

ZONING CHANGE REVIEW SHEET

CASE: C14-2024.0019.SH
(4900 Gonzales/Anita Ferrales Coy Facility)

DISTRICT: 3

ADDRESS: 4900 Gonzales Street

SITE AREA: approximately 19.81 acres
(approximately 862,827 square feet)

ZONING FROM: P-NP

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

PROPERTY OWNER: Austin Independent School District (AISD)

AGENT: Husch Blackwell, LLP and The NRP Group (Nikelle Meade and Nick Walsh)

CASE MANAGER: Jonathan Tomko (512) 974-1047, jonathan.tomko@austintexas.gov

STAFF RECOMMEDATION:

Staff recommends granting general commercial services-mixed use-vertical mixed use-conditional overlay-density bonus 90-neighborhood plan (CS-MU-V-CO-DB90-NP) combining district zoning. The conditional overlay would prohibit the following 24 uses: agricultural sales and services, alternative financial services, automotive rentals, automotive repair services, automotive sales, automotive washing (of any type), bail bonds services, building maintenance services, campground, commercial blood plasma center, construction sales and services, drop-off recycling collection facility, equipment repair services, equipment sales, exterminating services, laundry services, monument retail services, pawn shop services, pedicab storage and dispatch, service station, vehicle storage, limited warehousing and distribution, communication services facilities, maintenance service facilities, For more information see the *basis of recommendation* section below

PLANNING COMMISSION ACTION / RECOMMENDATION:

June 25, 2024: Neighborhood postponement to July 9, 2024
July 9, 2024: Case is scheduled to be heard by Planning Commission.

CITY COUNCIL ACTION:

July 18, 2024: Case is scheduled to be heard by City Council.

ORDINANCE NUMBER:

N/A

ISSUES:

In December 2023, Ordinance No. 20220609-080, Ordinance No. 20221201-056 and Ordinance No. 20221201-055 were invalidated. On March 11, 2024, Ordinance No. 20240229-073, was enacted to create the “DB90” combining district, which amended City Code Title 25 (Land Development) to create a new zoning district for a density bonus program that grants 30

feet in height above the base zoning district, to a maximum of 90 feet, and modifies site development regulations including compatibility standards.

The applicant seeks to utilize DB90 to provide affordable housing for teachers. For more detailed information from the applicant see the Applicant's Summary Letter in *attachment C*.

CASE MANAGER COMMENTS:

The subject tract is currently the Anita Ferrales Coy Facility (AISD) Approximately 135,000 square feet constructed in approximately 1999. To the north is a single-family dwelling of approximately 1,250 square feet. To the east are five single-family dwellings ranging from approximately 780 to 2,200 square feet, an industrial building of approximately 33,700 square feet and a warehouse of approximately 6,000 square feet. To the south are two warehouses of approximately 3,800 to 11,850 square feet, a recently constructed apartment complex with approximately 279 units, two single family dwellings and undeveloped land. To the west are four single-family dwellings, one recently constructed duplex and land currently under development that was formerly the Springdale Farm.

The applicant is requesting CS– density bonus 90 (CS-DB90) combining district for a proposed development that would include multi-family units requiring an affordable component. A building constructed under density bonus 90 (–DB90) standards allows for a mix of residential uses and commercial uses, and the result is typically retail, restaurants and offices on the ground floor, and residential units on upper levels. The overall project would consist of approximately 684 residential units, approximately 36 units per acre.

A development utilizing the “density bonus 90” incentives is permitted with a base CS district, and must include an affordability component for residential use in order to obtain incentives, including height maximum of 90 feet in the CS district (60 feet base plus 30 feet incentive) and relaxation of development and compatibility standards, such as FAR, setbacks and building coverage. There are several methods of satisfying DB90 development affordability requirements. There are two options for projects including rental units:

- 1) a minimum of 12% of the rental units in a building are **affordable** for a 40-year period for households earning 60% or less than the Austin-Round Rock Metropolitan Statistical Area MFI; or
- 2) a minimum of 10% of the rental units are affordable for a 40-year period as described above for households earning 50% or less MFI.

There are two options of satisfying DB90 development affordability requirements which include ownership units:

- 1) a minimum of 12% of the rental units in a building are affordable for a 40-year period for households earning 80% or less than the Austin-Round Rock Metropolitan Statistical Area MFI; or

an in-lieu-fee payment to the Housing Trust Fund, equivalent to the required percentage of the total residential units, including the mix of bedrooms required, at the rate set in the fee schedule at the time of final site plan submission.

BASIS OF RECOMMENDATION:

1. *The rezoning should be consistent with the policies and principles adopted by the City Council.*

The subject tract is approximately 600 feet from East 7th Street an Imagine Austin Corridor, approximately 700 feet from Springdale Road an Imagine Austin Corridor, and approximately 850 feet from Airport Boulevard, also an Imagine Austin Corridor. The subject tract is also approximately 380 feet from the Springdale Station Imagine Austin Activity Center. The site’s proximity to these areas identified for more intense development that supports a range of community goals, granting the request would help implement the City’s Imagine Austin Comprehensive Plan. Furthermore, locating housing at this site would also support the Council adopted Austin Strategic Housing Blueprint, which establishes a goal, “that at least 75% of new housing units should be within ½ mile of Imagine Austin Centers and Corridors.” Affordable housing that is located proximate to an array of transportation choices can achieve a deeper level of affordability as it can reduce transportation costs, which are typically a household’s second largest expense after housing.

City Council has provided policy and direction for having more residential density and increased affordability, as well as incentivizing vertical mixed use buildings throughout the City. This request is consistent with the “VMU2” option and Ordinance No. 20240229-073, which replaced the invalidated “VMU2” option.

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

DB90 (DB90) combining district, in exchange for providing affordable housing units and in combination with commercial base zoning districts, allows a mixture of office, retail, commercial, and residential uses with modifications of compatibility standards and site development regulations including increased building height.

3. Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.

This rezoning authorizes a property to participate in a voluntary density bonus or incentive program that provides modifications to development regulations or other regulatory-related benefits in exchange for community benefits. In exchange for increased development potential, the development is required to comply with affordable housing requirements.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	P-NP	The Anita Ferrales Coy Facility (AISD) Approximately 135,000 square feet constructed in approximately 1999.
<i>North</i>	LR-MU-CO-NP; SF-6-NP and SF-6-CO-NP	Single family dwelling of approximately 1,250 square feet constructed in approximately 1942.
<i>South</i>	CS-MU-V-CO-NP; CS-CO-NP; LI-CO-NP and SF-3-NP	Two warehouses of approximately 3,800 to 11,850 square feet constructed in the 1950s. An apartment complex with approximately 279 units constructed in 2020. Two single family dwellings constructed in 1949 to 1954. Undeveloped land.
<i>East</i>	CS-MU-CO-NP; GR-MU-CO-NP; GR-MU-NP; LR-MU-CO-NP;	Five single-family dwellings ranging from approximately 780 to 2,200 square feet constructed in approximately 1928 - 1962. An industrial building of approximately 33,700 square feet constructed in approximately 1972. A

	LO-MU-NP and SF-3-NP	warehouse of approximately 6,000 square feet constructed in approximately 1982.
<i>West</i>	CS-MU-CO-NP and SF-3-NP	Four single-family dwellings constructed from approximately 1940 to 2017. One duplex constructed in approximately 2022. Land currently under development.

