

## NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

**NEIGHBORHOOD PLAN:** Crestview/Wooten Combined (Wooten)

**CASE#:** NPA-2023-0017.01

**DATE FILED:** June 16, 2023

**PROJECT NAME:** Anderson Square

**PC DATE:** November 19, 2024  
November 12, 2024  
October 22, 2024  
September 24, 2024  
August 27, 2024  
August 13, 2024  
June 25, 2024  
May 28, 2024  
April 9, 2024  
February 27, 2024

**ADDRESS/ES:** 910, 912, 914 & 916, 1012 & 1012 ½, 1100, 1100 ½ & 1102 ½ W.  
Anderson Lane; 7905 ½ 8003, & 8005 Anderson Square; 7940, 7950, 8000, 8000 1/2 & 8002  
Research Blvd. SVRD SB

**DISTRICT AREA:** 4

**SITE AREA:** 16 acres

**OWNER/APPLICANT:** Anderson Square Investments, LLC & C2G, LLC

**AGENT:** Alice Glasco Consulting (Alice Glasco)

**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:** C14-2023-0080

**From:** CS-MU-NP & CS-1-MU-NP

**To:** CH-PDA-NP

**NEIGHBORHOOD PLAN ADOPTION DATE:** April 1, 2004

**CITY COUNCIL DATE:**

**ACTION:**

**December 12, 2024**

**ACTION:** Public hearing was closed and approved 1<sup>st</sup> Reading the Applicant's request for High Density Mixed Use land use. [Z. Qadri – 1<sup>st</sup>; N. Harper-Madison – 2<sup>nd</sup>] Vote: 10-0. Kelly off the dais.

**May 22, 2025**

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

**PLANNING COMMISSION RECOMMENDATION:**

***November 19, 2024*** – Approved the Applicant's request for High Density Mixed Use land use on the consent agenda. [A. Azhar – 1<sup>st</sup>; F. Maxwell – 2<sup>nd</sup>] Vote: 8-1 [G. Cox voted no. G. Anderson, N. Barrera-Ramirez, D. Skidmore and A. Phillips absent].

***November 12, 2024*** – After discussion, postponed to November 19, 2024. [R. Johnson – 1<sup>st</sup>; A. Haynes – 2<sup>nd</sup>] Vote: 12-0 [G. Cox absent].

***October 22, 2024*** – Postponed to November 12, 2024 on the consent agenda at the request of the Applicant. [A. Woods – 1<sup>st</sup>; F. Maxwell – 2<sup>nd</sup>] Vote: 13-0.

***September 24, 2024*** - Postponed to October 22, 2024 on the consent agenda at the request of the Applicant and the Neighborhood. [R. Johnson – 1<sup>st</sup>; A. Woods – 2<sup>nd</sup>] Vote: 10-0-3 [P. Howard, N. Barrera-Ramirez, and F. Maxwell absent].

***August 27, 2024*** – After discussion, postponed to September 24, 2024. [G. Cox – 1<sup>st</sup>; G. Anderson- 2<sup>nd</sup>] Vote: 9-0-2 [P. Howard and A. Phillips absent. R. Johnson and J. Mushtaler voted nay].

***August 13, 2024*** – Postponed to August 27, 2024 on the consent agenda at the request of the applicant and the neighborhood. [A. Azhar – 1<sup>st</sup>; A. Woods – 2<sup>nd</sup>] Vote: 12-0 [P. Howard absent].

***June 25, 2024*** – Postponed to August 13, 2024 on the consent agenda at the request of the Neighborhood. [R. Johnson – 1<sup>st</sup>; F. Maxwell – 2<sup>nd</sup>] Vote: 8-0 [C. Hempel, A. Azhar, G. Cox J. Mushtaler and A. Haynes absent].

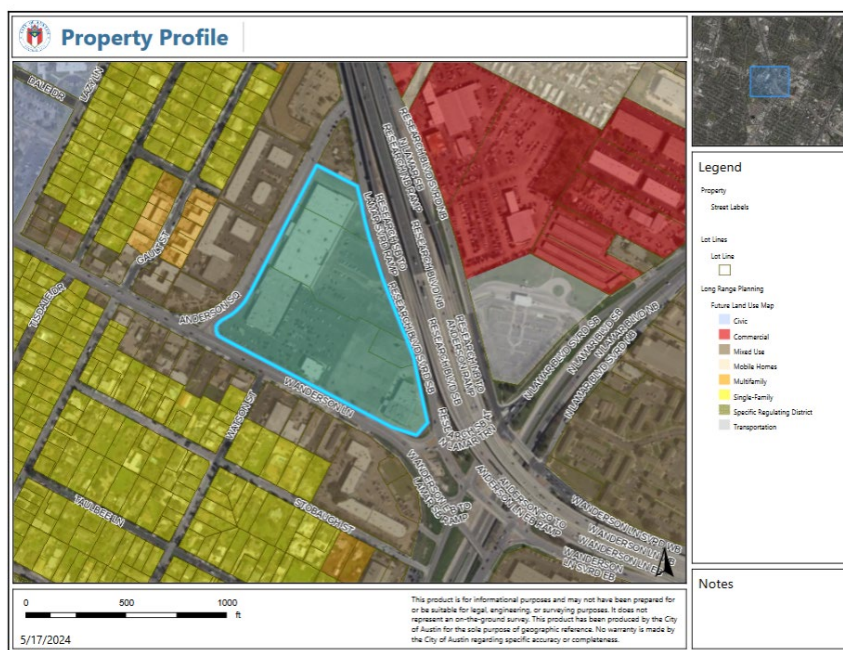
***May 28, 2024*** – Postponed to June 25, 2024 on the consent agenda at the request of Applicant. [F. Maxwell – 1<sup>st</sup>; A. Woods – 2<sup>nd</sup>] Vote: 10-0 [G. Cox off the dais. P. Howard and A. Phillips absent].

**April 9, 2024** – Postponed to May 28, 2024 on the consent agenda at the request of Staff. [A. Azhar – 1<sup>st</sup>; F. Maxwell – 2<sup>nd</sup>] Vote: 12 -0 [A. Phillips off the dais. G. Anderson recused from Item #7].

**February 27, 2024** – Postponed to April 9, 2024 on the consent agenda at the request of Staff. [A. Azhar – 1<sup>st</sup>; A. Woods – 2<sup>nd</sup>] Vote: 11-0 [J. Mushtaler off the dais. F. Maxwell absent].

**STAFF RECOMMENDATION:** Recommended for the Applicant's request for High Density Mixed Use land use.

**BASIS FOR STAFF'S RECOMMENDATION:** The applicant is proposing a large mixed-use development that could accommodate up to 2400 residential units and approximately 2.4 million square feet of office and retail uses. The property is located at the intersection of US Hwy 183 and North Lamar Blvd. High Density Mixed Use land use is appropriate in this location.



Below are sections from the Crestview/Wooten Combined Neighborhood Plan that staff believe supports the applicant's request. The plan supports intense commercial and mixed use developments along Lamar Blvd and the creation of more residential and neighborhood-serving commercial uses.

## **Land Use Objectives and Recommendations**

### **Land Use Objective 1: Preserve the character and affordability of the Crestview and Wooten Neighborhoods.**

#### **Recommendations**

1. Focus more intense commercial and mixed use development along Lamar Boulevard.
  - a. Change the zoning for parcels fronting Lamar Boulevard to allow current uses to continue, but encourage redevelopment with more pedestrian-oriented mixed use.
  - b. Prohibit or limit any additional development of incompatible industrial uses, such as basic industry and mining.

### **Land Use Objective 9: Encourage the redevelopment of Lamar Boulevard with more residential and neighborhood serving businesses.**

