

## **ZONING CHANGE REVIEW SHEET**

**CASES:** C14-2018-0108 – Airport Gateway,  
Lots 1, 5, and 6

**P.C. DATE:** March 12, 2019

C14-2018-0109 – Airport Gateway, Lot 9

**ADDRESS:** 3112 Caseybridge Court (-0108); 3111 Caseybridge Court (-0109)

**DISTRICT AREA:** 2

**OWNER:** Airport Gateway LP (Kenneth Satterlee)

**AGENT:** Land Strategies  
(Erin Welch)

**ZONING FROM & TO:** CS-MU-CO-NP; LI-CO-NP, to change a condition of zoning  
(-0108);

**ZONING FROM & TO:** CS-MU-CO-NP (-0109)

**AREA (-0108):** 3.069 acres; **AREA (-0109):** 0.94 acres **TOTAL AREA:** 4.009 acres

### **SUMMARY STAFF RECOMMENDATION:**

For C14-2018-0108: The Staff recommendation is to grant general commercial services – mixed use – conditional overlay (CS-MU-CO-NP) combining district zoning and limited industrial services – conditional overlay – neighborhood plan (LI-CO-NP) combining district zoning, to remove the 2,000 vehicle trips per day limitation and replace it with the conditions of a Traffic Impact Analysis. The list of prohibited uses that apply to the property remains unchanged.

For C14-2018-0109: The Staff recommendation is to grant general commercial services – mixed use – conditional overlay (CS-MU-CO-NP) combining district zoning, to remove the 2,000 vehicle trips per day limitation and replace it with the conditions of a Traffic Impact Analysis. The list of prohibited uses that apply to the property remains unchanged.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated March 7, 2019, as provided in Attachment A.

### **PLANNING COMMISSION RECOMMENDATION:**

March 12, 2019:

*For C14-2018-0108: APPROVED CS-MU-CO-NP DISTRICT ZONING AND LI-CO-NP DISTRICT ZONING, TO CHANGE A CONDITION OF ZONING, WITH CONDITIONS OF THE TRAFFIC IMPACT ANALYSIS, AS STAFF RECOMMENDED, BY CONSENT  
[P. SEEGER; K. MCGRAW – 2<sup>ND</sup>] (12-0) A. DE HOYOS HART – ABSENT*

*For C14-2018-0109: APPROVED CS-MU-CO-NP DISTRICT ZONING, TO CHANGE A CONDITION OF ZONING, WITH CONDITIONS OF THE TRAFFIC IMPACT ANALYSIS, AS STAFF RECOMMENDED, BY CONSENT*

*[P. SEEGER; K. MCGRAW – 2<sup>ND</sup>] (12-0) A. DE HOYOS HART – ABSENT*

### **ISSUES:**

The Applicant met with the Southeast Combined Neighborhood Plan Contact Team on Monday, April 8<sup>th</sup> at the Southeast Community Branch Library. The Contact Team has provided a letter of support for the proposed rezonings. Please refer to the attached correspondence.

### **DEPARTMENT COMMENTS:**

The subject four undeveloped lots are located at the corner of East Ben White Boulevard and Caseybridge Court and have had general commercial services – mixed use – conditional overlay – neighborhood plan (CS-MU-CO-NP) district zoning and limited industrial services – conditional overlay – neighborhood plan (LI-CO-NP) district zoning since Council approved the Southeast Combined Neighborhood Plan Rezonings in October 2002 (C14-02-0128.03 – Tracts 59 and 60). The Conditional Overlay limits the number of vehicle trips per day to 2,000 per day, and prohibits adult oriented businesses, convenience storage and vehicle storage for each tract. There is a single family residence and undeveloped property to the east (LI-NP), a hotel and an undeveloped lot and Carson Creek to the south (CS-MU-CO-NP), and an undeveloped lot and manufactured home sales to the west (CS-MU-CO-NP; LI-CO-NP). Please refer to Exhibits A (Zoning Map), A-1 (Aerial View) and B (2002 Rezoning Ordinance).

The Applicant proposes to modify the Conditional Overlay to remove the 2,000 vehicle trips per day limitation on each rezoning case and replace it with the conditions of a Traffic Impact Analysis. The proposed development for the two rezoning areas is a service station with 12 fueling positions on Lot 1, a 120 room hotel on Lot 5, a 7,000 square foot retail sales business on Lot 6 and a 3,000 square foot restaurant on Lot 9. Vehicular access will be taken from East Ben White Boulevard and Caseybridge Court. The prohibited uses that apply to each lot will remain intact.

Staff recommends the Applicant's request, based on the following considerations of the property: 1) location at the intersection of a major arterial and a commercial street; and 2) the recommended transportation improvements identified in the Traffic Impact Analysis serve to mitigate the calculated impact to traffic resulting from the proposed development.

### **EXISTING ZONING AND LAND USES:**

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	CS-MU-CO-NP; LI-CO-NP	4 undeveloped lots
<i>North</i>	Not Applicable	East Ben White Boulevard Service Road and main lanes
<i>South</i>	CS-MU-CO-NP	Hotel-motel; Undeveloped

<i>East</i>	LI-NP	Single family residence; Undeveloped
<i>West</i>	LI-CO-NP	Sale of manufactured homes; Undeveloped

**NEIGHBORHOOD PLANNING AREA:** Southeast Austin Combined (Southeast)**TIA:** Is required – Please refer to Attachment A**WATERSHED:** Carson Creek – Suburban**CAPITOL VIEW CORRIDOR:** No**SCENIC ROADWAY:** Yes**NEIGHBORHOOD ORGANIZATIONS:**

96 – Southeast Corner Alliance of Neighborhoods (SCAN)  
 299 – The Crossing Gardenhome Owners Association  
 511 – Austin Neighborhoods Council      627 – Onion Creek Homeowners Association  
 774 – Del Valle Independent School District  
 1145 – Carson Ridge Neighborhood Association  
 1227 – Montopolis Neighborhood Plan Contact Team (MNPCT)  
 1228 – Sierra Club, Austin Regional Group      1255 – Pleasant Valley  
 1258 – Del Valle Community Coalition  
 1316 – Southeast Combined Neighborhood Plan Contact Team  
 1321 – Montopolis Tributary Trail Association      1357 – Montopolis Community Alliance  
 1363 – SEL Texas  
 1408 – Go!Austin/Vamos!Austin (GAVA) – Dove Springs  
 1424 – Preservation Austin      1438 – Dove Springs Neighborhood Association  
 1441 – Dove Springs Proud      1474 – East Riverside Corridor Staff Liaison  
 1528 – Bike Austin      1530 – Friends of Austin Neighborhoods  
 1550 – Homeless Neighborhood Association      1578 – South Park Neighbors  
 1605 – Tejana Bilingual Community  
 1616 – Neighborhood Empowerment Foundation

**SCHOOLS:**

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

**CASE HISTORIES:**

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-03-0035 – Southeast Combined Creek Setback – South of E Ben White Blvd and East of Montopolis Dr 183	P-NP; CS-MU-NP and CS-MU-CO-NP, to establish a setback that prohibits development for 50' in both directions from the centerline	To Grant as requested	Apvd (6-12-2003).

– City-Initiated	of an open waterway, with certain exceptions		
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**RELATED CASES:**

The lots were rezoned CS-MU-CO-NP and LI-CO-NP with the Southeast Neighborhood Plan rezonings approved by Council on October 10, 2002. Please refer to Exhibit B (2002 Rezoning Ordinance).

The rezoning area is platted as Lots 1, 5, 6 and 9 of the Amended Plat of Airport Gateway Subdivision, recorded on August 27, 2014 (C8-2014-0118.0A). Please refer to Exhibit C (Recorded Plat).

There are no related site plan applications on the subject property.

**EXISTING STREET CHARACTERISTICS:**

Name	ROW	Pavement	Classification	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
East Ben White Boulevard	350 feet	317 feet	MAD 6	Yes	Yes	No
Caseybridge Court	70 feet	45 feet	Local	Yes	No	No

FYI – The existing driveways and sidewalks along East Ben White Boulevard and Caseybridge Court may be required to be removed and/or reconstructed at the time of the site plan application in accordance with the Land Development Code and Transportation Criteria Manual.