NEIGHBORHOOD PLANNING AREA: Govalle/Johnston Terrace Combined Neighborhood Planning Area

WATERSHED: Boggy Creek Watershed

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

SCHOOLS: A.I.S.D.

Govalle Elementary School

Martin Middle School

Eastside Memorial High School

COMMUNITY REGISTRY LIST:

Austin Independent School District, Austin Lost and Found Pets, Austin Neighborhoods Council, Del Valle Community Coalition, East Austin Conservancy, El Concilio Mexican-American Neighborhoods, Friends of Austin Neighborhoods, Govalle Neighborhood Association, Govalle/Johnston Terrace Neighborhood Plan Contact Team, Guadalupe Neighborhood Development Corporation, Homeless Neighborhood Association, Neighborhood Empowerment Foundation, Neighbors United for Progress, Preservation Austin, SELTexas, Sierra Club, Austin Regional Group

AREA CASE HISTORIES:

Number	Request	Commission	City Council
C14-2024-0081 (830 Airport DB90 Rezoning)	The applicant is requesting to rezone approximately 2.5 acres from CS-MU-V-CO-NP to CS-MU-V-CO-DB90-NP.	This case is currently under staff review.	
C14-2019-0098 (Shady Lane Mixed Use)	The Applicant proposes to rezone 4.13 acres from SF-3-NP to SF-6-NP for Tract 1, CS-MU-NP for Tract 2.	06.23.2020 (PC): To Grant SF-6-CO-NP on Tract 1 and Tract 2A, and LR-MU-CO-NP on Tract 2B. Conditions for each tract are outlined in the Neighborhood Compromise Agreement (12-0)	10.01.2020: Approved SF-6-CO-NP on Tract 1 and Tract 2A and LR-MU-CO-NP on Tract 2B on Council Member Renteria's motion, Council Member Harper-Madison's second on

		[Llanes-Pulido- 1st, Azar- 2nd]	a 10-1 vote. Council Member Flannigan voted nay
C14-2019-0031 (Springdale Farms)	The Applicant proposes to rezone 4.85 acres from CS-MU-CO-NP to CS-MU-CO-NP.	07.09.2019 (PC): To Grant CS-MU-CO-NP as recommended by Staff, on consent (11-0). [P. Seeger-1st, T. Shaw-2nd; P. Howard, C. Llanes-Pulido- Absent]	08.08.2019: Approved CS-MU-CO-NP on Council Member Renteria's motion, Council Member Harper-Madison's second on a 9-0 vote. Mayor Pro Tem Garza and Council Member Alter were off the dais. Council Member Flannigan made a motion to remove restrictions. The motion failed.
C14-2017-0140 (4813 Gonzales Rezoning)	The Applicant proposes to rezone 4.85 acres from CS-MU-CO-NP to CS-MU-CO-NP.	03.13.2018 (PC): To Grant CS-MU-V-NP as recommended by staff, on consent. (8-0) Planning Commissioner White's motion, Planning Commissioner Nuckols second. Commissioners Nuckols, De Hoyos Hart, Shieh, Thompson and Shaw were absent.	04.26.2018: Approved CS-MU-V-NP on Council Member Houston's motion, Council Member Garza's second on a 9-0 vote. Council Member Alter was off the dais. Council Member Troxclair was absent.

RELATED CASES:

NPA-2024-0016.01.SH (FLUM change from Civic to Mixed-Use Land Use)

ADDITIONAL STAFF COMMENTS:

Drainage:

The developer is required to submit a pre- and post-development drainage analysis at the subdivision and site plan stage of the development process. The City's Land Development Code and Drainage Criteria Manual require that the Applicant demonstrate through engineering analysis that the proposed development will have no identifiable adverse impact on surrounding properties.

Environmental

1. The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Boggy Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.
2. Zoning district impervious cover limits apply in the Urban Watershed classification.
3. According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.
4. Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.
5. At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.
6. This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.
7. At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Fire

No comments on rezoning

PARD – Planning & Design Review

PR1: Parkland dedication will be required at the time of subdivision or site plan application for new residential units proposed by this rezoning, multifamily with CS-MU-V, per City Code § 25-1-601, as amended. The intensity of the proposed development creates a critical need for additional parkland. The site also has connectivity opportunities for Boggy Creek, a criterion for onsite dedication. As such, land dedication may be required, unless the land available for dedication does not comply with the standards for dedication. Any remaining fees in-lieu after dedication shall also be required.

If the land available for dedication complies with the parks standards, the Parks and Recreation Department (PARD) would consider a small park and trail connections along and to Boggy Creek toward satisfying the requirement at time of permitting (whether subdivision or site plan). Some of the surrounding neighborhood area is currently park deficient, defined as being outside walking distance to existing parks. The dedication would satisfy the need for additional parks and trails along and near Boggy Creek in East Austin, a specific recommendation in the Parks and Recreation Department's Long Range Plan.

Should there be any remaining fees in-lieu, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2).

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: thomas.rowlinson@austintexas.gov. At the applicant's request, PARD can provide an early determination letter of the requirements.

Site Plan

SP 1. Site plans will be required for any new development other than single-family, two-family or duplex residential.

SP 2. Any development which occurs in an SF-6 or less restrictive zoning district which is located 540-feet or less from property in an SF-5 or more restrictive zoning district will be subject to compatibility development regulations. The site is subject to compatibility standards due to the surrounding SF-3-NP zoned properties.

SP 3. Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

SP 4. The applicant is responsible for requesting relocation and demolition permits once the site plan is approved. The City Historic Preservation Officer will review all proposed building demolitions and relocations prior to site plan approval. If a building meets city historic criteria, the Historic Landmark Commission may initiate a historic zoning case on the property.

SP 5. The site is located within Austin-Bergstrom Overlay Controlled Compatible Land Use Area. No use will be allowed that create electrical interference with navigational signals or radio communications between airport and aircraft, make it difficult for pilots to distinguish between the airport lights and others, result in glare in the eyes of pilots using the airport, impair visibility in the vicinity of the airport, create bird strike hazards or otherwise in any way endanger or interfere with the landing, taking off, or maneuvering of aircraft intending to use the Austin-Bergstrom Airport. Height limitations and incompatible uses with each Airport Overlay zone are established in the Airport Overlay Ordinance.

Transportation and Public Works (TPW) Department – Engineering Review

TPW 1. Zoning transportation analysis shall be performed at zoning where anticipated trips are anticipated to exceed 2,000 unadjusted trips to satisfy the LDC requirement for a TIA but does not diminish the authority to require a traffic impact analysis at site plan. LDC 25-6, TCM 10.5.0.

