

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 serves 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 $\frac{3}{4}$ 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

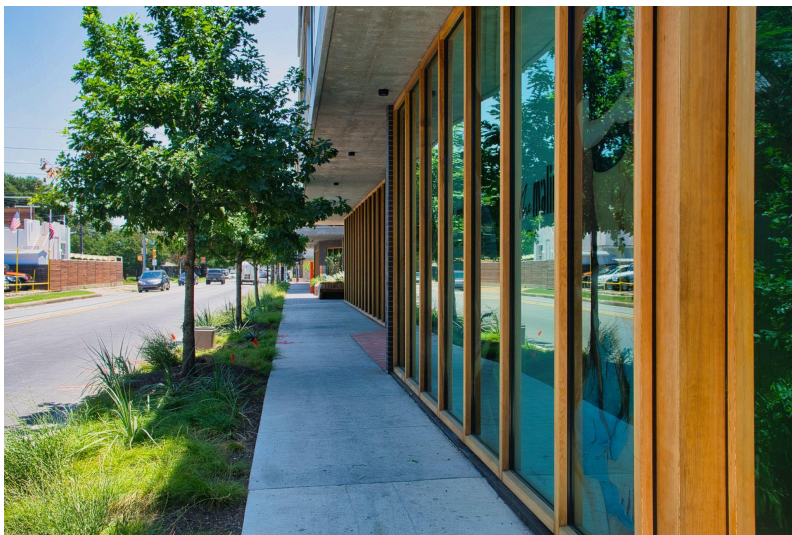
to provide shade, and trees to provide shade and add a cooling effect([as much as 1.6°C](#)).

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 is 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.