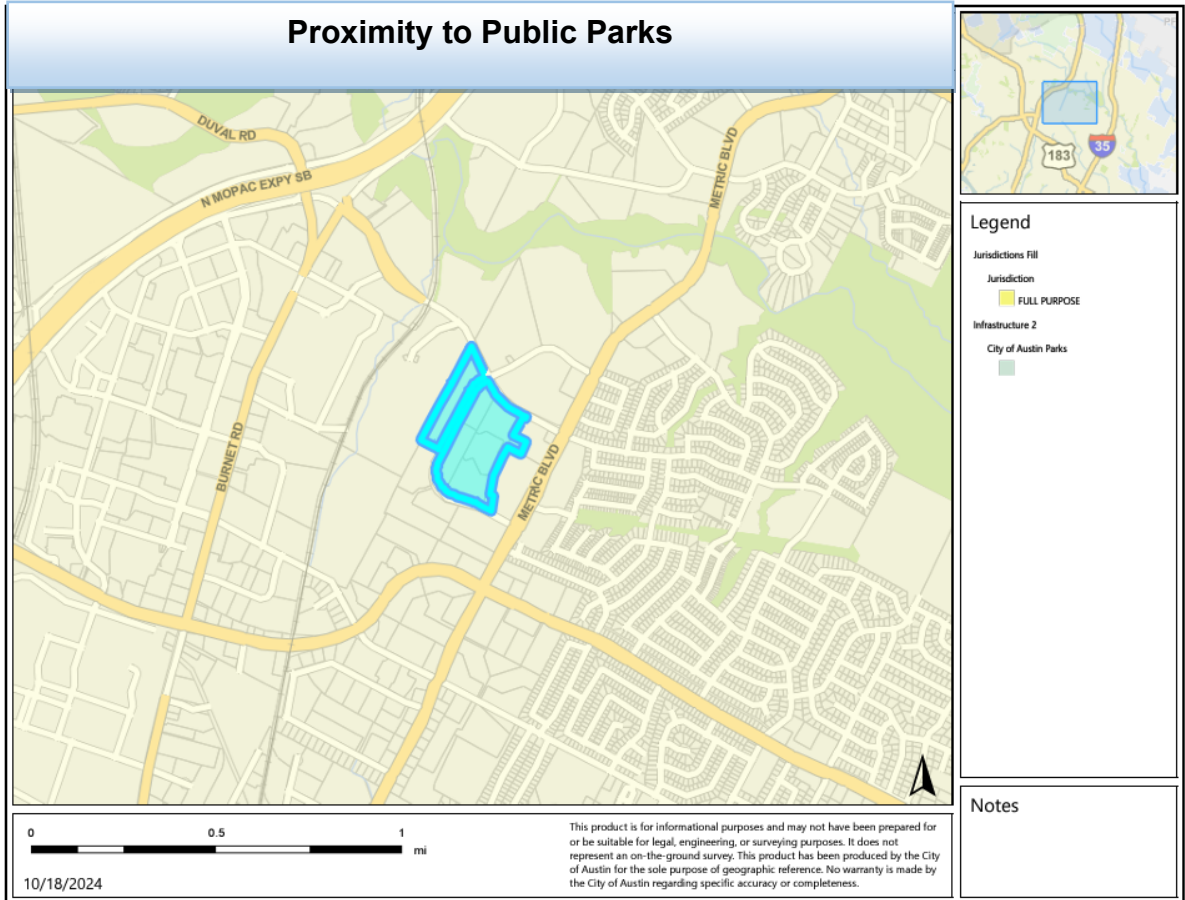
Application

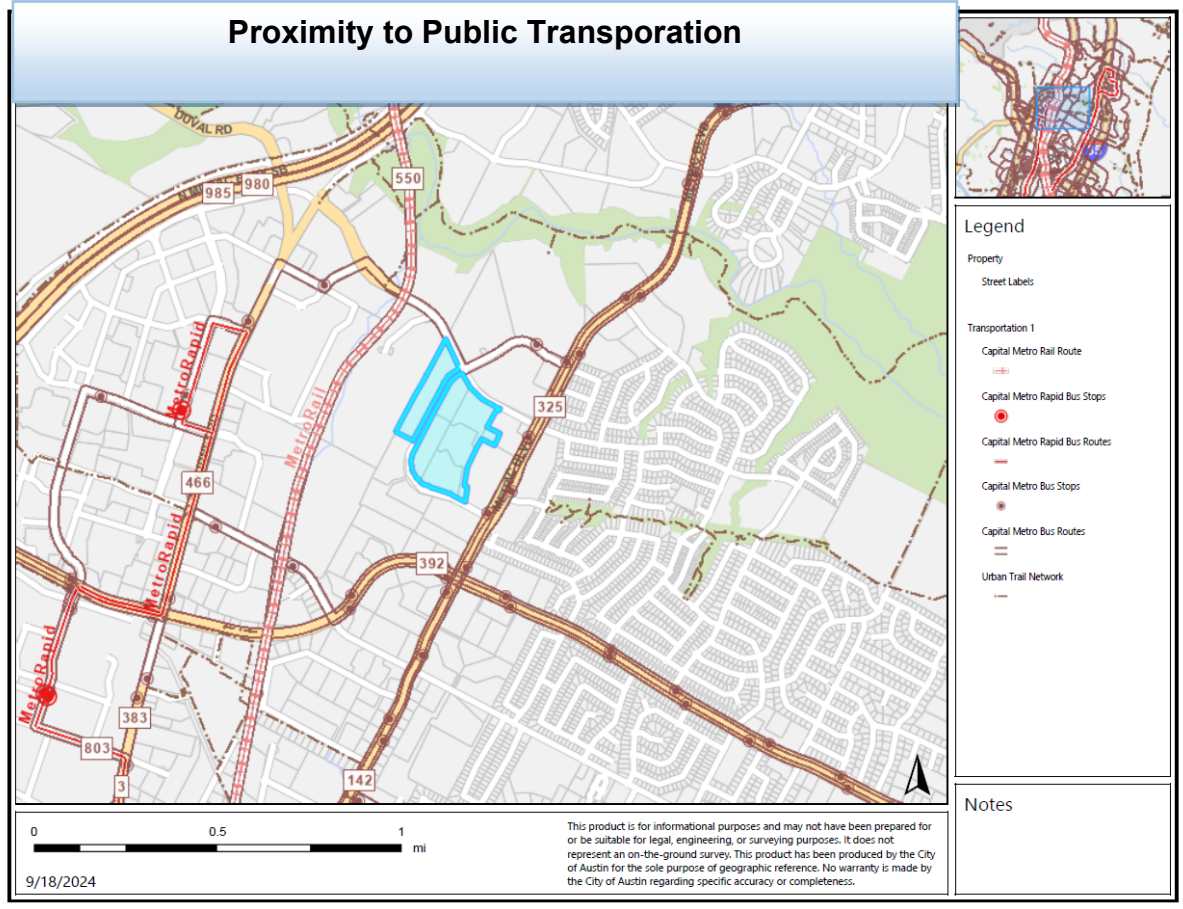
1. Applicable to most mixed-use/commercial sites in the Central Business District;
2. May be applied to other central areas, such as the Central Urban Redevelopment Area, where existing population and infrastructure can support higher-density development;
3. May also be applied to areas outside of the central core where higher densities can be supported and neighborhood impacts are minimal; and
4. Can be used to accommodate Transit-Oriented Development at existing or proposed transit stations.

Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
Yes	<p>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. Name(s) of Activity Center/Activity Corridor/Job Center:</p> <ul style="list-style-type: none"> • Within the North Burnet Gateway Station Regional Activity Center • Near W. Braker Lane, activity corridor
Yes	<p>Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station.</p> <ul style="list-style-type: none"> • Near Metro Rail Red Line • Bus routes near the property
Yes	<p>Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane.</p>
Yes	<p>Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles</p>

	to goods and services, and/or employment center.
No	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market. <ul style="list-style-type: none"> • 0.7 miles from Gracy Food Mart • 2 miles from Whole Foods Domain
No	Connectivity and Education: Located within 0.50 miles from a public school or university.
Yes	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail. <ul style="list-style-type: none"> • ~0.5 miles Northern Walnut Creek Greenbelt • 0.9 miles from Gracywoods Neighborhood Park • 1.1 miles from North Star Greenbelt
No	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.)
No	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
Yes	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.
Yes	Mixed use: Provides a mix of residential and non-industrial uses. <ul style="list-style-type: none"> • Proposed zoning would allow for mixed use
No	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
No	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
Not known	Creative Economy: Expands Austin’s creative economy (ex: live music venue, art studio, film, digital, theater.)
Not known	Workforce Development, the Economy and Education: 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	Industrial Land: Preserves or enhances industrial land.
7	Number of “Yeses”







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 plan amendment application was filed on August 16, 2024.