TPW 2. The Austin Strategic Mobility Plan (ASMP) calls for 58 feet of right-of-way for Gonzales St. It is recommended that 29 feet of right-of-way from the existing centerline should be dedicated for Gonzales St. according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

TPW 3. The Austin Strategic Mobility Plan (ASMP) calls for 84 feet of right-of-way for Shady Ln. It is recommended that 42 feet of right-of-way from the existing centerline should be dedicated for Shady Ln. according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

TPW 4. The Austin Strategic Mobility Plan (ASMP) calls for 58 feet of right-of-way for Mansell St. It is recommended that 29 feet of right-of-way from the existing centerline should be dedicated for Gonzales St. according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

EXISTING STREET CHARACTERISTICS:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Gonzales St	Level 1	58 feet	Approx 55 feet	Approx 48 feet	Yes	Yes	Yes
Shady Ln.	Level 2	84 feet	Approx 75 feet	Approx 44 feet	Yes	Yes	Yes
Mansell Ave	Level 1	58 feet	Approx 45 feet	Approx 31 feet	Yes (one side)	Yes	Yes

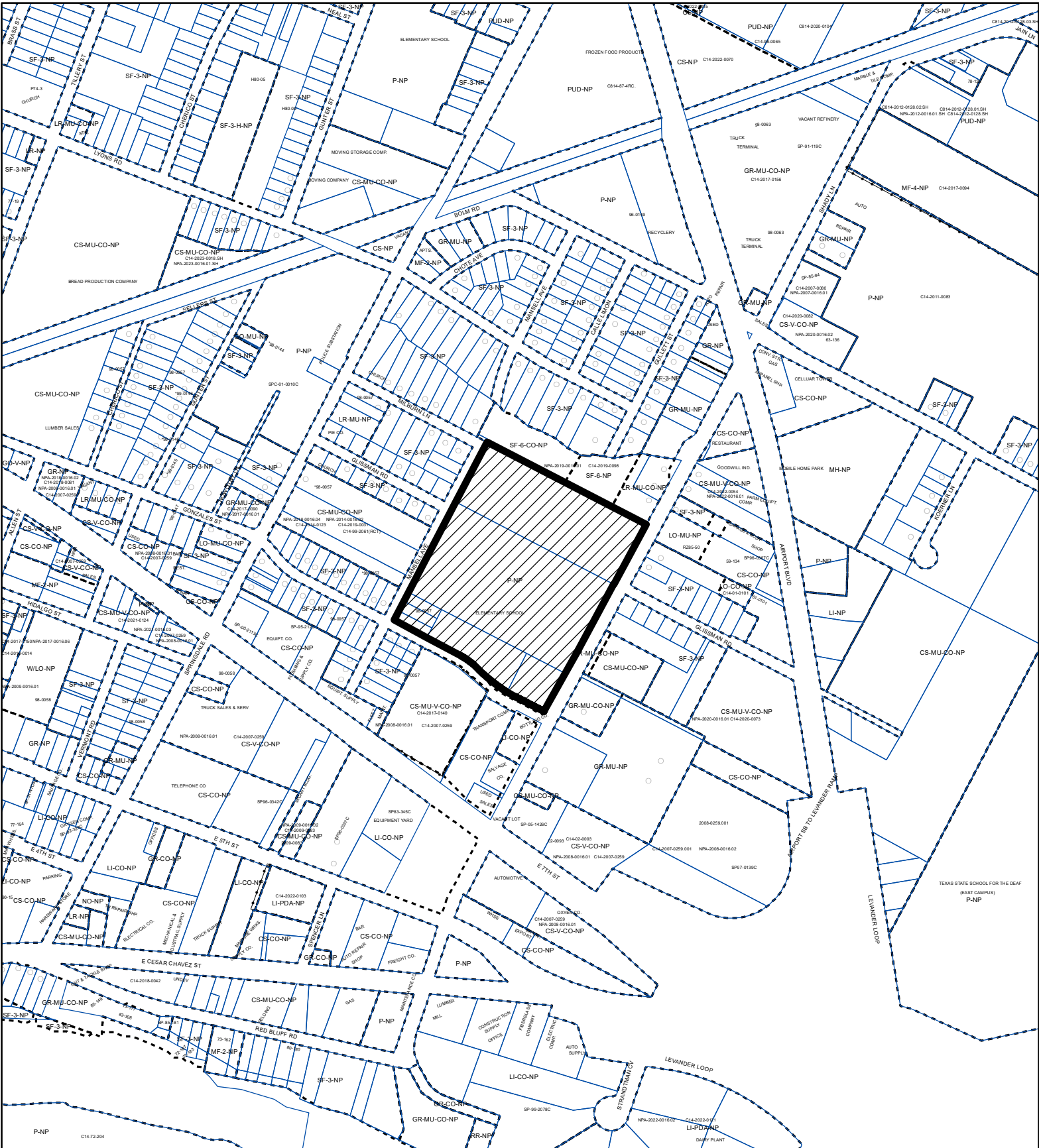
TIA: A zoning transportation analysis (ZTA) shall be performed at zoning where anticipated trips are anticipated to exceed 2,000 unadjusted trips to satisfy the LDC requirement for a TIA but does not diminish the authority to require a traffic impact analysis at site plan. The ZTA at zoning has been performed and can be found as *attachment E*.

Austin Water Utility

No comments on rezoning.

INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:




- A. Zoning Map
- B. Aerial Map
- C. Applicant’s Summary Letter
- D. Zoning Transportation Analysis (ZTA) 06.03.2024
- E. Neighborhood Traffic Analysis (NTA) 06.17.2024
- F. Correspondence from Interested Parties