## **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**

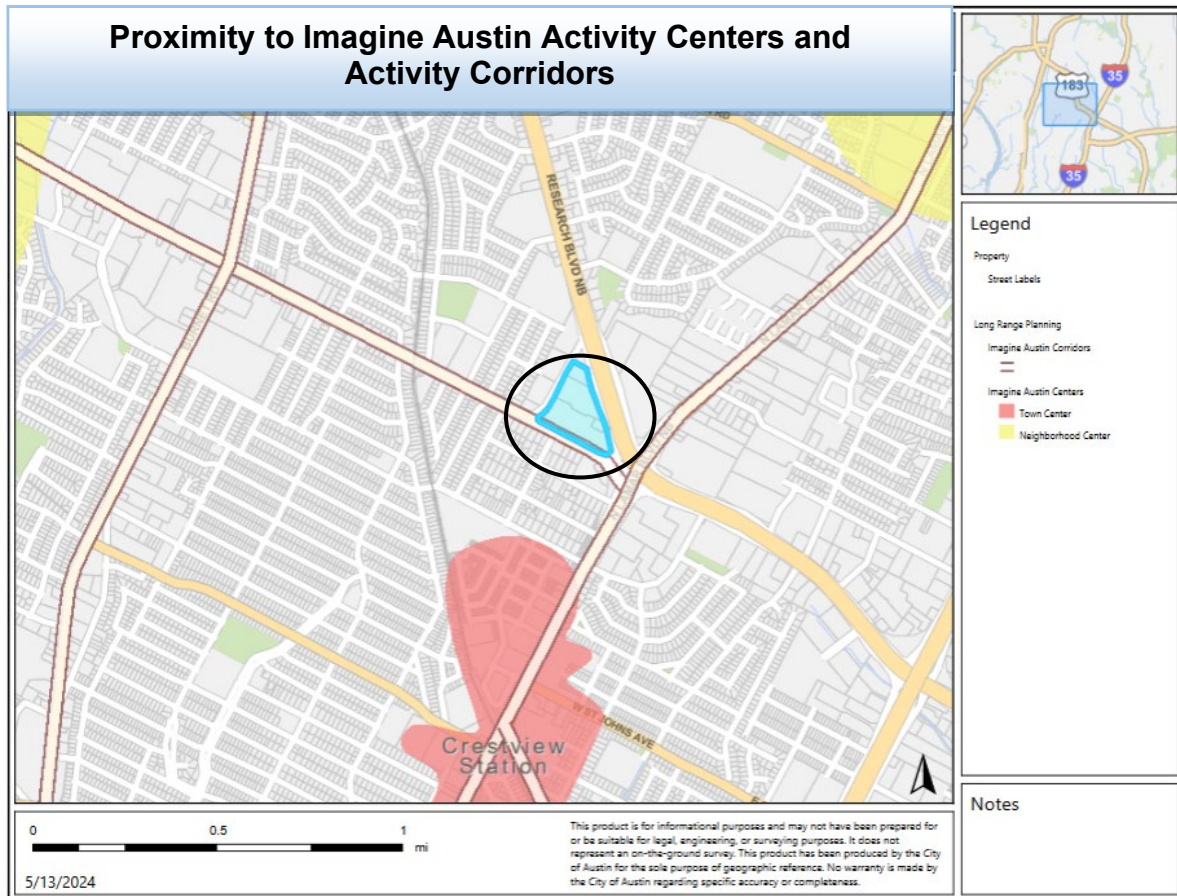
1. Encourage dense, pedestrian- oriented development in downtown, areas near downtown, and sites with exceptional transportation access;
2. Provide a transition between the central core and surrounding districts; and
3. Encourage redevelopment of sites in or near the center city.

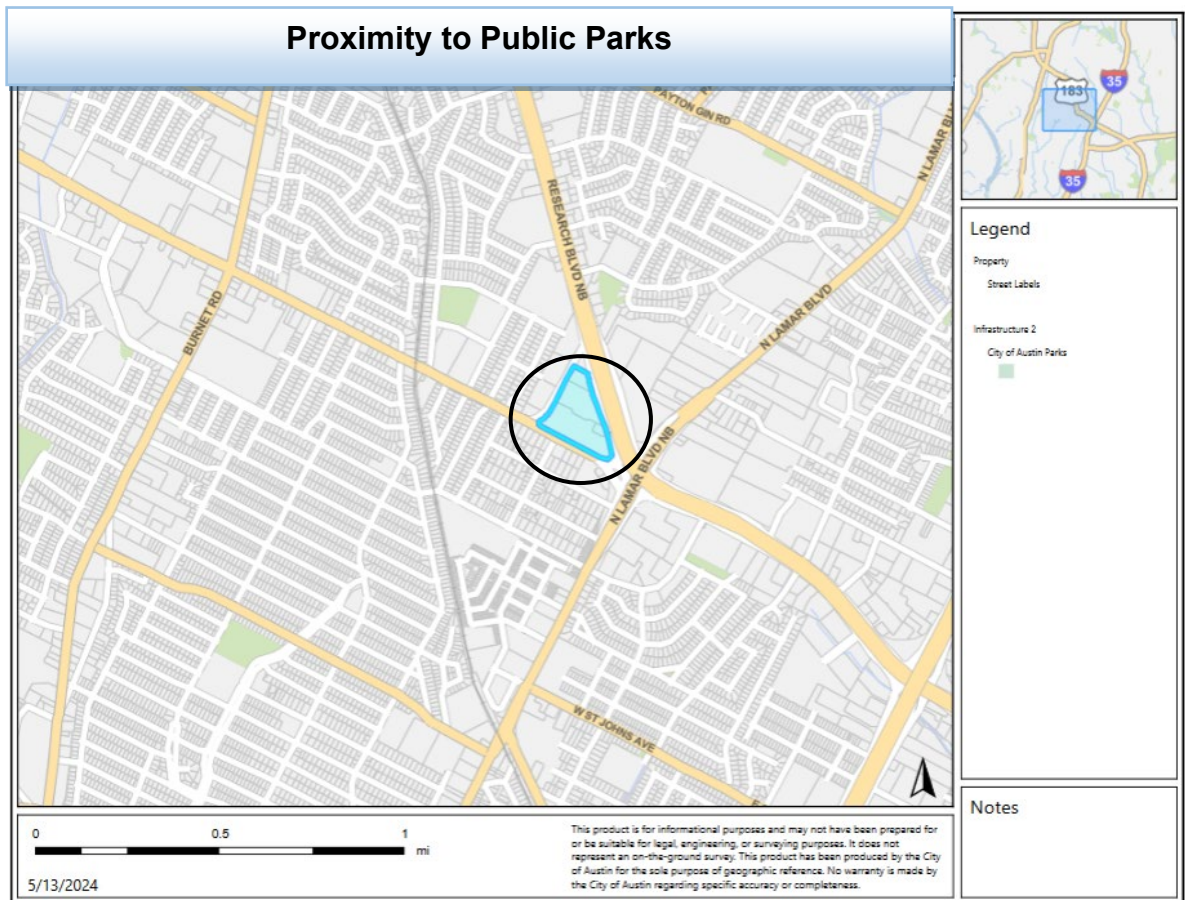
### **Application**

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.

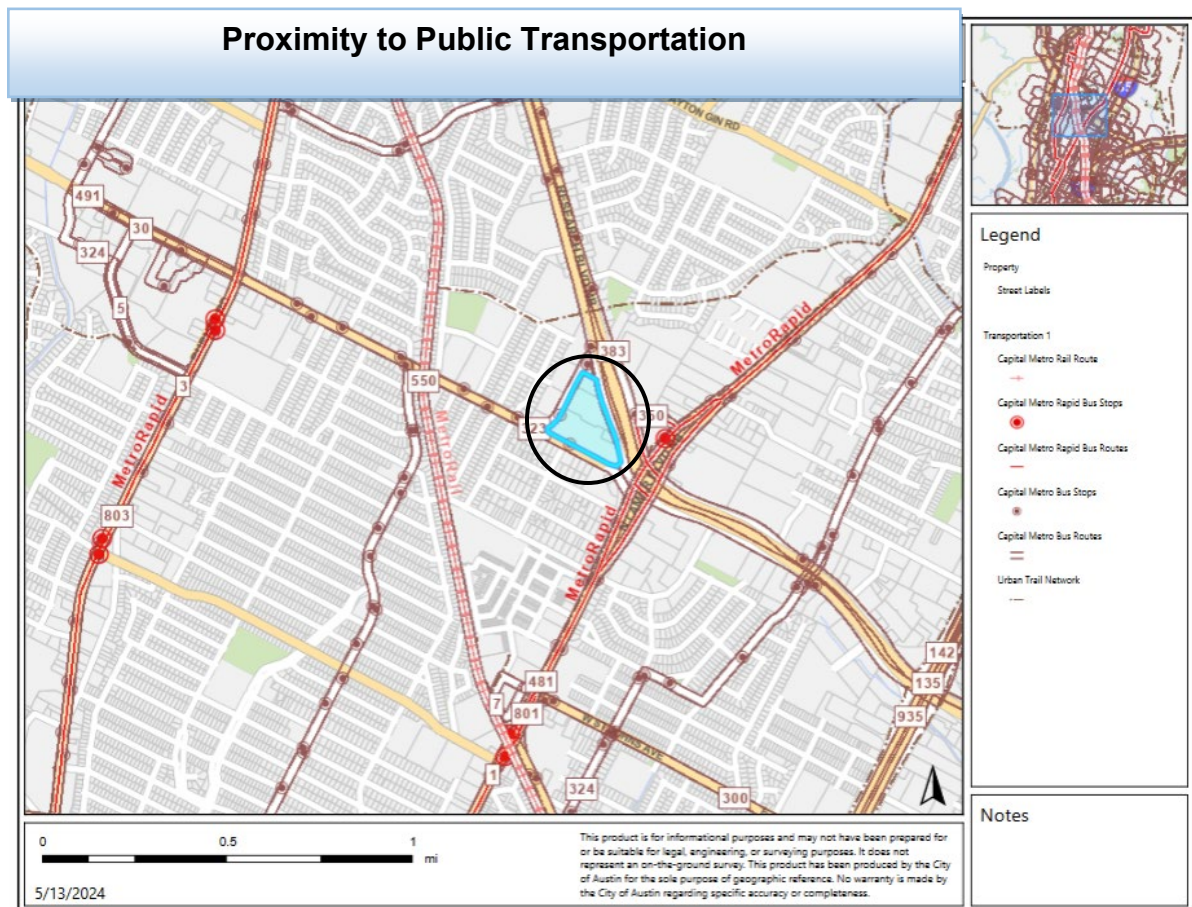
Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
Yes	<b>Imagine Austin Growth Concept Map:</b> Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. <b>Name(s) of Activity Center/Activity Corridor/Job Center:</b> <ul style="list-style-type: none"> <li>• <b>Anderson Lane and North Lamar Blvd are activity corridors</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>0.3 miles from North Lamar Transit Center. This transit center currently serves multiple bus services, including MetroRapid 801, 1, 350, 323, and 383 routes. It is also identified as a future light rail transit station, as part of a later phase of Project Connect.</b></li> <li>• <b>Bus routes along Anderson Lane, Hwy 183, and North Lamar Metro Rapid</b></li> </ul>
Yes	<b>Mobility and Bike/Ped Access:</b> Adjoins a public sidewalk, shared path, and/or bike lane.
Yes	<b>Connectivity, Good and Services, Employment:</b> Provides or is located within 0.50 miles to goods and services, and/or employment center.
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>0.5 miles from Mi Pueblito Food Mart,</b></li> <li>• <b>0.9 miles from Viva Food Mart</b></li> <li>• <b>1 mile from Target</b></li> </ul>
Yes	<b>Connectivity and Education:</b> Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> <li>• <b>0.5 miles from Webb Primary School</b></li> <li>• <b>0.5 TA Brown Elementary School</b></li> <li>• <b>0.6 miles from Wooten Elementary School</b></li> </ul>
Yes	<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>0.5 TA Brown School Park</b></li> <li>• <b>0.7 miles from Wooten Neighborhood Park</b></li> <li>• <b>0.5 miles from North Optimist Ball Field</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.)
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>Applicant said they would work with the City to provide affordable housing</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>Applicant said the proposed zoning could allow for up to 2400 residential units</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>Applicant said the proposed could allow for up to 2400 residential units and 2.4 million square feet of office and retail uses.</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). <ul style="list-style-type: none"> <li>• <b>1.7 miles from North Village Branch Public Library</b></li> <li>• <b>1.7 miles from Austin Public Library on Rundberg Ln</b></li> </ul>
No	<b>Culture and Historic Preservation:</b> Preserves or enhances a historically and/or culturally significant site.
Unknown	<b>Creative Economy:</b> Expands Austin's creative economy (ex: live music venue, art studio, film, digital,