The applicant proposes to change the land use on the future land use map (FLUM) from Mixed Use to High Density Mixed Use for a proposed multifamily development.

The applicant proposes to change the regulating plan from NBG-NR Subdistrict – NP (North Burnet Gateway – Neighborhood Residential Subdistrict- Neighborhood Plan) to NBG-CMU-Midway Subdistrict (North Burnet Gateway – Commercial Mixed Use Midway Subdistrict – Neighborhood Plan). For more information on the proposed change to the regulating plan, see case report C14-2024-0125 and C14-2024-0126.

PUBLIC MEETINGS: The ordinance-required community meeting was held on September 18, 2024. The recorded virtual community meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 405 community meeting notices were mailed to property owners and utility account holders who live within 500 feet of the subject property. Two city staff members attended the meeting from the Planning Department, Maureen Meredith and Mark Walters. David Hartman from Dubois Bryant and Campbell, LLP, the applicant’s agent attended. No one from the neighborhood attended.

Below are highlights from David Hartman’s presentation:

- The property is approximately 30 acres.
- Currently on the property are seven one- and two-story buildings on the property.
- The property is about ½-miles from the proposed Broadmoor Station.
- Stonehollow Drive, Gracy Farms Lane, and Metric Blvd are ASMP Level 3 Streets.
- Parmer Lane and Braker Lane are Imagine Austin activity corridors.
- The existing zoning is NBG-Neighborhood Residential. We are proposing to change to CMU-Midway zoning, with development bonus max. height 350 feet and 10:1 FAR.
- Existing FLUM is Mixed Use. The proposed FLUM change is for High Density Mixed Use.
- What we are proposing is in-line with what is there now.
- The property is within the NBG Regional Center, which is a more intense center on the Imagine Austin Comprehensive Plan.

Applicant Summary Letter from Application



David Hartman
(512) 685-3409
dhartman@dbcllp.com
303 Colorado, Suite 2300
Austin, TX 78701
www.dbcllp.com

August 15, 2024

Lauren Middleton-Pratt
Director, Planning Department
City of Austin
1000 E. 11th Street, Suite 200
Austin, Texas 78702

Re: Stonehollow Tracts Zoning and NPA Applications - Rezoning Application for 28.59 acres at 11801, 11525 Bldg. A, 11525 Bldg. B, 11525 ½, 11701, 11701 ½, Stonehollow Dr, and 2029 and 2105 Gracy Farms Ln. ("Stonehollow Tracts East"); Rezoning Application for 9.35 acres at 11800, 11800 ½, 11700, 11700 ½ Stonehollow Dr. ("Stonehollow Tracts West"); Neighborhood Plan Application ("NPA") covering the Stonehollow Tracts East and Stonehollow Tracts West.

Dear Ms. Middleton-Pratt:

We respectfully submit the enclosed rezoning applications for the above stated Stonehollow Tracts East ("Zoning Application East") and Stonehollow Tracts West ("Zoning Application West", together the Zoning Application East and Zoning Application West, being collectively referred to as the "Zoning Applications") as representatives of the property owners. The tracts that comprise the Stonehollow Tracts East and Stonehollow Tracts West covered by the Zoning Applications and the related NPA are identified in the attached Exhibit "A".

The Stonehollow Tracts East and Stonehollow Tracts West (together the Stonehollow Tracts East and Stonehollow Tracts West, being collectively referred to as the "Property") are currently zoned NBG-NR-NP (North Burnet/Gateway – Neighborhood Residential Subdistrict - Neighborhood Plan), with a subdistrict designation of Neighborhood Residential (NR). The Zoning Applications seek to rezone the Property from NBG-NR-NP to NBG-CMU-M (Midway Zone)-NP (North Burnet/Gateway-Commercial Mixed Use-Midway Subdistrict-Neighborhood Plan), with a subdistrict designation of CMU-M (Midway Zone) Subdistrict. Adjacent zoning includes NBG-NP zoning with the following subdistricts: Transit-Oriented Development – Gateway Zone (TOD-Gateway Zone) Subdistrict, Transit-Oriented Development – Midway (TOD-Midway) Subdistrict, and CMU (Commercial Mixed-Use) Subdistrict. The proposed CMU-M (Midway Zone) Subdistrict authorizes redevelopment of the Property for transit-oriented development, including much-needed housing (including affordable housing) in this area identified in the Imagine Austin Comprehensive Plan as the North Burnet/Gateway Regional Center and Austin's "second downtown."

The Property is located within the North Burnet/Gateway Neighborhood Planning Area. This Neighborhood Plan designates the Property as Mixed Use on the Future Land Use Map ("FLUM"). A Neighborhood Plan Amendment application covering the Property is filed in conjunction with the Zoning Applications to change the FLUM from Mixed Use to High Density Mixed Use.

The Property is located at Stonehollow and Gracy Farms Lane, and near Metric Blvd. and Burnet Road with robust multimodal connectivity. The Property is located within ½ mile of the proposed Capital Metro Red Line Broadmoor Station commuter rail station, and is near multiple bus stops/routes along Stonehollow Dr. and Metric Boulevard. Stonehollow Dr., Gracy Farms Ln., and Metric Blvd. are ASMP Level 3 Streets. Burnet Rd. is an Imagine Austin Corridor, an ASMP Level 3 Street, an ASMP Transit Priority Network street, and a Core Transit Corridor.

A Zoning Traffic Analysis is required per the enclosed TIA Determination Worksheet signed by Ramin Komeili, P.E., on 8/12/24.

If you have any questions about the application or need additional information, please do not hesitate to contact me at your convenience. Thank you for your time and attention to this project.

