

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: Southeast Combined

CASE#: NPA-2017-0014.01

DATE FILED: March 20, 2017 (Out-of-cycle)

PROJECT NAME: 8008 Burleson Road FLUM Amendment

PC DATE: June 13, 2017

ADDRESS: 8008 Burleson Road

DISTRICT AREA: 2

SITE AREA: Approx. 14.14 acres

OWNER/APPLICANT: Jim & Shirlene McCombs

AGENT: Thrower Design (A. Ron Thrower)

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Warehouse/Limited Office

To: *Commercial

**Application was amended on April 27, 2017. Original request was for Mixed Use land use.*

Base District Zoning Change

Related Zoning Case: C14-2017-0030

From: W/LO-NP, DR-NP, & IP-CO-NP

To: CS-NP

NEIGHBORHOOD PLAN ADOPTION DATE: Southeast Combined

PLANNING COMMISSION RECOMMENDATION:

June 13, 2017- Approved on the consent agenda for Commercial land use. [J. Schissler – 1st; J. Shieh- 2nd] Vote: 12 – 0 [Commissioner A. De Hoyos Hart absent]

STAFF RECOMMENDATION: Recommended

BASIS FOR STAFF’S RECOMMENDATION: Staff supports the applicant’s request to change the future land use map from Warehouse/Limited Office to Commercial because the property is located in an industrial/ commercial area and is consistent with the plan goals of ensuring compatibility of uses in industrial areas.

Below are relevant sections of the Southeast Combined Neighborhood Plan:

Industrial Zones

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 properties with industrial zoning. The fact that this part of southeast Austin is surrounded by major 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.

Goal 4 Ensure that existing residential and industrial zoned properties co-exist in a compatible manner.

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

Action Item 9 Where needed, create a conditional overlay for industrial property that abuts residentially-used land. *(Implementer: NPZD)*

Goal 5 Create land use and zoning recommendations that reflect the existing industrial nature of parts of the planning area.

Objective 5.1 Make non-industrial properties in areas with a dominant industrial character compatible with the prevailing land use scheme.

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 (AO3) ordinance.

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. *(Implementer: NPZD)*

Action Item 12 On the future land use map show residentially-zoned property within the AO3 airport zone as having a use (commercial, warehouse, office, limited industrial) compatible with the ordinance's land use restrictions for the area. *(Implementer: NPZD)*

LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

Warehouse/Limited Office - An area appropriate for semi industrial uses that do not require highly visible locations, generate substantial volumes of traffic, or adversely affect any nearby residential areas.

Purpose

1. Accommodate uses that have low or moderate trip generating characteristics, but require certain measures to remain compatible with residential uses; and
2. Allow certain warehousing and building trade uses on sites with limited visibility and/or access.

Application

1. Suitable for sites just removed from major arterial streets or on major non-residential collectors; and
2. Generally not appropriate in areas adjacent to single-family residential unless physical conditions of the site allow for buffering and project design sufficient to mitigate potential adverse impacts.

Areas of Application

1. The Warehouse/Limited Office land use category is recognized in the Dawson, Govalle/Johnston Terrace Combined, and Southeast Combined Neighborhood Plans.

PROPOSED LAND USE ON THE PROPERTY

Commercial - Lots or parcels containing retail sales, services, hotel/motels and all recreational services that are predominantly privately owned and operated for profit (for example, theaters and bowling alleys). Included are private institutional uses (convalescent homes and rest homes in which medical or surgical services are not a main function of the institution), but not hospitals.

Purpose

1. Encourage employment centers, commercial activities, and other non-residential development to locate along major thoroughfares; and
2. Reserve limited areas for intense, auto-oriented commercial uses that are generally not compatible with residential or mixed use environments.