at this time	theater.)
Unknown at this time	<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.
10	<b>Number of “Yes’s”</b>









## 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 June 16, 2023.

The applicant proposes to change the land use on the future land use map from Mixed Use to High Density Mixed Use for a multifamily and commercial development.

The applicant proposes to change the zoning on the property from CS-MU-NP (General Commercial Services district – Mixed Use combining district – Neighborhood Plan) and CS-1-MU-NP (Commercial Liquor Sales – Mixed Use combining district – Neighborhood Plan) to CH-PDA-NP (Commercial Highway Services district – Planned Development Area combining district – Neighborhood Plan). For more information on the proposed zoning request, see zoning case report C14-2023-0080.

**PUBLIC MEETINGS:** The ordinance-required community meeting was virtually held on October 18, 2023. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 341 community meeting notices were mailed to people who rent or own property within 500 feet of the subject tract. Two city staff members attended from the Planning Department, Maureen Meredith and Mark Walters and Curtis Beatty from the City's Transportation Department attended. Alice Glasco, the applicant's agent attended. Jim Cotton and Jimmy Nassour, the developers attended. Councilman Chito Vela from District 4 attended with Timothy Bray from Councilman Vela's office and five people from the neighborhood.

Below are highlights from Alice Glasco's presentation:

- I met with the Wooten Neighborhood twice. They asked for a vision of the site. This is a concept, it may or may not happen, but it's a vision.
- Currently zoning CS-MU-NP and allows for residential development. CS-1-NP allows for liquor sales. The entire site as zoned allows up to 871 housing units, up to 60 feet, approximately five to six stories.
- This vision plan goal is to create:
  - Optimal block sizes that are flexible to include multiple build-out options and uses;
  - Create street a grid-like network for street connectivity;
  - Create a front door entry at Anderson Lane;
  - Create people-places with outdoor cafes and other amenities that enhance the sense of community;

- Provide walkable retail;
  - Have separately located a pocket park and paseo;
  - Maximize the amount of housing on the site, and
  - Provide an urban multi-level food service grocery store that will be the anchor at the corner of Anderson Lane at the entryway.
  - We are looking at 250 feet, 20+ stories, four towers.
- All this is a vision and no guarantee what will happen.

***Q: With the rezoning, how many residential units could be built?***

A: It could 2400 residential units and approximately 2.4 million square feet of office and retail.

***Q: All the amenities that come with this change and not the current zoning?***

A: Yes, that is correct.

***Q: Could you tell us what the community benefits in the form of affordable housing, tenant protection and worker protections for workers on the project?***

A: Redeveloping the site itself would be the community benefit because right now it's nine acres of parking. The affordability requirement could be negotiated with the City. The dialog should be on-going.

***Q: We are a mixed-income neighborhood, and we want to make sure if the zoning gets approved there is affordable units. Also, transit access and walkability and the traffic impact from the current zoning and what could get approved and big concerns.***

A: Street Impact Fees would be applied to help improve traffic around the area.

NOTE: At this point, Curtis Beatty gave a presentation on the Street Impact Fee projects in the area and how transportation improvements are paid for throughout the City.

***Q: I don't see any improvements on your map along Hwy 183 where there is an apartment complex where hundreds of people live. It would be good for them to have pedestrian access through Dale Drive to this development. What can we do to make sure that connection happens.***

A: There is a possible opportunity to connect Dale Drive to the development, but there are no plans to do this. There is also the issue the extension of Dale Drive would have to access through private property, which could possibly happen if/when those properties redevelop. The other way is through condemnation. However, there might be other options for people in the apartment complex to safely access the proposed development.



## Updated Applicant Summary Letter from Application

### ALICE GLASCO CONSULTING

Updated November 13, 2024

Lauren Middleton-Pratt, Director  
Planning Department  
6310 Wilhelmina Delco Drive  
Austin, Texas 78752

RE: Anderson Square Rezoning Case # C14-2023-0080

Dear Ms. Middleton-Pratt:

I represent Anderson Square Investments, LLC and C2G, LLC, the owners of the property bounded by Anderson Lane, Research Blvd. SVRD SB, and Anderson Square in the rezoning of the property. The current rezoning is CS-MU-NP, and CS-1-MU-NP and the request is for CH-PDA-NP.

**This letter has been updated to increase the building height from 120 feet to 250 feet, and to reduce minimum lot size from 20,000 square feet to 5,750 square feet.**

#### **Background:**

The subject site is currently developed with several uses, namely, Hobby Lobby, a gym (Planet Fitness), an industrial supply company, law offices and a bingo hall.

#### **The proposed PDA standards for the subject property would be as follows**

- a. All permitted and conditional uses under CH zoning are permitted and conditional uses for the subject property.

#### **The following site development standards shall apply to the property:**

1. The maximum **height is 250 feet**
2. The maximum **floor-to-area ratio is 8 to 1**
3. The minimum **lot size is 5,750 square feet**
4. The minimum **front yard setback is 0 feet**
5. The minimum **street side yard setback is 0 feet**
6. The minimum **interior side yard setback is 0 feet**

7. The minimum rear yard setback is 0 feet
8. The maximum building coverage is 95%
9. The maximum impervious cover is 95%

**Justification for rezoning:**

- **Redevelopment opportunity:** the proposed rezoning will allow the approximately 16-acre site to be creatively master-planned, with a mix of uses that will include housing.
- **Imagine Austin Comprehensive Plan Corridors:** the site is bounded by West Anderson Lane and North Lamar Boulevard – Imagine Austin Corridors and a major thoroughfare, namely Research Blvd.
- **Imagine Austin Comprehensive Plan Centers:** the site is in close proximity to a town center (Crestview Station), a neighborhood center (Lamar & Rundberg) and a job center (Cameron & 183 Center).
- **Proximity to transit:** the site is within walking distance of light rail - Crestview Station, and the North Lamar Capmetro Transit Center. Additionally, there is a bus stop on West. Anderson Lane, in front of the subject property and the site is also in proximity to the future light rail extension of transit connect, phase 2.

Please let me know if you have any questions or need additional information.

