NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: Montopolis

CASE#: NPA-2015-0005.02 **DATE FILED:** June 12, 2015 (Out-of-cycle)

PROJECT NAME: 7200 E. Ben White FLUM Amendment

PC DATE: October 13, 2015
September 22, 2015

ADDRESS: 7200 East Ben White Blvd.

DISTRICT AREA: 3

SITE AREA: 12.03 acres

APPLICANT/OWNER: KWH Properties

AGENT: Thrower Design (A. Ron Thrower)

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Industry and Mixed Use **To:** *Higher Density Single Family

** On July 7, 2015, the applicant amended the plan amendment request from a Single Family land use to Higher Density Single Family land use.*

Base District Zoning Change

Related Zoning Case: C14-2015-0073
From: GR-MU-NP and LI-NP **To:** SF-6-NP

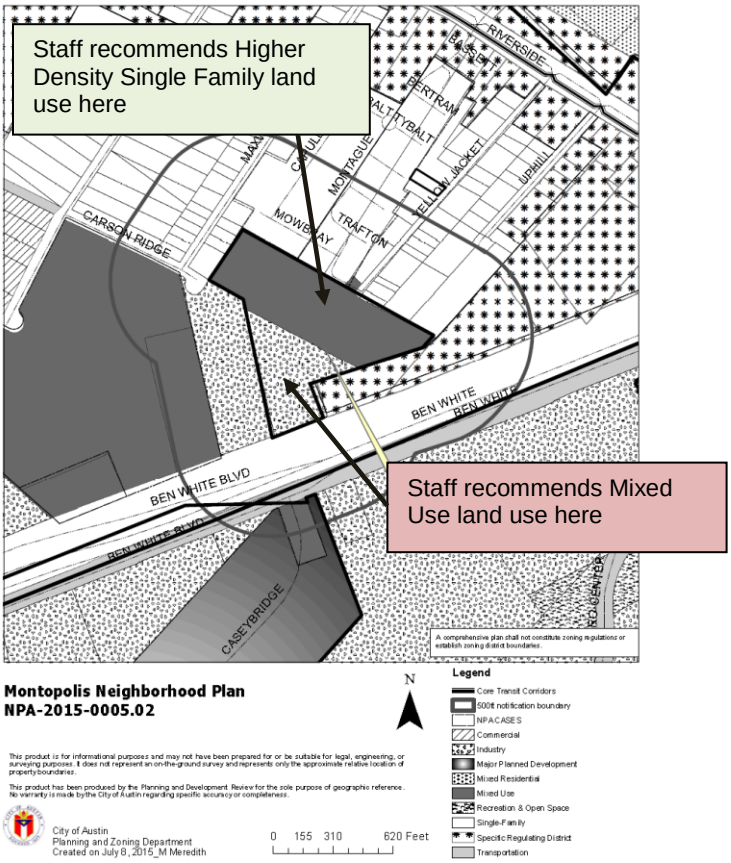
NEIGHBORHOOD PLAN ADOPTION DATE: September 27, 2001

PLANNING COMMISSION RECOMMENDATION:

October 13, 2015 – (Pending)

September 22, 2015 – Postponed to October 13, 2015 by request of staff approved on the consent agenda.[N. Zaragoza – 1st; J. Stevens – 2nd] Vote: 11-0 [P. Seeger absent; one vacancy]

STAFF RECOMMENDATION: The applicant is requesting Higher Density Single Family land use on the entire property; however, staff recommends Higher Density Single Family on the northern part of the property currently with Mixed Use land use (adjacent to the single family area to the north of the tract) and Mixed Use land use on the portion of the property with Industry land use (adjacent to East Ben White Boulevard). See map below:



BASIS FOR STAFF'S RECOMMENDATION: Staff recommends **Mixed Use** land use on the portion of the property currently with Industry land use because it is adjacent to East Ben White Boulevard and adjacent to industrial zoning and land use to the west. Staff believes Mixed Use is a more appropriate land use in this location as opposed to the applicant's request for Higher Density Single Family.

Staff recommends **Higher Density Single Family** land use on the portion of the property that currently has Mixed Use land use because Higher Density Single Family land use will serve as a buffer from the Mixed Use land use that is adjacent to the highway. Staff's recommendation for Mixed Use land use adjacent to the highway is consistent with the Montopolis Neighborhood Plan which recommends that commercial and industrial uses be located along E. Ben White and Hwy 183.

The neighborhood plan desires new housing for all stages of life, but neighborhood planning staff had concerns about removing the opportunity for commercial uses along the highway and concerns about placing low-density residential uses adjacent to industrial uses and along a major highway.

Note: In the "Background" section of this report is information on the multifamily development under construction on the 31.42 acre tract to the west.

Staff's recommendation meets these goals and objectives of the Montopolis Neighborhood Plan:

LAND USE

Goal 1: Improve the Quality of Life in Montopolis through Land Use and Zoning Decisions.

Objective 3: Focus the highest intense commercial and industrial activities along Ben White Drive and U.S. Hwy 183. Airport-related businesses and services should be located at Austin-Bergstrom International Airport or along Ben White or U.S. 183.

Action 11**:** Zone the properties along 183 and Ben White to allow commercial or limited industrial uses along these major corridors. (Please refer to the Figure 4: Future Land Use Map, for specific land uses and locations.)

Goal 2: Create Homes for all Stages of Life within Montopolis.

Objective 4: Enhance and protect existing single family housing.

Action 12: Preserve the existing Single Family uses and zoning in the older, established areas of Montopolis. (Please refer to the Proposed Future Land Use Map, for specific land uses and locations.)

Action 13: Preserve residential zoning in the interior of East Montopolis to allow for new homes to be built. (Please refer to the Figure 4: Future Land Use Map, for specific land uses and locations.)

Action 14: Preserve Single Family zoning in the interior of South Montopolis. (Please refer to the Proposed Future Land Use Map, for specific land uses and locations.)

Action 15: Provide information in both English and Spanish to homeowners regarding existing methods of preventing increases in their property taxes.

Objective 5: Create multiple housing types of varied intensities.

Action 16: Allow **"Small Lot Amnesty"** throughout the entire Montopolis neighborhood as described in the Smart Growth Infill proposals, permitting new single-family development on existing lots of 2,500 square feet or greater.