**CITY COUNCIL DATE:** April 25, 2019

**ACTION:** Approved a Postponement request by the Applicant to May 9, 2019 (11-0).

May 9, 2019

**ORDINANCE READINGS:** 1<sup>st</sup>

2<sup>nd</sup>

3<sup>rd</sup>

**ORDINANCE NUMBER:**

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

**PHONE:** 512-974-7719

**SUMMARY STAFF RECOMMENDATION:**

For C14-2018-0108: The Staff recommendation is to grant general commercial services – mixed use – conditional overlay (CS-MU-CO-NP) combining district zoning and limited industrial services – conditional overlay – neighborhood plan (LI-CO-NP) combining district zoning, to remove the 2,000 vehicle trips per day limitation and replace it with the conditions of a Traffic Impact Analysis. The list of prohibited uses that apply to the property remains unchanged.

For C14-2018-0109: The Staff recommendation is to grant general commercial services – mixed use – conditional overlay (CS-MU-CO-NP) combining district zoning, to remove the 2,000 vehicle trips per day limitation and replace it with the conditions of a Traffic Impact Analysis. The list of prohibited uses that apply to the property remains unchanged.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated March 7, 2019, as provided in Attachment A.

**BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)**

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

The LI district designation is for a commercial service use or limited manufacturing use generally located on a moderately sized site. 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. The mixed use (MU) district is intended to allow for office, retail, commercial and residential uses to be combined in a single development. The Conditional Overlay (CO) combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties. The NP, neighborhood plan district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

*The properties have frontage on East Ben White Boulevard.*

2. *Public facilities and services should be adequate to serve the set of uses allowed by a rezoning.*

Staff recommends the Applicant's request, based on the following considerations of the property: 1) location at the intersection of a major arterial and a commercial street; and 2) the recommended transportation improvements identified in the Traffic Impact Analysis serve to mitigate the calculated impact to traffic resulting from the proposed development.

## EXISTING CONDITIONS

### Site Characteristics

The rezoning area is undeveloped, sparsely vegetated and relatively flat. There appear to be no significant topographical constraints on the site.

### Comprehensive Planning

This rezoning case is located on the southeast corner of Caseybridge Ct. and E. Ben White Blvd. on undeveloped lot acreage, which is made up of four lots. This project area is located within boundaries of the Southeast Combined Neighborhood Planning Area. Surrounding land uses to the north includes an apartment complex, a landscaping supply company, auto sales and single family housing; to the south is a hotel and undeveloped land; to the east is a large warehouse/office complex, a data center, and a hotel; and to the west is a manufactured home dealership, and another hotel. The request is to remove a Conditional Overlay on the three parcels, which currently limits the trips per day to 2,000, in order to build a 120 room hotel, 7,000 sq. ft. of retail, and a gas station on Lots 1, 5 and 6, and a fast food restaurant on Lot 9.

Per the applicant:

The goal of this rezoning application – consisting of 4.16 acres in total – is to remove the traffic limitation of 2,000 trips per day for each of Tract 59 and 60, for a total limitation of 4,000 trips per day. As you can see, only Lots 1, 5, 6, and 9 are included in the rezoning application. Existing and proposed development on the remainder of the overall property (Lots 3, 7, and 8, and the remainder of the property to the south of the creek) will remain compliant with the 2,000 trip per day limitation associated with Tract 59 of the 2002/2003 zoning ordinances, and therefore do not need to be included in the rezoning application. As you may recall, I previously spoke with you about this rezoning

### **Connectivity**

There is a public sidewalk located along this portion of East Ben White Blvd. and Caseybridge Ct. Public transit stops, bike lanes, and urban trails are not available within a quarter of a mile of this site. The Walkscore for this property is 25/100, Car Dependent, meaning most errands require a car. **When analyzing this particular location, the existing mobility options in this area appear to be limited.** *Please note, Walk Score® is a private company that provides walkability services and apartment search tools through a website and mobile applications. Walk Score® has received some criticism in the media, particularly from urban planning professionals, for the limits of its accuracy and relevancy in methodology and results. Specifically, this tool does not calculate whether there are public sidewalks, how many lanes of traffic one must cross, how much crime occurs in the area. It also does not differentiate between types of amenities, for example a supermarket grocery store versus a small food mart selling mostly chips and liquor.*

### **Southeast Combined Neighborhood Plan (SCNP)**

The SCNP Future Land Use Map (FLUM) classifies this portion of SH 71/E Ben White Blvd as ‘Major Planned Development’ ‘Mixed Use’ and ‘Industry’ categories, which allows

everything from single family housing to industrial parks. The zoning classification of CS-MU and LI-NP are permitted under these three FLUM categories. The following design guidelines, text and policies are taken from the SCNP and are applicable to this case:

**SECNP Voluntary Design Guidelines for Industrial Districts (p 32)**

**OBJECTIVE 1:** Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

**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)

**Industrial Zones (p. 55)**

A distinctive element of the existing land use landscape within the Planning Areas is that there are defined districts with large amounts of existing industrial development, and numerous undeveloped proper ties with industrial zoning. The fact that this part of southeast Austin is surrounded by major Southeast Combined Neighborhood Plan transportation corridors, has a large amount of undeveloped land, and is in close proximity to the airport makes it a very attractive location for industrial development. The McKinney and Southeast NPAs host the majority of this type of construction, much of this in the form of large industrial office parks. Instead of rejecting industrial-type development around their homes, residents in the Franklin Park and McKinney NPAs have been successful at communicating and cooperating with nearby industrial property owners. Area residents have traditionally been amenable to those types of industrial uses that don't interfere with neighborhood activities or infringe upon their quality of life.

**IH-35 and Ben White Corridors (p. 55)**

**Goal 3:** Encourage employment centers, commercial activities, and other non-residential development to locate along major thoroughfares.

**Objective 3.1:** Maintain prevailing land use pattern of commercial, office and industrial development to ensure compatibility of existing and future land uses. (Implementer: NPZD)

**Action Item 8:** Upzone DR & SF-zoned property along IH-35 and Ben White Boulevard to a zoning category that would allow for commercial and industrial uses

**Goal 4:** Ensure that existing residential and industrial zoned properties co-exist in a compatible manner. (p. 56)

**Objective 4.1:** Provide appropriate buffer zones between residential and industrial zoned properties

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

The proposed light industrial/commercial project is located along a corridor that already contains a mix of industrial, and retail and commercial uses, including hotels. The goals, policies, actions and text in the SECNP appears to support industrial uses and compatible commercial uses along IH 35 and E. Ben White Blvd Corridors, while also acting as a source of jobs and industry in the planning area. The SECNP Voluntary Design Guidelines recommends that any development that is located within industrial and commercial areas provide appropriate landscaping, shaded sidewalk, and push the building back from the road and providing windows in the office areas.