ZONING

ZONING CASE#: C14-2024-0019.SH



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

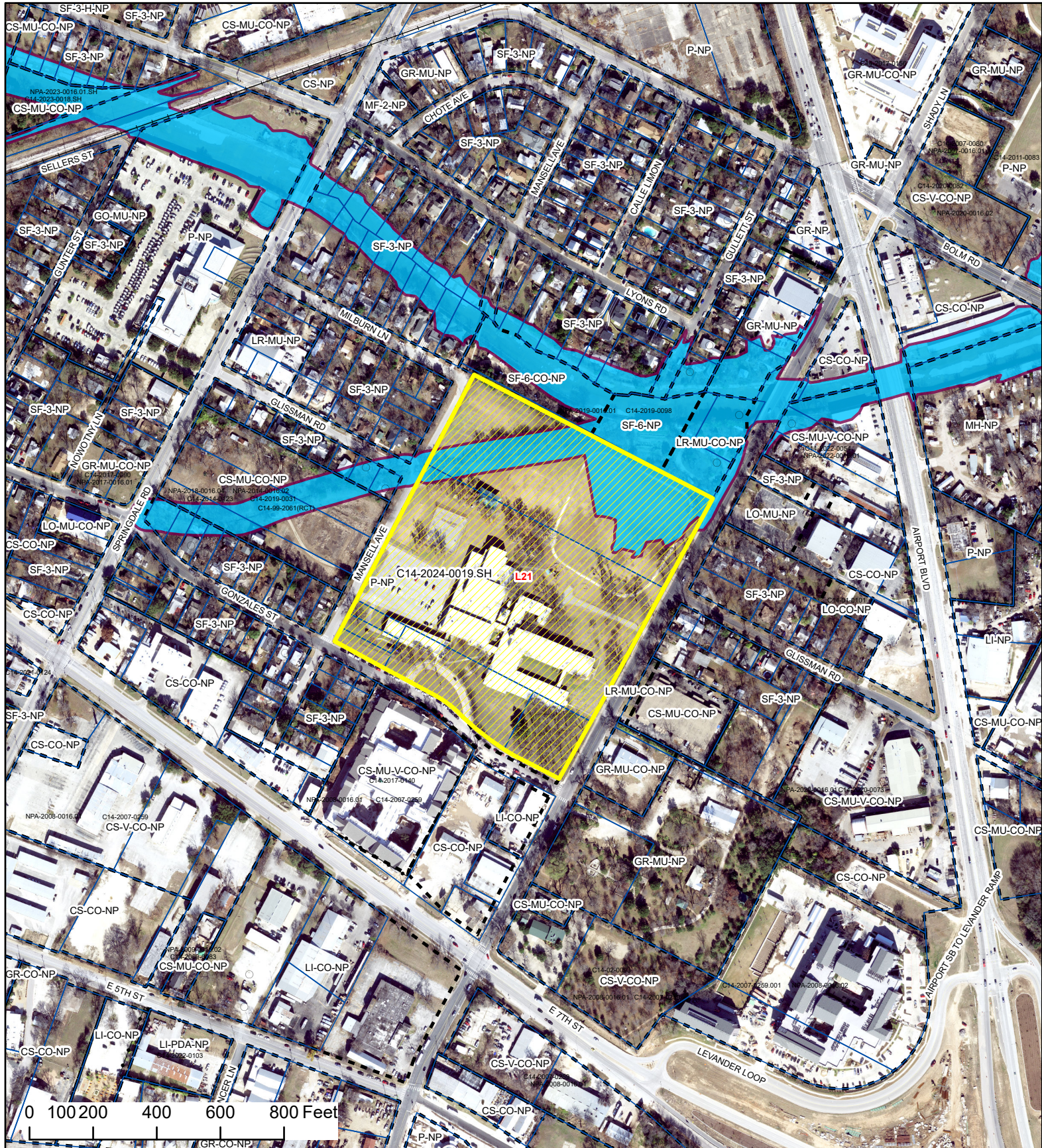
1" = 600'

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

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Created: 2/26/2024



4900 Gonzales Rezoning

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

CASE#: C14-2024-0019.SH
 LOCATION: 4900 Gonzales St
 SUBJECT AREA: 19.81 Acres
 GRID: L21
 MANAGER: Jonathan Tomko



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June 3, 2024

Jonathan Tomko
Planner Principal
City of Austin
Planning Department
6310 Wilhelmina Delco Drive
Austin, Texas 78752

Re: Application for Rezoning – 4900 Gonzales Street/C14-2024-0019.SH

Dear Jonathan,

I am writing to provide you with information regarding our application for rezoning of the site located at 4900 Gonzales Street in 78702. Our request is to rezone from P-NP (Public-Neighborhood Plan) to CS-MU-V-DB90-NP (Commercial Services – Mixed Use – Vertical Mixed Use – Density Bonus 90) to create a redeveloped AISD Alternative Learning Center, public open space and parks, multi-family residential, and commercial.

The 4900 Gonzales site – which is often referred to as the Anita Coy site – is owned by Austin Independent School District and has been the location of AISD’s Anita Ferrales Coy Alternative Learning Center (“ALC”) since 2018. Acknowledging (1) the need to better utilize vacant land and other facilities the District owns and (2) the need for the District to find housing options for its teachers, administrators, and staff, the AISD Board of Trustees authorized the release of an RFP for the repurposing of the site and is submitting this application to get this redevelopment underway.

Site Information

The site consists of 19.8078 acres located in the Govalle – Johnston Terrace neighborhood west of Shady Lane, east of Mansell Avenue, and north of Gonzales Street. The existing ALC located on the site currently serves 114 students, and some non-profit organizations complimentary to the school use also utilize offices within the ALC building, including VELA, AVANCE-Austin, and Urban Roots. The northern portion of the site is developed with athletic fields and play areas.

The neighborhood surrounding the site is comprised of a variety of zoning and land uses, including CS-CO to the south, GR-MU and CS-V-CO to the east, CS-MU-CO to the west, and SF-3 to the north. Of note, the Lenox 7th multifamily complex borders the site on Gonzales Street which highlights this proposed development’s consistency with current neighborhood conditions.

Proposed Development

Through the competitive RFP process, AISD's Board of Trustees selected The NRP Group (Attn: Nick Walsh) and Structure Development (Attn. Sarah Andre) as co-developers for the site and authorized them to redevelop the Property to include 700 multifamily housing units, a newly built ALC campus, dedicated park space, and other community commercial and amenity uses with construction planned to begin in 2025. Throughout the process, AISD's emphasis has been to create high quality housing that is affordable for district staff and families.

AISD is committed to maintaining ownership of the land and will enter into a long-term ground lease with the developers. Under this model, neither AISD nor its taxpayers incur any cost, expense, or increased taxes as a result of the redevelopment of the non-school facilities since the developers will be solely responsible for all costs of constructing, managing, and operating the housing, commercial, and associated amenities. Further, the multifamily housing portion of the development will be created under a public facility corporation model in order to ensure that a significant number of the housing units will be affordable.

The preliminary concept plan also includes new soccer fields and parks at the northeast end of the site. Some of the uses being considered for this area are additional playgrounds, a dog park, walking paths, and installed workout and sports equipment, all to be determined through ongoing discussions with the community.

Basis of Rezoning Request

Austin continues to be one of America's fastest-growing cities and has an incessant demand for housing in its urban core. With the rising price of housing throughout the city, AISD's employees are increasingly being priced out of the Austin housing market and are increasingly finding it difficult to live within the District's boundaries. As a result, the redevelopment of underutilized sites owned by AISD to create new housing that can be utilized by AISD's employees has become one of AISD's top priorities. At this site, all of the housing units will be available for AISD teachers and staff on a priority basis, giving them the opportunity to live in the heart of the city where they can be residents of the same city as the students and families they serve.

As it stands, the current zoning designation of Public and FLUM designation of Civic do not allow for the type of development being proposed. As such, we are requesting the noted zoning and FLUM changes.

As mentioned above, while some of the surrounding areas of the site are zoned single family, there are many properties zoned for commercial and mixed-use, particularly on the southern and eastern boundaries of the site where the majority of the redevelopment would be situated. Allowing a CS base district and V and DB90 combining districts provides the opportunity for the site to be developed at its best potential and with the greatest number of residential units to serve as many as can be accommodated on the site.

