

ZONING CHANGE REVIEW SHEET

CASE: C14-2010-0202 – Weinstein Property
Rezoning

Z.A.P. DATE: February 1, 2011

ADDRESS: 1127 Bastrop Highway Service Road

OWNER: Jonathan Weinstein

AGENT: Holford Group (Charles Dunn)

ZONING FROM: I-RR; I-SF-2; CS

TO: CS

AREA: 5.762 acres

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant general commercial services – conditional overlay (CS-CO) combining district zoning. The Conditional Overlay limits the number of daily trips to 2,000.

ZONING & PLATTING COMMISSION RECOMMENDATION:

February 1, 2011: *TO GRANT CS-CO DISTRICT ZONING AS STAFF RECOMMENDED;
BY CONSENT.*

[P. SEEGER; C. BANKS – 2ND] (5-0) G. BOURGEOIS – ABSENT

ISSUES:

None at this time.

DEPARTMENT COMMENTS:

The subject tract is developed with an automotive and truck repair business, and zoned general commercial services (CS) district along the Old Bastrop Highway frontage and interim – rural residence (I-RR) district and interim – single family residence standard lot (I-SF-2) on the remainder. The tract takes access to Old Bastrop Highway, which is classified as a collector street. The tract is also in close proximity to the US Highway 183 / SH 71 interchange. There is a construction sales and services use, a cocktail lounge, an auto repair business, and a scrap and salvage business to the northwest along Old Bastrop Highway, undeveloped property to the south and east (CH-CO; CS-CO), and TXDOT right-of-way to the west. The property is also located within Airport Overlay Zone 2 (AO-2 consists of the portions of the controlled compatible land use area that have a yearly day-night average sound level of at least 65 DNL decibels and not more than 70 DNL decibels. The AO-2 zone does not allow for new residential development to occur). Please refer to Exhibits A (Zoning Map) and A-1 (Aerial View).

The Applicant proposes general commercial services (CS) district zoning for unspecified commercial uses. A review of 1997 City aerials and land use annotations shows that an automotive-related use was in existence on the property prior to annexation in 2001, and is considered a non-conforming use. Staff recommends CS-CO district zoning given its

proximity to two state highways, location within the airport overlay zone, and adjacent and compatible zoning and uses. The Conditional Overlay limits development to less than 2,000 vehicle trips per day.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	I-RR; I-SF-2; CS	Automotive and truck repair
<i>North</i>	I-RR	Automotive repair; Cocktail lounge; Scrap and salvage; Undeveloped
<i>South</i>	CS-CO	Undeveloped
<i>East</i>	CH-CO	Undeveloped – proposed for commercial, retail and warehouse uses
<i>West</i>	I-SF-2; SF-3; CS; CS-1	Construction sales and services; TXDoT right-of-way for Bastrop Highway

AREA STUDY: N/A

TIA: Is not required

WATERSHED: Carson Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:

511 – Austin Neighborhoods Council 742 – Austin Independent School District
 774 – Del Valle Independent School District
 786 – Home Builders Association of Greater Austin
 1037 – Homeless Neighborhood Association 1075 – League of Bicycling Voters
 1113 – Austin Parks Foundation
 1200 – Super Duper Neighborhood Objectors and Appealers Organization
 1228 – Sierra Club, Austin Regional Group
 1236 – The Real Estate Council of Austin, Inc. 1258 – Del Valle Community Coalition

SCHOOLS:

Del Valle ISD – Elementary School; Middle School; and High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2010-0203 – Old Bastrop Highway Rezone – 1115 Bastrop Highway Service Road	I-RR; CS to CS- 1 for Tract 1; CS for Tract 2	Scheduled for ZAP 2- 1-11	Scheduled for 3-3-11

C14-06-0153 – Austin First Church – 1203 Bastrop Highway	I-RR; I-SF-2; CS to CS	To Grant CS-CO with the CO for 2,000 trips	Approved CS-CO as commission recommended (9-28-06).
C14-05-0135 – Highway 183 / Highway 71 / Ben White – 1200-1324 Dalton Lane; 1301-1421 Bastrop Highway Service Road	I-RR; CS to CH	To Grant CH-CO with the CO prohibiting residential uses, and limiting height to 90 feet and a Restrictive Covenant for the Traffic Impact Analysis.	Approved CH-CO with Restrictive Covenant as recommended by the Commission (12-15-05).
C14-99-0134 – Dalton Lane Limited Partnership – 1010-1070 Dalton Lane	I-RR to RR for Tract 1 and LI for Tract 2	To Grant LI and to prohibit auto-related uses.	Approved RR for Tract 1 and LI-CO for Tract 2 with the CO for 2,000 trips and prohibiting auto-related uses; adult-oriented uses and scrap and salvage (2-1-01).