Sincerely,

*Alice Glasco*

Alice Glasco, President  
AG Consulting

Cc: Jim Cotton, Anderson Square, LLC  
Jimmy Nassour, C2G, LLC

# Wooten Neighborhood Plan Contact Teams Request for Anderson Square Rezoning

**Community Benefits Agreement between Wooten Neighborhood Plan Contact Team and the property owners of Anderson Square – i.e. Anderson Square Investments, LLC & C2G, LLC - Version # 8 – 11/12/24**

CASE: C14-2023-0080 (Anderson Square)

The owners of the property at the North East corner of Anderson Square and Anderson Lane are seeking to rezone it to a Planned Development Agreement with a 250-foot height limit.

This site, at the corner of US Hwy183, North Lamar and Anderson Lane, is the nexus of many current and future transportation routes. It's across the highway from the North Lamar Transit Center, which serve's Cap Metro's most popular bus route, the 1/801, and will be the future Project Connect Terminus. At just a half-mile from a future section of the Red Line Parkway and Trail and ¾ mile from the Red Line stop at Crestview Station, this site will be a great place to live with many different transportation options to access large chunks of Austin.

The Wooten Neighborhood Contact Team will support the rezoning request provided an agreement can be reached that will place a restrictive covenant on the property that will make the property a more walkable, enjoyable place to spend time and ensuring that it contributes to the improvement of nearby amenities that will help accommodate all the new residents, improve the neighborhood, and increase the value of the property to the owners.

At 16 acres, this site is large enough to be a great community destination, with huge potential for much-wanted retail and pleasant outdoor spaces within walking distance from both the Wooten and Crestview Neighborhoods. At 250 feet in height, this will double the household size of the Wooten neighborhood and attract many retail uses that may not have been a good fit for the site in its current form and neighborhood population. Of greatest interest to the Wooten Neighborhood is a grocery store.

Adding so many people to the neighborhood will add many benefits, but if they all come with cars and people only visit the new development in cars it could be a liability rather than an asset. The Contact Team has spent many weeks formulating requests to make this site's open spaces as pleasant as possible to visit via foot or bike, even in the often unpleasantly hot Austin climate. We want to include not only many of the traditional walkable ingredients such as reconnecting the grid, building a car free paseo, creating

interesting, easily navigable and active sidewalks, but to also really tackle the summer heat problem. Shadows from the tall buildings will help, but to ensure year-round walkability, shielding from intense western sun exposure calls for both physical structures to provide shade, and trees to provide shade and add a cooling effect([as much as 1.6°C](#)).

Finally, we must preserve a special neighborhood character: the Pink Gorilla.

## Transportation Infrastructure and Place Making

- Reconnect the grid at Dale and Watson
  - If approved by Austin Transportation Department (ATD), add signalized crossing infrastructure for bikes and pedestrians or add full light if resources allow full vehicles.
- Create a Car-free paseo (see photo examples) with great placemaking
  - Incorporate this into dedicated park land
  - Install placemaking structures at either end and in the center of the paseo
    - Preferred location for the Pink Gorilla



- Embrace Anderson Lane/Square
  - Use Core Transit Corridor Sidewalk requirements and Retail/Commercial fronting both Anderson Lane and Anderson Square
  - Buildings incorporate continuous active frontages. For example, this could include doors, large engaging windows, architectural detailing, etc.
  - Zero front building setbacks



- Wide sidewalks at 15 Feet per subchapter E Core Transit Corridor Sidewalk Requirements
- 100% of the sidewalk is shaded when the sun is directly overhead, using physical structures such as building overhang, awnings, plus trees.(see photo example)
  - As required by Chapter E, do not allow overhead utilities over sidewalks which would impair shade.
  - Internal Circulators Streets
    - Design speed of 10 mph for cars to improve pedestrian safety
    - No curbs
    - 100% of the sidewalk is shaded (see photo example)
    - Use whichever creates a better



- pedestrian environment  
Subchapter E or Great Streets
- Do not allow overhead utilities over sidewalks to increase tree and shade structure capacity. Either bury utilities over sidewalks or place them overhead in different locations
  - Red Line Parkway Improvement
    - Upon issuance of a site plan permit, provide a \$50,000 contribution at site development permit and \$50,000 at first building permit contribution to the Red Line Parkway Initiative to support the design and planning of the Parkway between Crestview Station and McKalla Station, and of connections between the development and the Parkway.
  - Support CapMetro Operations
    - Fund a permanent shade structure for 323 Bus Westbound and Eastbound stops on Anderson Lane and Anderson Square if approved by Cap Metro
    - Consult with CapMetro on Bike share stations integration
  - Parking and Cars
    - Car Parking
      - For any podium parking or above-ground parking garage, first-floor use must maximize pedestrian frontage, retail space, and active uses, and minimize first floor parking and dead space in accordance with the description below. A wrap counts as maximizing pedestrian frontage. For



garages that are not wrapped, they must be screened pursuant to the requirements mentioned in this document.

A. For the parking garages facing Anderson Square and West Anderson Lane : 100% of the concrete surface area(excluding access points/driveways) shall be screened. For purposes of this paragraph screening may include any, or a combination, of the following:

- i. Vertical Art or Green Walls.
- ii. Residential (a wrap building), or
- iii. Office, Retail, or Creative Space\_(a wrap building).

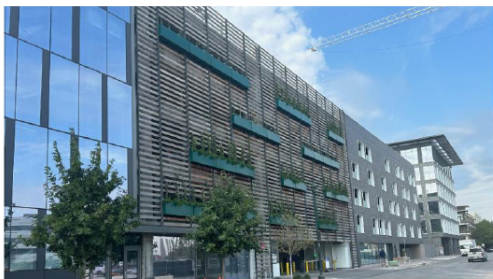
B. For the ground level screening of parking garages- facing Anderson Square, or West Anderson Lane, (excluding access points/driveways) 95% of each building must be pedestrian, residential, retail, office or other active pedestrian-oriented use.

C. For the parking garages facing Internal Circulator Routes  
100% of the concrete surface area(excluding access points/driveways)and internal circulation shall be screened. For purposes of this paragraph screening may include any, or a combination, of the following:

- i. Vertical Art or Green Walls.
- ii. Residential (a wrap building), or
- iii. Office, Retail, or Creative Space(a wrap building)

D. For the ground level screening of parking garages on the portion of Internal Circulation Routes described on Exhibit 75% of each building must be pedestrian, residential, retail, office or other active pedestrian-oriented use.

- Have secured and covered Bike Parking
- Achieve greater than average car trip reduction at site plan.





- Achieve diversity of street frontage and uses
  - Block perimeter limit of 1650 linear feet or less,
- Street Impact Fees Offset
  - If the following improvements have not already been done by the city at the time when the Owner is required to pay Street Impact Fees, the Owner will enter an agreement with the city to make the improvements themselves for an offset to the fee if approved by Austin Development Team (ADT)
    - Removal of slip lanes and creating a new, straighter Anderson Square signalized intersection at Anderson Lane.
    - Upgrades to the left turn on the east side of Anderson Lane used to access the 183 Southbound frontage road intersection.

## Prohibited Uses

Incorporate the Planning Department Staff Recommendation on Prohibited Uses as approved in Order # XXX/:C14-2023-0080

## Affordable Housing

Follow the new Affordable Housing [guidelines](#) for Planned Development Agreement zoning passed by Council on July 18, item 91 [exhibit A](#) and summarized below.

- 60 feet in height must 10% Affordable Rentals at 60 MFI
- 90 feet in height must be 12% Affordable at 60 MFI or 10% Affordable rentals at 50 MFI
- 120 feet in height must be 15% Affordable at 60 MFI or 12% Affordable Rentals at 50 MFI

## Business and Storefronts

- Encourage Local Businesses
  - Make a good-faith attempt to have at least 50% local businesses occupy the commercial spaces. If a storefront cannot be leased for 6 months, it is exempt from this requirement
- Encourage Grocery Store
  - Provide a space for a suitable grocery store and attempt to find a grocery store tenant. This space would be exempt from the local business, block perimeter and lot width requirements above. If no grocery store tenant can be found and the grocery store location is vacant for 24 months it can be filled with any tenant

## Parks and Environment

- If an above ground detention pond is provided, create a walkable green belt connecting parts of the development. Please see The Triangle, Central Park, and Mueller for good examples
- For a below ground detention pond, use water for irrigation use.
- Land dedicated for Parkland should have maintenance funded by the owner if it is private park or approved by Austin Park Department.
- Will Achieve 2 Stars in Austin Energy Green Builder 2 stars Residential buildings shall have advanced air filtration systems to remove highway pollution from housing units
- Wooten Park Improvements
  - Upon issuance of the first plan, fund Wooten park Improvements for \$50,000 and upon issuance of the 2<sup>nd</sup> site plan fund a second \$50,000.





o Safe Streets Austin

Safe Streets Austin is assisting us in creating and reviewing and being a party to the restrictive covenant. The owner will give Safe Streets \$5,000 for their assistance.