### **Imagine Austin**

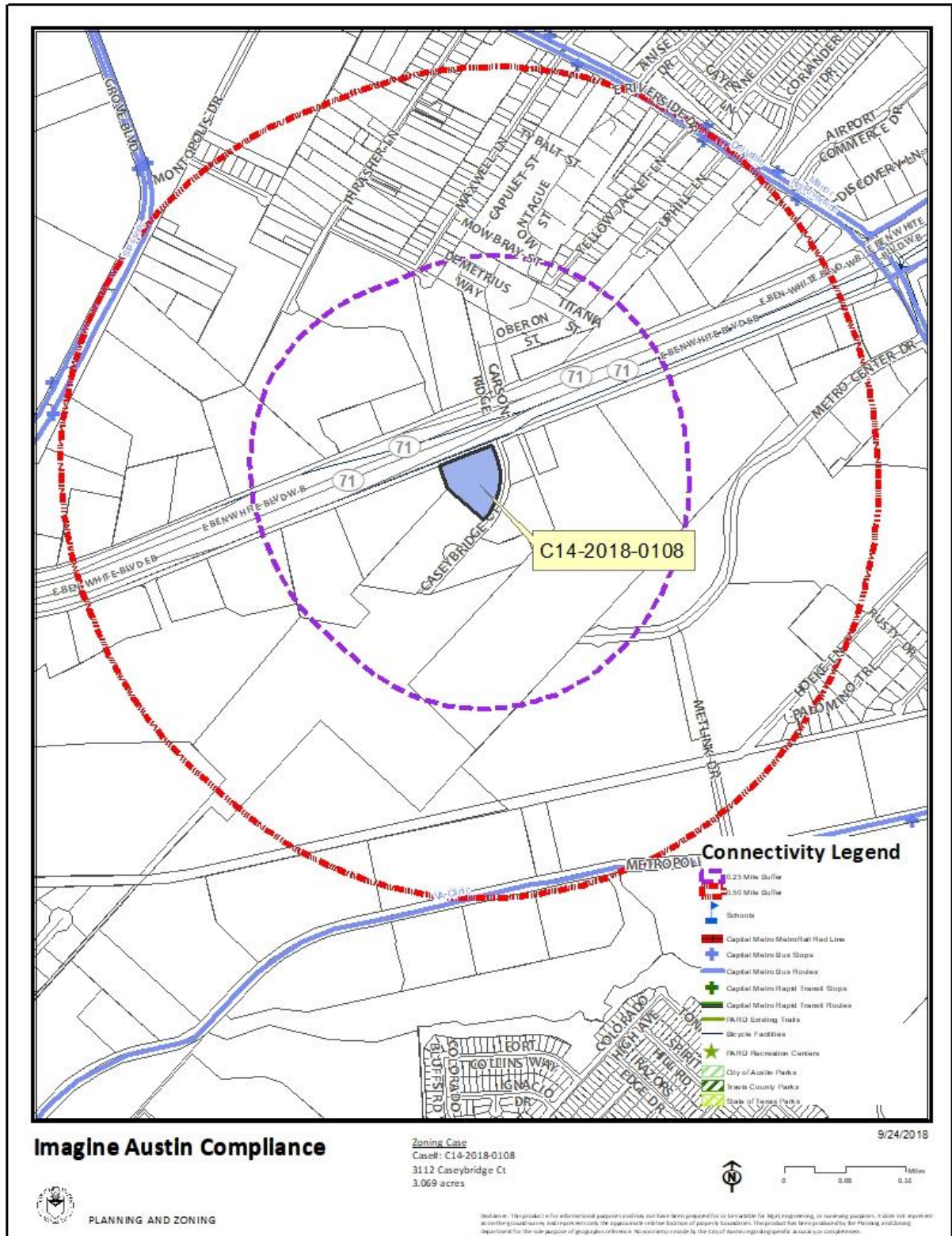
The Imagine Austin Growth Concept Map identifies this property as being located within a “**Job Center**.” Page 107 of the IACP states, “*Job centers accommodate those businesses not well-suited for residential or environmentally sensitive areas. These centers take advantage of existing transportation 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 within a designated Major Planned Development/Industrial/Mixed Use area on the SECNP FLUM, where a variety of commercial, industrial and mixed use project are supported; (2) being located by an IACP 'Job Center', where industrial and appropriate commercial uses (including hotels) are supported; and (3) the Imagine Austin Plan policies referenced above, which supports locating light industrial and some commercial uses within Job Centers, this industrial/mixed use project appears to support the policies of 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.

### **Impervious Cover**

The maximum impervious cover allowed by the CS and LI base zoning districts is 80%, based on the more restrictive *watershed* regulations.

### **Environmental**

The site is not located over the Edwards Aquifer Recharge 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. 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 no floodplain within or adjacent to 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.

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

**Airport Overlay**

FYI – This site is located within the Austin-Bergstrom Airport Controlled Compatible Land Use Area Overlay. No use will be allowed that can 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. Airport Hazard Zoning Committee review may be required prior to Planning Commission Hearing. Additional comments may be generated during the site plan review process.

**Scenic Roadways**

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations. Contact Bryan Walker at 512-974-2686 for more information.

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

**Transportation**

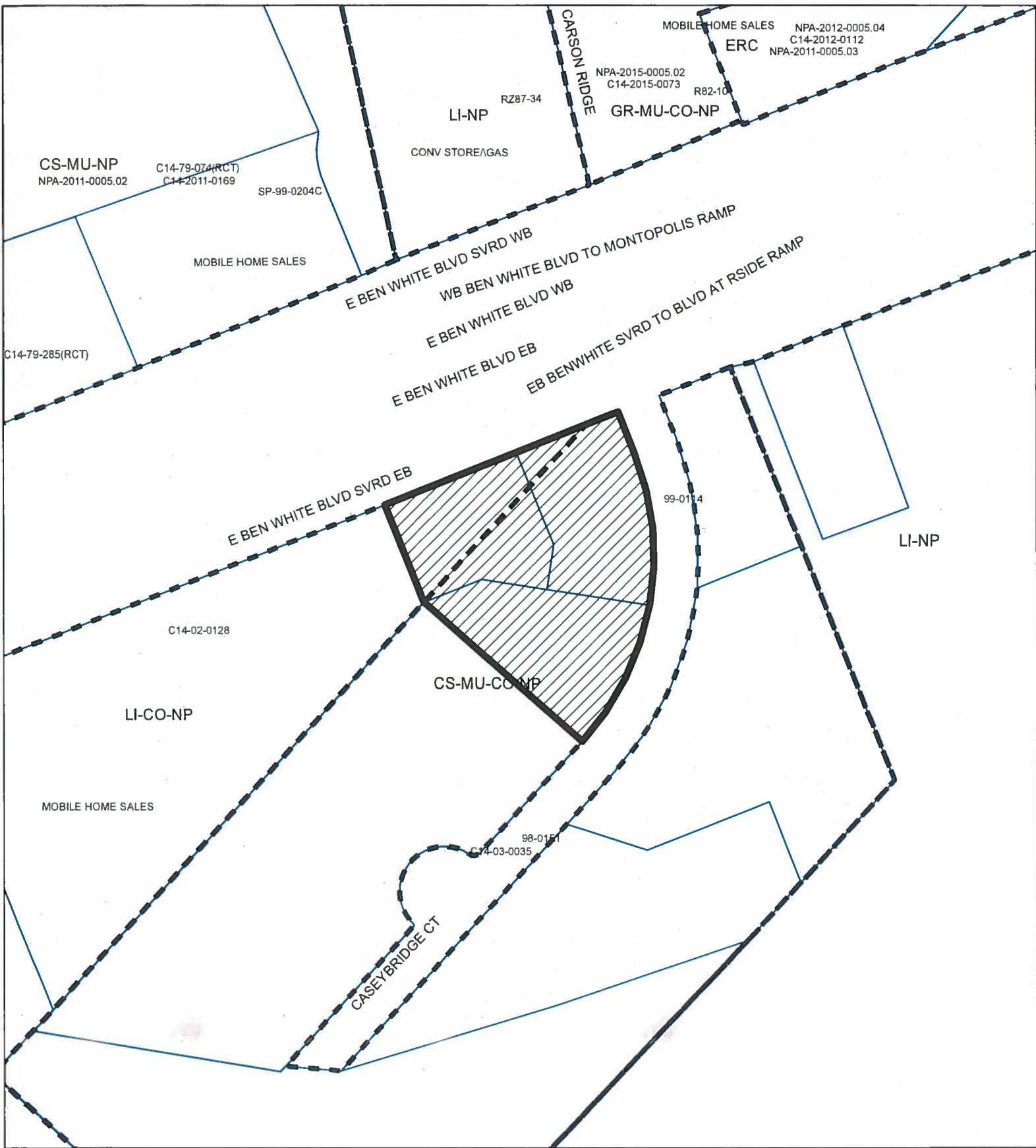
Per LDC 25-6-101 (Ordinance No. 20170302-077), this site is required to provide mitigation for traffic impact with the rezoning application.

The Austin Metropolitan Area Transportation Plan calls for 400 feet of right-of-way for E Ben White Blvd. At the site plan phase, up to 200 feet of right-of-way from the existing centerline may be required to be dedicated for E Ben White Blvd. according to the Transportation Plan [LDC 25-6-51 and 25-6-55].

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, an urban trail is recommended for E Ben white. Mike Schofield, Bicycle Program, Austin Transportation Department may provide additional comments and requirements for right-of-way dedication in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the [Bicycle Master Plan](#) for more information.

**Water and Wastewater**

FYI: 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, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. 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 fees once the landowner makes an application for Austin Water utility tap permits.