Affordable Housing

AISD is requiring affordable housing on the site. As noted above, redevelopment of the site was initiated via an RFP released by the District which included several requirements prospective developers would have to meet if selected. One such requirement was that the development must include multifamily housing affordable to AISD teachers and other staff members. In the agreement between AISD and developers which resulted from the RFP, the developers are required to make at least 50% of the total number of housing units affordable at a maximum of 80% MFI. And, specifically, the developers have committed to make at least 40% of the total number of housing units affordable at 80% MFI and 10% of the units affordable at 60% MFI.

The project has also been certified under the City's S.M.A.R.T. Housing Program, as evidenced by the attached letter.

Transportation

A Zoning Traffic Analysis was performed by Kimley-Horn and Associates, Inc., and was approved by the City on May 14, 2024. The ZTA analyzed the proposed driveways leading to and from the site and the impact of those driveways on the streets that surround the site. The ZTA also included a projected volumes analysis for all perimeter streets.

The three perimeter streets - Mansell Avenue, Gonzales Street, and Shady Lane – are Level 1 streets according to the ASMP. Mansell Avenue and Gonzales Street are classified as Local Mobility Streets with a speed limit of 30 mph (noting that there is a school zone on Gonzales Street which reduces the speed limit to 20 mph during school hours). Shady Lane is classified as a Bicycle Priority Street and also has a speed limit of 30 mph (which is also reduced to 20 mph during school hours).

The site will have access to the surrounding roadway network via two full access driveways on Mansell Avenue, two full access driveways on Shady Lane, and one full access driveway on Gonzales Street. For purposes of the ZTA review, buildout was anticipated to be in 2028.

Per the ZTA, improvements to bicycle and pedestrian facilities has been recommended on Mansell Avenue because it does not currently have bicycle lanes, improvements to complete missing sections of sidewalk plus upgrade of the pedestrian and bicycle facilities have been recommended on Gonzales Street, and upgrade of the shared bicycle lane to a protected bike lane plus completion of missing sidewalks has been recommended on Shady Lane. Specific improvements will be identified at the site plan stage in connection with a TIA.

Additionally, the Applicant is proposing the incorporation of numerous TDM measures in connection with the development to help manage traffic into and out of the site. The list of TDM measures proposed by the Applicant as those that could be implemented on the site are as follows:

Table 7 – Summary of Preliminary TDM Measures

Category	TDM Measure	Details	Points	% of Points
Contextual Trip Reduction Measures	Transit Proximity (CTR-2)	At least half of the development site falls within ¼-mile of a of a High Capacity transit stop, or 1/8-mile of a High Frequency (15 min) transit stop; and a complete sidewalk network is in place between the development site and the nearest transit stop. AND at least 1 point is also received for any Parking measure AND for either API-5 or API-6	10	10%
Parking Measures	Reduced Parking Supply (P-1)	51% to 80% of the parking required by the LDC.	2	2%
	Daily Tenant Parking Rates (P-3)	Hourly priced parking for all non-resident tenants.	1	1%
Amenities and Programs Incentives	Designated Mobility Coordinator (API-2)	Designate a mobility coordinator to market, explain, and assist in the use of non-vehicular options among tenants and visitors.	1	0%
	Marketing and Information (API-3)		1	2%
	Delivery-Supportive Amenities (API-10)	Accommodate and encourage goods deliveries by providing building amenities that secure reception.	1	0%
	Universal Transit Pass (API-5.1)	Available to Employees, 50% subsidy level toward CapMetro unlimited ride pass.	2	2%
Sustainable Mode Improvements	Pedestrian Access and Connectivity Improvements (SM-1)	Improve pedestrian facilities in the vicinity of the site.	2	1%
	Bicycle Access and Connectivity (SM-2)	Improve bicycle facilities in the vicinity of the project site.	2	1%
	Site Plan Access and Connectivity (SM-6)	Priority improvements identified in an approved Sustainable Modes analysis to be implemented at Site Plan after the completion of a Sustainable Modes plan.	2	2%
Total			24	21%

Finally, according to the ASMP, the current maximum right-of-way along Mansell Avenue is approximately 50 feet and the required right-of-way to implement the desirable cross section is between 58 and 64 feet. As such, it is projected that approximately 14 feet of right-of-way for Mansell Avenue will have to be dedicated for compliance with the ASMP. Similarly, the ASMP mandates 84 feet of right-of-way along Gonzales Street and Shady Lane which are currently 58 feet and 74 feet, respectively. As such, it is projected that approximately 14 feet of right-of-way will have to be dedicated on those two streets.

The anticipated AM and PM trip generation is as follows:

Table 3 –Site Trip Generation

Land Uses	Quantity	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	700 Dwelling Units	221	3,178	298	69	229	274	167	107
Private School (K-12)	200 Students	532	496	158	100	58	34	15	19
Subtotal			3,674	456	169	287	308	182	126
<i>TDM Trips (20% Reduction)</i>			735	91	34	57	62	36	25
Adjusted Trips (without Existing Trips Reduction)			2,939	365	135	230	246	146	101
<i>Existing Trips</i>			284	90	57	33	19	8	11
NET TRIPS AFTER ALL REDUCTIONS			2,754	306	98	208	234	141	94

Notes:

- Multifamily Housing (Mid-Rise)
 - Daily: $T = 4.54(X)$
 - AM: $T = 0.44(X) - 11.61$; 23% IN, 77% OUT
 - PM: $T = 0.39(X) + 0.34$; 61% IN, 39% OUT
 - Where T = Trips and X = Dwelling Units
- Private School (K-12)
 - Daily: $T = 2.48(X)$
 - AM: $T = 0.79(X)$; 63% IN, 37% OUT
 - PM: $T = 0.17(X)$; 43% IN, 57% OUT
 - Where T = Trips and X = Students

Based upon the proposed driveways, the anticipated distribution of such trips is anticipated to be as follows:

Table 4 – Site Trip Distribution

Description of Direction	Distribution
Springdale Rd	5%
7 th St	20%
N US-183	40%
S US-183	35%

Floodplain and Environmental



The site is located within the Boggy Creek Watershed but is not within the Edwards Aquifer Recharge Zone, Edwards Aquifer Contributing Zone, Edwards Aquifer 1500 ft Verification Zone or Barton Spring Zone.

The site is constrained by floodplain, a critical water quality zone, and heritage trees. Additionally, approximately 1.86 acres in the northeast corner of the Property is located in a special flood hazard area. Modifying the area of FEMA floodplain is not anticipated as part of the project scope. The survey prepared by Waterloo Surveyors for this site, revised 7/18/2023, plots an approximate location of the City of Austin 100-year floodplain that covers approximately 6.98 acres of the Property. The developers plan to respect and not encroach into the floodplain but also to utilize the undevelopable parts of the Property for parks and open spaces open to the public so that the best use is made of the site.