Application

1. Focus the highest intensity commercial and industrial activities along freeways and major highways; and

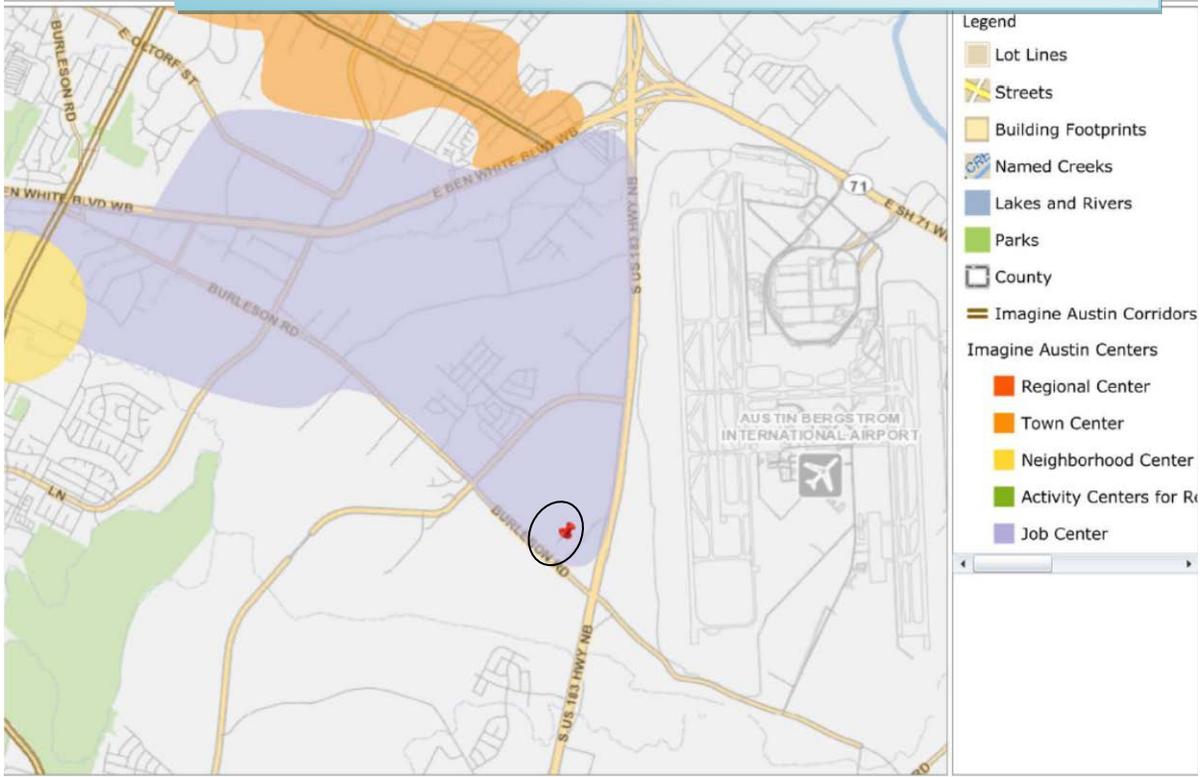
2. Should be used in areas with good transportation access such as frontage roads and arterial roadways, which are generally not suitable for residential development.

IMAGINE AUSTIN PLANNING PRINCIPLES

1. Create complete neighborhoods across Austin that provide a mix of housing types to suit a variety of household needs and incomes, offer a variety of transportation options, and have easy access to daily needs such as schools, retail, employment, community services, and parks and other recreation options.
 - ***The property does not propose any residential uses because it is located within the Airport Overlay Zone.***
2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.
 - ***The property is not located on an Activity Corridor, but is located within a Jobs Center as identified on the Growth Concept Map of the Imagine Austin Comprehensive Plan.***
3. Protect neighborhood character by ensuring context-sensitive development and directing more intensive development to activity centers and corridors, redevelopment, and infill sites.
 - ***The proposed commercial use for a Construction Sales and Services uses is appropriate for this established industrial/commercial area.***
4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
 - ***The proposed development does not include residential uses because it is located in the Airport Overlay Zone where residential uses are not allowed and also within a Jobs Center, which discourages residential uses.***
5. Ensure harmonious transitions between adjacent land uses and development intensities.
 - ***The applicant's request for Commercial land use is appropriate for this location.***
6. Protect Austin's natural resources and environmental systems by limiting land use and transportation development over environmentally sensitive areas and preserve open space and protect the function of the resource.
 - ***The property is not located within an environmentally sensitive area.***
7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.
 - ***Not applicable.***