Very truly yours,

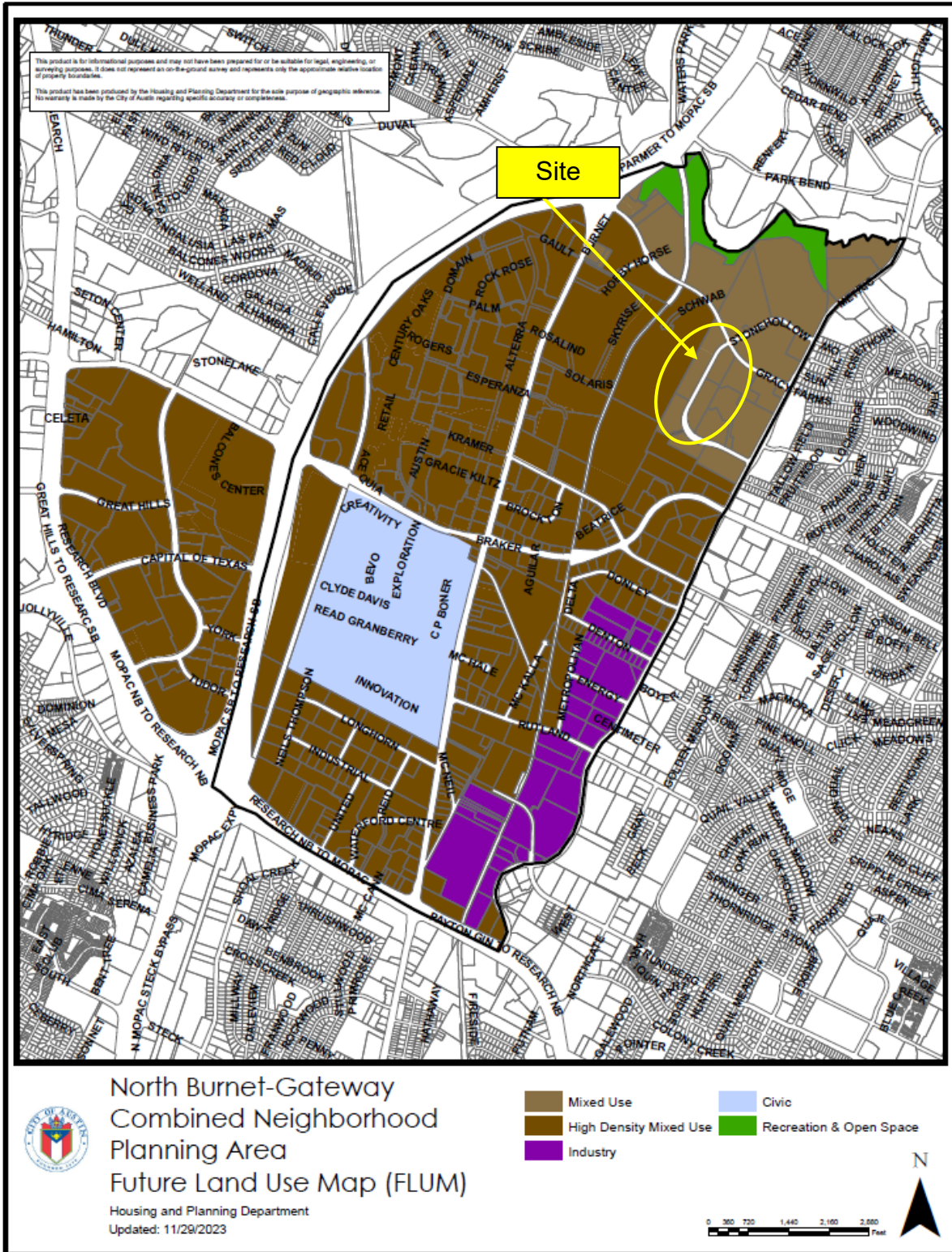


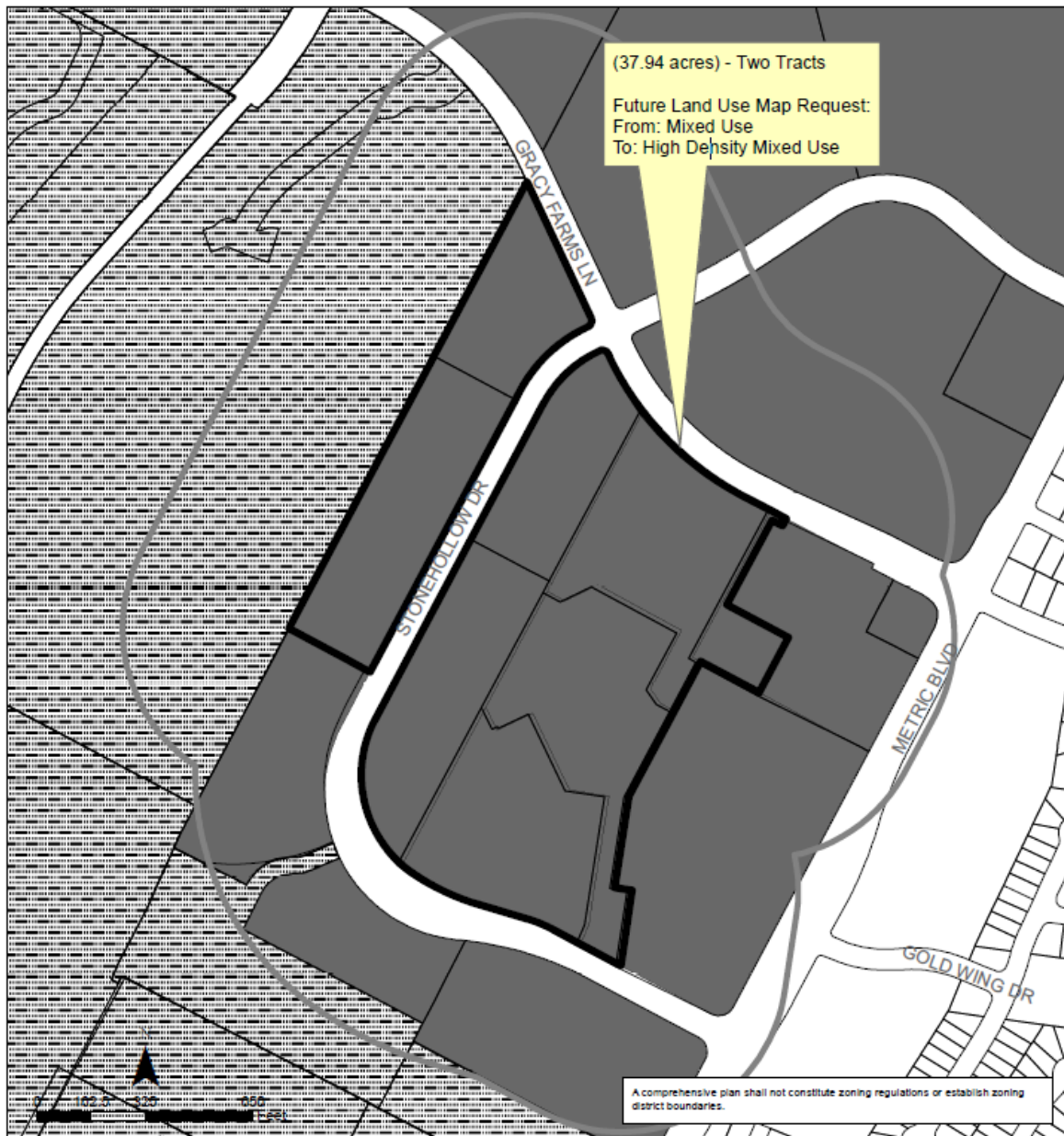
David Hartman

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

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

(There is no neighborhood plan contact team in the North Burnet/Gateway Planning Area)






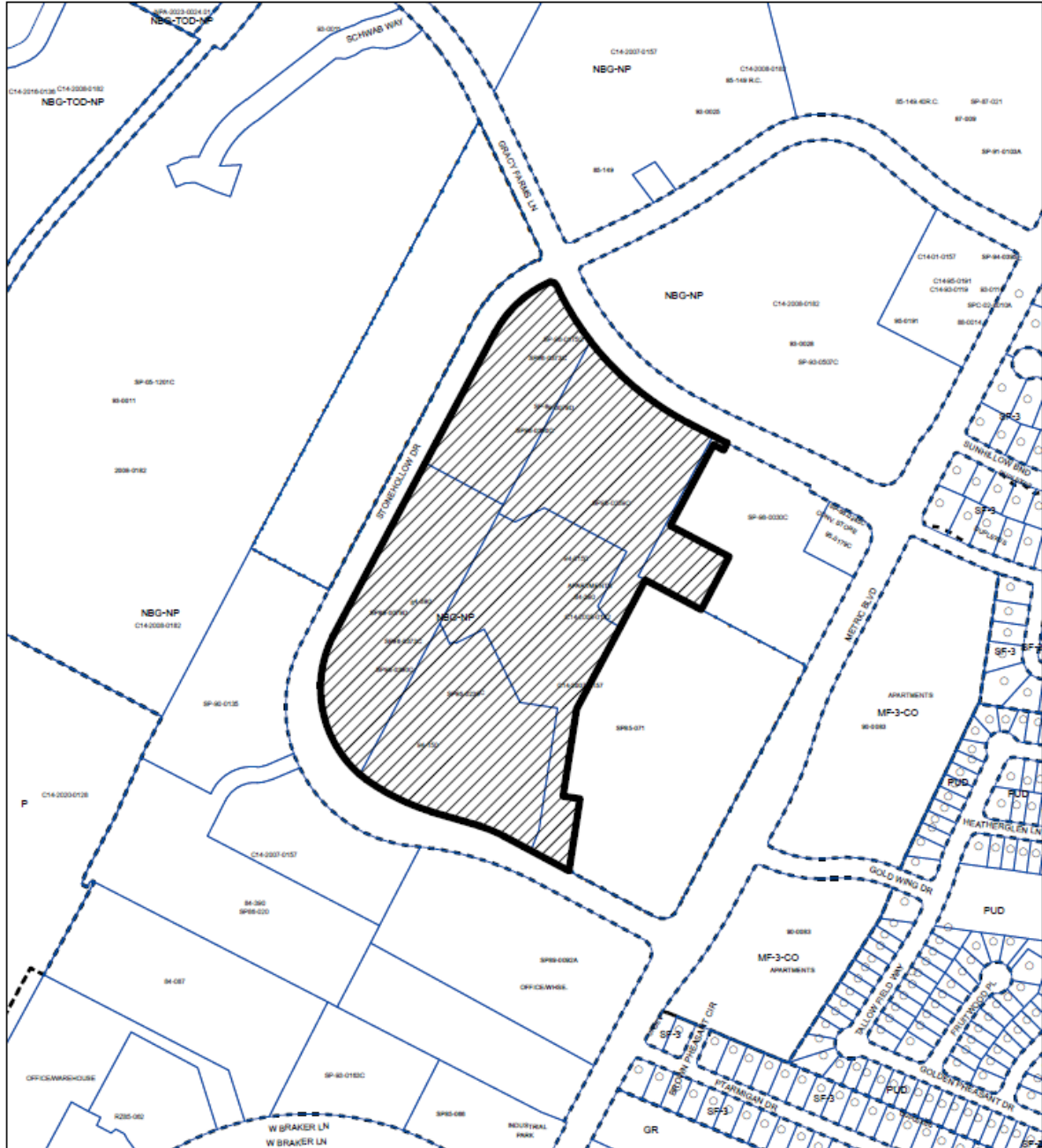
North Burnet/Gateway Combined Neighborhood Planning Area NPA-2024-0024.02

