

ZONING CHANGE REVIEW SHEET

CASE: C14-2015-0062.01 – Met Campus PDA
Amendment

P.C. DATE: March 27, 2018
May 22, 2018
June 26, 2018
August 14, 2018
August 28, 2018
September 25, 2018
November 13, 2018
May 14, 2019

ADDRESS: 2900, 3000 and 3024 U.S. Highway 183 South

DISTRICT AREA: 2

OWNER: Met Center NYCTEX, Phase II, Ltd.
(Howard Yancy)

AGENT: Thrower Design
(Ron Thrower)

ZONING FROM: LI-PDA-NP **TO:** LI-PDA-NP, **AREA:** 22.61 acres
to modify the sign regulations

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant limited industrial services – planned development area – neighborhood plan (LI-PDA-NP) combining district zoning and grant an amendment to Sign Regulations Section 25-10-124(B) (*Scenic Roadway Sign District Regulations*) is modified to provide that:

1. The sign area may not exceed 160 square feet per side (320 square feet total).
2. The height of such a sign may not exceed, for a freestanding sign, 21 feet.

PLANNING COMMISSION RECOMMENDATION:

March 27, 2018: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO MAY 22, 2018*

[G. ANDERSON; J. THOMPSON – 2ND] (12-0) P. SEEGER – ABSENT

May 22, 2018: *APPROVED A POSTPONEMENT BY STAFF TO JUNE 26, 2018, BY CONSENT*

[P. SEEGER; J. SCHISSLER – 2ND] (13-0)

June 26, 2018: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO AUGUST 14, 2018, BY CONSENT*

[F. KAZI; T. WHITE – 2ND] (12-0) J. THOMPSON – ABSENT

August 14, 2018: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO AUGUST 28, 2018*

[P. SEEGER; C. KENNY – 2ND] (10-0) K. MCGRAW, T. SHAW – ABSENT; 1 VACANCY ON THE COMMISSION

August 28, 2018: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO SEPTEMBER 25, 2018*

[J. SCHISLER, C. KENNY – 2ND] (12-0) 1 VACANCY ON THE COMMISSION

September 25, 2018: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO NOVEMBER 13, 2018*

[G. ANDERSON, Y. FLORES – 2ND] (10-0) C. KENNY, P. SEEGER – ABSENT; 1 VACANCY ON THE COMMISSION

November 13, 2018: *APPROVED AN INDEFINITE POSTPONEMENT REQUEST BY THE APPLICANT*

[P. SEEGER, R. SCHNEIDER – 2ND] (12-0) A. DE HOYOS HART – ABSENT

May 14, 2019:

ISSUES:

The Applicant would like to discuss the Staff recommendation.

DEPARTMENT COMMENTS:

The subject rezoning area consists of undeveloped property located at the northwest corner of U.S. Highway 183 South and McCall Lane. The majority of the property has frontage on the highway, is platted and zoned limited industrial services – planned development area – neighborhood plan (LI-PDA-NP) combining district by a 2016 case. There is a detention/water quality pond serving the Met Center II area to the north (LI-PDA-NP); a restaurant, a single family residence, manufactured homes and a storage area across McCall Lane to the south (SF-2-NP; CS-NP); and undeveloped land and an electric substation to the west (LI-PDA-NP). Please refer to Exhibits A (Vicinity Map), A-1 (Zoning Map) and A-2 (Aerial View).

The approved Planned Development Area (PDA) allows for all permitted and conditional uses in the LI district, allows for additional uses, prohibits certain uses, and exempts all uses except general retail sales and restaurants from the application of Commercial Design Standards. The PDA on the subject property proposed up to 350,000 square feet of industrial/warehouse uses and a 300 room hotel and is an extension of the PDA that was first created in March 2004 for the Colorado Crossing development. The eastern portion of Colorado Crossing is known as Met Center II and consists of a 304 acre adjacent area to the north and west. Approximately 2 million square feet of office uses has been permitted or under construction.

As set forth in Land Development Code Section 25-2-441, the regulations of a planned development area (PDA) may modify sign regulations applicable in the base district. The

Applicant's proposed PDA amendment would allow for a 600 square foot (300 sf per side), 42-foot tall project sign along the property's U.S. 183 frontage (approximately 1,550 linear feet) for the benefit of the entire Met Center development. The project sign would be located 70 feet from the property line and would not use LED lighting. The Applicant would also remove two freestanding, 42' tall, advertising billboard (non-conforming) signs that are located on or within the US 183 right-of-way totaling 1,200 square feet, and relocate them to a site on an expressway corridor (IH-35, or limited access portions of SH 71, U.S. 183, and U.S. 290) that has commercial or industrial base district zoning, in accordance with the provisions of 25-10-152 (*Nonconforming Signs*). The two billboard signs would be removed at the time a new sign is permitted.

South of State Highway 71, U.S. Highway 183 is designated as a Scenic Roadway and has its own sign regulations that are more restrictive than those allowed by other sign districts. Although the Met Center project area and this rezoning area has frontage on non-Scenic Roadways, a Scenic Roadway is higher in the hierarchy of sign districts and its regulations control over less restrictive districts. The Scenic Roadway regulations allow for a maximum 12-foot tall sign with a maximum sign area of 64 square feet (25-10-124). Internal lighting of signs is prohibited, although internal lighting of individual letters is permitted.

In evaluating the Applicant's request, Staff also reviewed the number, height and area requirements associated with the Expressway Corridor and Commercial sign districts, and compared them with those for a Scenic Roadway. The Expressway Corridor district allows for a maximum of two signs, each up to 35 feet tall and 300 square feet per side (25-10-123). Signs in the Commercial District allow for a maximum of two signs, each up to 30 feet tall, and 200 square feet or 250 square feet for a multi-tenant building (25-10-130).

Roadway Type	Height of sign	Sq ft (per side)	Maximum #
Scenic	12 feet	64 sq ft	1 per lot
Commercial	30 feet	250 sf x 2 = 500 sf	2
Expressway	35 feet	300 sf x 2 = 600 sf	2

Regarding the proposed sign's location on a Scenic Roadway and the amount of land area that would be served by the project sign (approximately 325 acres), Staff believes it is appropriate consider the difference between the sign regulations of the Scenic Roadway and the Commercial districts. This results in a 21 foot tall sign with a 160 square foot area.