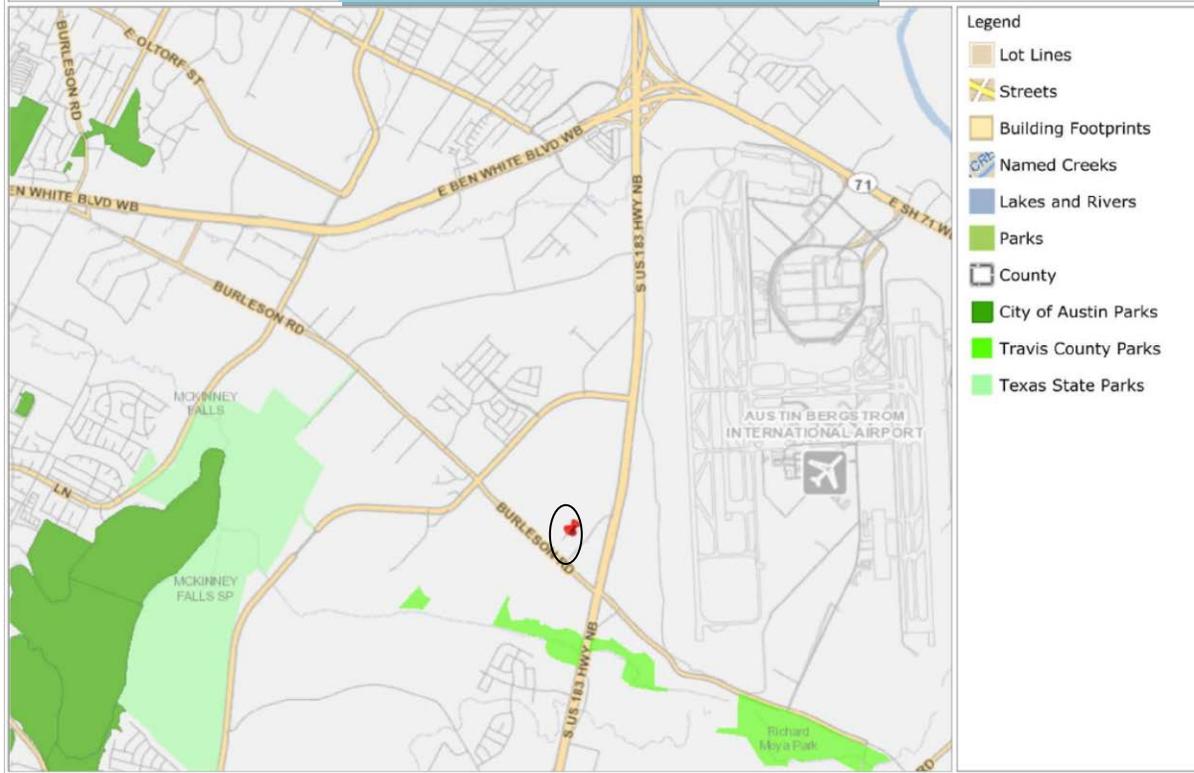
8. Protect, preserve and promote historically and culturally significant areas.
 - ***Not applicable. There are no historic or culturally buildings on this property.***
9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.
 - ***Not applicable.***
10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.
 - ***Not directly applicable.***
11. Sustain and grow Austin’s live music, festivals, theater, film, digital media, and new creative art forms.
 - ***Not applicable.***
12. Provide public facilities and services that reduce greenhouse gas emissions, decrease water and energy usage, increase waste diversion, ensure the health and safety of the public, and support compact, connected, and complete communities.
 - ***Not applicable.***