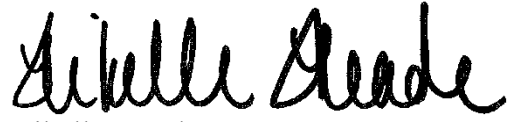
Conclusion

We appreciate your time and consideration of this matter, and we would appreciate the Staff's support of this rezoning request and plan amendment request. We are excited about the opportunity to convert this underutilized property into homes and amenities that benefit many Austin families and are an asset to the surrounding community.

Jonathan Tomko
June 3, 2024
Page 7

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

Sincerely,

A handwritten signature in black ink that reads "Nikelle Meade". The signature is written in a cursive style with a large, prominent initial "N".

Nikelle Meade



City of Austin

P.O. Box 1088, Austin, TX 78767
www.austintexas.gov/department/housing-and-planning

Housing Department S.M.A.R.T. Housing Program

February 23, 2024

S.M.A.R.T. Housing Certification
Austin Independent School District
4900 Gonzalez Street (ID 955-6060)

TO WHOM IT MAY CONCERN:

Austin Independent School District (development contact: Nikelle Meade; email: Nikelle.Meade@huschblackwell.com; ph: (512) 992-6001) is planning to develop 4900 Gonzales, a 700-unit multifamily rental development at 4900 Gonzalez Street, Austin, Texas 78702.

S.M.A.R.T. Housing – Rental – 4900 Gonzalez St.	
Total units: 700 units	
<u>Minimum Required:</u> 40% (280 units) at or below 80% MFI - Requirements for 100% fee waiver	<u>Proposed unit mix:</u> 10% (70 units) at or below 60% MFI 40% (280 units) at or below 80% MFI
Affordability Period (S.M.A.R.T. units): 5 Years	
Fee waiver level: 100%	
AWU Capital Recovery Fees: 00/700 units eligible	

Note: This certification letter only reflects the minimum requirements for the relevant program (S.M.A.R.T. Housing). Should the owner choose to participate in other affordability programs, the development may be subject to additional affordability restrictions and/or a longer affordability period.

Because the applicant has proposed a unit mix that meets the minimum program thresholds, the development will be eligible for a waiver of fees listed in Land Development Code, Chapter 25-1-704, as amended or other fees waived under a separate ordinance except for Austin Water Utility Capital Recovery Fees (see below). The fee waiver level is listed above. The project will be subject to its minimum affordability period after issuance of a certificate of occupancy, unless funding requirements are longer.

Based on the requirements under the Texas Local Government Code, Chapter 395.16(g) and 42 U.S.C. Section 12745 (A)(1) as it relates to how housing qualifies as affordable housing, only a certain number of units may be eligible to receive Austin Water Utility Capital Recovery Fee (CRF) waivers. The table above lists the number of units which are eligible to receive CRF fee waivers.

The Housing Department certifies the proposed project meets the S.M.A.R.T. Housing standards at the pre-submittal stage. The expected fee waivers may include the following fees:

~~AWU Capital Recovery Fees~~
Building Permit

Concrete Permit
Electrical Permit
Mechanical Permit

Plumbing Permit

Site Plan Review
Construction Inspection
Demolition Permit Fee

Subdivision Plan Review
Parkland Dedication Fee
(by separate ordinance)
Regular Zoning Fee

Zoning Verification
Land Status Determination
Building Plan Review

Prior to issuance of building permits and starting construction, the developer must:

- ◆ Obtain a signed Conditional Approval from the Austin Energy Green Building Program stating that the plans and specifications for the proposed development meet the criteria for a Green Building Rating. (Contact Austin Energy Green Building: 512-482-5300 or greenbuilding@austinenergy.com).
- ◆ Submit plans demonstrating compliance with the required accessibility or visitability standards.

Before a Certificate of Occupancy will be granted, the development must:

- ◆ Pass a final inspection and obtain a signed Final Approval from the Green Building Program. (Separate from any other inspections required by the City of Austin or Austin Energy).
- ◆ Pass a final inspection to certify that the required accessibility or visitability standards have been met.
- ◆ An administrative hold will be placed on the building permit, until the following items have been completed: 1) the number of affordable units have been finalized and evidenced through a sealed letter from project architect and/or engineer, 2) a Restrictive Covenant stating the affordability requirements and terms has been filed for record at the Travis County Clerk Office.

The applicant must demonstrate compliance with S.M.A.R.T. Housing standards after the certificate of occupancy has been issued or repay the City of Austin, in full, the fees waived for this S.M.A.R.T. Housing certification.

Please contact me by phone 512.978.1594 or by email at deadra.johnson@austintexas.gov if you need additional information.

Sincerely,

DeAdra Johnson

DeAdra Johnson, Project Coordinator
Housing Department

Cc: Kristin Martinez, AE

Jonathan Orenstein, AWU

Mashell Smith, ORS



MEMORANDUM

Date: June 3rd, 2024
To: Kelly Rees, P.E., Kimley-Horn
CC: Nathan Aubert, P.E., Danielle Morin, Eduardo Marino, Julie Apagya Bonney, Transportation and Public Works Department
Reference: Anita Coy – C14-2024-0019.SH
Zoning Transportation Analysis (ZTA) Final Memo

The Austin Transportation and Public Works Department (TPW) has reviewed the “Anita Coy” ZTA prepared by Kimley-Horn for The NRP Group. The proposed site will feature a mid-rise multifamily development with 700 dwelling units and the redevelopment and expansion of a 200-student alternative school. This development is located west of Mansell Avenue, east of Shady Lane, and north of Gonzales Street (shown in Figure 1 below) in Austin, Texas. Construction will occur in one phase and is expected to be completed in 2028. The project will access the surrounding roadway network via five full-access driveways: two on Mansell Avenue, one on Gonzales Street, and two on Shady Lane.



Figure 1: Site Location

Adjacent Roadway Characteristics:

The applicant proposes five driveways for access to Mansell Avenue, Gonzales Street and Shady Lane. The Austin Strategic Mobility Plan (ASMP) outlines a vision for future roadway improvements. The following sections detail planned updates for Mansell Avenue, Gonzales Street and Shady Lane.

Mansell Avenue:

- Designation: Level 1 road

- Current Configuration: Unmarked one-lane, two-way road
- Future Plans: ASMP calls for all ages and abilities bike facilities.
- Right of Way (ROW): 58 or 64 feet required per ASMP.
- Traffic: Average daily traffic is approximately 158 vehicles per day (based on January 2024 counts).

Gonzales Street:

- Designation: Level 1 road
- Current Configuration: Unmarked one-lane, two-way road
- Future Plans: ASMP calls for sidewalk improvements.
- Right of Way (ROW): 58 or 64 feet required per ASMP.
- Traffic: Average daily traffic is approximately 235 vehicles per day (based on January 2024 counts).

Shady Lane:

- Designation: Level 2 road
- Current Configuration: One-lane, two-way road
- Future Plans: ASMP calls for sidewalk and bicycle lane improvements.
- Right of Way (ROW): 84 feet required per ASMP.
- Traffic: Average daily traffic is approximately 554 vehicles per day (based on January 2024 counts).