SUMMARY:

	Height	Square Feet	Maximum #
Applicant Request	42 feet	300 sf x 2 = 600 sf	1
Notes: remove 2 non-conforming, 42' freestanding signs and relocate to an Expressway corridor			
Staff Recommendation	21 feet	160 sf x 2 = 320 sf	1

Thus, Staff recommendation for height and area requirements are more restrictive than the Commercial district, but less restrictive than the Scenic Roadway district, yet still within the

context of the Code. Staff is unaware of any near-term projects to upgrade this section of US 183 (south of SH 71) to a limited access freeway which would be a factor in Staff's recommendation to consider applying the sign regulations of an Expressway district. Staff also searched for variances granted by the Sign Review Board on US Highway 183, but did not find any.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	LI-PDA-NP	Undeveloped
<i>North</i>	LI-PDA-NP	Undeveloped; Detention pond
<i>South</i>	SF-2-NP	Single family residences; Manufactured homes; Vehicle storage
<i>East</i>	Across US 183: AV	Austin-Bergstrom International Airport
<i>West</i>	LI-PDA-NP	Undeveloped; Hospital (general)

NEIGHBORHOOD PLANNING AREA: Southeast Austin Combined (Southeast)

TIA: Is not required with this amendment

WATERSHEDS: Carson Creek; Onion Creek – Suburban

CAPITOL VIEW CORRIDOR: No **SCENIC ROADWAY:** Yes – U.S. Highway 183

NEIGHBORHOOD ORGANIZATIONS:

96 – Southeast Corner Alliance of Neighborhoods (SCAN)
 511 – Austin Neighborhoods Council 627 – Onion Creek Homeowners Association
 634 – Montopolis Area Neighborhood Alliance
 774 – Del Valle Independent School District 1005 – Elroy Neighborhood Association
 1195 – Imperial Valley Neighborhood Association
 1228 – Sierra Club, Austin Regional Group 1258 – Del Valle Community Coalition
 1316 – Southeast Combined Neighborhood Contact Team 1363 – SEL Texas
 1408 – Go! Austin/Vamos! Austin – Dove Springs
 1438 – Dove Springs Neighborhood Association 1441 – Dove Springs Proud
 1528 – Bike Austin 1530 – Friends of Austin Neighborhoods
 1550 – Homeless Neighborhood Association 1578 – South Park Neighbors

SCHOOLS:

The subject rezoning area is within the Del Valle Independent School District.

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-03-0116.03 – 3101 Metlink Dr	LI-PDA-NP to LI-PDA-NP, to exempt all uses except general retail sales (convenience & general), and restaurant (general & limited) from Commercial Design Standards.	To Grant	Apvd LI-PDA-NP as requested (5-12-2016).
C14-03-0116.02 – Met Center II - PDA Amendment #2 – 6800 Burleson Rd	LI-PDA-NP to LI-PDA-NP, to add hospital services as a permitted use	To Grant	Apvd LI-PDA-NP as requested (11-05- 2009).
C14-03-0116.01 - Met Center II PDA Amendment – 6800 Burleson Rd	LI-PDA-NP to LI-PDA-NP, to exempt all uses except for residential, retail and restaurants from Subchapter E requirements (Commercial Design Stds)	To Grant	Apvd LI-PDA-NP as requested (02-12- 2009).
C14-03-0116 – Colorado Crossing – 6800 Burleson Rd	RR-CO-NP; LI- CO-NP to LI- PDA-NP	To Grant LI-PDA-NP to add permitted uses including residential (up to 5,500/15,500 for mf), prohibit certain uses, establish buffers between residential and certain commercial, industrial and civic uses, establish optional site dev't regulations, establish buffers to creeks, separate residential and industrial traffic, max.	Apvd LI-PDA-NP (3- 11-2004).

		65% i.c. for residential uses, establish Green Building for residential development; RC for a 200' setback between residences and a Group H-occupancy	
C14-03-0004 – U.S. Highway 183 South Rezoning to Commercial-Amin Investments--City Initiated – 3210 U.S. Hwy 183 S	SF-2-NP to CS-NP, as amended	To Grant	Apvd CS-NP as Commission recommended (4-24-2003).

RELATED CASES:

The property is platted as Buratti-Pecora II, recorded in June, 2001 (C8-00-2131.0A). Please refer to Exhibit B.

The Buratti Pecora II subdivision was rezoned to the LI-CO district on July 19, 2001 (C14-01-0011 – Buratti-Pecora II). The Conditional Overlay limits vehicular access to McCall Lane to one driveway and requires a 25-foot wide vegetative buffer along U.S. Highway 183. Roadway dedication on McCall Lane also occurred.

The Southeast Combined Neighborhood Plan was completed under the City of Austin's Neighborhood Planning Program and was adopted as part of the Austin Tomorrow Comprehensive Plan on October 10, 2002 (C14-02-0128.03, Ordinance 021010-12c). The – NP combining district was added to the property at that time.

The PDA that comprises 2900 – 3024 U.S. Highway 183 South, and 3120 McCall Lane was approved by Council on May 12, 2016 (C14-2015-0062 – U.S. 183 and McCall Lane Rezoning). Please refer to Exhibit C.

A site plan is in process for five administrative office buildings totaling 470,750 square feet with associated parking, utility and drainage improvements (SP-2017-0300C – Met Campus). Please refer to Exhibit D.

ABUTTING STREETS:

Name	ROW	Pavement	Classification	ADT
Metropolis Drive	90 feet	2 @ 24 feet	Collector	N/A
McCall Lane	Varies	24 feet	Collector	826
US-183	Varies	MAD-4	Freeway	25,000

According to the Austin 2014 Bicycle Plan approved by Austin City Council in 2014, a shared Use Path/Trail is recommended along US 183. However, no bicycle facilities have been recommended for Metropolis Drive and McCall Lane.

Capital Metro bus service (Route No. 228) is available along Metropolis Drive.