Approx. Location of Imagine Austin Activity Corridors



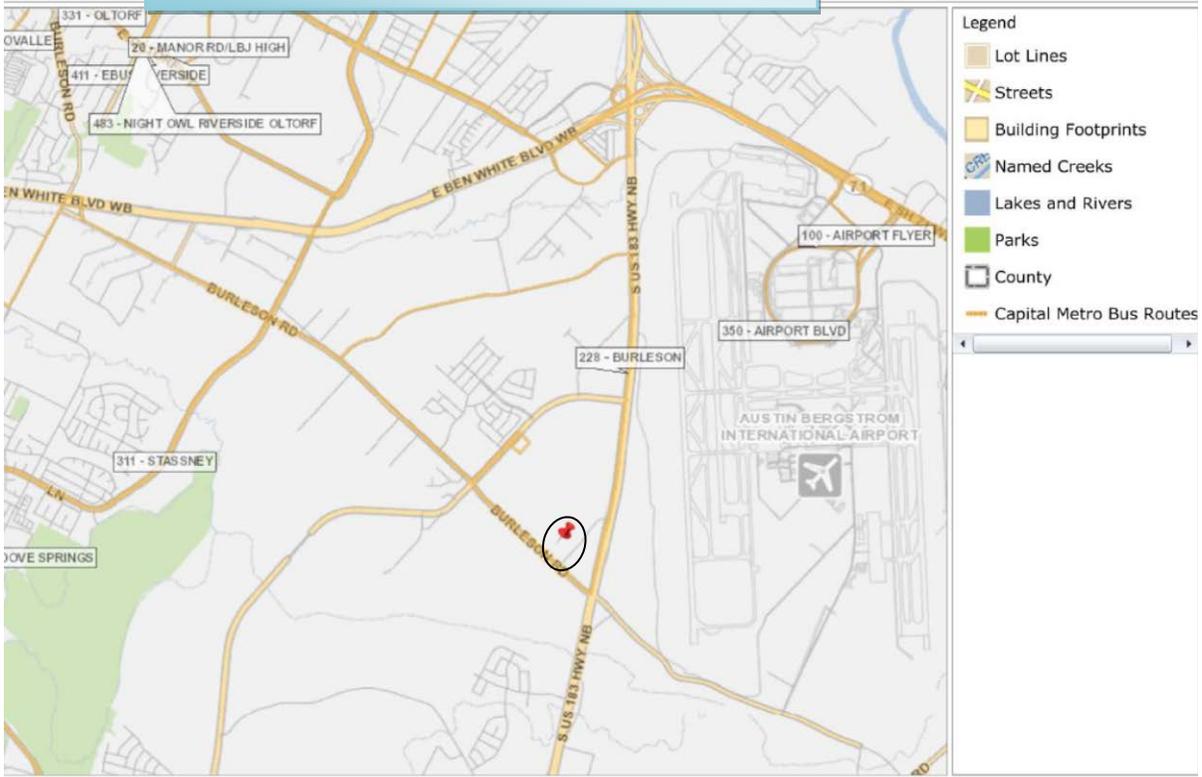
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Parks in the Vicinity



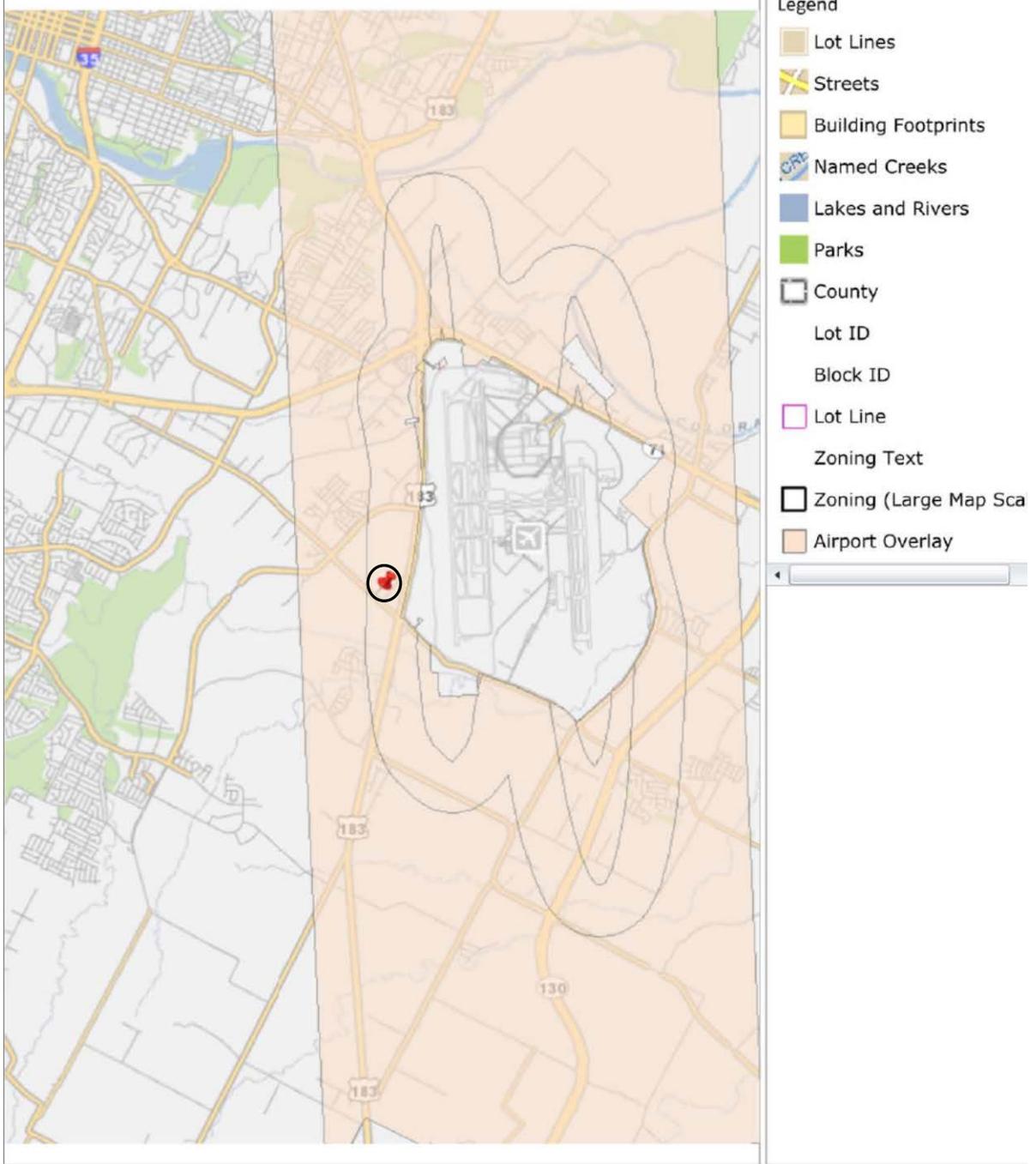
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Capital Metro Bus Routes in the Vicinity