Trip Generation and Traffic Analysis:

According to the Institute of Transportation Engineers (ITE) Trip Generation Manual (11th Edition), the development will generate approximately 3,674 daily trips (unadjusted), including 456 AM and 308 PM peak hour trips. When adjusted for the 20% *Transportation Demand Management (TDM)* reduction and accounting for existing trips on site, the net trips are approximately 2,754 daily trips with 306 AM and 234 Pm peak hour trips. Details are shown in Table 1 below:

Table 1: Site Trip Generation

Land Uses	Quantity	ITE Code	Daily Trips	AM Peak Hour			PM Peak Hour		
				Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	700 Dwelling Units	221	3,178	298	69	229	274	167	107
Private School (K-12)	200 Students	532	496	158	100	58	34	15	19
Subtotal			3,674	456	169	287	308	182	126
<i>TDM Trips (20% Reduction)</i>			735	91	34	57	62	36	25
Adjusted Trips (without Existing Trips Reduction)			2,939	365	135	230	246	146	101
<i>Existing Trips</i>			284	90	57	33	19	8	11
NET TRIPS AFTER ALL REDUCTIONS			2,754	306	98	208	234	141	94

Average Daily Traffic (ADT) for the existing conditions in 2024 was estimated using 24-hour tube count data collected along Mansell Avenue, Gonzales Street and Shady Lane on January 18th, 2024. To project the ADT volumes for the forecasted conditions in 2028, a growth factor of 2% per year from 2024 to 2028 was assumed. Table 2 presents both the existing traffic volumes and the projected volumes for the road segments in the vicinity of the site.

Table 2: Projected Volume Analysis

Roadway	ASMP Classification	Typical ADT Range (vpd)	2024 ADT	2028 No-Build ADT	2028 Allocated Trips (%)	2028 Site Trips	2028 Site + 2028 Forecasted ADT
Mansell Ave	Level 1	< 2,000	355	384	15%	413	797
Gonzales St	Level 1	< 2,000	887	960	30%	826	1,786
Shady Ln	Level 2	2,000-5,000	3,355	3,632	55%	1,515	5,146

The City of Austin Street Design Guide Multimodal Design Table recommends <2,000 ADT for Mansell Ave and Gonzales St and 2,000 to 5,000 ADT for Shady Lane in their existing conditions. Projected volume analysis showed that the adjusted site traffic plus forecasted volume at the anticipated build out year will not exceed the typical ADT range recommended for Mansell Ave and Gonzales St but will slightly for Shady Ln.

An ASMP Right of Way (ROW) assessment for abutting road segments, turn lane analysis for all driveways, and sight distance analysis for the proposed driveways were also conducted.

Recommendations/Conclusions:

As a condition for approval of the above-referenced zoning review case, the applicant shall adhere to the following recommendations:

1. Trip Reduction: Achieve a minimum of 20% trip reduction through Transportation Demand Management (TDM) measures as per the Transportation Criteria Manual (TCM). Proposed TDM measures will be detailed at the site plan stage and may include:
 - Transit Proximity
 - Daily Tenant Parking Rates
 - Reduced Parking Supply
 - Designated Mobility Coordinator
 - Universal Transit Passes
 - Pedestrian Access and Connectivity Improvements
 - Bicycle Access and Connectivity
 - Site Plan Access and Connectivity
 - Marketing and Information
 - Telecommuting Work Option
 - Delivery Support Amenities

2. Street Impact Fee (SIF): The proposed development is subject to the City of Austin Street Impact Fee (Ordinance # 20201220-061 & 20201210-062). Street Impact Fee (SIF) calculation shall be performed at the time of the Site Plan submission and will be collected at the time of building permit. No offsets to the proposed development’s SIF will be issued until the completion of identified construction items unless those items are included in the proposed Site Plan application.

3. Right of Way (ROW) Needs: ASMP and ROW requirements may necessitate dedications. This be confirmed at the Site Plan stage.
4. Driveway Consideration: Five driveways are proposed for general traffic circulation (two on Mansell Avenue, one on Gonzales Street, and two on Shady Lane). Approval of this ZTA does not guarantee approval of the proposed driveway locations and configurations. Further review will occur during the Site Plan submission by the appropriate City of Austin departments and TxDOT. Existing driveways may require relocation and/or reconstruction to meet TCM requirements.
5. Site Plan Transportation Assessment: This ZTA does not relieve a development of the need to conduct a Transportation Assessment (TA) or Full Transportation Impact Analysis (TIA) requirement at the time of site plan.

Please contact me at (512) 974-7136 if you have questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Nathan Aubert". The signature is written in a cursive, flowing style.

Nathan Aubert, P.E.
Transportation & Public Works Department



MEMORANDUM

To: Saba Hatami, P.E., (BOE Engineering, Inc.)
CC: Danielle Morin, AICP, Julie Apagya Bonney
FROM: Nathan Aubert P.E.
DATE: June 17, 2024
SUBJECT: Neighborhood Traffic Analysis – Anita Ferrales Coy Facility redevelopment
4900 Gonzales St (C14-2024-0019.SH)

The proposed development consists of mixed-use education and residential space, with 700 mid-rise apartment units and an Alternative Learning Center. It is a 19.7-acre tract on the SW corner of Mansell Avenue and Gonzales Street see Figure 1 below. The proposed 5 full-access driveways are two on Shady Lane, one on Gonzales Street and two on Mansell Avenue. Mansell Avenue and Gonzales Street are both level 1 streets while Shady Lane is a level 2 according to the Austin Strategic Mobility Plan (ASMP). The proposed, adjusted trip generation exceeds the 300-trip threshold for a local street specified in section 25-6-114 of the Land Development Code (LDC). The Transportation Development Services (TDS) division has conducted a Neighborhood Traffic Analysis (NTA) and offers the following comments.



Figure 1: 4900 Gonzales Street Site

Roadways

The proposal assumes access onto Mansell Avenue, which is classified as a level 1 street in the ASMP. Mansell Avenue features a varying right-of-way that is approximately 35 feet, a pavement of varying width that is approximately 25 feet, curb, sidewalks on the eastside of the ROW and unpaved sidewalks on the west and east side. It operates as a yield-flow street, allowing parking on both sides, and lacks clearly marked travel lanes. The speed limit on Mansell Avenue is 30mph.

According to the ASMP recommendation for Mansell Avenue would be adding stripping to separate lanes on the roadway, the completion of the sidewalk, curb and gutter and possibly the inclusion of a bike lane.

The proposal assumes access onto Gonzales Street, which is classified as a level 1 street in the ASMP. Gonzales Street has a varying right-of-way that is approximately 50 feet, a pavement of varying width that is approximately 30 feet, curb and gutter, and sidewalks on the northside of the ROW and has curb and gutter on the southside. It functions as a yield-flow street, with parking allowed on either side, and no clearly marked travel lanes. The speed limit Gonzales Street is 20mph with a when flashing sign for the campus.