Action 17: Allow **garage apartments** and secondary residential units throughout the Montopolis neighborhood on lots of 5,750 square feet or greater with MF-6 or less restrictive zoning. Other site development standards would apply, as specified in the Smart Growth Infill "Secondary Apartment" option.

Action 18: Allow "**Cottage Lot"** development - single-family units on lots of 2,500 square feet or greater with MF-6 or less restrictive zoning. Other site development standards would apply, as specified in the Smart Growth Infill "Cottage Lot" option.

Action 19 : Allow "**Urban Home"** development - single-family units on lots of 3,500 square feet or greater with MF-6 or less restrictive zoning. Other site development standards would apply, as specified in the Smart Growth Infill "Urban Home" option.

LAND USE DESCRIPTIONS

Existing Land Uses

Industry - Areas reserved for manufacturing and related uses that provide employment but are generally not compatible with other areas with lower intensity use. Industry includes general warehousing, manufacturing, research and development, and storage of hazardous materials

Purpose

1. To confine potentially hazardous or nuisance-creating activities to defined districts;
2. To preserve areas within the city to increase employment opportunities and increased tax base;
3. To protect the City's strategic advantage as a high tech job center; and
4. To promote manufacturing and distribution activities in areas with access to major transportation systems.

Application

1. Make non-industrial properties in areas with a dominant industrial character compatible with the prevailing land use scheme;
2. Where needed, require a buffer area for industrial property that abuts residentially used land;

3. Industry should be applied to areas that are not appropriate for residential or mixed use development, such as land within the Airport Overlay; 4. In general, mixed use and permanent residential activities are not appropriate in industrial areas. An exception may be the edge of an industrial area along the interface with an area in which residential activities are appropriate. Such exceptions should be considered case by case, with careful attention to both land use compatibility and design;
5. Industry should not be either adjacent to or across the road from single family residential or schools;
6. Use roadways and/or commercial or office uses as a buffer between residential and industry; and
7. Smaller scale "local manufacturing" districts may be appropriate in some locations to preserve employment opportunities and cottage industries of local artisans. In these areas, hazardous industrial uses (i.e. basic industry, recycling centers, and scrap yards) should be prohibited.

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

Higher Density Single-family land use is housing, generally up to 15 units per acre, which includes townhouses and condominiums as well as traditional small-lot single family.

Purpose

1. Provide options for the development of higher-density, owner-occupied housing in urban areas; and
2. Encourage a mixture of moderate intensity residential on residential corridors.

Application

1. Appropriate to manage development on major corridors that are primarily residential in nature, and
2. Can be used to provide a buffer between high-density commercial and low-density residential areas.
3. Applied to existing or proposed mobile home parks.

IMAGINE AUSTIN PLANNING PRINCIPLES

1. Create complete neighborhoods across Austin that provide a mix of housing types to suit a variety of household needs and incomes, offer a variety of transportation options, and have easy access to daily needs such as schools, retail, employment, community services, and parks and other recreation options.
    - ***The property is part of a larger development with access from East Riverside Drive where there are Capital Metro bus routes and where various businesses are located. The nearest parks are over two miles away to the north of the property.***
2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.

- ***The property is part of a larger development with access from East Riverside Drive where there are Capital Metro bus routes and various businesses are located.***

3. Protect neighborhood character by ensuring context-sensitive development and directing more intensive development to activity centers and corridors, redevelopment, and infill sites.

    - ***The property is not located on an Activity Corridor as identified in the Imagine Austin Comprehensive Plan. The southern portion of the tract is located within a Job Center Activity Center.***

4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.

    - ***The proposed residential development will provide housing choices for the Montopolis area and for the city.***

5. Ensure harmonious transitions between adjacent land uses and development intensities.

    - ***Staff's land use recommendations for Higher Density Single Family land use on the northern tract and Mixed Use land on the southern tract ensures harmonious land use transition by placing the more intense land use adjacent to the highway and the existing industrial land use and the lower intense land use adjacent to the residential area.***

6. Protect Austin's natural resources and environmental systems by limiting land use and transportation development over environmentally sensitive areas and preserve open space and protect the function of the resource.

    - ***The property is not located within an environmentally sensitive area.***

7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.

    - ***Not applicable.***

8. Protect, preserve and promote historically and culturally significant areas.

    - ***Not applicable.***

9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.

    - ***Not applicable.***

10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.