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 8/27/2024, by: meekss





N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

ZONING
 ZONING CASE#: C14-2024-0125

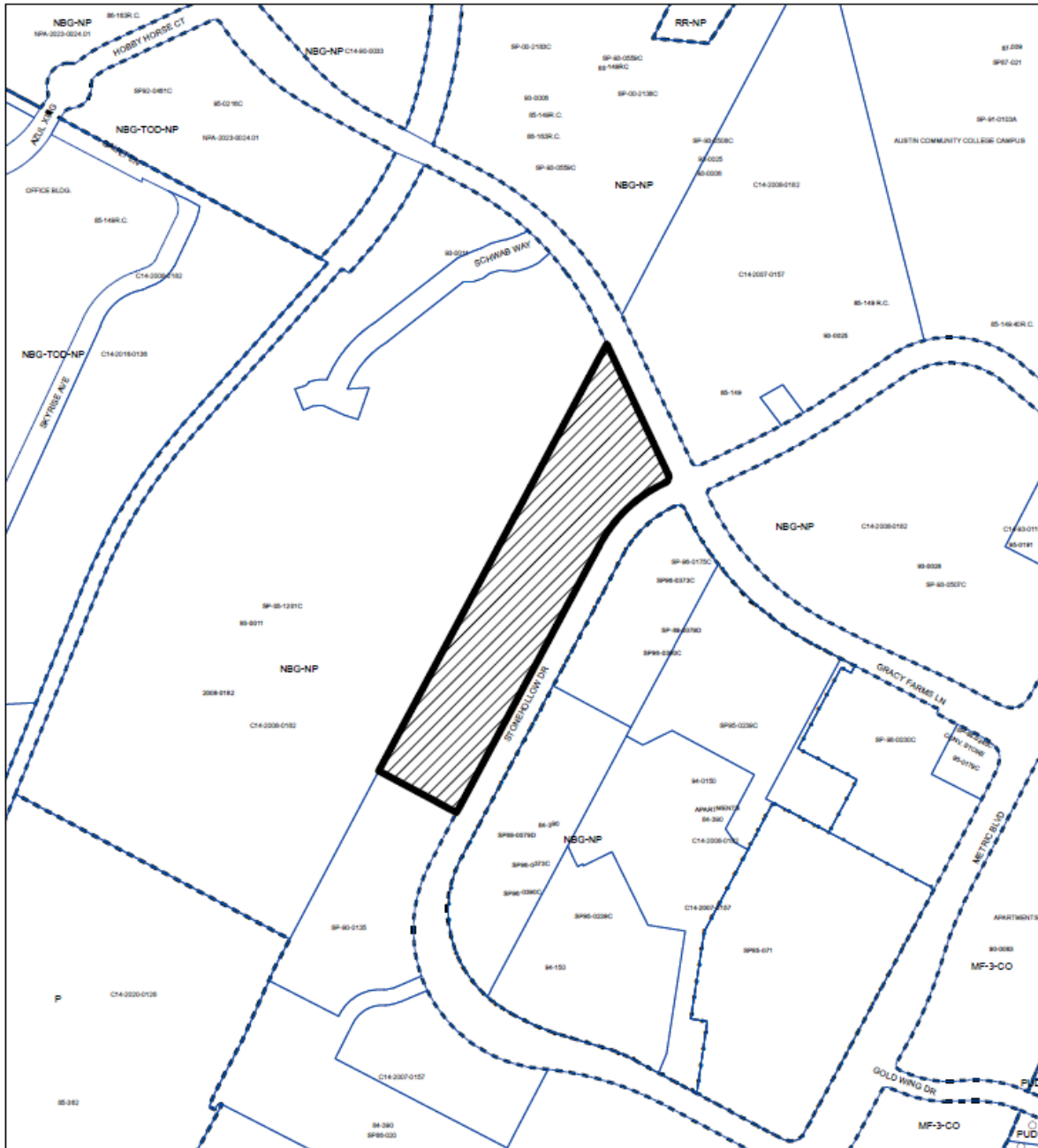
1" = 400'

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.



Created: 8/27/2024



ZONING


 SUBJECT TRACT
 PENDING CASE
 ZONING BOUNDARY

ZONING CASE#: C14-2024-0126

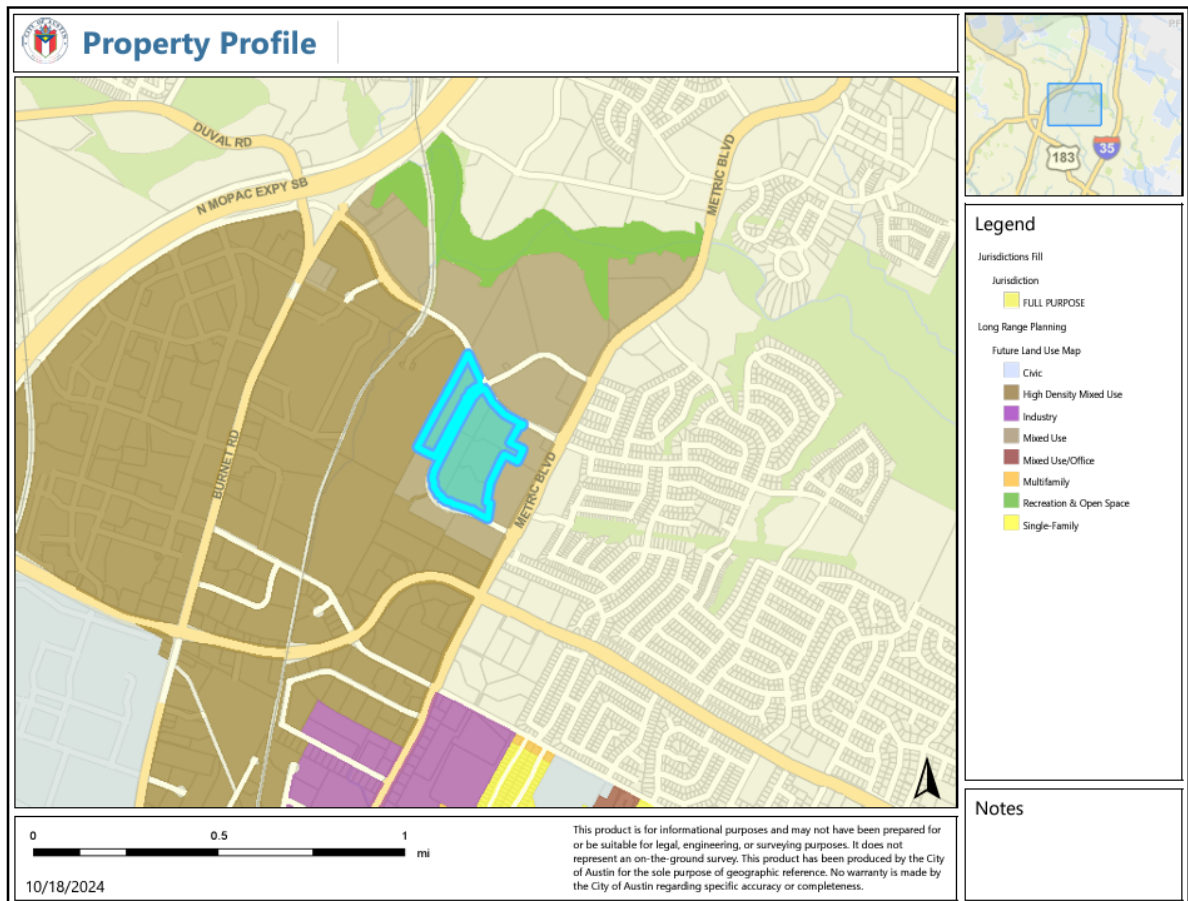
1" = 400'