According to the ASMP recommendation for Gonzales Street would be adding stripping to separate lanes on the roadway, bicycle lanes and improvements for pedestrian travel.

The proposal assumes access onto Shady Lane, which is classified as a level 2 street in the ASMP. Shady Lane features a varying right-of-way that is approximately 50 feet, a pavement of varying width that is approximately 40 feet, curb and gutter on the westside, sidewalks on the westside of the ROW and unpaved sidewalks on the east side. It operates as a yield-flow street, allowing parking on both sides, and has clearly marked travel lanes. The speed limit Shady Lane is 20mph with a when flashing sign for the campus.

According to the ASMP recommendation for Shady Lane would be improvements to bicycle and pedestrian facilities and complete the missing sidewalks.

24-hour traffic volumes were collected at five points, on January 18th along Mansell Street, Gonzales Street and Shady Lane, see Figure 2 below. The data collected indicates that the average number of vehicles per day (vpd) on Mansell Street (location 1) is about 355 vpd. On Gonzales Street (location 2), the average vpd is approximately 887 vpd. And on Shady Lane (location 3), the average vpd is approximately 3,355 vpd.



Figure 2: Tube Count Locations

Trip Generation and Traffic Analysis

Based on the Institute of Transportation Engineer’s Trip Generation Manual, 11th Edition, the proposed development will generate 3,674 vehicle trips per day. The parcel currently operates as a school and generates 283 vehicle trips per day, based on the Trip Generation Manual. The site, as proposed, is estimated to generate a net increase of 3,391 new trips per day. For a detailed breakdown of trip generation, please refer to Table 1.

Table 1 - Trip Generation

Land Use	ITE Code	Size	Unadjusted Trip Generation
<u>Existing</u>			
School	532	114 Students	283
SUM EXISTING			283
<u>Proposed</u>			
Multifamily Housing (Mid-Rise)	221	700 Dwelling Units	3178
School	532	200 Students	496
SUM PROPOSED			3,674
NET TRIPS			3,391

Table 2 outlines the presumed distribution of site traffic for the current land uses and the anticipated distribution of net site trips for the proposed development. Existing businesses

currently have driveways accessing Mansell Street, Gonzales Street and Shady Lane. The proposed development is going to have existing access at the same locations.

Table 2 - Trip Distribution

Street	Expected Trip Distribution (Percentage)	Expected Trip Distribution (vpd)
Mansell Avenue	15%	508
Gonzales Street	30%	1017
Shady Lane	55%	1812

To more accurately reflect the additional trips added to Mansell Avenue, Gonzales Street and Shady Lane, proposed trips were calculated to showcase projected traffic for the site. 15% of these trips were assumed to be passing through Mansell Avenue, Location 1, 30% of these trips were assumed to be passing through Gonzales Street, Location 2, and 10% of these trips were assumed to be passing through Shady Lane. Table 3 displays the following key information: existing traffic, proposed site traffic, total traffic after development, and the percentage increase in traffic. The total future traffic is calculated by combining the existing traffic (as determined through counts), and adjusted site-generated trips.

Table 3 - Traffic Summary

Street	Pavement Width(feet)	Existing Traffic from Counts (vpd)	Site Traffic added to Roadway (vpd)	Total Future Traffic (vpd)	Percentage Increase in Traffic
Mansell Avenue	25	355	508	863	43%
Gonzales Street	30	887	1017	1904	114%
Shady Lane	40	3355	1812	5167	54%

According to Section 25-6-116 of the Land Development Code, streets with a pavement width of less than 30 feet are operating at a “desirable” level if the average daily traffic volume does not exceed 1,200 vehicles per day, streets with a pavement width of 30 feet to less than 40 feet are operating at a “desirable” level if the average daily traffic volume does not exceed 1,800 vehicles per day, streets with a pavement width of 40 feet or more are operating at a “desirable” level if the average daily traffic volume does not exceed 4,000 vehicles per day. Mansell Avenue meets this criterion and is operating at a “desirable” level. Gonzales Street and Shady Lane are anticipated to exceed the threshold. Based on this analysis the Transportation & Public Works (TPW) Department has the following recommendations and conclusions:

Recommendations/Conclusions

1. If the number of units proposed in Table 1 is altered, City staff may reassess this NTA.

2. Any building permit(s) associated with this development issued on or after June 22, 2022, will be subject to the Street Impact Fee (SIF) program. During site plan review, the applicant's engineer shall draft a SIF Offset Agreement for all eligible improvements and, if applicable, an Allocation Agreement to memorialize how offsets are to be applied throughout the development. The SIF will be calculated and invoiced for each building permit and any required SIF payments shall be made prior to building permit issuance.
3. ASMP has a couple of recommendations for this site to get the roadway to meet desirable standards. Roadway stripping completed sidewalks and improvements to bicycle and pedestrian facilities are all recommended.

The site development permit for the above noted site shall not be released until the improvements are shown in the site plan. Please contact me at (512) 974-7136 if you have questions or require additional information.

Please contact me at 512-974-7136 if you have questions or require additional information.

Sincerely,

A handwritten signature in black ink that reads "Nate Aubert". The signature is written in a cursive, slightly slanted style.

Nate Aubert, P.E.

Comments on C14-2024-0019.SH

Email from Maria Pino 03/22/2024 10:47pm

Hello,

I received a letter about the notice of filing of application for rezoning for case number C1420240019.SH and I would like to request this is maintained as a school or green area. There are not a lot of parks around this neighborhood and this is a great resource for people to be able to go outside and I do not think it should be resigned to commercial services.

Regards,
Maria P

Email from Kate Robberson 04/3/2024 7:30am

Hi Jonathan,

We spoke on the phone a few weeks ago about the code change details for the Anita Coy Ferales facility on Gonzales St.

Could you please send me any relevant information you have on the proposed plan? As well as the list of residences within 200ft of the area? When we spoke you said that any petitions need 20% of the neighborhood within 200ft.

Thank you again for your assistance!

Best,

Kate Robberson

Email from Daniel Llanes 06/20/2024 4:03pm

Hi Maureen,

Sorry for the late response. Discussed this case with the consultant few days ago, said he would talk to his client, and only heard back from him just now.

Please include our recommendation in the case file.

Re: **NPA-2024-0016.01.SH** and **C14-2024-0019.SH_4900 Gonzales Street**

The Govalle/Johnston Terrace Neighborhood Contact Team is **Opposed** to the rezoning to DB90.

Our Neighborhood Plan calls for a maximum of 60' and no other project has gone above that height limit in our planning area. 7th St is the "V" corridor in our Neighborhood Plan. We already supported this project in including the 5th St. section to "V" to be consistent with the 7th St.

Please keep in mind that DB90 is an attempt to replace the VMU 2 designation, which was struck down by the courts, and may be going the same way. In this particular case, the Contact Team already helped the developer by supporting inclusion of "V" on the 5th St portion. Feels like "give them an inch and they'll take a mile".

Thank you,

Daniel Llanes, Chair
G/JTNP Contact Team