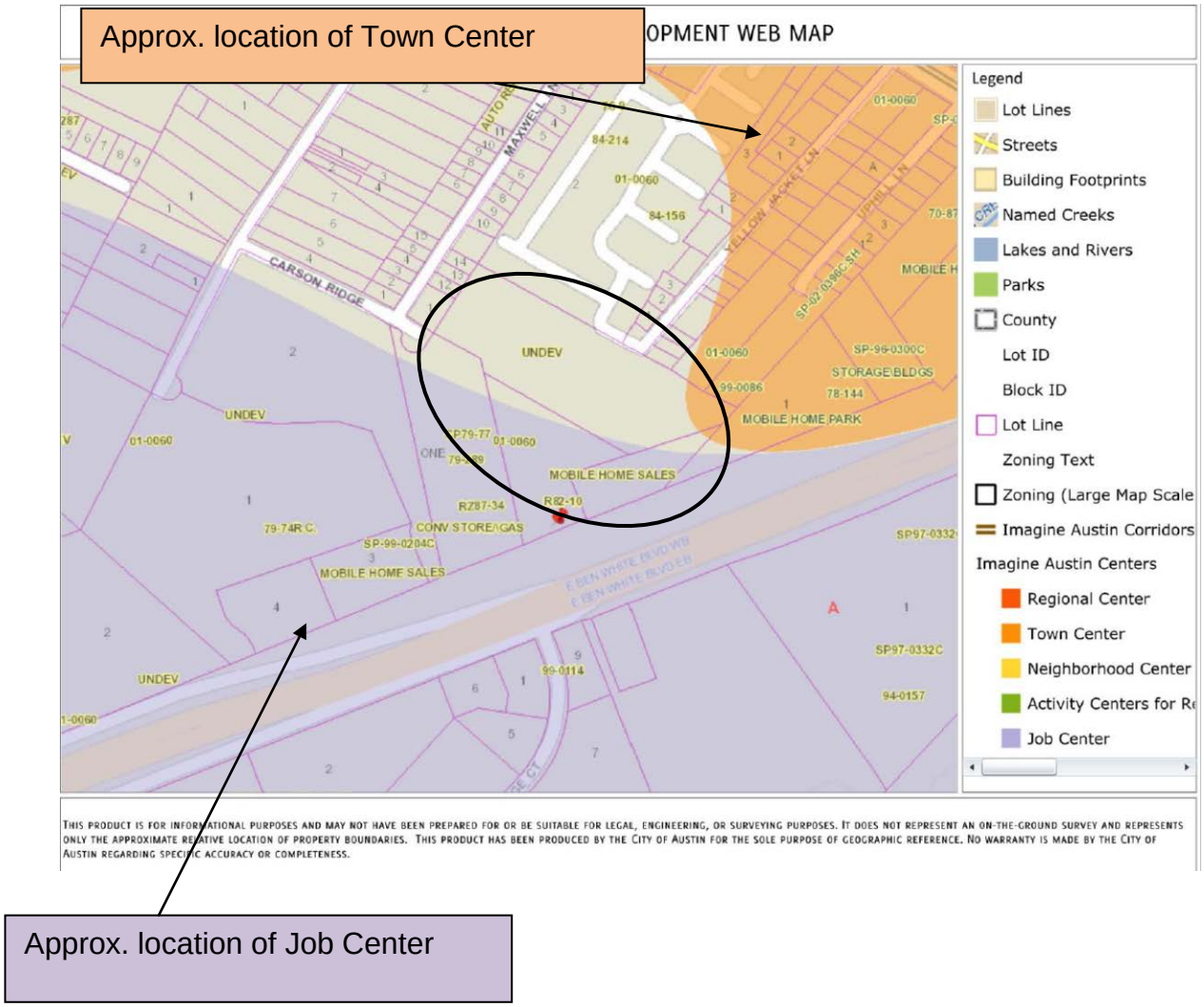
    - ***Not applicable.***

11. Sustain and grow Austin's live music, festivals, theater, film, digital media, and new creative art forms.

    - ***Not applicable.***

12. Provide public facilities and services that reduce greenhouse gas emissions, decrease water and energy usage, increase waste diversion, ensure the health and safety of the public, and support compact, connected, and complete communities.

    - ***Not applicable.***



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

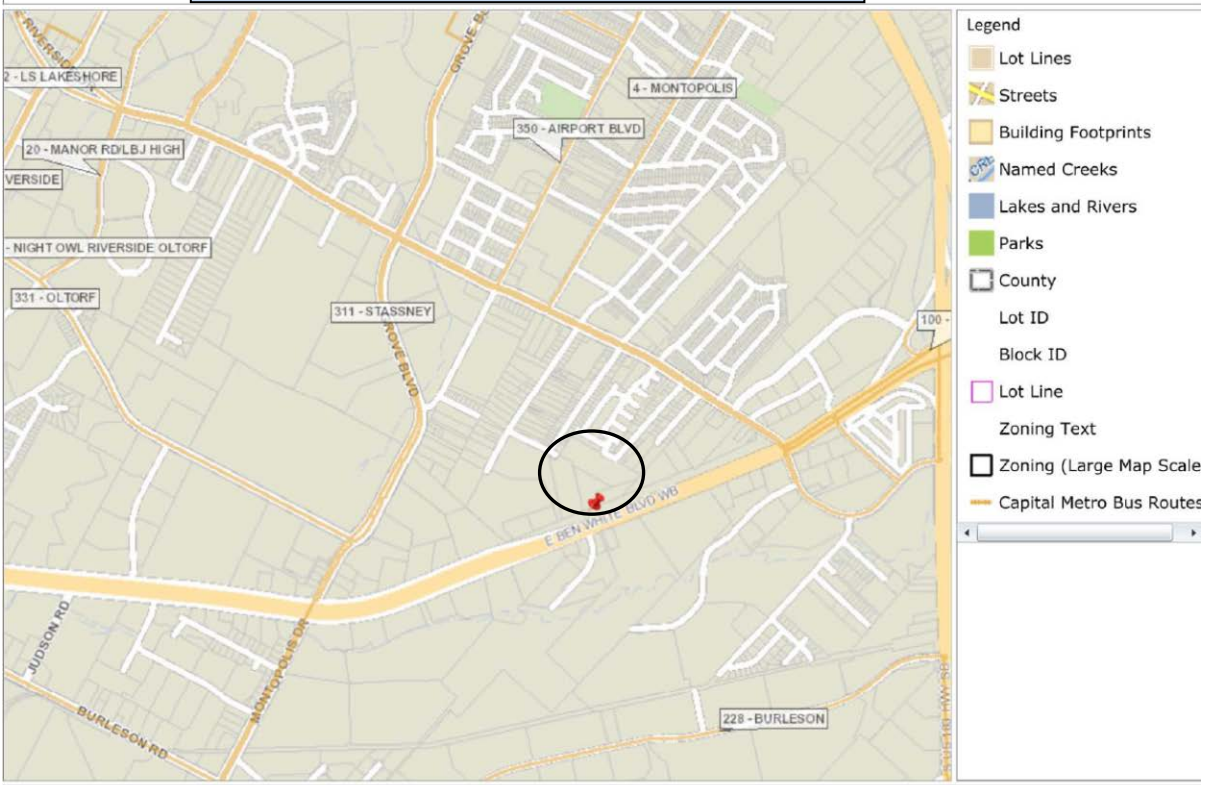
can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other 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. **t**hese 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.

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.