SUBJECT TRACT



PENDING CASE



ZONING BOUNDARY

**Zoning Case**  
C14-2018-0108

*EXHIBIT A*

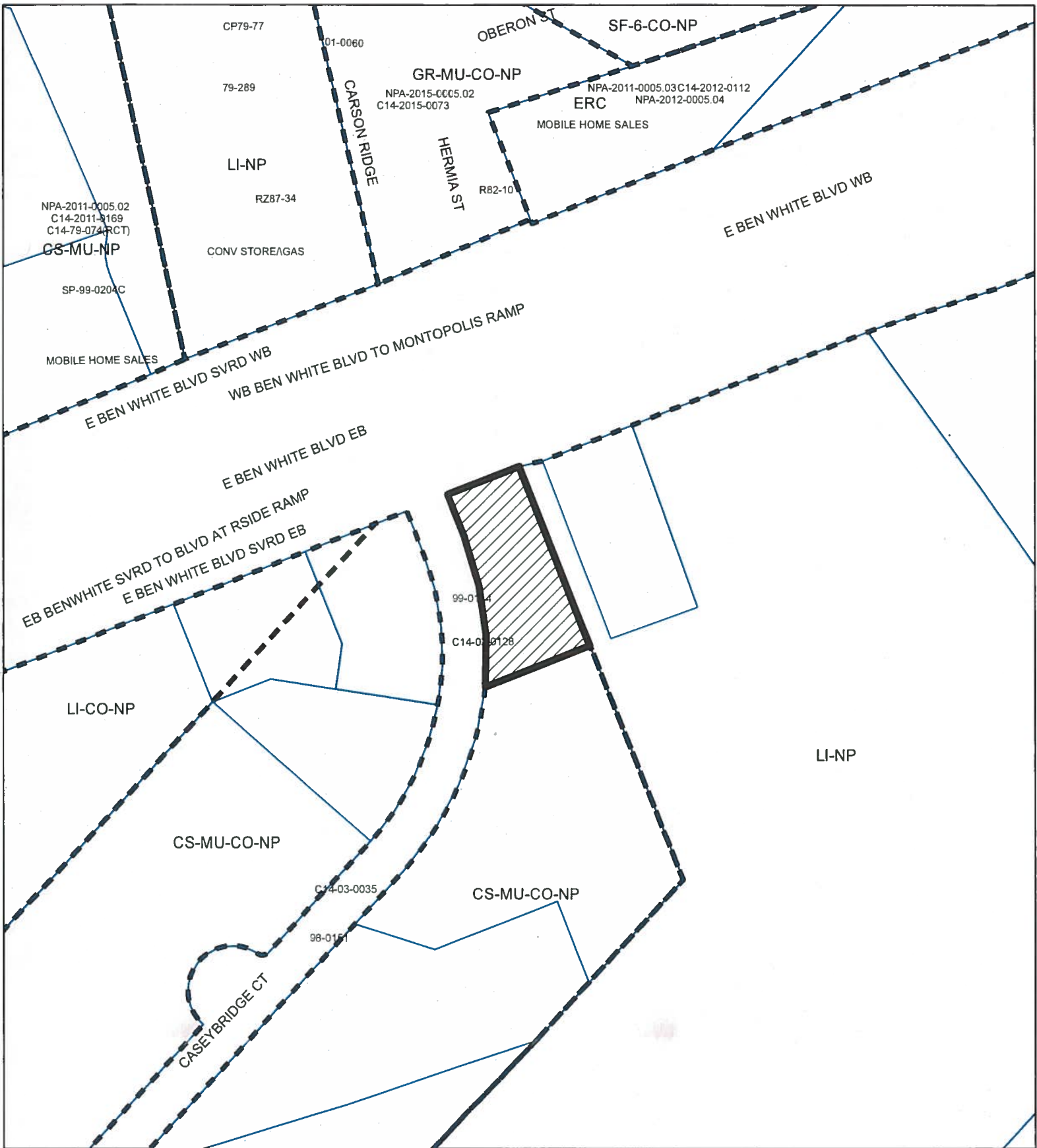





1" = 200'

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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.





-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

## Zoning Case

### C14-2018-0109



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# **AIRPORT GATEWAY LOTS 1, 5, & 6**

*Exhibit A*

ZONING CASE#: C14-2018-0108  
LOCATION: 3112 CASEY BRIDGE CT.  
SUBJECT AREA: 3.069 ACRES  
GRID: L17  
MANAGER: WENDY RHOADES

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1" = 200'

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







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## AIRPORT GATEWAY LOT 9

ZONING CASE#: C14-2018-0109  
LOCATION: 3111 CASEY BRIDGE CT.  
SUBJECT AREA: .94 ACRES  
GRID: L17  
MANAGER: WENDY RHOADES

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





**ORDINANCE NO. 021010-12c**

**AN ORDINANCE REZONING AND CHANGING THE ZONING MAP TO ADD A NEIGHBORHOOD PLAN COMBINING DISTRICT TO THE BASE ZONING DISTRICT ON APPROXIMATELY 1,800 ACRES OF LAND GENERALLY KNOWN AS THE SOUTHEAST NEIGHBORHOOD PLAN AREA ("SOUTHEAST") AND TO CHANGE THE BASE ZONING DISTRICTS ON 24 TRACTS OF LAND IN SOUTHEAST.**

**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 add a neighborhood plan (NP) combining district to each base zoning district within the property and to change the base zoning districts on 24 tracts of land within the property described in **Zoning Case No.C14-02-0128.03**, on file at the Neighborhood Planning and Zoning Department, as follows:

Approximately 1,800 acres of land, more or less, in the City of Austin, Travis County, more particularly described and identified in the attached Exhibit "A", save and except the properties known as 2505 and 2507 Hoeke Lane, (the "Property")

generally known as the Southeast neighborhood plan, locally known as the area bounded by Ben White Boulevard/Highway 71 on the north, Highway 183 on the east, Burleson Road on the south, and Montopolis Drive on the west, in the City of Austin, Travis County, Texas, and generally identified in the map attached as Exhibit "B".

**PART 2.** The base zoning districts for the 24 tracts of land are changed from single family residence standard lot (SF-2) district, general commercial services-conditional overlay (CS-CO) combining district, limited industrial services-conditional overlay (LI-CO) combining district, and development reserve (DR) district to community commercial-mixed use-neighborhood plan (GR-MU-NP) combining district, warehouse limited office-neighborhood plan (W/LO-NP) combining district, general commercial services-neighborhood plan (CS-NP) combining district, general commercial services-mixed use-neighborhood plan (CS-MU-NP) combining district, general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district, commercial highway-neighborhood plan (CH-NP) combining district, limited industrial services-neighborhood plan (LI-NP) combining district, and public-neighborhood plan (P-NP) combining district, as more particularly described and identified in the chart below.

TRACT	PROPERTY ADDRESS	FROM	TO
59	7107-7119 BEN WHITE BV E (N 19 AC OUT OF 58 AC SANTIAGO DEL VALLE ABS 24 )	CS-CO	CS-MU-CO-NP
60	7121 BEN WHITE BV E	CS-CO	CS-MU-CO-NP
61	0 BEN WHITE BV E (LOT 1 THOMAS STEVEN B SUBD II;ABS 24 DELVALLE S ACR 3.952)	DR	CH-NP
62	0 BURLESON RD (ABS 24 DELVALLE S ACR 9.482; ABS 24 DELVALLE S ACR 28.405; ABS 24 DELVALLE S ACR 29.277); 0 BEN WHITE BV E (ABS 24 DELVALLE S ACR 28.606)	DR, LI-CO	P-NP
63	0 BURLESON RD (ABS 24 DELVALLE S ACR 2.64)	DR	LI-NP
64	0 BURLESON RD (ABS 24 DELVALLE S ACR 2.642; ABS 24 DELVALLE S ACR .650)	DR, SF-2	LI-NP
65	3601 SILVER DOLLAR CI; 0 BURLESON RD (LOT 1 MINCE B L INDUSTRIAL PARK SEC 2 AMENDED)	DR	LI-NP
66	7107-7119 BEN WHITE BV E (S 39 AC OUT OF 58 AC SANTIAGO DEL VALLE ABS 24)	DR	CS-MU-NP
67	7135 BEN WHITE BV E	DR	LI-NP
68	8214 RIVERSIDE DR E	DR	CS-NP
69	2501 HOEKE LN; 0 HOEKE LN (ABS 24 DELVALLE S ACR .692), 8015, 8105, 8109, 8200 ELLA LN; 0 ELLA LN (ABS 24 DELVALLE S ACR .384; ABS 24 DELVALLE S ACR .25; ABS 24 DELVALLE S ACR .288; ABS 24 DELVALLE S ACR .408; ABS 24 DELVALLE S ACR 4.50)	DR	W/LO-NP
70	0 LEE HILL DR (ABS 24 DELVALLE S ACR .266; ABS 24 DELVALLE S ACR .532)	DR	W/LO-NP
71	2703 HOEKE LN; 0 LEE HILL DR (ABS 24 DELVALLE S ACR .960; ABS 24 DELVALLE S ACR 1.340)	DR	W/LO-NP
72	2510, 2512 U S HY 183 S; 0 U S HY 183 S (LOT 3 LOCKHART HIGHWAY SUBD; PERSONAL PROPERTY MOBILE HOME 1965 12 X 62 S# MELODY; SE 6.536 AC OF LOT 4 LOCKHART HIGHWAY SUBD)	DR	CS-NP
73	2800 A HOEKE LN	SF-2	LI-NP