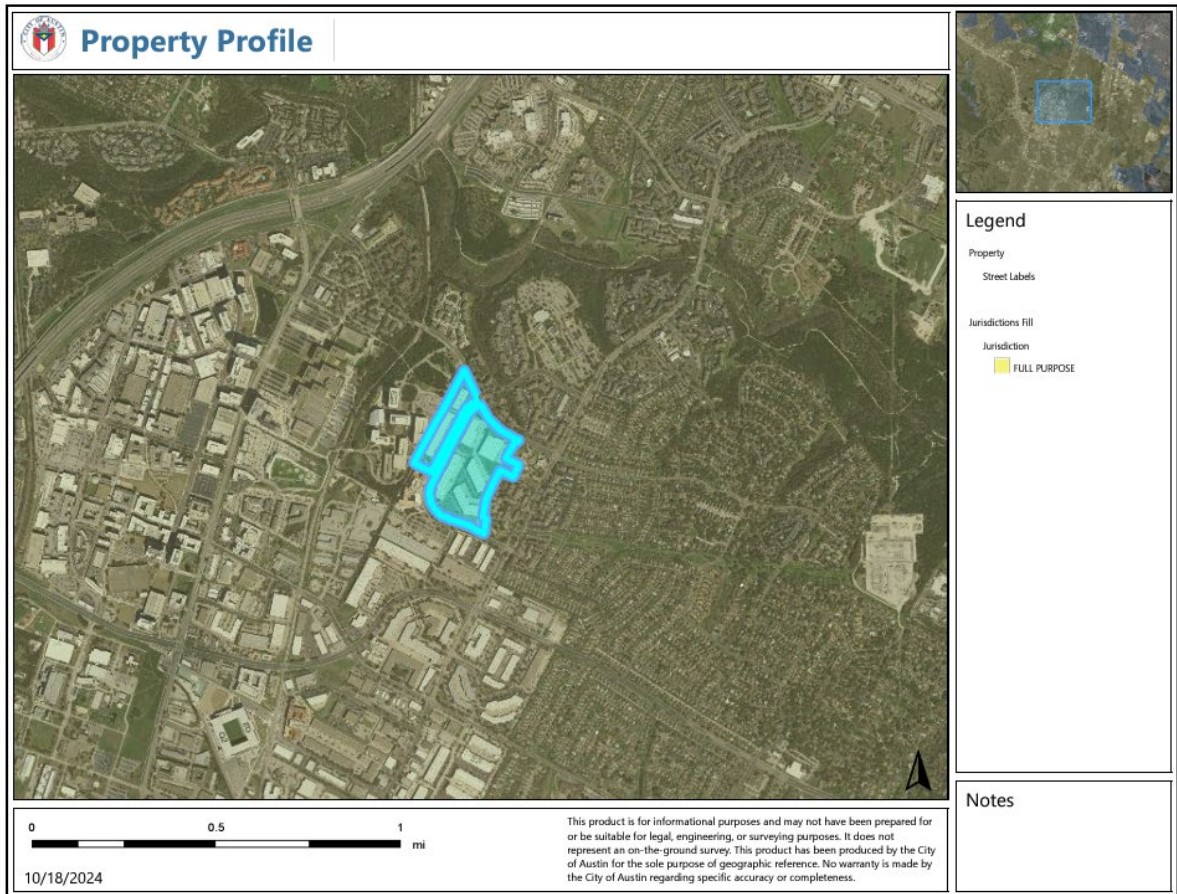
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

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.



Created: 8/27/2024





Applicant's Presentation at the Community Meeting

City Hosted Virtual Community Meeting
Neighborhood Plan Amendment - Stonehollow Tracts
NBG-CMU-M(CMU Midway Zone Subdistrict)-NP

September 18, 2024

Project Overview

Approximately 38 acres located at 11525, 11525 ½, 11700, 11701, 11701 ½, 11800, 11800 ½, and 11801 Stonehollow Dr.; and 2029 and 2105 Gracy Farms Ln. Comprised of seven buildings totaling approximately 481,000 s.f. of 1-2 story (21' – 27' max. height) of industrial/flex office use.

- North Burnet/Gateway (NBG) Station – Imagine Austin Regional Center.
- Broadmoor train station Capital Metro stop located within ½ mile.
- Multiple Capital Metro Bus Routes and Stops adjacent (along Stonehollow Dr. and Metric Blvd.).
- Stonehollow Dr. and Gracy Farms Lane (and Metric Blvd.) are ASMP Level 3 Streets.
- Parmer Lane & Braker Lane are Imagine Austin Corridors; Parmer Lane, Braker Lane & Metric Blvd. are ASMP Transit Priority Network Streets.

Current zoning: NBG-NR-(Neighborhood Residential Subdistrict)-NP.

- Development Bonus Maximums: 60' height, and 2:1 FAR with density bonus.

Proposed zoning: NBG-CMU-M(Commercial Mixed Use - Midway Zone Subdistrict)-NP.

- Development Bonus Maximums: 350' height, and 10:1 FAR with density bonus.

Current Neighborhood Plan Future Land Use Map (FLUM): Mixed Use

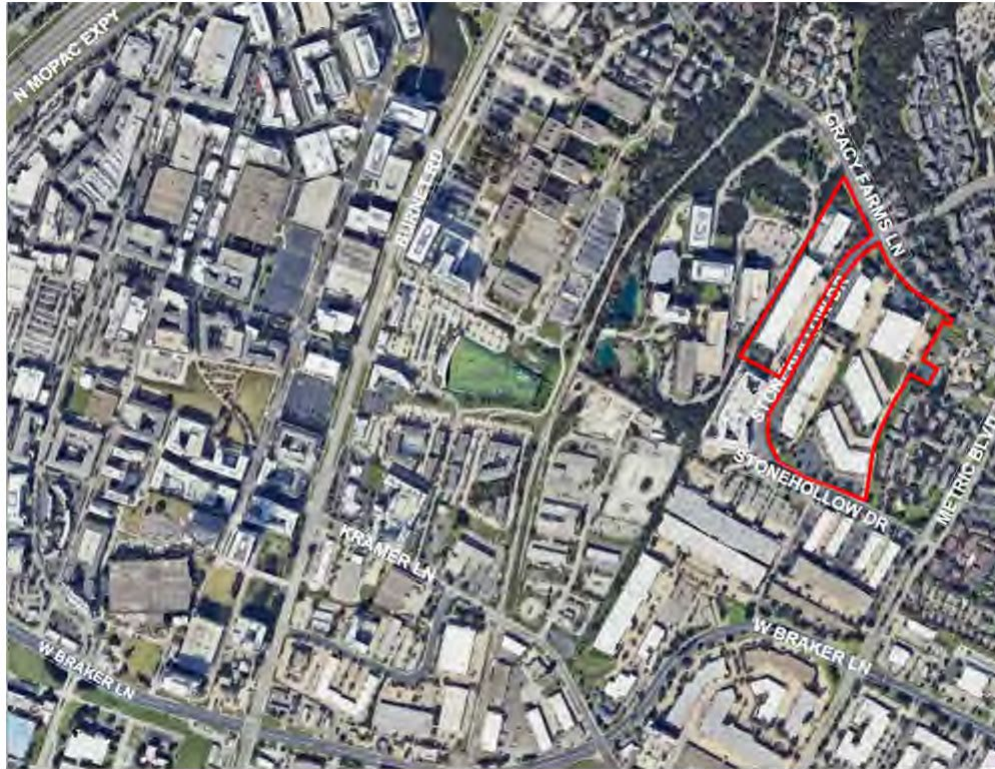
Proposed NPA: Mixed Use, to High Density Mixed Use FLUM.