There are existing sidewalks along Metropolis Drive. There are no sidewalks along US 183 and McCall Lane.

CITY COUNCIL DATE: May 24, 2018

ACTION: Approved a Postponement request by Staff to June 28, 2018 (10-0, Council Member Troxclair was absent).

June 28, 2018

Approved a Postponement request by Staff to August 23, 2018 (11-0).

August 23, 2018

Approved a Postponement request by Staff to October 18, 2018 (10-0, Council Member Houston abstained).

October 18, 2018

Approved a Postponement request by Staff to December 13, 2018 (10-0, Council Member Pool was off the dais).

December 13, 2018

Approved an Indefinite Postponement request by Staff (9-0, Mayor Adler, Council Member Renteria were off the dais).

June 6, 2019

ORDINANCE READINGS: 1st

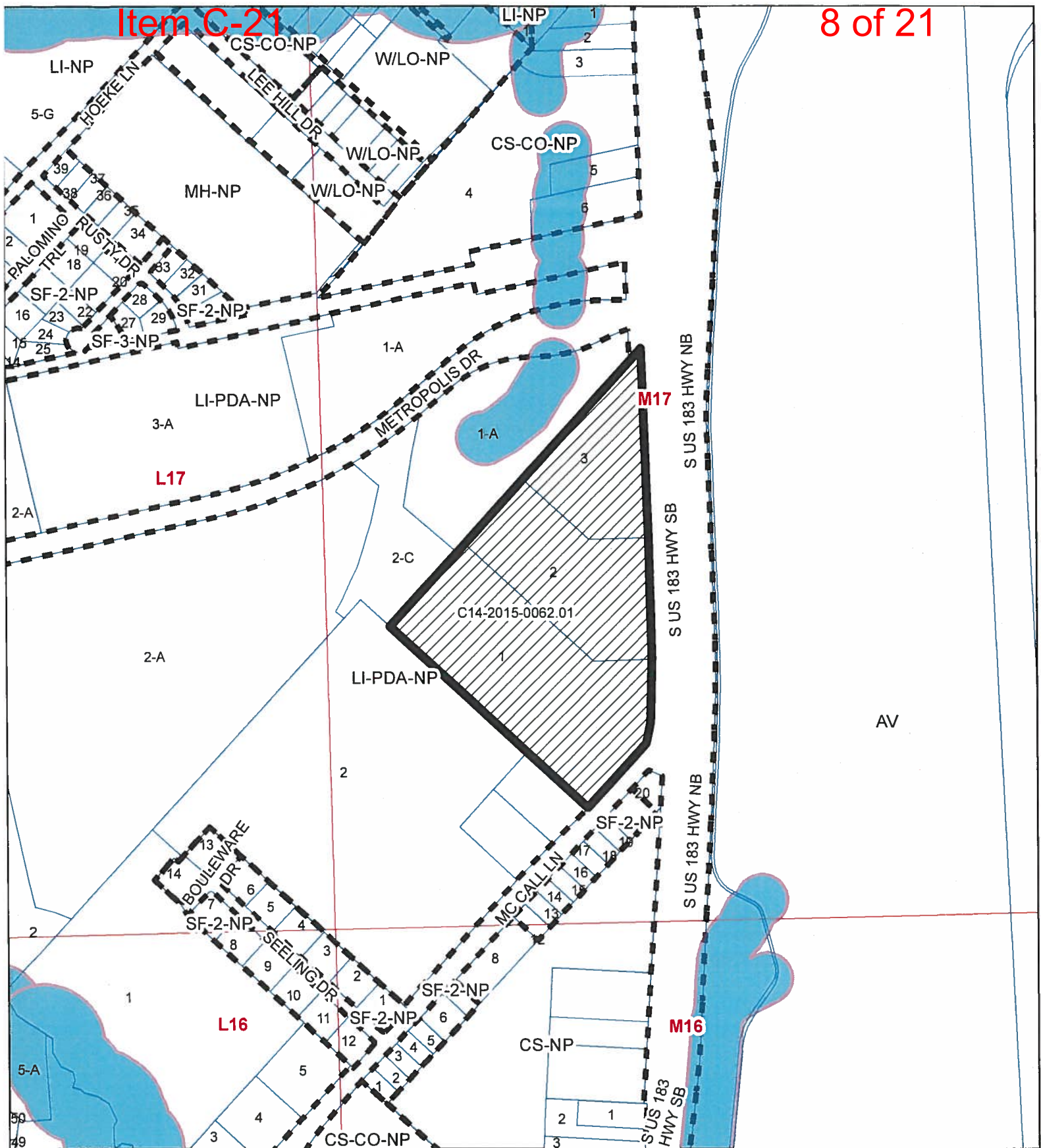
2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades
e-mail: wendy.rhoades@austintexas.gov

PHONE: 512-974-7719



N



1" = 500'