## Pink Gorilla

Incorporate the Pink Gorilla into the site, preferably in the car-free paseo or donate to the City of Austin's Park Department for placement in Wooten Neighborhood Park.

**Postponement Requests**

**From:** Alice Glasco  
**Sent:** Tuesday, August 13, 2024 9:52 AM  
**To:** Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Meredith, Maureen <Maureen.Meredith@austintexas.gov>  
**Cc:** Ryan Nill <>; Bray, Timothy <Timothy.Bray@austintexas.gov>  
**Subject:** Anderson Square Rezoning & NPA - Items 3 & 4 - Postponement Request

External Email - Exercise Caution

Sherri/Maureen,

The Wooten Neighborhood Plan Contact Team and the applicant would like to request a joint postponement of the Anderson Square NPA-2023-0017.01 and rezoning case # C14-2023-0080 to August 27<sup>th</sup>. We need the additional time to refine our agreement.

=====

Alice Glasco, President  
Alice Glasco Consulting  
512-231-8110 W  
Email: [alice@agconsultingcompany.com](mailto:alice@agconsultingcompany.com)

**ALICE GLASCO CONSULTING**

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May 27, 2024

Lauren Middleton-Pratt, Director  
Planning Department  
6310 Wilhelmina Delco Dr.  
Austin, Texas 78752

RE: C14-2023-0080 & NPA-2023-0017.01 – Anderson Square

Dear Ms. Middleton-Pratt:

On behalf of the property owner, I would like to request a postponement of the referenced Anderson Square cases that are on the May 28th Planning Commission agenda to June 25, 2024. The purpose of the postponement is to give the property and the Wooten Neighborhood Plan Contact Team additional time to finalize an agreement.

Sincerely,

*Alice Glasco*

---

Alice Glasco, President

Cc: Sherri Sirwaitis, Zoning Planner  
Maureen Meredith, Neighborhood Planner

**From:** Ryan Nill

**Sent:** Monday, June 24, 2024 2:31 PM

**To:** Hempel, Claire - BC <BC-Claire.Hempel@austintexas.gov>

**Cc:** Alice Glasco <>; Steven Rogers <>; Anderson, Greg - BC <bc-Greg.Anderson@austintexas.gov>; Bray, Timothy

<Timothy.Bray@austintexas.gov>; Hunter, Candace - BC <BC-

Candace.Hunter@austintexas.gov>; Azhar, Awais - BC <BC-

Awais.Azhar@austintexas.gov>; Sirwaitis, Sherri

<Sherri.Sirwaitis@austintexas.gov>; Rivera, Andrew

<Andrew.Rivera@austintexas.gov>; Meredith, Maureen

<Maureen.Meredith@austintexas.gov>

**Subject:** Postponement Request Anderson Square #NPA-2023-0017.01

External Email - Exercise Caution

Hello Chair Hempel,

The Wooten Neighborhood Contact Team is requesting a 90-day postponement on the Anderson Square Case #NPA-2023-0017.01.

We understand that this is longer than typical. This tract is in a strategic location that will impact far more than just the Wooten Neighborhood. Its key position as the entrance to the W Anderson Lane commercial corridor and its proximity to the North Lamar Transit Center, the Crestview Train Station, and the Red Line Parkway could make this an important site for people seeking transportation options instead of cars, but only if the site is well-designed and proper connections are put in place.

Since this tract impacts more than just this neighborhood, we seek input from several other institutions.

- Safe Streets Austin is working with us to create a restrictive covenant, provide a great amount of practical design expertise, and pull inspiration from around the city
- Wooten Elementary School will serve students at this site, and it's less than a quarter mile away, but 1000 feet of that walk is on dangerous Anderson Lane.
- The Red Line Parkway Initiative is working to connect the Crestview Train Station to Q2 Stadium, and that segment of the trail is about a quarter mile from the site but also only accessible down Anderson Lane

- CapMetro did a larger survey on the North Lamar Transit Station last year, just a few hundred feet across 183 from this site and we want to ensure that public input is incorporated into this site.

Many projects of this scale have gone through the PUD process, which has much more City support and assistance, and not having that support also leads us to request more time. In addition to the complexity and other parties we are seeking input from, summer vacation travel schedules are making it difficult to have these conversations.

We hope you agree that this is an extraordinary case and that an extra 90 days is warranted.

Ryan Nill  
Wooten Neighborhood Contact Team  
Chairperson  
512-909-9238

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

(No letter as of May 1, 2025)

.....

**From:** Ryan Nill  
**Sent:** Friday, August 2, 2024 11:37 AM  
**To:** Meredith, Maureen <Maureen.Meredith@austintexas.gov>  
**Cc:** Sirwaitis, Sherri <Sherri.Sirwaitis@austintexas.gov>; Harden, Joi  
<Joi.Harden@austintexas.gov>; Thomas, Eric <Eric.Thomas@austintexas.gov>  
**Subject:** Re: FW: Wooten NPCT Rec?:NPA-2023-0017.01\_Anderson Square

External Email - Exercise Caution

Hi Maureen,

We won't be able to have a letter of recommendation in time for the August 8th deadline. The Contact team has communicated with the applicant what we would like to see in order to support the rezoning request, attached for inclusion in the backup.

We'll be meeting with Alice to discuss further on the 12th, and I'll update you when I know more.

# Wooten Neighborhood Plan Contact Teams Request for Anderson Square Rezoning

CASE: C14-2023-0080 (Anderson Square)

The owners of the property at the North East corner of Anderson Square and Anderson Lane are seeking to rezone it to a Planned Development Agreement with a 250-foot height limit.

This site, at the corner of US Hwy183, North Lamar and Anderson Lane, is the nexus of many current and future transportation routes. It's across the highway from the North Lamar Transit Center, which serve's Cap Metro's most popular bus route, the 1/801, and will be the future Project Connect Terminus. At just a half-mile from a future section of the Red Line Parkway and Trail and ¼ mile from the Red Line stop at Crestview Station, this site will be a great place to live with many different transportation options to access large chunks of Austin.

The Wooten Neighborhood Contact Team will support the rezoning request provided an agreement can be reached that will place a restrictive covenant on the property that will make the property a more walkable, enjoyable place to spend time and ensuring that it contributes to the improvement of nearby amenities that will help accommodate all the new residents, improve the neighborhood, and increase the value of the property to the owners.

At 16 acres, this site is large enough to be a great community destination, with huge potential for much-wanted retail and pleasant outdoor spaces within walking distance from both the Wooten and Crestview Neighborhoods. At 250 feet in height, this will double the household size of the Wooten neighborhood and attract many retail uses that may not have been a good fit for the site in its current form and neighborhood population. Of greatest interest to the Wooten Neighborhood is a grocery store.

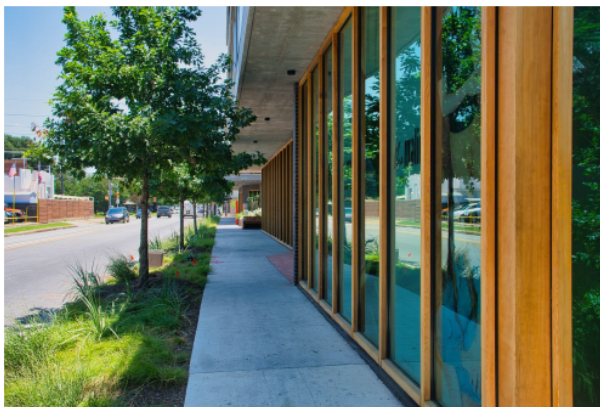
Adding so many people to the neighborhood will add many benefits, but if they all come with cars and people only visit the new development in cars it could be a liability rather than an asset. The Contact Team has spent many weeks formulating requests to make this site's open spaces as pleasant as possible to visit via foot or bike, even in the often unpleasantly hot Austin climate. We want to include not only many of the traditional walkable ingredients such as reconnecting the grid, building a car free paseo, creating interesting, easily navigable and active sidewalks, but to also really tackle the summer heat problem. Shadows from the tall buildings will help, but to ensure year-round walkability, shielding from intense western sun exposure calls for both physical structures

to provide shade, and trees to provide shade and add a cooling effect([as much as 1.6°C](#)).

Finally, we must preserve a special neighborhood character: the Pink Gorilla.