Capital Metro Bus Routes near property



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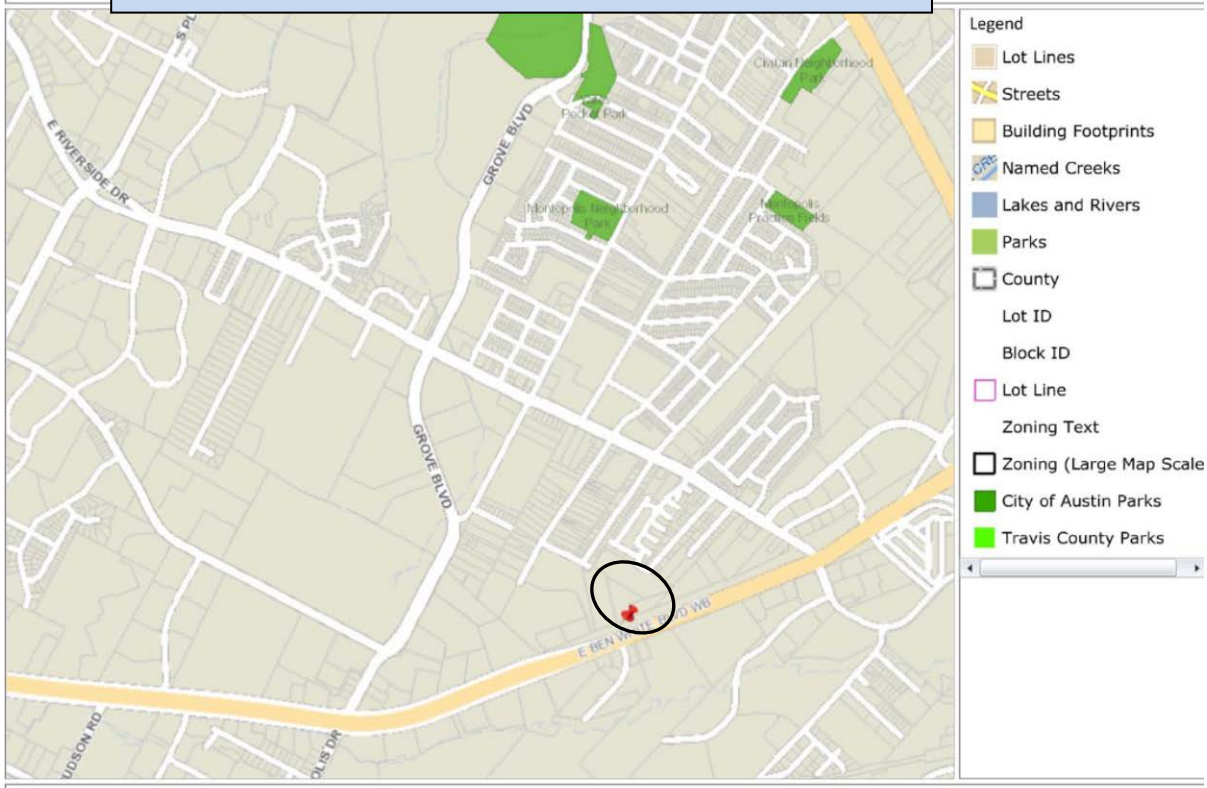
City and County Parks near the property



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BACKGROUND: The application was filed on June 12, 2015, which is out-of-cycle for neighborhood planning areas located on the east side of I.H.-35. The month of July is in-cycle for planning areas located on the east side of I.H.-35. The Montopolis Planning Contact Team provided a letter which allowed the out-of-cycle application and also stated support for the plan amendment and zoning case.

The applicant has requested a change in the future land use map from Mixed Use and Industry to Higher Density Single Family land use. The applicant proposes to build condominiums as an extension of Phase II of the homes under construction to the north.

The applicant has submitted a zoning change application requesting a change in zoning from GR-MU-NP and LI-NP to SF-6-NP. For more information on the proposed zoning change, please see case report C14-2015-0073.

In 2011, there was a plan amendment application for property located at 7016 East Ben White Boulevard (NPA-2011-0005.02), to the west of this site. The applicant proposed a mixed use development and presented a concept plan showing commercial uses along the frontage of East Ben White Boulevard and apartments on the north portion of the site. Staff supported the future land use request from Commercial and Industry to Mixed Use. After the

future land use map was approved by City Council on December 8, 2011 for Mixed Use, the applicant submitted a zoning change application for CS-MU-NP, which was approved by City Council on April 16, 2012.

This property is currently being developed with multifamily uses only and is not a mixed use development with residential and commercial uses as proposed by that applicant in 2011.

PUBLIC MEETINGS: The ordinance required community meeting was held on July 30, 2015. One hundred and thirty three meeting notices were mailed to property owners, utility account holders who live within 500 feet, in addition to neighborhood and environmental groups registered on the community registry who requested notification for the area. Three people attended the meeting, in addition to one city staff member, and the applicants.

Garrett Martin, the applicant, told the attendees that the property will be part of a residential development that is currently under construction called Riverside II, which has 114 homes; this project will have 81 homes. The home sizes will be between 1,400 square feet and 2,300 square feet in size. The price range will start around $280,000. They will be primarily two stories, with some single story homes. It will be a private gated community with private roads. There are no affordable housing units proposed.

The attendees did not ask any questions because they said they were members of the Montopolis Planning Contact Team and had met with the applicant prior to this meeting and all their questions were asked at those meetings.

The Montopolis Planning Contact Team supports the plan amendment and zoning change request. Their letter is on page 15.

CITY COUNCIL DATE: October 8, 2015 **ACTION:** (Pending)

CASE MANAGER: Maureen Meredith **PHONE:** (512) 974-2695

EMAIL: maureen.meredith@austintexas.gov

Applicant's Summary Letter describing application

Neighborhood Plan Amendment

SUMMARY LETTER

It is the owner's intent to construct 81 stand alone condominium homes on property.

Documentation for Amended Application

From: Beth Turner
Sent: Tuesday, July 07, 2015 11:05 AM
To: Meredith, Maureen
Subject: RE: New Case: NPA-2015-0005.02_7200 E Ben White

Hi Maureen! Here is the modified sheet to the application changing from Single Family to High Density Single Family.

City of Austin Application Packet for Neighborhood Plan Amendment
For Individual Property Owner

Page 10 of 16

Owner/Applicant: KWH Properties
Project Name: 7200 E. Ben White Flum Amendment
Owner/Applicant Address: 5113 Southwest Parkway, Suite 150, Austin, Texas 78735
Owner/Applicant Phone: _____ Owner/Applicant Fax: _____

Agent (as designated on the provided Affidavit): Thrower Design/A. Ron Thrower
Agent Address: P.O. Box 41957, Austin, Texas 78704
Agent Phone: (512) 476-4456 Agent Fax: _____

Name of Adopted Plan: Montopolis
Adoption Date: 09/27/2001

☑ **Change in Future Land Use Designation**

- Submit map with application designating the parcels to be changed

Requested Change FROM: Industry & Mixed Use TO: High Density Single Family
Proposed Use: Condominiums
Property Address: 7200 E. Ben White Boulevard
Legal Description: 12.0399 acres of land out of the Santiago Del Valle Grant, Abstract No. 24, Travis County, Texas
Tax Parcel Number(s): 0315110211, 0311160201
Acreage or Square Footage: 12.03
Watershed Location: Carson Creek

☐ **Change in Plan Document—including text, tables, and reference maps** [attach additional sheets if needed]
Item and Page Number(s): NA
Existing Text: NA

Montopolis PCT Out-of-Cycle Approval Letter and Letter of Support

May 27, 2015

Ms. Maureen Meredith
Neighborhood Planning & Zoning Department
P O Box 1088
Austin, TX 78767

RE: Eastwood at Riverside, Phase 3 Rezoning and Neighborhood Plan Amendment – 7112 E. Ben White Blvd.