Adjacent zoning:

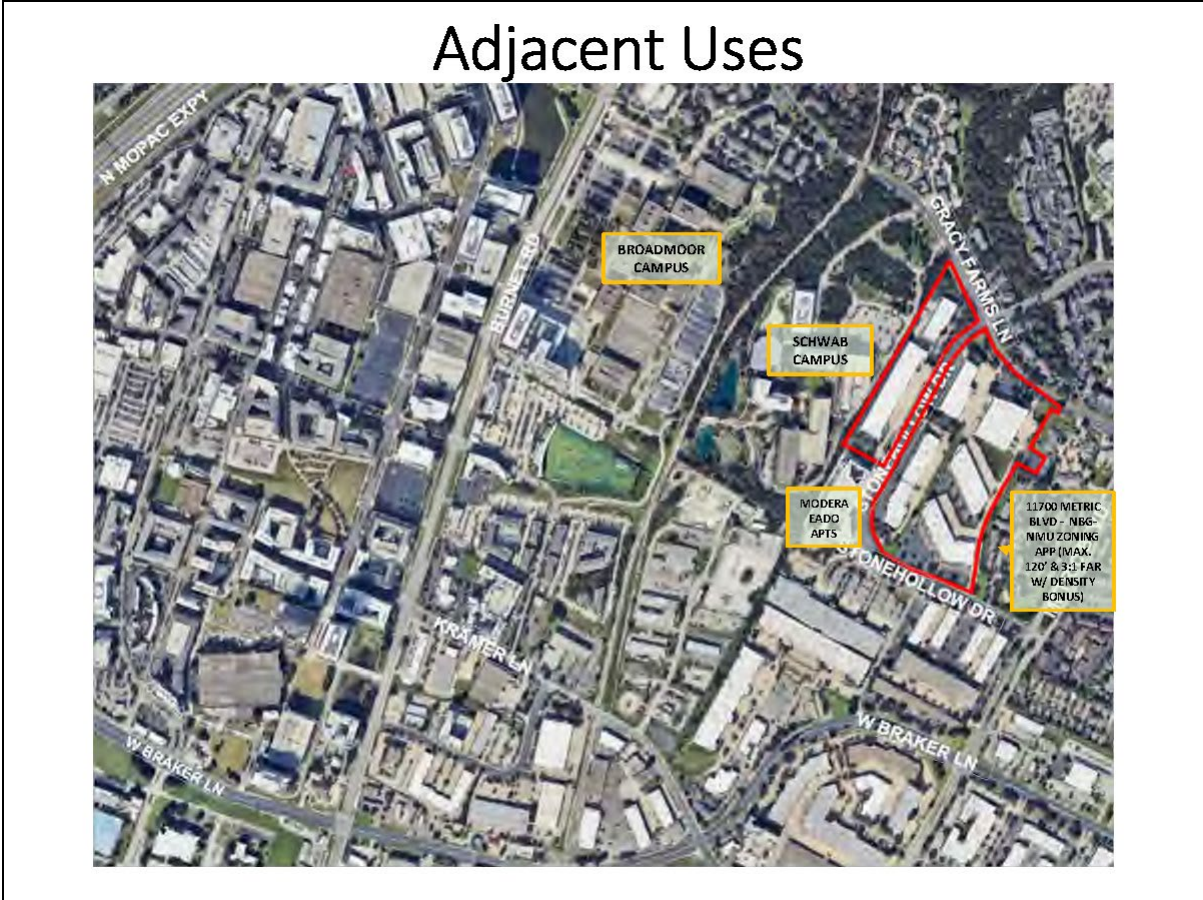
- NBG-NP – TOD Gateway, TOD, CMU, NMU, and NR Subdistricts.
- Zoning adjacent along eastern side of Metric Blvd. is MF-3-CO, LI, GR, LO per Ord. No. 910425-M.
- Note: Closest residential subdivision located approximately ¼ mile to the east across Metric Blvd., buffered by two apartment projects.

Adjacent FLUM: High Density Mixed Use (West, and South), Mixed Use.