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Airport Overlay Zone



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IMAGINE AUSTIN GROWTH CONCEPT MAP

Definitions

Neighborhood Centers - The smallest and least intense of the three mixed-use centers are neighborhood centers. As with the regional and town centers, neighborhood centers are walkable, bikable, and supported by transit. The greatest density of people and activities in neighborhood centers will likely be concentrated on several blocks or around one or two intersections. However, depending on localized conditions, different neighborhood centers can be very different places. If a neighborhood center is designated on an existing commercial area, such as a shopping center or mall, it could represent redevelopment or the addition of housing. A new neighborhood center may be focused on a dense, mixed-use core surrounded by a mix of housing. In other instances, new or redevelopment may occur incrementally and concentrate people and activities along several blocks or around one or two intersections. Neighborhood centers will be more locally focused than either a regional or a town center. Businesses and services—grocery and department stores, doctors and dentists, shops, branch libraries, dry cleaners, hair salons, schools, restaurants, and other small and local businesses—will generally serve the center and surrounding neighborhoods.

Town Centers - Although less intense than regional centers, town centers are also where many people will live and work. Town centers will have large and small employers, although fewer than in regional centers. These employers will have regional customer and employee bases, and provide goods and services for the center as well as the surrounding areas. The buildings found in a town center will range in size from one-to three-story houses, duplexes, townhouses, and rowhouses, to low-to midrise apartments, mixed use buildings, and office buildings. These centers will also be important hubs in the transit system.

Job Centers - Job centers accommodate those businesses not well-suited for residential or environmentally- sensitive areas. These centers take advantage of existing transportation infrastructure such as arterial roadways, freeways, or the Austin-Bergstrom International airport. Job centers will mostly contain office parks, manufacturing, warehouses, logistics, and other businesses with similar demands and operating characteristics. They should nevertheless become more pedestrian and bicycle friendly, in part by better accommodating services for the people who work in those centers. While many of these centers are currently best served by car, the growth Concept map offers transportation choices such as light rail and bus rapid transit to increase commuter options.

Corridors - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to

another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

BACKGROUND: The application was filed on March 20, 2017, which is out-of-cycle for neighborhood planning areas located on the east side of IH-35. The Southeast Combined Neighborhood Planning Contact Team submitted a letter that allowed the plan amendment application to be filed outside of the in-cycle month of July.

The applicant proposes to change the future land use map from Warehouse/Limited Office land use to Commercial.

The proposed zoning change is to change the zoning from IP-CO-NP, W/LO-NP and DR-NP to CS-NP for a Construction Sales and Service use. For more information on the zoning case, please see the zoning case report for C14-2017-0030.

PUBLIC MEETINGS: The ordinance required community meeting was held on April 27, 2017. Five people attended the meeting including Victoria Haase, the applicant's agent, and one city staff member.