SUBJECT TRACT



PENDING CASE



ZONING BOUNDARY



CREEK BUFFER

MET CAMPUS PDA AMENDMENT

ZONING CASE#: C14-2015-0062.01

LOCATION: 2900-3024 US 183 SB

SUBJECT AREA: 22.61 ACRES

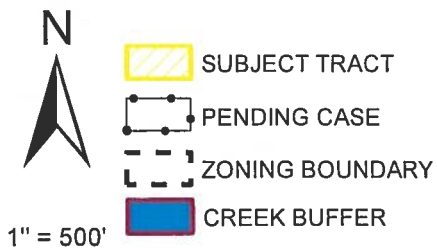
GRID: M17

MANAGER: WENDY RHOADES

EXHIBIT A



This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



MET CAMPUS PDA AMENDMENT

ZONING CASE#: C14-2015-0062.01

LOCATION: 2900-3024 US 183 SB

SUBJECT AREA: 22.61 ACRES

GRID: M17

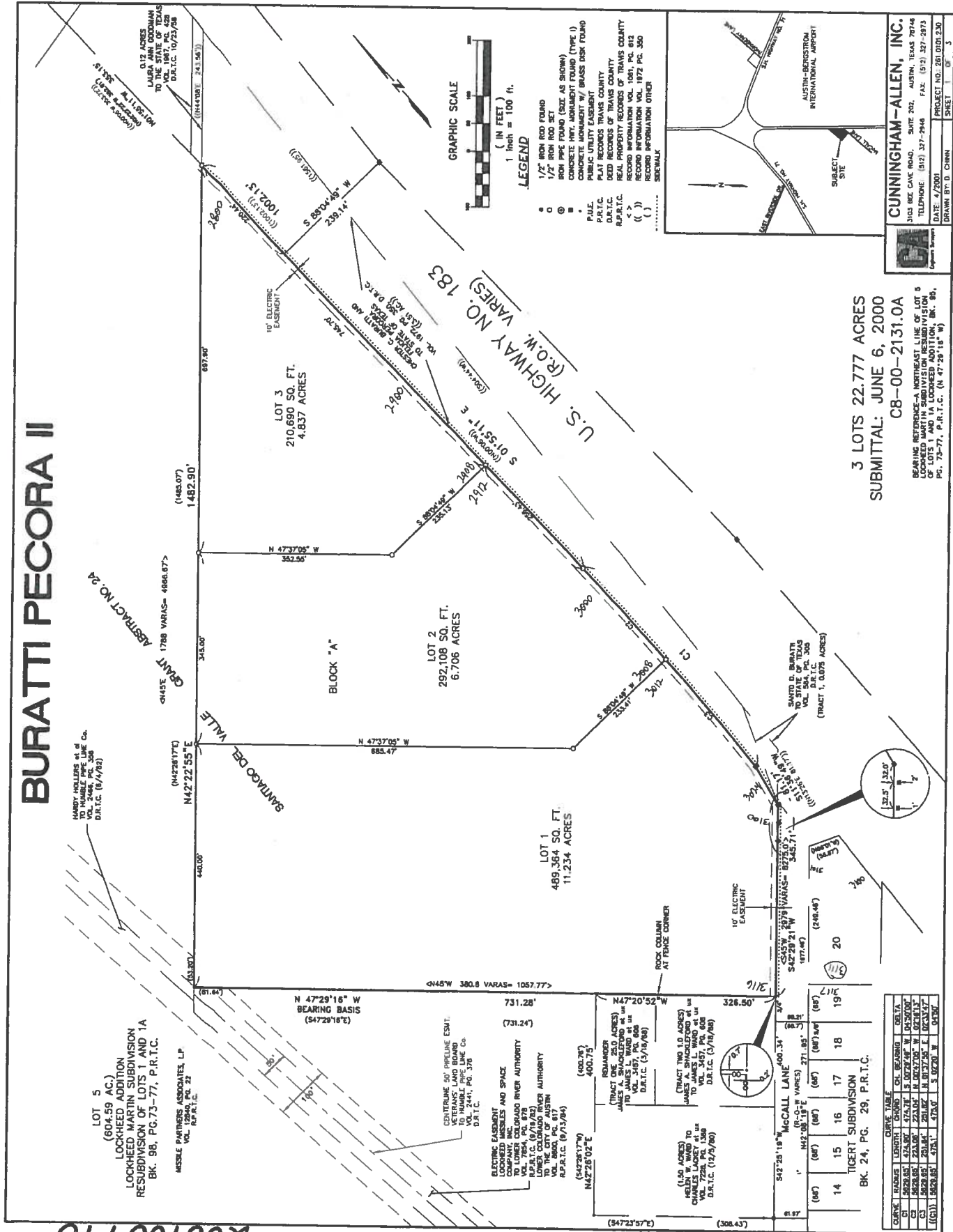
MANAGER: WENDY RHOADES

Exhibit A-1



This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

BURATTI PECORA II



ORDINANCE NO. 20160512-031

AN ORDINANCE REZONING AND CHANGING THE ZONING MAP FOR THE PROPERTY LOCATED AT 2900, 3000 AND 3024 U.S. HIGHWAY 183 SOUTH AND 3120 MCCALL LANE IN THE SOUTHEAST NEIGHBORHOOD PLAN AREA FROM LIMITED INDUSTRIAL SERVICES-CONDITIONAL OVERLAY-NEIGHBORHOOD PLAN (LI-CO-NP) COMBINING DISTRICT TO LIMITED INDUSTRIAL SERVICES-PLANNED DEVELOPMENT AREA-NEIGHBORHOOD PLAN (LI-PDA-NP) COMBINING DISTRICT FOR TRACT 1 AND FROM LIMITED INDUSTRIAL SERVICES-NEIGHBORHOOD PLAN (LI-NP) COMBINING DISTRICT TO LIMITED INDUSTRIAL SERVICES-PLANNED DEVELOPMENT AREA-NEIGHBORHOOD PLAN (LI-PDA-NP) COMBINING DISTRICT FOR TRACT 2.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to change the base district from limited industrial services-conditional overlay-neighborhood plan (LI-CO-NP) combining district for Tract 1 and from limited industrial services-neighborhood plan (LI-NP) combining district to limited industrial services-planned development area-neighborhood plan (LI-PDA-NP) combining district for Tract 2. on the property described in **Zoning Case No. C14-2015-0062**, on file at the Planning and Zoning Department, as follows:

Tract 1:

Lots 1, 2 and 3, Block A, Buratti Pecora II subdivision, a subdivision in Travis County, Texas, as recorded in Document No. 200100190 of the Official Public Records of Travis County, Texas,

Tract 2:

3.004 acres (approximately 130,843 sq. ft.), in the Santiago Del Valle grant, Travis County, Texas, conveyed to Met Center NYCTEX Phase II by general warranty deed dated February 29, 2012 and recorded in Document No. 2012031800 of the Official Public Records of Travis County, Texas; said 3.004 acres being more particularly described by metes and bounds in Exhibit "A" incorporated into this ordinance (cumulatively referred to as the "Property"),

locally known as 2900, 3000 and 3024 U.S. Highway 183 South and 3120 McCall Lane in the City of Austin, Travis County, Texas, and generally identified in the map attached as Exhibit "B".

PART 2. Except as specifically provided in Part 3 of this ordinance, the Property may be developed and used in accordance with the regulations established for the limited industrial services (LI) base district and other applicable requirements of the City Code.