**PART 4.** The Property identified as Tract 59 and Tract 60 within the boundaries of the conditional overlay combining district established by this ordinance is subject to the following conditions:

1. A site plan or building permit for the property may not be approved, released, or issued, if the completed development or uses of the property, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds 2,000 trips per day for Tract 59 and 2,000 trips per day for Tract 60.
2. The following uses are prohibited uses on Tract 59 and Tract 60:

Adult oriented businesses  
Convenience storage

Vehicle storage

Except as specifically restricted under this ordinance, Tract 59 and Tract 60 may be developed and used in accordance with the regulations established for the respective base districts and other applicable requirements of the City Code.

**PART 5.** The Council waives the requirements of Sections 2-2-3 and 2-2-7 of the City Code for this ordinance.

**PART 6.** This ordinance takes effect on October 21, 2002.

**PASSED AND APPROVED**

October 10, 2002

§  
§  
§

*Gustavo L. Garcia*

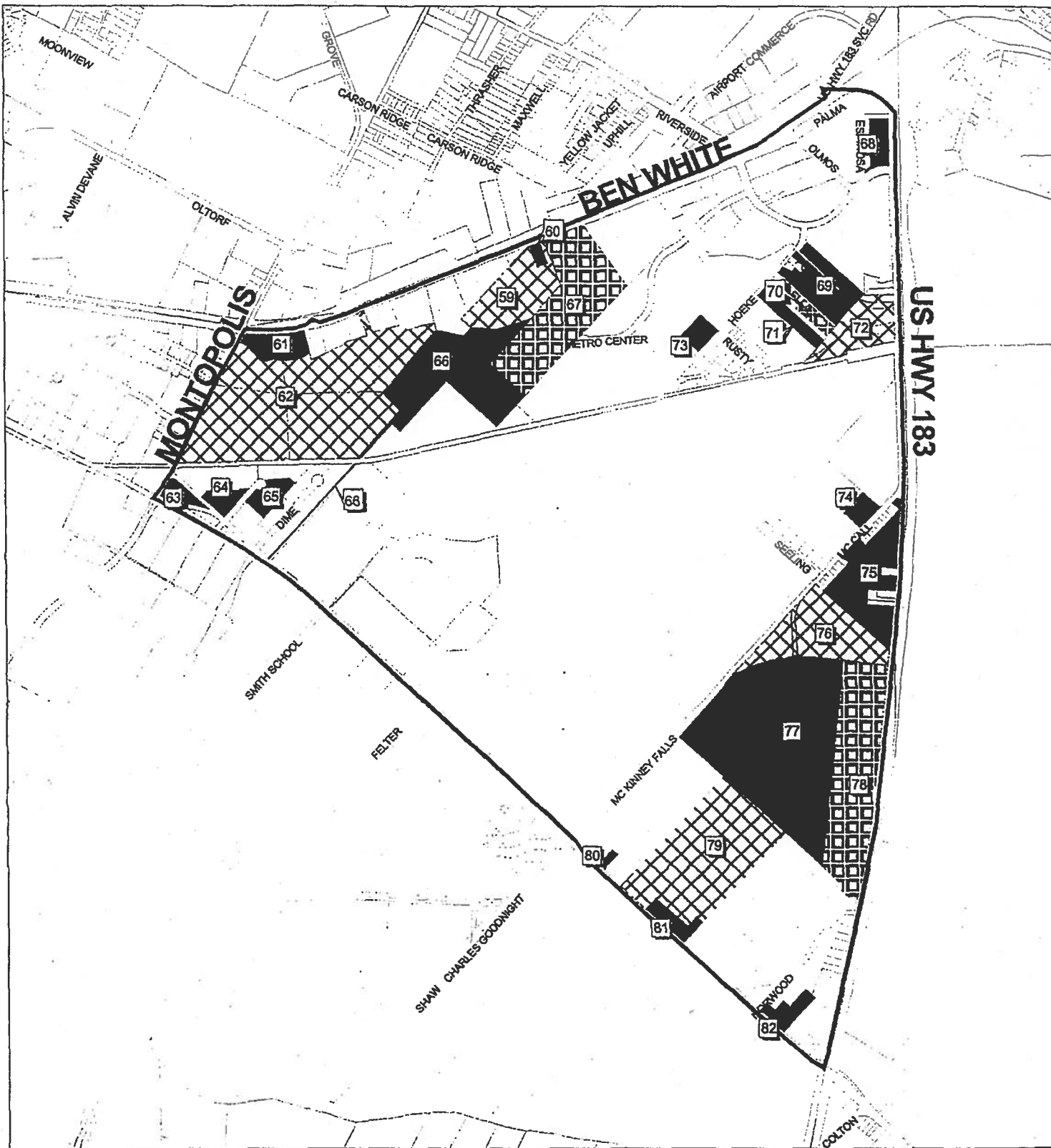
Gustavo L. Garcia  
Mayor

APPROVED:

*Sedora Jefferson*  
Sedora Jefferson  
City Attorney

ATTEST:

*Shirley A. Brown*  
Shirley A. Brown  
City Clerk



# **Southeast Neighborhood Planning Area**

## **Tract Map of Rezoning**

Zoning Case #C14-02-0128.03

Exhibit " "

Zoning Case Manager: Wendy Walsh

(October 10, 2002)

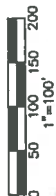
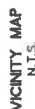
*EXHIBIT A*



**Subject  
Tracts**



7135



LINE TABLE		
No.	BEARING	DISTANCE
L1	S49°20'45"E	5.99'
L2	S42°21'09"W	97.88'
L3	S42°43'36"W	17.37'
L4	N48°33'19"W	22.15'
L5	N42°15'43"E	96.95'
L6	N43°50'11"E	19.12'
L7	N45°32'23"E	84.05'
L8	N35°08'43"E	32.51'
L9	S79°24'47"E	43.43'
L10	S47°27'19"E	70.00'
L11	N65°09'36"W	88.48'
L12	S42°32'36"W	12.20'

NO.	DELTA	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	27.3324°	505.00	325.49	316.45	N075°42'24"E
C2	38.3638°	335.00	325.49	317.77	N07°12'18"E
C3	61.1320°	335.00	487.59	482.48	N05°25'56"E
C4	61.1320°	71.00*	213.15	161.65	S37°44'24"E
C5	112.9035°	14.00	19.84	18.22	N83°04'24"E
C6	37.3277°	435.00	243.78	240.10	N26°31'27"E
C7	61.1320°	435.00	244.33	241.13	N05°35'11"E
C8	61.1320°	505.00	568.09	536.89	N01°29'58"E

AMENDED PLAT OF  
AIRPORT GATEWAY  
SUBDIVISION

A 7 LOT SUBDIVISION  
CONSISTING OF 16.011 ACRES

SUBMITTAL DATE: JUNE 27, 2014  
PREPARATION DATE: JUNE 27, 2014

# BURY

2221 West Sixth Street, Suite 600  
Austin, Texas 78701  
Tel. (512) 328-0011 Fax (512) 328-0325  
TBPE # F-1048 TBPLS # F-10107600  
Copyright © 2014

Drawn by: MJJ Approved by: JTB Project No.: 103377-10001 File: H:\103377\001\103377001PL5.dwg  
C8-2014-0118 0A

C8-2014-0118.0A

DH 9/11/14 QC-JM 9/16/14

14564

EXHIBIT C  
RECORDED PLAT

SHEET  
**1**  
OF 2

\\103377\001\103377001P16.dwg A - 30 11 2019 AM by:



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## MEMORANDUM

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**Date:** March 7, 2019  
**To:** Wendy Rhoades, Case Manager  
**CC:** Santiago A. Araque Rojas, P.E., Kimley Horn  
Eric Bollich, P.E., PTOE, Austin Transportation Department  
Upal Barua, P.E., P. Eng., PTOE, Austin Transportation Department  
**Reference:** Airport Gateway TIA – TIA Final Memo  
C14-2018-0108 & C14-2018-0109

---

The Austin Transportation Department has reviewed the March 4, 2019 (received March 4, 2019) *"Airport Gateway TIA"*, prepared by Kimley Horn. The proposed land uses consist of 293,410 SF of Warehousing, 120 Rooms of Hotel, 125,000 SF of Office, 7,000 SF of Retail, 3,000 SF of Fast food restaurant w/ Drive Thru, and 12 VFP of Gas Station. The development will be located on the south side of State Highway 71 and Casey Bridge Court in Austin, Texas. The development is anticipated to be completed by 2022.