Dear Maureen Meredith;

The Montopolis Neighborhood Contact Team (MNPCT) held its meeting on May 13th, 2015 to review a zoning request and Plan Amendment Request for out-of-cycle. The MNPCT reviewed Garrett S. Martin's Eastwood at Riverside, Phase 3 request.

This letter is to express the full support by the Montopolis Neighborhood Contact Team for the request by Milestone Community Builders, LLC for the Neighborhood Plan Amendment of the future land use designation from Industry and Mixed Use to Single Family Residential of the Eastwood at Riverside, Phase 3 property, 7112 E. Ben White Blvd.

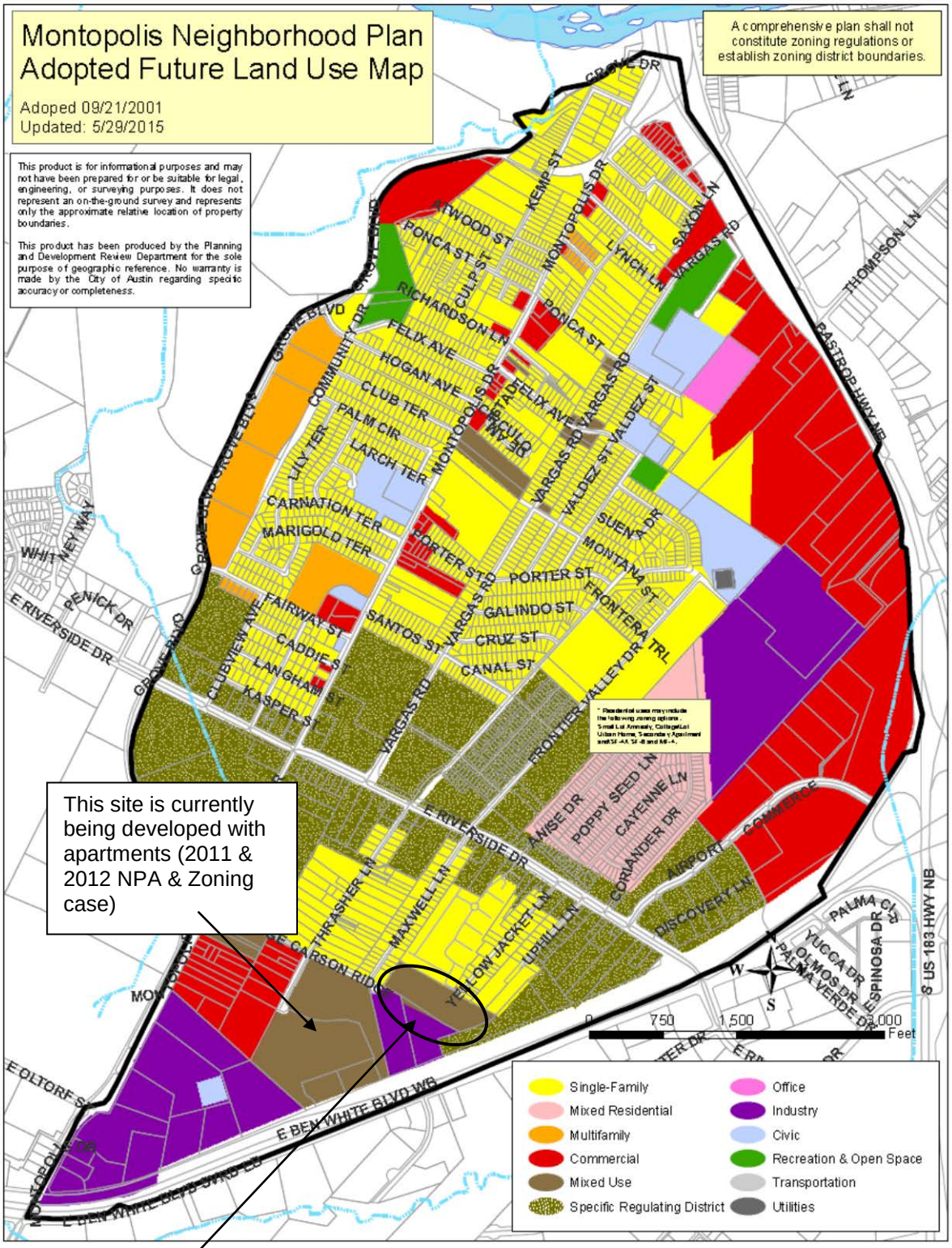
Furthermore, we fully support the proposed re-zoning of the tract from LI-NP and GR-MU-NP to SF-6, 7112 E. Ben White Blvd.

We have worked together with Milestone to satisfy the Montopolis Neighborhood Contact Plan Team that these changes will be beneficial to both the surrounding neighborhood and the City of Austin.

Please grant Milestone's request for these changes.