PART 3. Development of the Property within the boundaries of the planned development area (PDA) combining district established by this ordinance is subject to the use and site development regulations set forth in this part:

A. The following uses are additional permitted uses of the Property:

Administrative services	Consumer repair services
Convalescent services	Pet services
Postal facilities	Research and assembly services
Recreation equipment sales	Research testing services
Recreation equipment maintenance and storage	Research warehousing uses

B. The following uses are prohibited uses of the Property:

Basic industry	Monument retail sales
Resource extraction	Recycling center
Scrap and salvage	

C. Subchapter E (*Design Standards and Mixed Use*) of City Code Chapter 25-2 does not apply to the Property if it does not contain a general retail sales (convenience) use, a general retail sales (general) use, a restaurant (general) use or a restaurant (limited) use.

Except as specifically restricted under this ordinance, the Property may be developed and used in accordance with the regulations established for the limited industrial services (LI) base district and other applicable requirements of the City Code.

PART 4. The Property is subject to Ordinance No. 021010-12c that established zoning for the Southeast Neighborhood Plan.

PART 5. This ordinance takes effect on May 23, 2016.

PASSED AND APPROVED

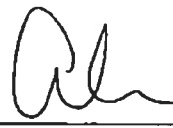
_____, May 12 _____, 2016

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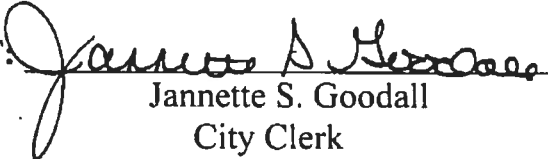
Steve Adler
Mayor

APPROVED:

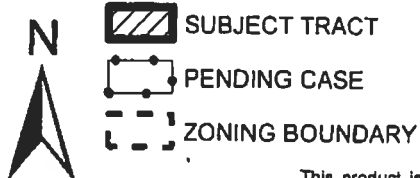
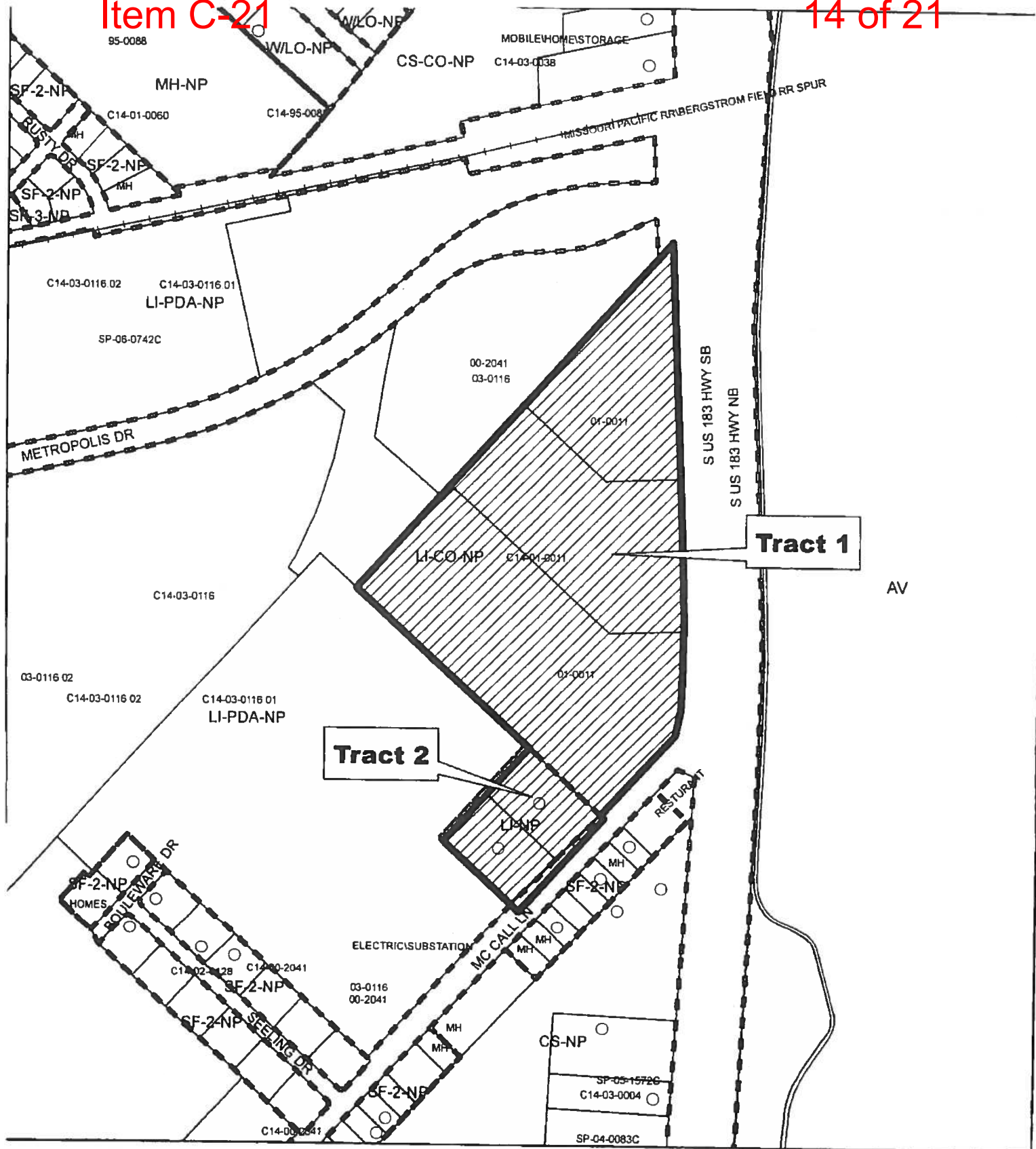


Anne L. Morgan
City Attorney

ATTEST:



Jannette S. Goodall
City Clerk

**ZONING****ZONING CASE#: C14-2015-0062****Exhibit B****1" = 400'**

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.