## Transportation Infrastructure and Place Making

- Reconnect the grid at Dale and Watson
  - Add signalized crossing infrastructure for bikes and pedestrians, and if resources allow cars
- Create a Car-free paseo with great placemaking
  - Incorporate this into dedicated park land
  - Install placemaking structures at either end and in the center of the paseo
    - Preferred location for the Pink Gorilla
- Embrace Anderson Lane/Square
  - Use Core Transit Corridor Sidewalk requirements and Retail/Commercial fronting both Anderson Lane and Anderson Square
  - Buildings incorporate continuous active frontages (doors, large engaging windows, architectural detailing, etc.)
  - Zero front building setbacks
  - Wide sidewalks of at least 10'
  - 100% of the sidewalk is shaded when the sun is directly overhead, using physical structures such as building overhang, awnings, etc, plus trees. (see photo example)
    - Do not allow overhead utilities over sidewalks to increase tree and shade structure capacity. Either bury utilities over sidewalks or place them overhead in different locations
- Internal Circulators Streets
  - Design speed of 10 mph for cars to improve pedestrian safety
  - No curbs
  - 100% of the sidewalk is shaded when the sun is directly





overhead, using physical structures such as building overhang, awnings, etc, plus trees.(see photo example)

- Use whichever creates a better pedestrian environment Subchapter E or Great Streets
- Do not allow overhead utilities over sidewalks to increase tree and shade structure capacity. Either bury utilities over sidewalks or place them overhead in different locations



- Red Line Parkway Improvement
  - Upon issuance of a site plan permit, provide a \$250,000 contribution to the Red Line Parkway Initiative to support the design and planning of the Parkway between Crestview Station and McKalla Station, and of connections between the development and the Parkway.
  - To address the possibility of separate site plan permits within the development, suitable fractions can be applied based on each parcel's percentage of the total area, while ensuring that the total reaches 100%.
- Support CapMetro Operations
  - Fund a permanent shade structure for 323 Bus Westbound and Eastbound stops on Anderson Lane and Anderson Square
  - Consult with CapMetro on Bike share stations integration
- Parking and Cars
  - Car Parking
    - 100% underground parking
    - For residential tenants parking shall be unbundled from housing units. A parking spot shall not be included with a housing lease and a separate lease for parking for residents will be necessary should they desire parking
  - Have secured and covered Bike Parking
  - Achieve greater than average car trip reduction at site plan.
- Achieve diversity of street frontage and uses
  - Maximum lot width should be 75 feet on at least part of the project to create a diversity of buildings within that area.
  - Block perimeter limit of 1500 linear feet or less,
- Street Impact Fees Offset
  - If the following improvements have not already been done by the city at the time when the Owner is required to pay Street Impact Fees, the Owner will enter an agreement with the city to make the improvements themselves for an offset to the fee
    - Removal of slip lanes and creating a new, straighter Anderson Square signalized intersection at Anderson Lane.

- Upgrades to the left turn on the east side of Anderson Lane used to access the 183 Southbound frontage road intersection.

## Prohibited Uses

Incorporate the Planning Department Staff Recommendation on Prohibited Uses:

As this property falls within the North Lamar Transit Center station area, the staff recommends adding prohibited and conditional uses from the recently adopted ETOD ordinance to the PDA overlay:

1) Prohibit the following uses on the property: Agricultural Sale and Services, Building Maintenance Services, Campground, Carriage Stable, Convenience Storage, Drop-off Recycling Collection Facility, Electronic Prototype Assembly, Electronic Testing, Equipment Repair Services, Equipment Sales, Exterminating Services, Funeral Services, Marina, Recreational Equipment Maintenance & Storage, Recreational Equipment Sales, Research Assembly Services, Research Testing Services, Research Warehousing Services, Scrap and Salvage, Service Station, Stables, Vehicle Storage, Basic Industry, General Warehousing and Distribution, Recycling Center, Resource Extraction, Animal Production, Crop Production and Indoor Crop Production.

2) Make the following uses conditional uses on the property: Alternative Financial Services, Automotive Sales, Automotive Rentals, Automotive Repair Services, Automotive Washing, Bail Bond Services, Commercial Blood Plasma Center, Commercial Off-Street Parking, Communications Services, Construction Sales and Services, Electric Vehicle Charging, Kennels, Monument Retail Sales, Off-Site Accessory Parking, Pawn Shop Services, Pedicab Storage and Dispatch, Special Use Historic, Custom Manufacturing, Light Manufacturing, Limited Warehousing and Distribution and Horticulture.

## Affordable Housing

Follow the new Affordable Housing [guidelines](#) for Planned Development Agreement zoning passed by Council on July 18, item 91 [exhibit A](#) and summarized below.

- 60 feet in height must 10% Affordable at 60 MFI
- 90 feet in height must be 12% Affordable at 60 MFI or 10% Affordable at 50 MFI
- 120 feet in height must be 15% Affordable at 60 MFI or 12% Affordable at 50 MFI

## Business and Storefronts

- Encourage Local Businesses
  - Make a good-faith attempt to have at least 50% local businesses occupy the commercial spaces. If a storefront cannot be leased for 6 months, it is exempt from this requirement
- Encourage Grocery Store
  - Provide a space suitable for a grocery store and attempt to find a grocery store tenant. This space would be exempt from the local business, block perimeter and

lot width requirements above. If no grocery store tenant can be found and the grocery store location is vacant for 24 months it can be filled with any tenant

## Parks and Environment

- Use detention pond requirements to create a walkable green belt connecting parts of the development. Please see The Triangle, Central Park, and Mueller for good examples
- Land dedicated for Parkland should have maintenance funded by the owner
- Solar Panels shall be incorporated on all roofs
- All buildings shall have rainwater collection
- Residential buildings shall have advanced air filtration systems to remove highway pollution from housing units
- Wooten Park Improvements
  - Upon issuance of a site plan permit, fund the following improvements to Wooten Park
    - Splash Pad
    - Grills
    - Bird Feeders and seed
    - Permanent Soccer Set Up
    - Combo Water Fountains
    - Work Out Area
    - Off-Leash Dog Area
    - Toddler Play equipment
  - To address the possibility of separate site plan permits within the development, suitable fractions can be applied based on each parcel's percentage of the total area, while ensuring that the total reaches 100%.



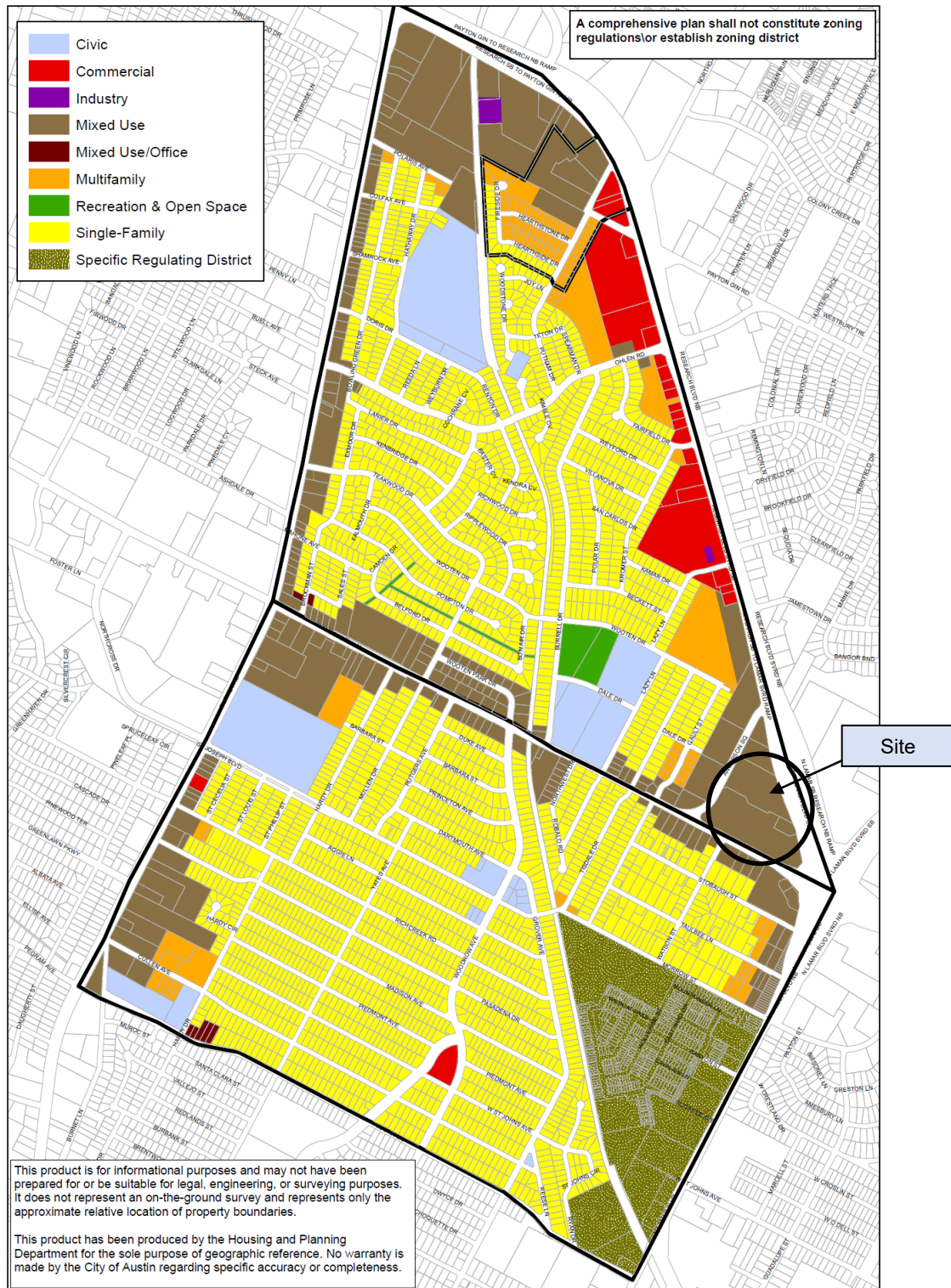
## Safe Streets Austin

Safe Streets Austin is assisting us in creating and reviewing and being a party to the restrictive covenant. The owner will give Safe Streets \$5,000 for their assistance.