The following is a summary of review findings and recommendations:

ATTACHMENT A

**Trip Generation:**

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the development will generate approximately 6,478 adjusted average daily vehicles trips (ADT) upon build out. The Table 1 below shows the trip generation by land uses for the proposed development.

Table 1: Adjusted Trip Generation						
Proposed Land Use	Size	24-Hour Two Way Volume	AM Peak Hour		PM Peak Hour	
			Enter	Exit	Enter	Exit
Hotel (310)	120 Keys	1,004	33	23	37	35
General Office (710)	125,000 SF	1,218	125	30	23	121
Shopping Center (820)	7,000 SF	266	4	3	13	14
Gasoline/Service Station (944)	12 Fueling Positions	2,066	62	61	84	84
Fast Food Restaurant w/ Drive Thru (934)	3,000 SF	1,414	62	59	51	47
Warehousing (150)	293,410 SF	510	47	14	17	46
<b>Total</b>		<b>6,478</b>	<b>303</b>	<b>120</b>	<b>183</b>	<b>305</b>

**Assumptions:**

1. Based on TxDOT AADT volume data, a three (3) percent annual growth rate was assumed to account for the increase in background traffic.
2. Considerations were made for the following projects in the analysis:
  - a. Met Center II Building 11 (SP-2012-0262C)
  - b. Spaw Glass Office (SP-2010-0262C)
  - c. Met Center II Building 1 & 2 (SP-2012-0141C)
  - d. Tech Ridge South Business Park (SP-01-0099C)

**Staff Recommendations:**

1. Prior to the issuance of any site development permit, the applicant shall construct the following improvements as part of their development application. Note: Cost estimates provided in the TIA **should not** be assumed to represent the maximum dollar value of improvements the applicant may be required to construct. The Applicant shall design and construct 100% of the following improvement in coordination with TxDOT:
  - a. A right turn deceleration lane extending 400' west of Caseybridge Court on SH 71 EBFR to service both the site driveway and Caseybridge Court. TxDOT has already provided approval of the conceptual design. Additional right-of-way may be required at the time of site plan to accommodate the turn lane.
  - b. A dividing barrier along the entrance ramp gore to SH 71 across from site Driveway 1. TxDOT has already provided approval of the conceptual design.




2. Fee in-lieu contribution to the City of Austin shall be paid prior to the issuance of any site development permit for each tract by the amount identified in Table 3, for the improvements identified in Table 2, totaling \$128,399.

Table 2: Recommended Improvements				
Intersection	Improvement	Cost	Pro-Rata Share (%)	Pro-Rata Share (\$)
SH 71 WBFR & Montopolis Dr	Signal Retiming	\$5,000.00	100%	\$5,000.00
SH 71 EBFR & Montopolis Dr	Signal Retiming	\$5,000.00	100%	\$5,000.00
SH 71 WBFR & East Riverside Dr	250' Right Turn Lane	\$150,000.00	0%	\$0.00
	Signal Retiming	\$5,000.00	100%	\$5,000.00
SH 71 EBFR & East Riverside Dr	Signal Retiming	\$5,000.00	100%	\$5,000.00
US 183 & East Riverside Dr	Install Signal	\$300,000.00	36%	\$108,399.00
<b>Total</b>		<b>\$470,000.00</b>		<b>\$128,399.00</b>

Table 3: Fiscal Contribution Distribution		
Tract Number	Land Use	Fiscal Contribution
1	Gas Station	\$40,937.00
3	General Office	\$5,826.00
5	Hotel	\$19,894.00
6	Retail	\$5,271.00
9	Restaurant	\$28,018.00
10	Warehousing	\$10,105.00
	Office	\$18,348.00
<b>Total</b>		<b>\$128,399.00</b>

3. Two copies of the final TIA are required to be provided prior to third reading.
4. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified conditions. Any change in the assumptions made to the TIA document shall be reviewed by ATD and may require a new or updated TIA/addendum.
5. City of Austin reserves the right to reassign any or all the above monies to one or more of the identified improvements in the TIA.
6. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of this memo, after which a revised TIA or addendum may be required.

If you have any questions or require additional information, please contact me at 512-974-1449.

A handwritten signature in black ink, appearing to read 'Austin Jones', with a long horizontal flourish extending to the right.

Austin Jones, P.E.  
Austin Transportation Department

**SUMMARY STAFF RECOMMENDATION:**

For C14-2018-0108: The Staff recommendation is to grant general commercial services – mixed use – conditional overlay (CS-MU-CO-NP) combining district zoning and limited industrial services – conditional overlay – neighborhood plan (LI-CO-NP) combining district zoning, to remove the 2,000 vehicle trips per day limitation and replace it with the conditions of a Traffic Impact Analysis. The list of prohibited uses that apply to the property remains unchanged.

For C14-2018-0109: The Staff recommendation is to grant general commercial services – mixed use – conditional overlay (CS-MU-CO-NP) combining district zoning, to remove the 2,000 vehicle trips per day limitation and replace it with the conditions of a Traffic Impact Analysis. The list of prohibited uses that apply to the property remains unchanged.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated March 7, 2019, as provided in Attachment A.

**BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)**

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

The LI district designation is for a commercial service use or limited manufacturing use generally located on a moderately sized site. 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. The mixed use (MU) district is intended to allow for office, retail, commercial and residential uses to be combined in a single development. The Conditional Overlay (CO) combining district may be applied in combination with any base district. The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties. The NP, neighborhood plan district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

*The properties have frontage on East Ben White Boulevard.*

2. *Public facilities and services should be adequate to serve the set of uses allowed by a rezoning.*

Staff recommends the Applicant's request, based on the following considerations of the property: 1) location at the intersection of a major arterial and a commercial street; and 2) the recommended transportation improvements identified in the Traffic Impact Analysis serve to mitigate the calculated impact to traffic resulting from the proposed development.

## EXISTING CONDITIONS

### Site Characteristics

The rezoning area is undeveloped, sparsely vegetated and relatively flat. There appear to be no significant topographical constraints on the site.

### Comprehensive Planning

This rezoning case is located on the southeast corner of Caseybridge Ct. and E. Ben White Blvd. on undeveloped lot acreage, which is made up of four lots. This project area is located within boundaries of the Southeast Combined Neighborhood Planning Area. Surrounding land uses to the north includes an apartment complex, a landscaping supply company, auto sales and single family housing; to the south is a hotel and undeveloped land; to the east is a large warehouse/office complex, a data center, and a hotel; and to the west is a manufactured home dealership, and another hotel. The request is to remove a Conditional Overlay on the three parcels, which currently limits the trips per day to 2,000, in order to build a 120 room hotel, 7,000 sq. ft. of retail, and a gas station on Lots 1, 5 and 6, and a fast food restaurant on Lot 9.