AMEC
DESIGN
GROUP
 ENGINEERING AND
 CONSTRUCTION
 LIMITED
 UNIT 10, TRIMARK 9, 25
 11, 2025-000 FAX
 11, 2025-000 FAX
 11, 2025-000 FAX

Thruway Design
O. BOX 41857 • AUSTIN, TEXAS 78704 • (512) 458-4456
LAND PLANNERS

DATE	DESCRIPTION	AMOUNT	BALANCE
1/1/01	OPENING BALANCE		100.00
1/15/01	PAYROLL	50.00	150.00
2/1/01	RECEIVED FROM CUSTOMER	20.00	170.00
2/15/01	PAYROLL	50.00	220.00
3/1/01	RECEIVED FROM CUSTOMER	30.00	250.00
3/15/01	PAYROLL	50.00	300.00
4/1/01	RECEIVED FROM CUSTOMER	40.00	340.00
4/15/01	PAYROLL	50.00	390.00
5/1/01	RECEIVED FROM CUSTOMER	50.00	440.00
5/15/01	PAYROLL	50.00	490.00
6/1/01	RECEIVED FROM CUSTOMER	60.00	550.00
6/15/01	PAYROLL	50.00	600.00
7/1/01	RECEIVED FROM CUSTOMER	70.00	670.00
7/15/01	PAYROLL	50.00	720.00
8/1/01	RECEIVED FROM CUSTOMER	80.00	800.00
8/15/01	PAYROLL	50.00	850.00
9/1/01	RECEIVED FROM CUSTOMER	90.00	940.00
9/15/01	PAYROLL	50.00	990.00
10/1/01	RECEIVED FROM CUSTOMER	100.00	1090.00
10/15/01	PAYROLL	50.00	1140.00
11/1/01	RECEIVED FROM CUSTOMER	110.00	1250.00
11/15/01	PAYROLL	50.00	1300.00
12/1/01	RECEIVED FROM CUSTOMER	120.00	1420.00
12/15/01	PAYROLL	50.00	1470.00
1/1/02	RECEIVED FROM CUSTOMER	130.00	1600.00
1/15/02	PAYROLL	50.00	1650.00
2/1/02	RECEIVED FROM CUSTOMER	140.00	1790.00
2/15/02	PAYROLL	50.00	1840.00
3/1/02	RECEIVED FROM CUSTOMER	150.00	1990.00
3/15/02	PAYROLL	50.00	2040.00
4/1/02	RECEIVED FROM CUSTOMER	160.00	2200.00
4/15/02	PAYROLL	50.00	2250.00
5/1/02	RECEIVED FROM CUSTOMER	170.00	2420.00
5/15/02	PAYROLL	50.00	2470.00
6/1/02	RECEIVED FROM CUSTOMER	180.00	2650.00
6/15/02	PAYROLL	50.00	2700.00
7/1/02	RECEIVED FROM CUSTOMER	190.00	2890.00
7/15/02	PAYROLL	50.00	2940.00
8/1/02	RECEIVED FROM CUSTOMER	200.00	3140.00
8/15/02	PAYROLL	50.00	3190.00
9/1/02	RECEIVED FROM CUSTOMER	210.00	3400.00
9/15/02	PAYROLL	50.00	3450.00
10/1/02	RECEIVED FROM CUSTOMER	220.00	3670.00
10/15/02	PAYROLL	50.00	3720.00
11/1/02	RECEIVED FROM CUSTOMER	230.00	3950.00
11/15/02	PAYROLL	50.00	4000.00
12/1/02	RECEIVED FROM CUSTOMER	240.00	4240.00
12/15/02	PAYROLL	50.00	4290.00
1/1/03	RECEIVED FROM CUSTOMER	250.00	4540.00
1/15/03	PAYROLL	50.00	4590.00
2/1/03	RECEIVED FROM CUSTOMER	260.00	4850.00
2/15/03	PAYROLL	50.00	4900.00
3/1/03	RECEIVED FROM CUSTOMER	270.00	5170.00
3/15/03	PAYROLL	50.00	5220.00
4/1/03	RECEIVED FROM CUSTOMER	280.00	5500.00
4/15/03	PAYROLL	50.00	5550.00
5/1/03	RECEIVED FROM CUSTOMER	290.00	5840.00
5/15/03	PAYROLL	50.00	5890.00
6/1/03	RECEIVED FROM CUSTOMER	300.00	6190.00
6/15/03	PAYROLL	50.00	6240.00
7/1/03	RECEIVED FROM CUSTOMER	310.00	6550.00
7/15/03	PAYROLL	50.00	6600.00
8/1/03	RECEIVED FROM CUSTOMER	320.00	6920.00
8/15/03	PAYROLL	50.00	6970.00
9/1/03	RECEIVED FROM CUSTOMER	330.00	7300.00
9/15/03	PAYROLL	50.00	7350.00
10/1/03	RECEIVED FROM CUSTOMER	340.00	7690.00
10/15/03	PAYROLL	50.00	7740.00
11/1/03	RECEIVED FROM CUSTOMER	350.00	8090.00
11/15/03	PAYROLL	50.00	8140.00
12/1/03	RECEIVED FROM CUSTOMER	360.00	8500.00
12/15/03	PAYROLL	50.00	8550.00
1/1/04	RECEIVED FROM CUSTOMER	370.00	8920.00
1/15/04	PAYROLL	50.00	8970.00
2/1/04	RECEIVED FROM CUSTOMER	380.00	9350.00
2/1			