Sincerely,

Susana Almanza
Susana Almanza, President
Montopolis Neighborhood Contact Team


Montopolis Neighborhood Plan
Adopted Future Land Use Map
Adoped 09/21/2001
Updated: 5/29/2015
A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.
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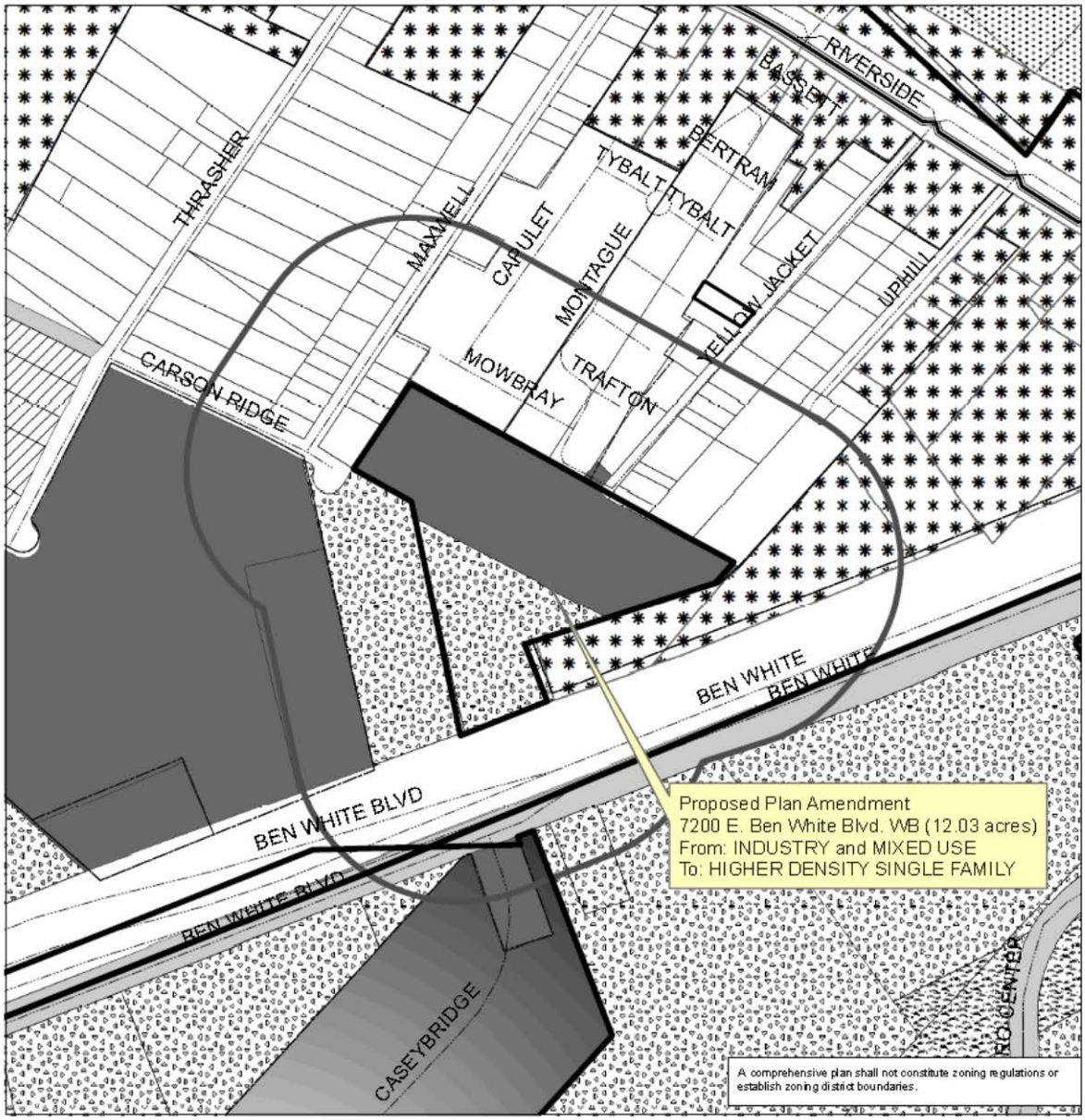
This site is currently being developed with apartments (2011 & 2012 NPA & Zoning case)
Site
Single-Family
Mixed Residential
Multifamily
Commercial
Mixed Use
Specific Regulating District
Office
Industry
Civic
Recreation & Open Space
Transportation
Utilities
0
750
1,500
3,000
Feet
E RIVERSIDE DR
E BEN WHITE BLVD WB
S US 183 HWY NB
PASTROB HWY NB
THOMPSON LN
GROVE BLVD
PORTER ST
GALINDO ST
CRUZ ST
CANAL ST
VARGAS RD
FRONTIER VALLEY DR
MONTOPOLIS DR
KEMP ST
ATWOOD ST
PONCA ST
RICHARDSON LN
FELIX AVE
HOGAN AVE
CLUB TER
PALM CIR
LARCH TER
LILY TER
CARNATION TER
MARIGOLD TER
FAIRWAY ST
CADDIE ST
LANGHAM ST
KASPER ST
CLUBVIEW AVE
SANTOS ST
VALDEZ ST
SUENS DR
MONTANA ST
FRONTERA TRL
LYNCH LN
SAXON LN
VARGAS RD
COMMUNITY DR
WHITNEY WAY
E NICK DR
E OLTORF ST
THRASHER LN
MAXWELL LN
YELLOW JACKET LN
UPHILL DR
ANISE DR
POPPY SEED LN
CAYENNE LN
CORIANDER DR
AIRPORT
DISCOVERY LN
COMMERCE
PALMA CIR
YUCCA DR
OLMOS DR
PALMA VERDE DR
ESPINOSA DR



Montopolis Neighborhood Plan
NPA-2015-0005.02

N

Legend

- Core Transit Corridors
- 500ft notification boundary
- NPA CASES
- Commercial
- Industry
- Major Planned Development
- Mixed Residential
- Mixed Use
- Recreation & Open Space
- Single-Family
- Specific Regulating District
- Transportation