Per the applicant:

The goal of this rezoning application – consisting of 4.16 acres in total – is to remove the traffic limitation of 2,000 trips per day for each of Tract 59 and 60, for a total limitation of 4,000 trips per day. As you can see, only Lots 1, 5, 6, and 9 are included in the rezoning application. Existing and proposed development on the remainder of the overall property (Lots 3, 7, and 8, and the remainder of the property to the south of the creek) will remain compliant with the 2,000 trip per day limitation associated with Tract 59 of the 2002/2003 zoning ordinances, and therefore do not need to be included in the rezoning application. As you may recall, I previously spoke with you about this rezoning

### **Connectivity**

There is a public sidewalk located along this portion of East Ben White Blvd. and Caseybridge Ct. Public transit stops, bike lanes, and urban trails are not available within a quarter of a mile of this site. The Walkscore for this property is 25/100, Car Dependent, meaning most errands require a car. **When analyzing this particular location, the existing mobility options in this area appear to be limited.** *Please note, Walk Score® is a private company that provides walkability services and apartment search tools through a website and mobile applications. Walk Score® has received some criticism in the media, particularly from urban planning professionals, for the limits of its accuracy and relevancy in methodology and results. Specifically, this tool does not calculate whether there are public sidewalks, how many lanes of traffic one must cross, how much crime occurs in the area. It also does not differentiate between types of amenities, for example a supermarket grocery store versus a small food mart selling mostly chips and liquor.*

### **Southeast Combined Neighborhood Plan (SCNP)**

The SCNP Future Land Use Map (FLUM) classifies this portion of SH 71/E Ben White Blvd as 'Major Planned Development' 'Mixed Use' and 'Industry' categories, which allows

everything from single family housing to industrial parks. The zoning classification of CS-MU and LI-NP are permitted under these three FLUM categories. The following design guidelines, text and policies are taken from the SCNP and are applicable to this case:

**SECNP Voluntary Design Guidelines for Industrial Districts (p 32)**

**OBJECTIVE 1:** Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

**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)

**Industrial Zones (p. 55)**

A distinctive element of the existing land use landscape within the Planning Areas is that there are defined districts with large amounts of existing industrial development, and numerous undeveloped proper ties with industrial zoning. The fact that this part of southeast Austin is surrounded by major Southeast Combined Neighborhood Plan transportation corridors, has a large amount of undeveloped land, and is in close proximity to the airport makes it a very attractive location for industrial development. The McKinney and Southeast NPAs host the majority of this type of construction, much of this in the form of large industrial office parks. Instead of rejecting industrial-type development around their homes, residents in the Franklin Park and McKinney NPAs have been successful at communicating and cooperating with nearby industrial property owners. Area residents have traditionally been amenable to those types of industrial uses that don't interfere with neighborhood activities or infringe upon their quality of life.

**IH-35 and Ben White Corridors (p. 55)**

**Goal 3:** Encourage employment centers, commercial activities, and other non-residential development to locate along major thoroughfares.

**Objective 3.1:** Maintain prevailing land use pattern of commercial, office and industrial development to ensure compatibility of existing and future land uses. (Implementer: NPZD)

**Action Item 8:** Upzone DR & SF-zoned property along IH-35 and Ben White Boulevard to a zoning category that would allow for commercial and industrial uses

**Goal 4:** Ensure that existing residential and industrial zoned properties co-exist in a compatible manner. (p. 56)

**Objective 4.1:** Provide appropriate buffer zones between residential and industrial zoned properties

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

The proposed light industrial/commercial project is located along a corridor that already contains a mix of industrial, and retail and commercial uses, including hotels. The goals, policies, actions and text in the SECNP appears to support industrial uses and compatible commercial uses along IH 35 and E. Ben White Blvd Corridors, while also acting as a source of jobs and industry in the planning area. The SECNP Voluntary Design Guidelines recommends that any development that is located within industrial and commercial areas provide appropriate landscaping, shaded sidewalk, and push the building back from the road and providing windows in the office areas.

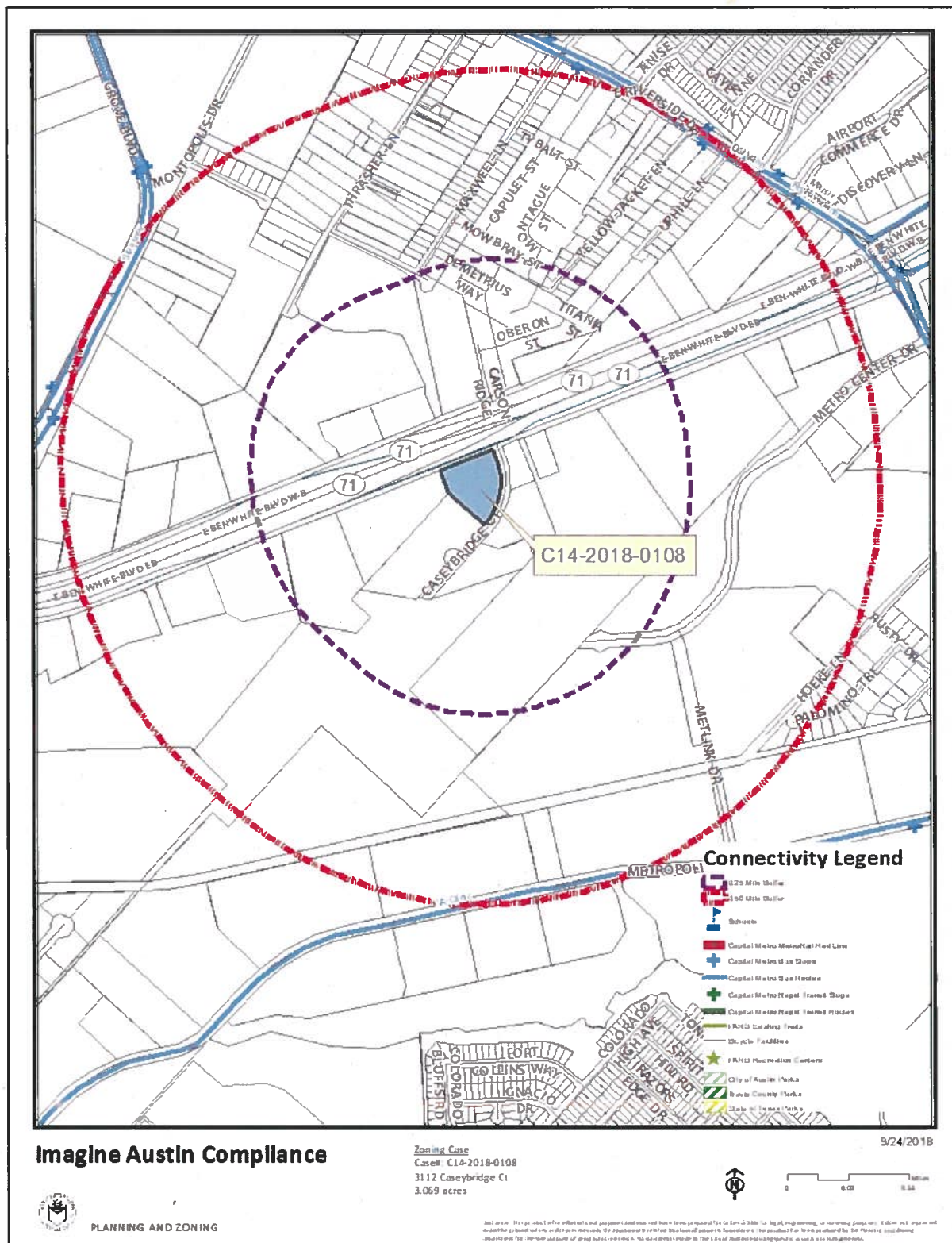
### **Imagine Austin**

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:

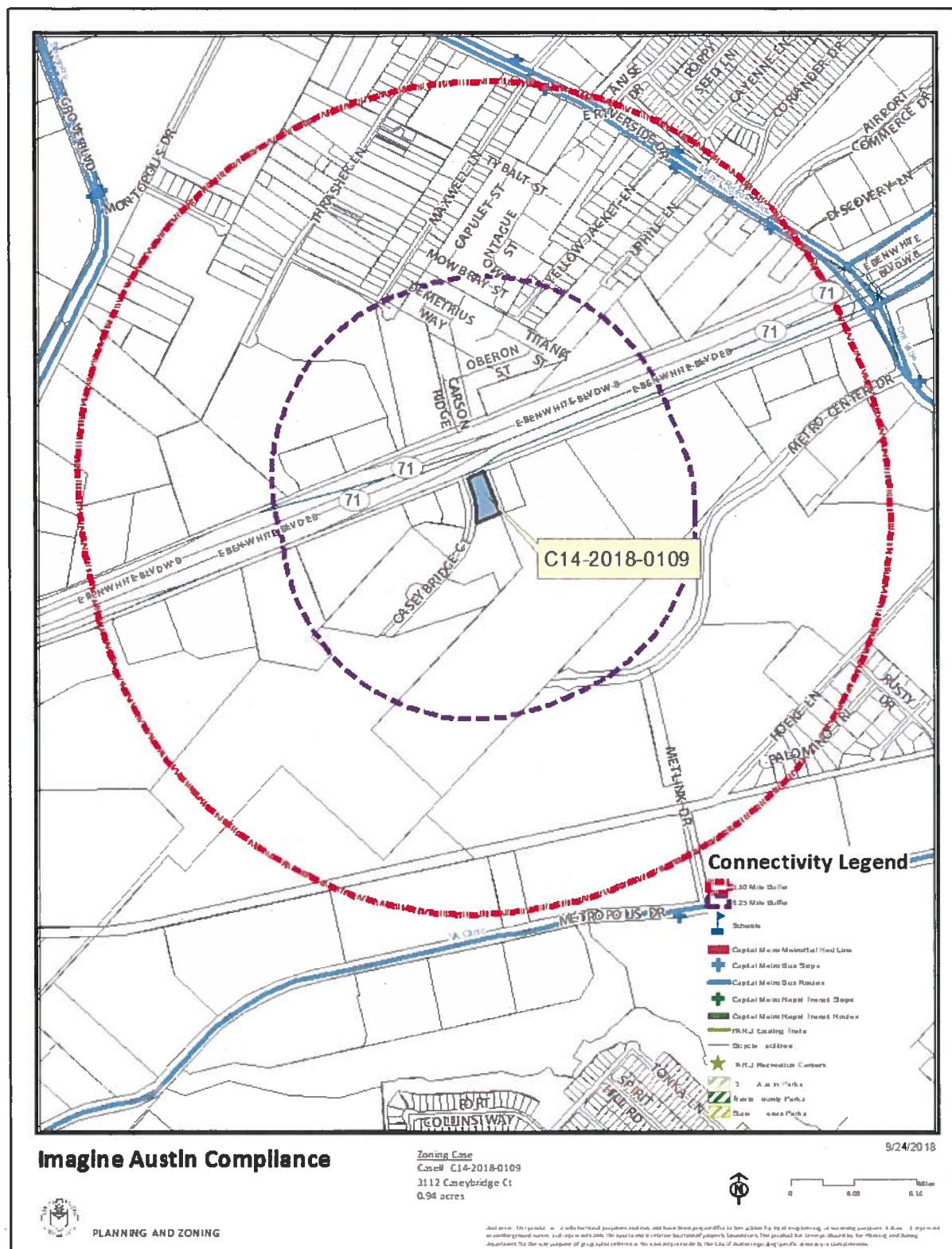
- **LUT P3.** Promote development in compact centers, communities, **or along corridors** that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.
- **LUT P4.** Protect neighborhood character by directing growth 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 within a designated Major Planned Development/Industrial/Mixed Use area on the SECNP FLUM, where a variety of commercial, industrial and mixed use project are supported; (2) being located by an IACP 'Job Center', where industrial and appropriate commercial uses (including hotels) are supported; and (3) the Imagine Austin Plan policies referenced above, which supports locating light industrial and some commercial uses within Job Centers, this industrial/mixed use project appears to support the policies of the Imagine Austin Comprehensive Plan.





Project Name: Airport Gateway Lot 9  
Address: 3112 CASEYBRIDGE CT  
File Number: C14-2018-0109



### **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.

### **Impervious Cover**

The maximum impervious cover allowed by the CS and LI base zoning districts is 80%, based on the more restrictive *watershed* regulations.

### **Environmental**

The site is not located over the Edwards Aquifer Recharge 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. 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 no floodplain within or adjacent to 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.

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

**Airport Overlay**

FYI – This site is located within the Austin-Bergstrom Airport Controlled Compatible Land Use Area Overlay. No use will be allowed that can 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. Airport Hazard Zoning Committee review may be required prior to Planning Commission Hearing. Additional comments may be generated during the site plan review process.

**Scenic Roadways**

This site is within the Scenic Roadway Sign District. All signs must comply with Scenic Roadway Sign District regulations. Contact Bryan Walker at 512-974-2686 for more information.

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

**Transportation**

Per LDC 25-6-101 (Ordinance No. 20170302-077), this site is required to provide mitigation for traffic impact with the rezoning application.

The Austin Metropolitan Area Transportation Plan calls for 400 feet of right-of-way for E Ben White Blvd. At the site plan phase, up to 200 feet of right-of-way from the existing centerline may be required to be dedicated for E Ben White Blvd. according to the Transportation Plan [LDC 25-6-51 and 25-6-55].

According to the Austin 2014 Bicycle Plan approved by Austin City Council in November, 2014, an urban trail is recommended for E Ben white. Mike Schofield, Bicycle Program, Austin Transportation Department may provide additional comments and requirements for right-of-way dedication in accordance with LDC 25-6-55 and LDC 25-6-101. Please review the Bicycle Master Plan for more information.

**Water and Wastewater**

FYI: 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, water or wastewater easements, utility relocations and or abandonments required by the proposed land use. Depending on the development plans submitted, water and or wastewater service extension requests may be required. Water and wastewater utility plans must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance. 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 fees once the landowner makes an application for Austin Water utility tap permits.

## Rhoades, Wendy

---

**From:** Ana Aguirre [REDACTED]  
**Sent:** Monday, March 11, 2019 10:19 PM  
**To:** Rhoades, Wendy  
**Cc:** Robert Williams; Jason Lucio; Alberto Garcia; JB Booher; ANA AGUIRRE  
**Subject:** Cases before Planning Commission on 3-12-19: C14-2018-0108 and C14-2018-0109  
**Attachments:** C14-2018-0108.pdf; C14-2018-0109.pdf

Hello Ms. Rhoades,

We received the Notice of Public Hearing for Rezoning on Case Numbers C14-2018-0108 and C14-2018-0109 early last week. Both cases were presented during our regularly scheduled Southeast Combined Neighborhood Plan Contact Team (SCNPCT) meeting this evening, March 11, 2019. The SCNPCT reviewed the information presented via the notices on these cases. The Contact Team is aware both of these cases are being presented before the Planning Commission tomorrow, March 12, 2019.

The SCNPC voted to take no position on these cases and would like to invite the developer to attend its next regularly scheduled SCNPCT meeting prior to these cases going before the City Council. The notice indicated these cases will be going before the City Council on April 25, 2019. Our next meeting will be held on Monday, April 8, 2019, at the Southeast Austin Library located at 5803 Nuckols Crossing, from 7:00 - 8:30 PM. I will try to contact the agent tomorrow morning to let them know of the action the SCNPCT took this evening on both cases. In the event I am unable to speak with the agent, please feel free to share this information with them. The Contact Team had questions as to what type(s) of development were being proposed for both sites.

Please let me know if you should have any questions. Thank you so much for your time and consideration on both cases.

Respectfully,  
Ana Aguirre, Chair  
SCNPCT

**Ana Aguirre**

**I find the great thing in this world is not so much where we stand as in what direction we are moving. Oliver Wendell Holmes**



## Rhoades, Wendy

---

**From:** Erin Welch ~~ewelch@landstret.com~~  
**Sent:** Tuesday, March 26, 2019 4:21 PM  
**To:** Rhoades, Wendy  
**Subject:** Airport Gateway: C14-2018-0108 and C14-2018-0109: City Council Postponement Request

**Importance:** High

Wendy:

I would like to postpone the City Council hearing for the Airport Gateway zoning cases (C14-2018-0108 and C14-2018-0109) from April 25 to May 9. This has been cleared with the property owner. I will be unable to attend the meeting, as I will be out of town, and I really want someone from the applicant's side to be in attendance to address any questions or concerns that may arise. I will alert the SE Combined neighborhood group (Ana Aguirre) of the postponement once I get confirmation from you that the May 9 date works for staff. The meeting with the neighborhood group is still scheduled for April 8, and I will update you with any pertinent information after that meeting.

Please let me know if you need anything more formal from me in this regard.

Thank you,

**Erin Welch**

Project Manager

Land Strategies, Inc.

1010 Land Creek Cove, Suite 100

Austin, Texas 78746

Tel: (512) 328-6050

Mobile: (512) 773-1696

*Celebrating 36 Years of Service!!!*