MET CENTER II
CAMPUS PLAN

OVERALL
SITE
PLAN

14
SHEET NO.

-2017-0__C

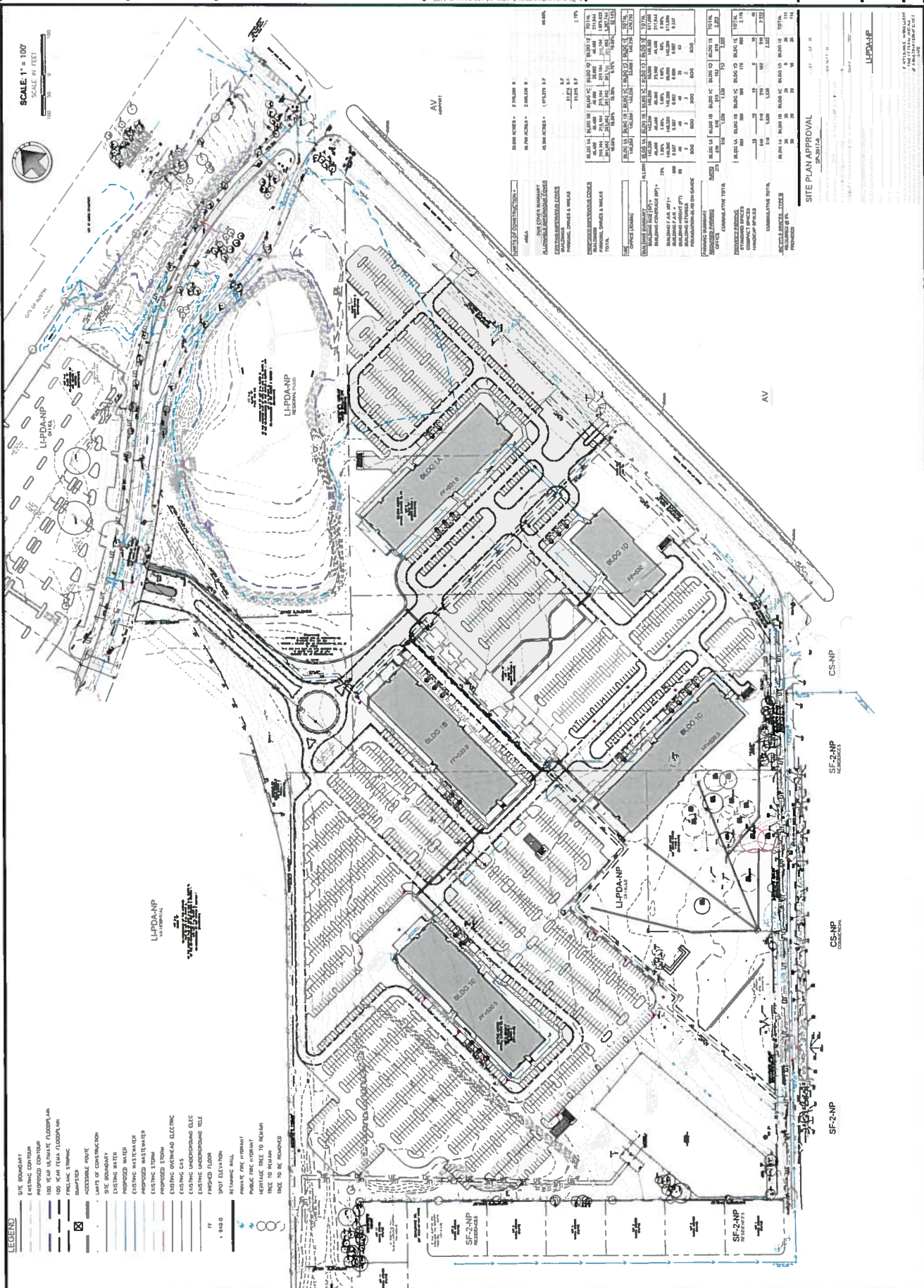


EXHIBIT D - SITE PLAN IN PROCESS

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant limited industrial services – planned development area – neighborhood plan (LI-PDA-NP) combining district zoning and grant an amendment to Sign Regulations Section 25-10-124(B) (*Scenic Roadway Sign District Regulations*) is modified to provide that:

1. The sign area may not exceed 160 square feet per side (320 square feet total).
2. The height of such a sign may not exceed, for a freestanding sign, 21 feet.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

The LI, limited industrial services district designation is for a commercial service use or limited manufacturing use generally located on a medium or large sized site. The PDA, planned development area combining district designation provides for industrial and commercial uses in certain commercial and industrial base districts. The NP, neighborhood plan district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

2. *Zoning should allow for reasonable use of the property.*

Regarding the proposed sign's location on a Scenic Roadway and the amount of land area that would be served by the project sign (approximately 325 acres), Staff believes it is appropriate consider the difference between the sign regulations of the Scenic Roadway and the Commercial districts. This results in a 21 foot tall sign with a 160 square foot area.

Thus, Staff recommendation for height and area requirements are more restrictive than the Commercial district, but less restrictive than the Scenic Roadway district, yet still within the context of the Code. Staff is unaware of any near-term projects to upgrade this section of US 183 (south of SH 71) to a limited access freeway which would be a factor in Staff's recommendation to consider applying the sign regulations of an Expressway district. Staff also searched for variances granted by the Sign Review Board on US Highway 183, but did not find any.

EXISTING CONDITIONS**Site Characteristics**

The subject property is undeveloped and relatively flat. There are tree lines along the southwest and southeast property lines. There appear to be no significant topographical constraints on the site.

Impervious Cover

The maximum impervious cover allowed by the LI base zoning district would be 80% which is based on the more restrictive zoning regulations.

Comprehensive Planning

This rezoning case is located on the northwest side of McCall Lane and the US Hwy 183 frontage road and concerns an undeveloped parcel that is approximately 25.6 acres in size. This project is also located within the boundaries of the Southeast Combined Neighborhood Planning Area. Surrounding land uses includes undeveloped land to the north; undeveloped land and single family housing to the south; single family housing, a restaurant and undeveloped land to the east; and an office/research facility the west.

Southeast Combined Neighborhood Plan (SECNP)

The SECNP Future Land Use Map (FLUM) classifies this portion of US Hwy 183 as '**Industrial**' which is reserved for manufacturing and related uses that provide employment to the area but is generally not compatible with other areas with a lower intensity use. Industry includes general warehousing, manufacturing, research and development, and storage of hazardous materials. LI zoning is permitted under the Industrial FLUM category. The following design guidelines, text and policies are taken from the SECNP and are applicable to this case:

SECNP Voluntary Design Guidelines for Industrial Districts (p 32)

OBJECTIVE 1: Improve pedestrian access to and through commercial districts.