Aerial

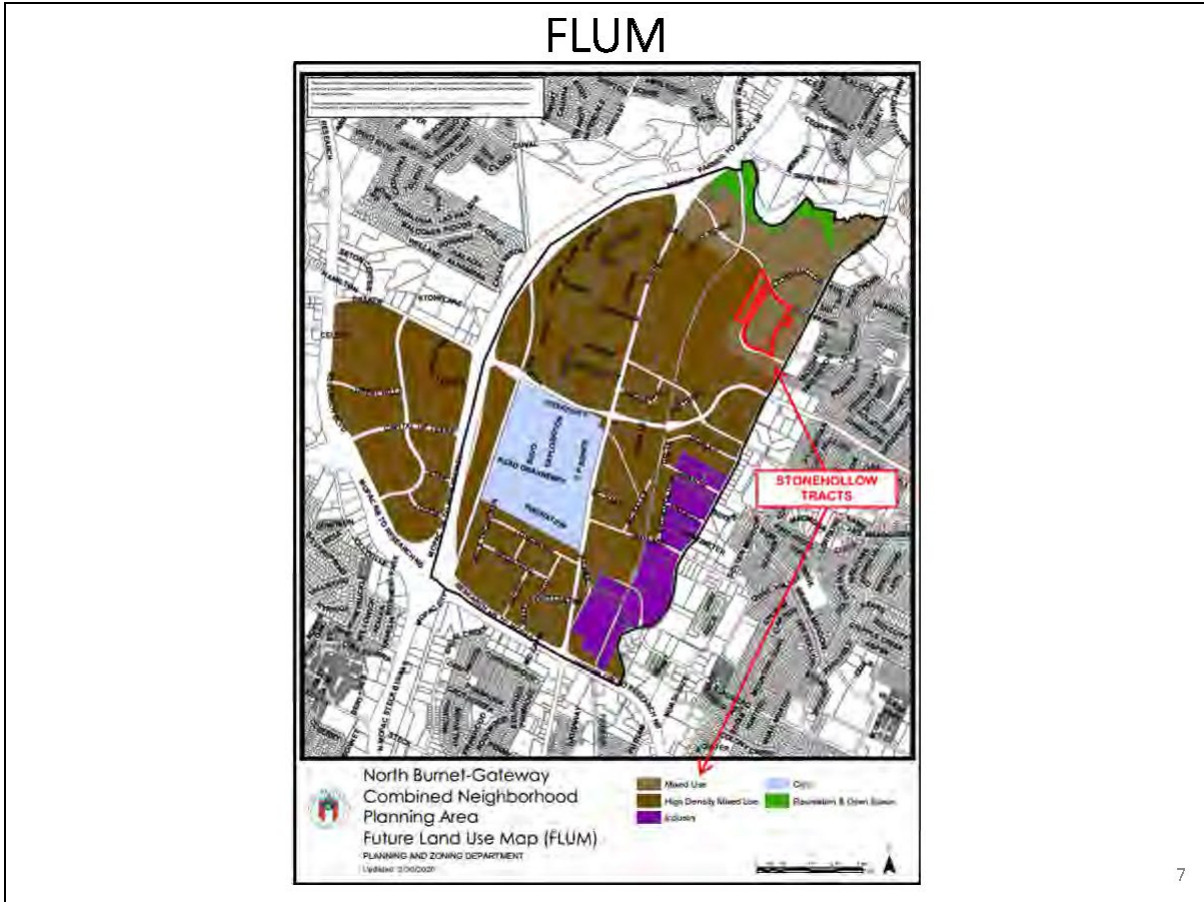


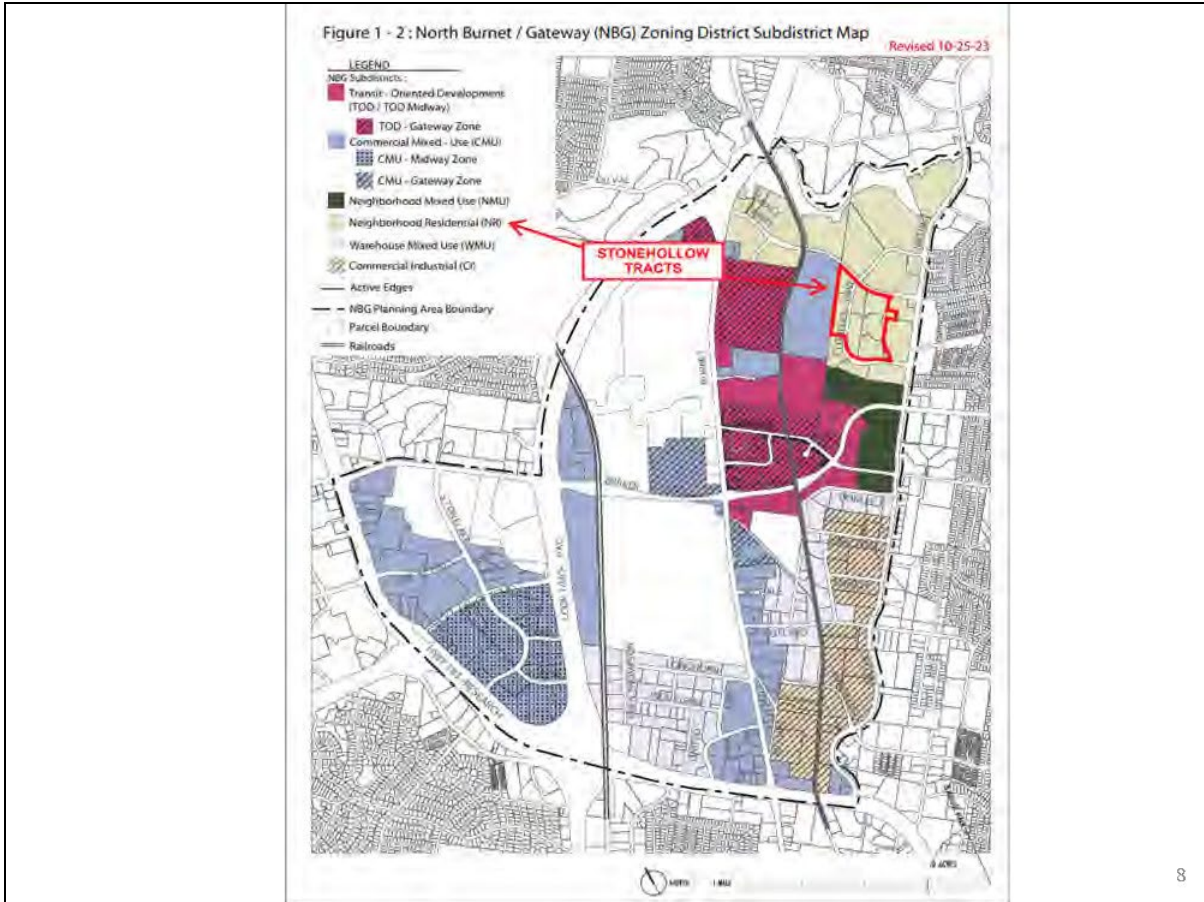
Adjacent Uses



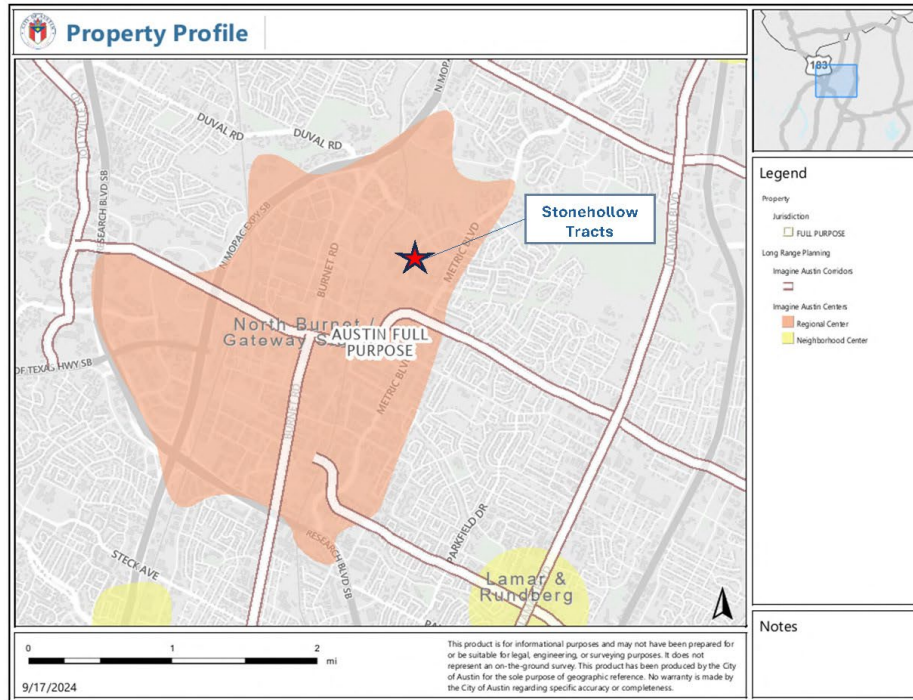
Broadmoor Station



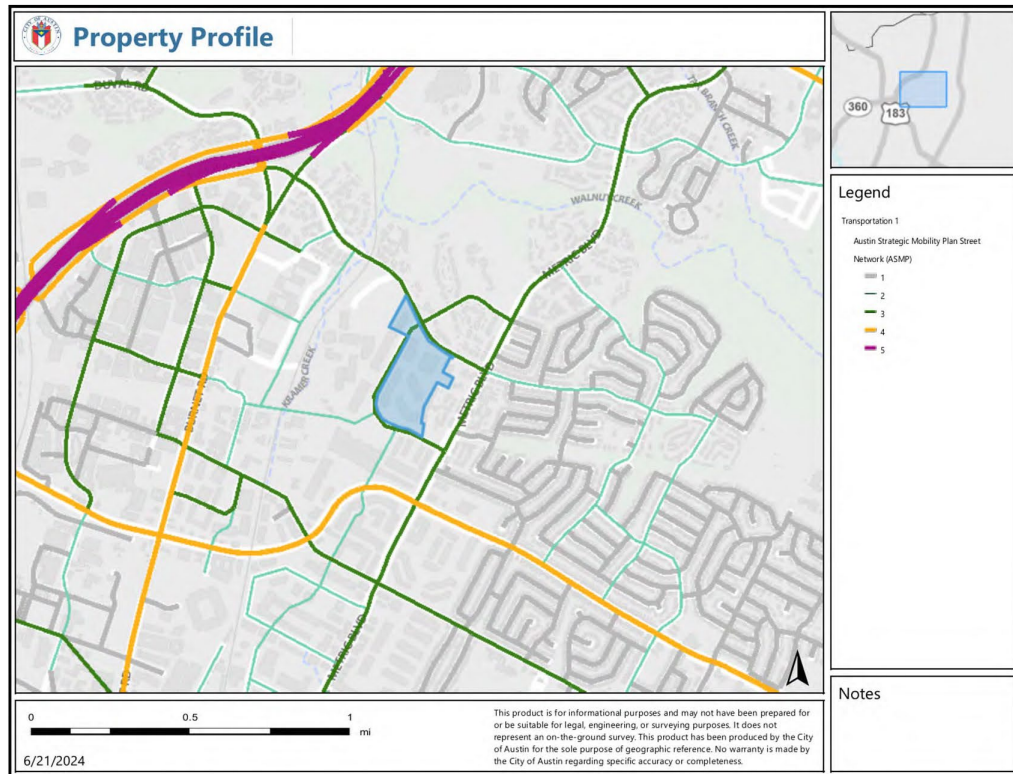




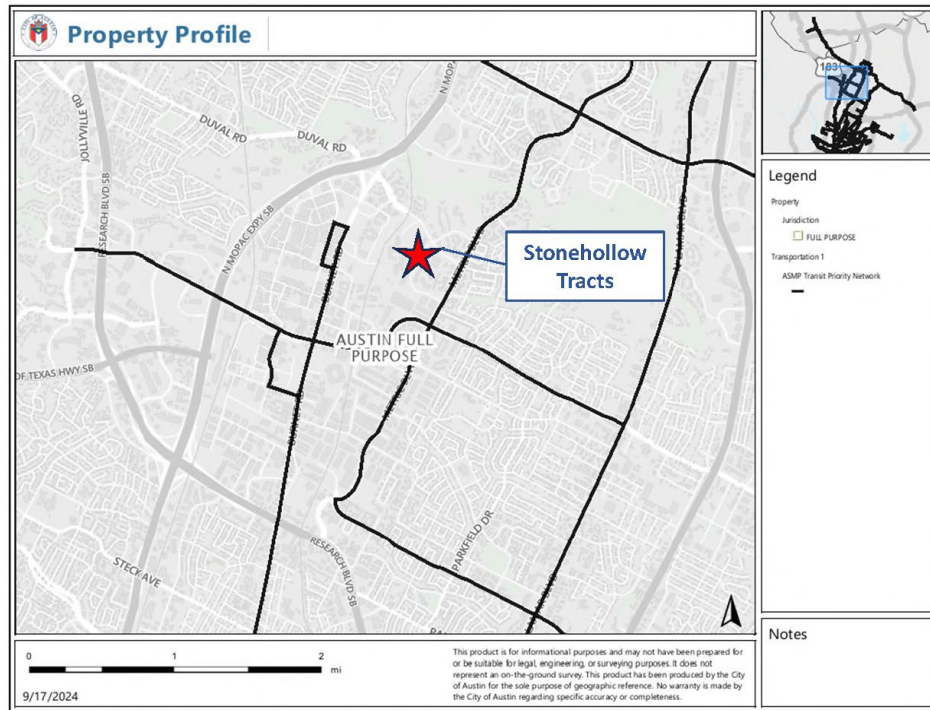
Imagine Austin Centers and Corridors



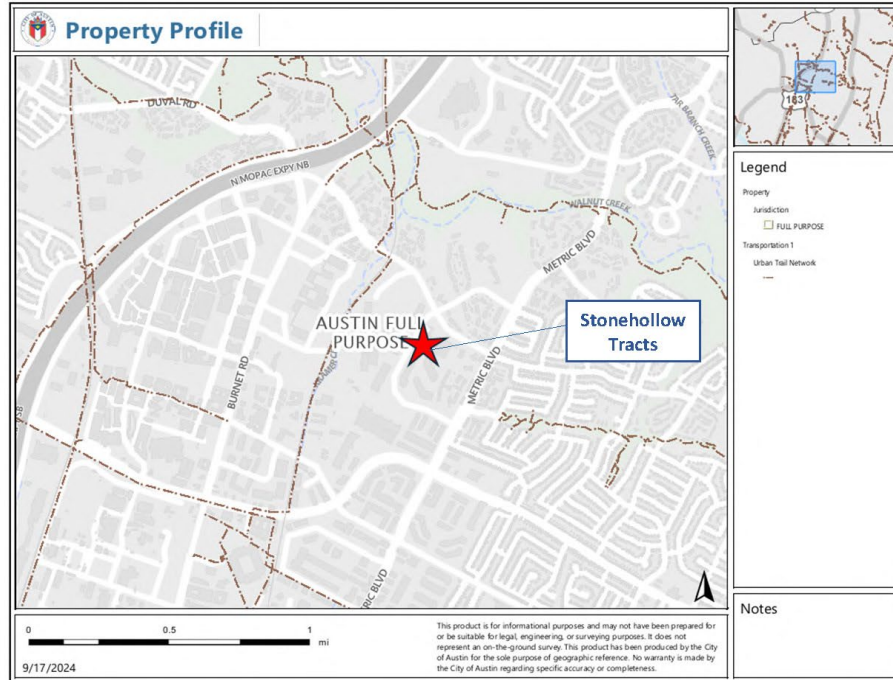
ASMP Streets



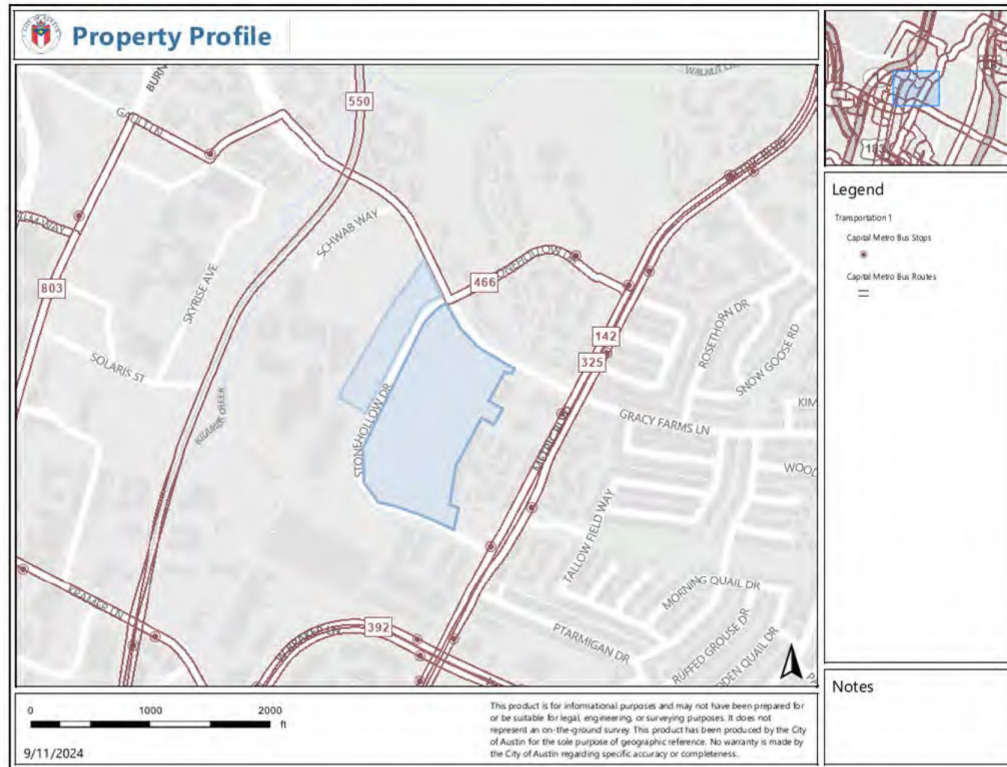
ASMP TPN



Urban Trail Network



Capital Metro Bus Routes and Stops



Future Land Use Map

High Density Mixed Use - An area that is appropriate for a mix of residential and non-residential uses with floor-to-area ratios of 3.0 or higher.

Purpose

1. Encourage dense, pedestrian- oriented development in downtown, areas near downtown, and sites with exceptional transportation access;
2. Provide a transition between the central core and surrounding districts; and
3. Encourage redevelopment of sites in or near the center city.

Application

1. Applicable to most mixed-use/commercial sites in the Central Business District;
2. May be applied to other central areas, such as the Central Urban Redevelopment Area, where existing population and infrastructure can support higher-density development;
3. May also be applied to areas outside of the central core where higher densities can be supported and neighborhood impacts are minimal; and
4. Can be used to accommodate Transit-Oriented Development at existing or proposed transit stations.

North Burnet/Gateway Plan Goals that support High Density Mixed Use FLUM

ONE: Transform the aging, auto-oriented commercial and industrial uses into a livelier mixed-use neighborhood that is more pedestrian- and transit-friendly and can accommodate a significant number of new residents.