## Pink Gorilla

Incorporate the Pink Gorilla into the site, preferably in the car-free paseo or donate to the City of Austin's Park Department for placement in Wooten Neighborhood Park.



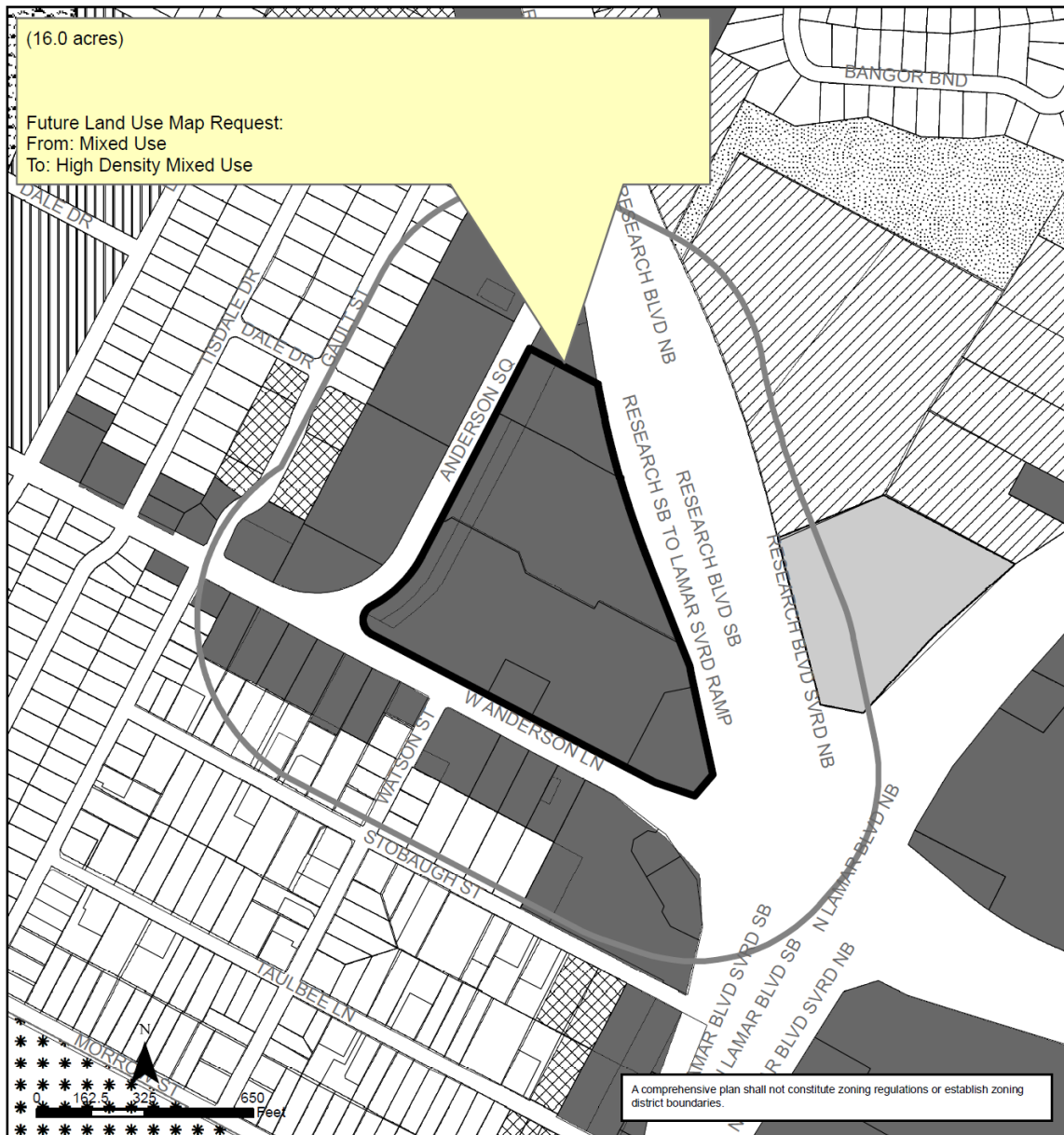


### Crestview/Wooten Neighborhood Planning Area Future Land Use Map

City of Austin  
Housing and Planning Department  
Adopted: 4/1/2004  
Updated: 1/4/2023

1,000 500 0 1,000 Feet





## Crestview/Wooten Combined Neighborhood Planning Area NPA-2023-0017.01

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 Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

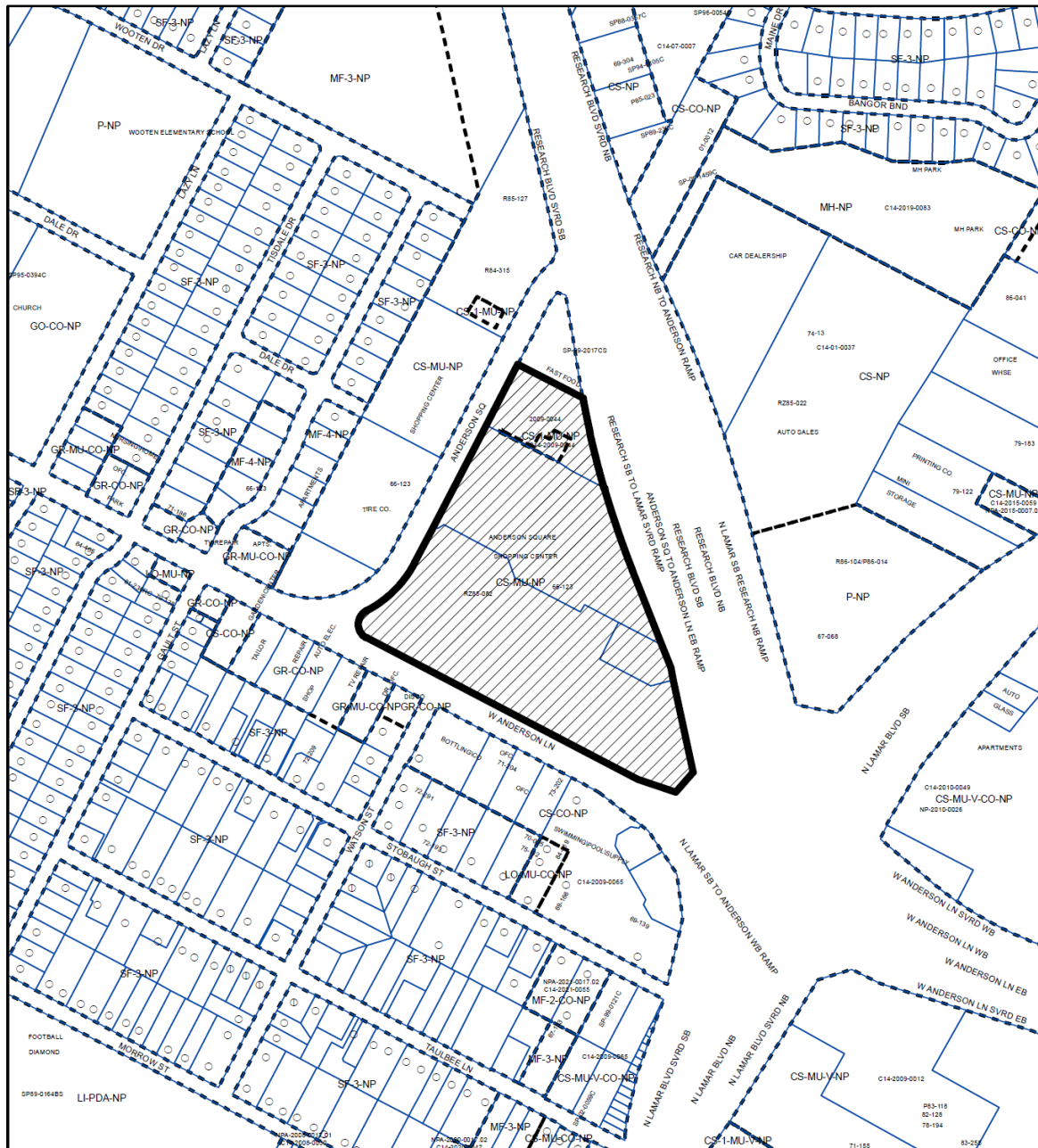





City of Austin  
Housing and Planning Department  
Created on 7/5/2023, by: MeeksS