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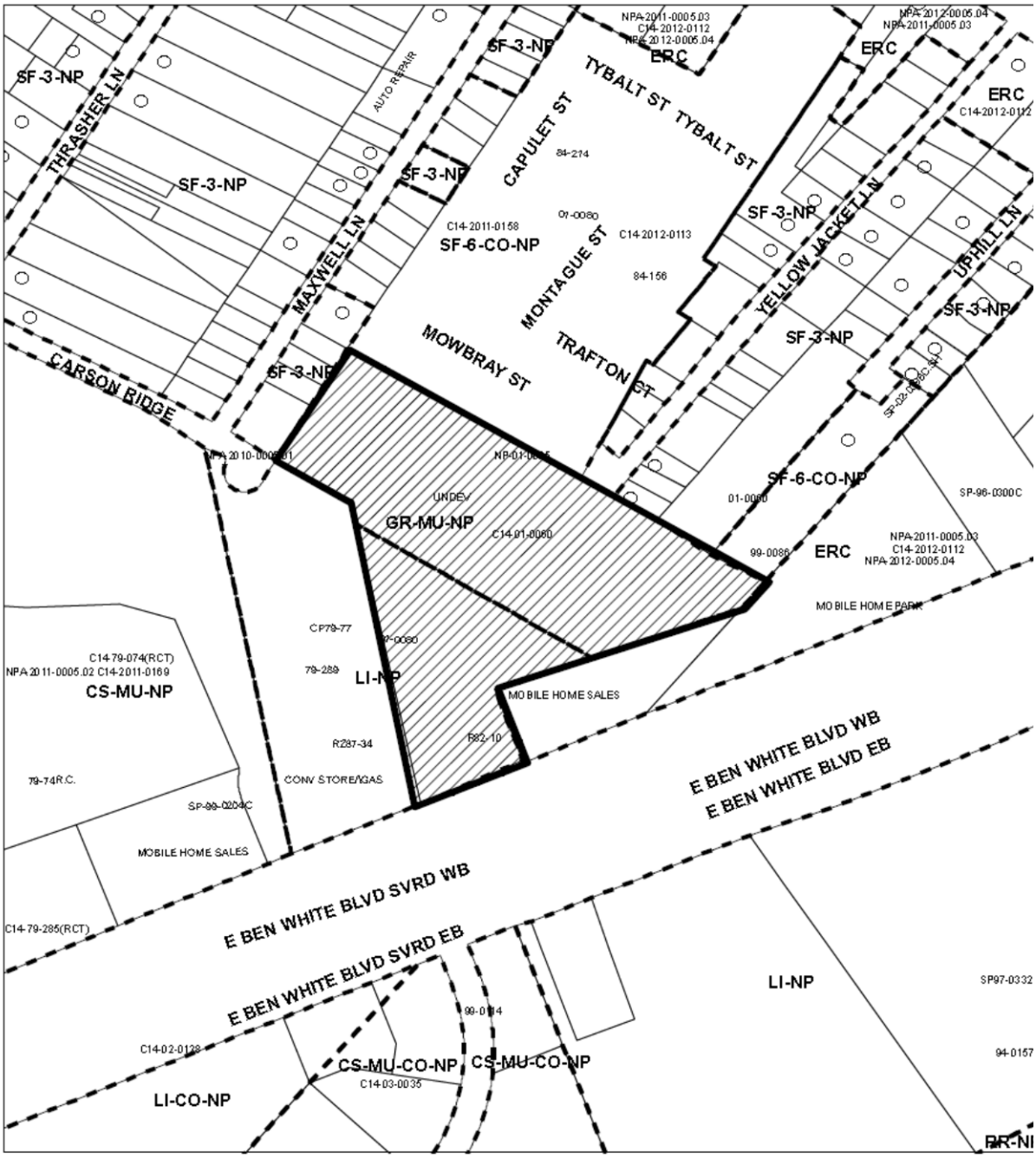
City of Austin
Planning and Zoning Department
Created on July 8, 2015_M Meredith