Guideline 1.1: Industrial properties are encouraged to setback from street frontages as much as possible. Berms and landscaped buffers should be used to screen unattractive activities from the street and adjacent non-industrial districts.

Guideline 1.2: Landscaped buffers along street frontages should include shaded sidewalks or trails.

Guideline 1.3: Where inhabited portions of buildings exist (such as office and lunch rooms) they are encouraged to face the street, and have windows and doors directly accessible to the street.

Guideline 1.4: Parking and shipping/receiving areas should be treated to the same standard as commercial districts

SECNP Policies and Text:

The Southeast Planning Area is primarily industrial yet has pockets of residential areas throughout and some commercial nodes along the major corridors. A great majority of the land in this area is undeveloped, but currently zoned industrial. Due to the airport overlay zone and the proximity of the entire area to the airport, the future land use scenario makes no accommodation for residential uses except for the addition of some commercial/mixed - use. A significant amount of future land uses are slated for industrial development with corresponding increases in the amount of land suited for commercial and warehouse/limited office type development. (p 46)

Goal 5 - Create land use and zoning recommendations that reflect the existing industrial nature of parts of the planning area. (p 56)

US 183/Austin Bergstrom Int'l Airport Corridor -- With the coming of the airport and a vast amount of growth and development to the south, Hwy 183 will continue to receive more and more traffic volume. The portion of this highway that lies within the Southeast NPA is largely undeveloped and promises to experience significant growth and changes in land use in the coming years. The existence of airport overlay zones prescribes that future residential development in the Southeast area will be minimal. The AO-3 zone restricts new residential development unless it occurs on a residentially - zoned lot that was already platted prior to the enactment of the Zoning Overlay Ordinance. This zone covers an expanse of territory approximately one - half mile from the airport boundary. The Controlled Compatible Land Use Area imposes restrictions on certain types of activities that could interfere with aviation activities (refer to the City of Austin Code Chapter 25-13). The Plan acknowledges the various needs in and around this area, including those of the airport. The land use and zoning recommendations reflect the need to accommodate uses that will facilitate and complement airport activities and provide services to those that use the airport. (pgs 56-57)

Goal 6 - Accommodate a range of land uses that will support the needs of the airport, commuters along US Highway 183, nearby residents, and businesses in the Southeast area, while updating land uses to be compatible with the airport overlay zone (AO-3) ordinance. (p 57)

Objective 6.1 - Provide opportunities for the development of a wider range of land uses via rezonings and/or change of land use designation.

Action Item 11 - Upzone DR-zoned properties in the Southeast Area to allow for a mixture of retail, office and limited industrial-type uses.

Action Item 12 - On the future land use map show residentially-zoned property within the AO-3 airport zone as having a use (commercial, warehouse, office, limited industrial) compatible with the ordinance's land use restrictions for the area.

The goals, policies, actions and text in the SECNP appears to support industrial uses and compatible commercial uses near US 183 and the airport, while also acting as a source of jobs and industry in the planning area. The SECNP Voluntary Design Guidelines also recommends that any industrial development that is located in industrial areas provide appropriate landscaping, shaded sidewalks, push the building back from the road and provide windows in the office areas. Providing landscaping, buffering, and sidewalks is especially needed in this area since there are many homes to the east and south of this project area, which directly abuts this property.

Imagine Austin

The Imagine Austin Growth Concept Map identifies this property as being located within a "**Job Center**." Page 107 of the IACP states, "**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." The following IACP policy also supports business parks: **LUT P20.** Locate industry, warehousing, logistics, manufacturing, and other freight-intensive uses in proximity to adequate transportation and utility infrastructure. The following IACP policies are also applicable to this case:

- **LUT P3.** Promote development in compact centers, communities, or along corridors that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P4.** Protect neighborhood character by directing growth to areas of change that include designated redevelopment areas, corridors and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.

Based on the property: (1) being located in a designated industrial area on the SECNP FLUM and being within a 'Job Center' as specified on the Imagine Austin Growth Concept Map, where industrial and appropriate commercial uses (including hotels) are encouraged; and (2) the Imagine Austin Plan policies referenced above, which supports locating office/warehouses in Job Centers and along highways, staff believes that the proposed warehouse/office and hotel project promotes the Imagine Austin Comprehensive Plan.

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

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Carson Creek and Onion Creek Watersheds of the Colorado River Basin, which are classified as Suburban Watersheds by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

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 Gross Site Area</i>	<i>% of Gross Site Area 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 floodplain maps there is a floodplain 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.

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 512-974-1876. 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 requires water quality control with increased capture volume and control of the 2 year storm on site.

Site Plan and Compatibility Standards

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

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. Along the southeast property line (and southern portions within 540 feet of Single Family uses) the following standards apply:

- No structure may be built within 25 feet of the property line.
- No structure in excess of two stories or 30 feet in height may be constructed within 50 feet of the property line.
- No structure in excess of three stories or 40 feet in height may be constructed within 100 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- A fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.

- For a structure more than 100 feet but not more than 300 feet from property zoned SF-5 or more restrictive, 40 feet of height are allowed plus one foot for each 10 feet of distance in excess of 100 feet from the property zoned SF-5 or more restrictive.
- An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from adjoining SF-3 property.

Additional design regulations will be enforced at the time a site plan is submitted.

The subject property is entirely within the Airport Overlay Zone (AO-3) also known as the ½ mile buffer zone that permits commercial and industrial uses, but does not allow for new residential development to occur outside of recorded final plats, municipal utility district boundaries or neighborhood plan combining district boundaries. A hotel is permitted in the AO-3 area, but the use and related structures are required to incorporate measures to achieve a minimum outdoor-to-indoor noise level reduction of 25 decibels.

Transportation

No additional right-of-way is needed at this time for McCall Lane.

The Austin Metropolitan Area Transportation Plan calls for a total of 400 feet of right-of-way for US-183. TxDOT may request the reservation of additional right-of-way in accordance with the Transportation Plan when the site is redeveloped [LDC, Sections 25-6-51 and 25-6-55].

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at 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 and suitability for operation and maintenance. Depending on the development plans submitted, water and or wastewater service extension requests may be required. 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.