### Future Land Use

	Subject Tract		Multi-Family
	500 ft. notif. boundary		Recreation & Open Space
	Civic		Single-Family
	Commercial		Specific Regulating District
	Mixed Use		Transportation
	Mobile Homes		





-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

1" = 400'

## ZONING

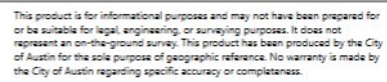
### ZONING CASE#: C14-2023-0080

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Created: 6/20/2023





### Legend

Property

Street Labels

Lot Lines

Lot Line

### Long Range Planning

Future Land Use Map

■ Commercial

Mixed Use

[Mobiles Home](#)

**Multifamily**

Single-Family

Specific Reg

1000

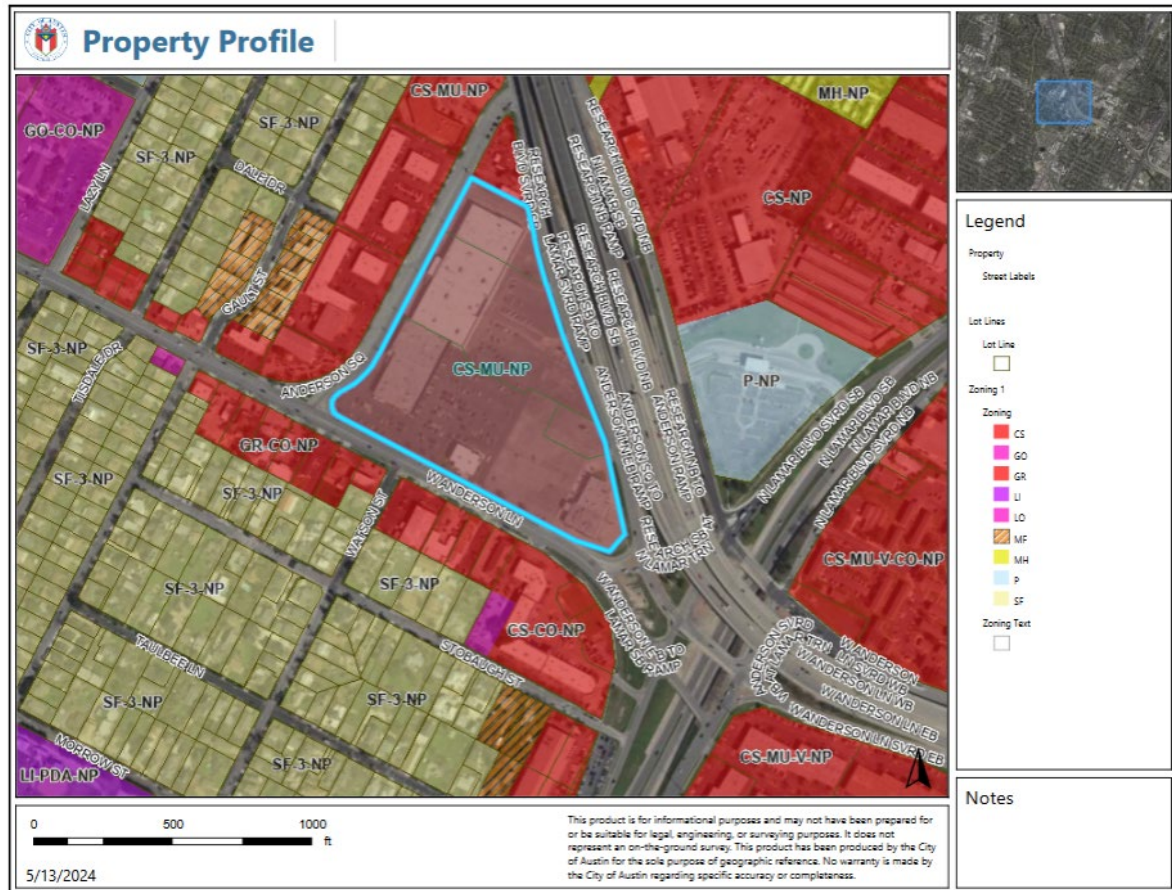
## Notes

A horizontal scale bar with tick marks at 0, 500, and 1000 feet. The bar is divided into two segments: a black segment from 0 to 500 feet and a white segment from 500 to 1000 feet.

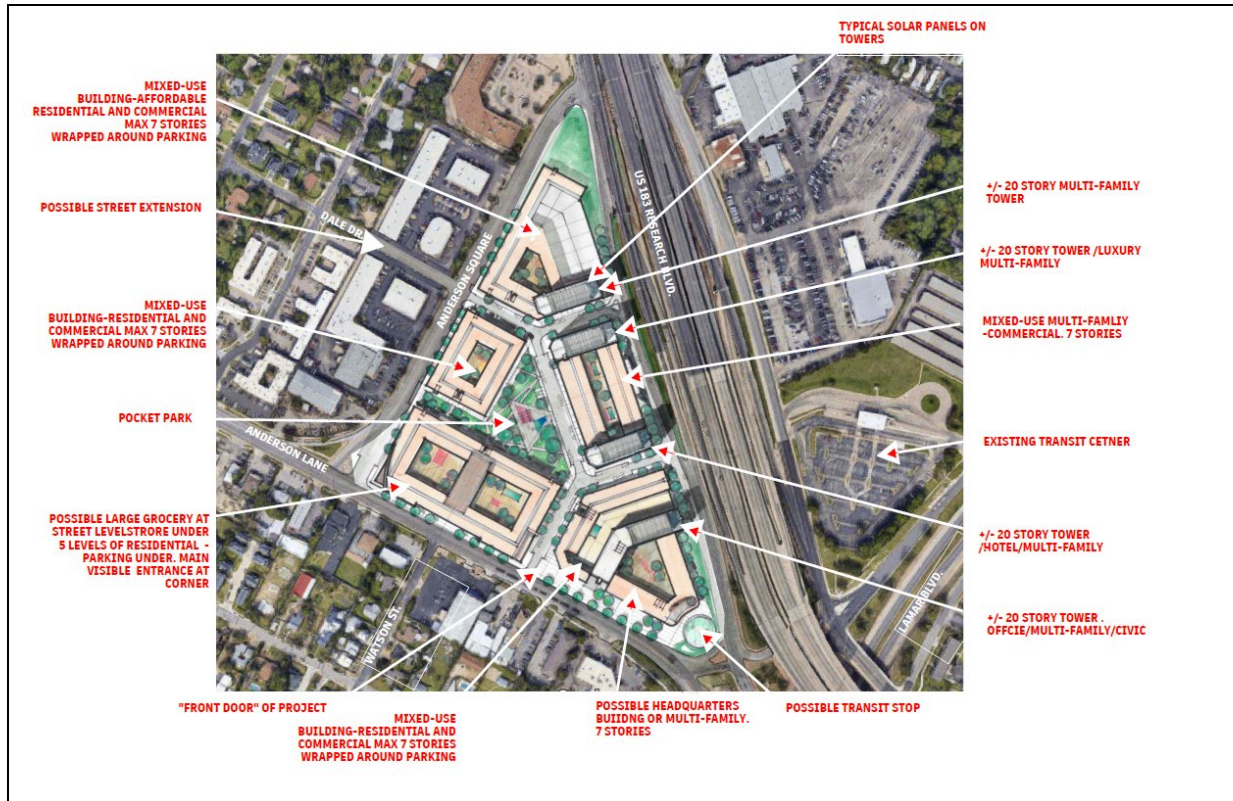
5/13/2024

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**Alice Glasco's Presentation at the Virtual Community Meeting on  
October 18, 2023 (Zoning request was amended on May 2, 2024)**



Conceptual Plan (subject to change)

## Correspondence Received

PUBLIC HEARING COMMENT FORM	
If you use this form to comment, it may be submitted to: Maureen Meredith City of Austin Street Jones Bldg. Planning Department P. O. Box 1088 Austin, TX 78767-8810	
If you do not use this form to submit your comments, you must include the name of the body conducting the public hearing, its scheduled date, the Case Number and the contact person listed on the notice in your submission.	
Case Number: NPA-2023-0017.01 Contact: Maureen Meredith, 512-974-2695 or Maureen.Meredith@austintexas.gov Public Hearing: Feb 27, 2024 - Planning Commission	
<div><input checked="" type="checkbox"/> I am in favor <input type="checkbox"/> I object</div>	
Jim Cotton For C2G LLC Your Name (please print)	
910, 1012 W. Anderson; 750-8002 Research Your address(es) affected by this application	
Jim Cotton Signature	2-20-2024 Date
Comments:          	