RELATED CASES:

The CS zoned frontage was annexed into the City limits on September 7, 1998. The I-RR and I-SF-2 zoned portions of the property were annexed on September 6, 2001.

There are no related subdivision or site plan cases on the subject property.

ABUTTING STREETS:

Name	ROW	Pavement	Classification	Sidewalks	Bus Route
Bastrop Highway Service Road	130 feet	28 feet	Collector	No	No

According to the Austin 2009 Bicycle Plan Update approved by Austin City Council in June, 2009, bicycle facilities are existing and/or recommended along the adjoining streets as follows:

Street Name	Existing Bicycle Facilities	Recommended Bicycle Facilities
Bastrop Highway Service Road	Wide Shoulder	Wide Shoulder

CITY COUNCIL DATE: March 3, 2011

ACTION:

ORDINANCE READINGS: 1st

2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades
e-mail: wendy.rhoades@ci.austin.tx.us

PHONE: 974-7719



SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant general commercial services – conditional overlay (CS-CO) combining district zoning. The Conditional Overlay limits the number of daily trips to 2,000.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The general commercial services (CS) district is intended predominantly for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments. The CS district is best suited for uses located at intersections of arterial roadways or arterials with collector status. The intention is to promote safe and efficient use of transportation facilities.

2. Zoning changes should promote compatibility with adjacent and nearby uses.

Staff recommends CS-CO district zoning given its proximity to two state highways, location within the airport overlay zone, and adjacent and compatible zoning and uses. The Conditional Overlay limits development to less than 2,000 vehicle trips per day.

EXISTING CONDITIONS**Site Characteristics**

The tract has been historically used for commercial purposes, and is presently used as an automotive and truck repair business. The site is relatively flat and there appear to be no significant topographical constraints on the site.

Impervious Cover

The maximum impervious cover allowed by the CS zoning district would be 80% which is a consistent figure between the watershed and zoning regulations.

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Carson Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

<i>Development Classification</i>	<i>% of Net Site Area</i>	<i>% with Transfers</i>
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to flood plain maps, there is a floodplain within, or adjacent to the project boundary. Based upon the close proximity of flood plain, offsite drainage should be calculated to determine whether transition zone exists within the project location. If transition zone is found to exist within the project area, allowable impervious cover within said zone should be limited to 30%.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

Trees will likely be impacted with a proposed development associated with this rezoning case. Please be aware that an approved rezoning status does not eliminate a proposed development's requirements to meet the intent of the tree ordinances. If further explanation or specificity is needed, please contact the City Arborist at 974-1876. At this time, site specific information is unavailable regarding other vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

At this time, no information has been provided as to whether this property has any pre-existing approvals that preempt current water quality or Code requirements.

Transportation

The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for Bastrop Highway. Additional right-of-way may be required at the time of site plan and / or subdivision application.

A traffic impact analysis was waived for this case because the applicant agreed to limit the intensity and uses for this development. If the zoning is granted, development should be limited through a conditional overlay to less than 2,000 vehicle trips per day [LDC, 25-6-117].

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at his own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility for compliance with City criteria. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Compatibility Standards

Any new construction may require compliance with Subchapter E, Commercial Design Guidelines. Additional comments will be made at site plan review.

This site is within the Airport Overlay Zone AO-2 zone. Development on this property is limited by Chapter 25-13 of the Austin City Code. Airport hazards as defined in Federal Aviation Regulations Part 77, as adopted by the City in Section 25-13-23, are prohibited. Noise level reduction measures may be required for certain new structures. For more information, contact Joe Medici, Airport Planner, 530-6563.