0 155 310 620 Feet



ZONING

CASE#: C14-2015-0073

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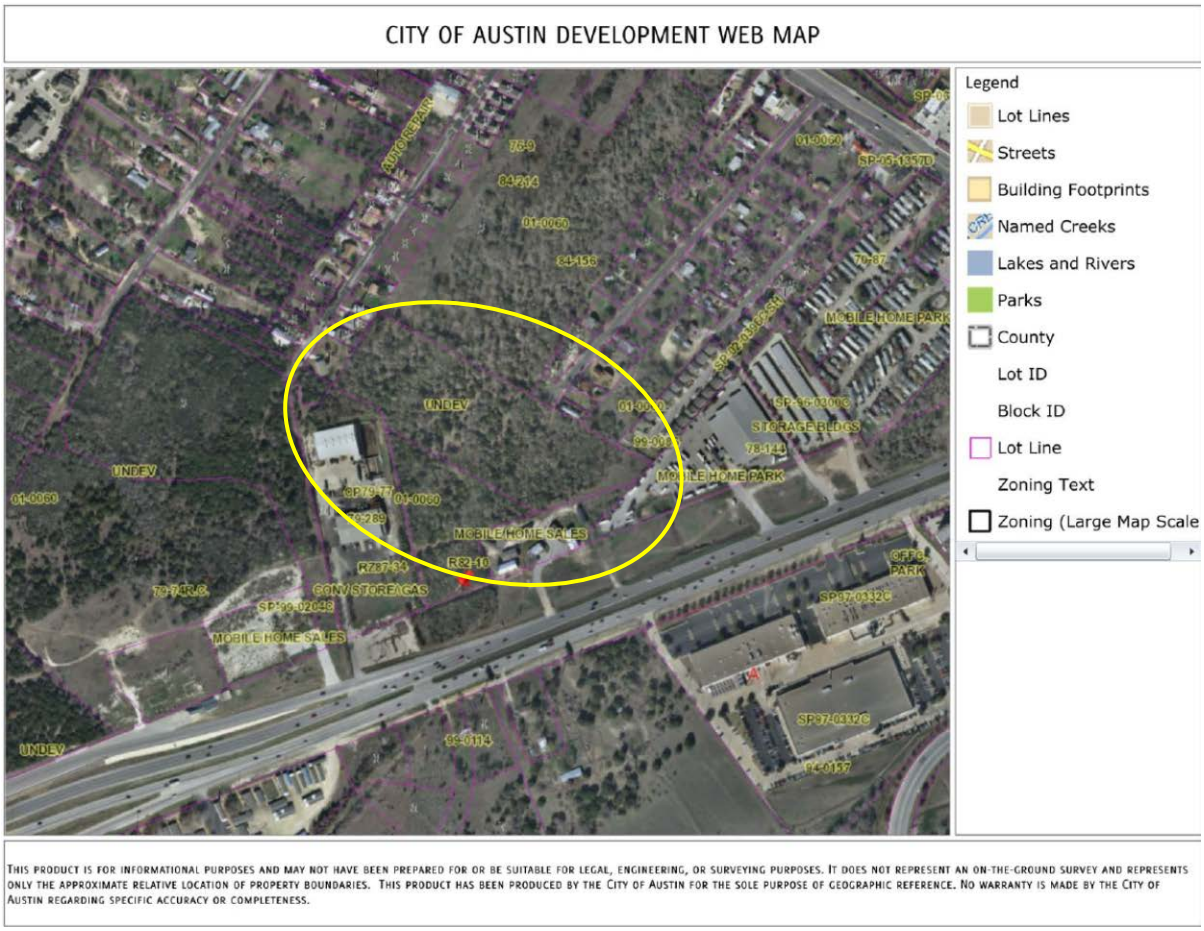
CITY OF AUSTIN DEVELOPMENT WEB MAP
Legend
Lot Lines
Streets
Building Footprints
Named Creeks
Lakes and Rivers
Parks
County
Lot ID
Block ID
Lot Line
Zoning Text
Zoning (Large Map Scale
UNDEV
MOBILE HOME PARK
MOBILE HOME SALES
STORAGE BLDGS
CONV STORE/GAS
AUTO REPAIR
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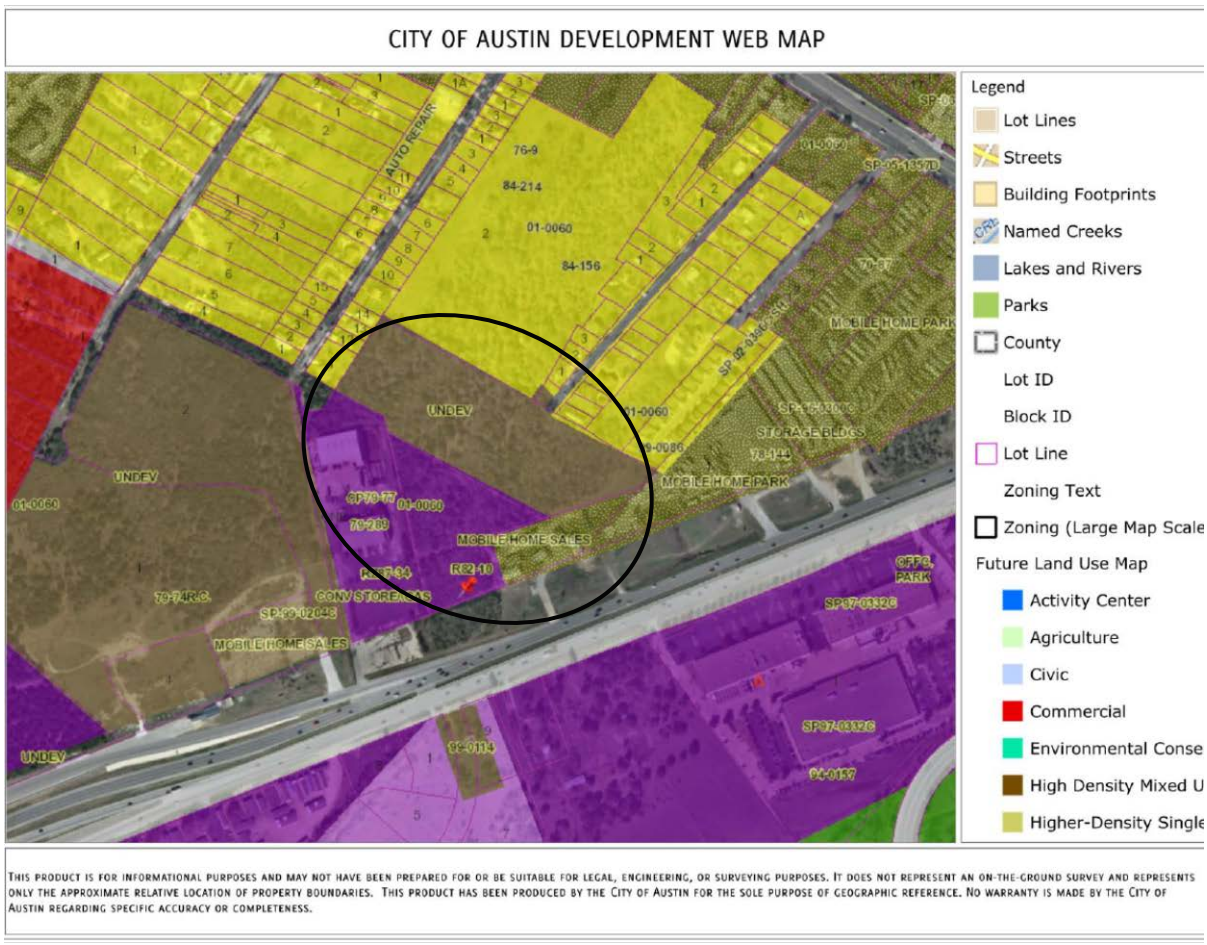

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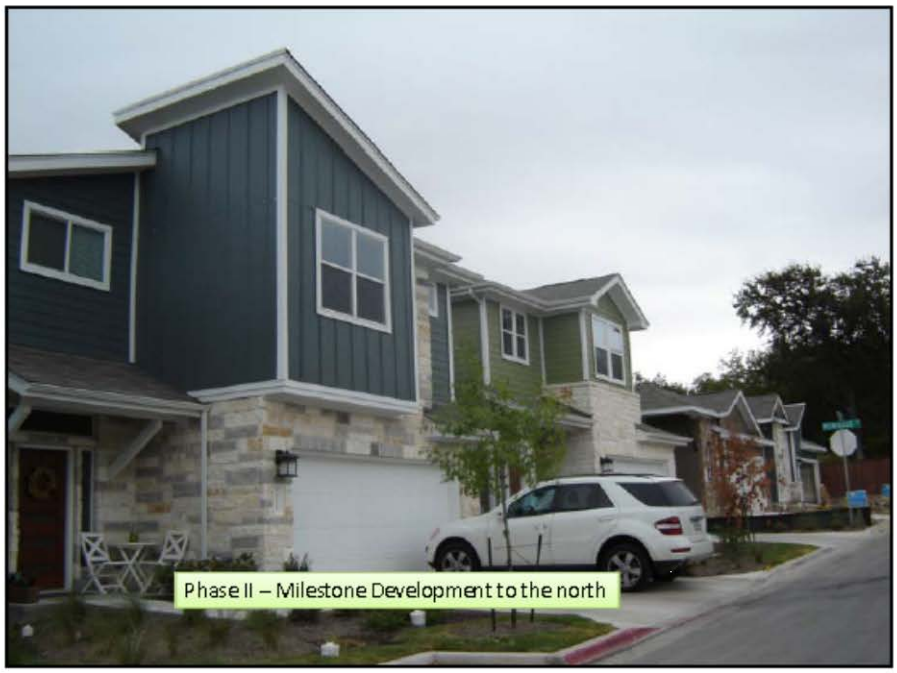
Phase II – Milestone Development to the north

Phase II of Milestone Development to the north

LI zoned property to the east

LI zoned property to the east

View south across E. Ben White Blvd.

Multifamily development to the west

Multifamily development to the west