- a. Create a dense and vibrant “town center” with an urban form and uses less reliant on the automobile. This means creating a concentration of interrelated uses that provide for a range of activities to occur in close proximity to transit.
- b. Achieve a balance of jobs, houses, retail, open space and community facilities. The essence of a mixed-use area is that it allows for opportunities to live, work, and play within the same area.
- c. Enable opportunities for transit- oriented development based on the presence of both the Capital Metro and the potential Austin-San Antonio Inter-municipal Rail District (currently Union Pacific) commuter rail line.
- d. Enable redevelopment and adaptive reuse while accommodating existing uses. Recognize that the auto-oriented uses will be less appropriate and could be reformatted to more local neighborhood-oriented uses.
- e. Include significant higher density residential uses in the mix to accommodate some of the region’s expected population growth.
- f. Provide for a variety of housing options and affordability, so that people of all income levels can live and work in the area. Encourage housing to be developed in close proximity to potential jobsites as well as public transit so that residents may reduce their dependency on personal vehicles and save on transportation costs.

Contact Information:

David Hartman

Dubois Bryant & Campbell LLP

303 Colorado St., Ste. 2300

Austin, TX 78701

(512) 685-3409

dhartman@dbcllp.com

City Hosted Virtual Community Meeting
Neighborhood Plan Amendment - Stonehollow Tracts
NBG-NP (CMU Midway Subdistrict)

September 18, 2024

Correspondence Received

(No correspondence received)