Victoria Haase said the application was filed out-of-cycle with the consent of the Southeast Combined Neighborhood Plan Contact Team. The owner proposes to rezone the property to allow for a Construction Sales and Service use to sell lumber. There are three zoning districts on the property, IP-CO-NP, W/LO-NP, and DR-NP. The conditional overlay was put on the property to protect the creek, but now there are watershed regulations so this conditional overlay is no longer needed. The proposed zoning is CS-NP with the desire is to have one zoning district on the entire property.

The current zoning has a 25 foot buffer to the west of the property that was put there to protect the single family uses; however, but now it's mostly non-residential uses. The property is within the Airport Overlay Zone, because of this the said the City rezoned those properties to CS-MU because MU allows for residential uses, but the desire was to have those residential uses transition to commercial uses over time.

The proposed change in the future land use map is from Warehouse/Limited Office to Commercial land use. The original application was for Mixed Use land use, but because the property is within the Airport Overlay Zone, the land use request was changed to Commercial. There is CS around the property and it is also compatible with IP zoning.

The McCombs are the property owners and they currently have an office on the property. They do not proposed to move the office, but they want to have the Construction Sales and Service use on the back part of the property. The McCombs have been there for a long time. They are not going anywhere.

Q. Are there any floodplain issues?

A. No.

Q. If the use is to sell lumber, parking will be what?

A. They would have to meet the impervious cover and parking requirements. They will have driveway and parking facilities for trucks to pull up. The plans are to put the warehouse on the western edge of the property.

The Southeast Combined Planning Contact Team supports the plan amendment and zoning change request.

CITY COUNCIL DATE: August 3, 2017

ACTION:

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

EMAIL: maureen.meredith@austintexas.gov

Summary Letter Submitted by the Applicant's Agent

City of
For Inc

6

Neighborhood Plan Amendment
SUMMARY LETTER

The proposed use for this site is Construction Sales and Service (lumber yard) and Office.

The FLUM amendment from Warehouse/Limited Office to Mixed Use is requested in order to allow for a zoning change to General Commercial Services Mixed Use (CS-MU) district zoning as the Warehouse/Limited Office FLUM category is not inclusive of the CS zoning district.

The Neighborhood Plan supports the proposed FLUM amendment and rezoning as this property is located in an area that has been determined is best for commercial and industrial activities and uses. The property is among many large parcels of minimally or undeveloped land with commercial or industrial zoning. The Plan document supports commercial and industrial developments in this area due to location in the Airport Overlay (AO3) and near major transportation corridors (Burlison Road and HWY 183).

The Applicant met with the Southeast Neighborhood Planning Contact Team on February 13, 2017 to inform the Team of the proposed use and changes needed and to gain support to file an out-of-cycle NPA application. The NPCT voted (4-0) to support the filing of an out-of-cycle NPA application as well as to support the associated rezoning to IP.

Multiple horizontal lines for additional text or signature.

Southeast Combined NPCT Letter Allowing the
Out-of-Cycle Application

March 4, 2017

Greg Guernsey, Director
Planning and Zoning Department
City of Austin
PO Box 1088
Austin, Texas 78767

RE: NPA Out-of-Cycle Filing – 8008 Burleson Road

Dear Mr. Guernsey,

The Southeast Combined Neighborhood Plan Contact Team (SCNPCT) met on Monday, February 13, 2017, to hear a presentation of a request for a proposed Neighborhood Plan Out-of-Cycle Plan Amendment for the property referenced above.

With a quorum present, the proposed Out-of-Cycle Plan Amendment was supported by unanimous vote. With this, the SCNPCT supports the out-of-cycle filing of the Neighborhood Plan Amendment (NPA). We look forward to meeting with the applicant and agent in the future regarding this project.

Should you have any questions or need additional information, please feel free to contact me at [redacted] or at 512-708-0647. Thank you.

Sincerely,



Ana Aguirre, Chair
Southeast Combined Neighborhood Plan Contact Team

Southeast Combined NPCT Letter of Support

May 14, 2017

Ms. Maureen Meredith
Case Manager
Planning and Zoning Department
City of Austin
PO Box 1088
Austin, Texas 78767

RE: Southeast Combined NPCT Letter of Support
8008 Burlleson Road - NPA-2017-0014.01

Dear Ms. Meredith,

The Southeast Combined Neighborhood Planning Contact Team and local residents met on Monday, May 8, 2017 to discuss the Team's position for the Neighborhood Plan/FLUM amendment for the property and case referenced above.

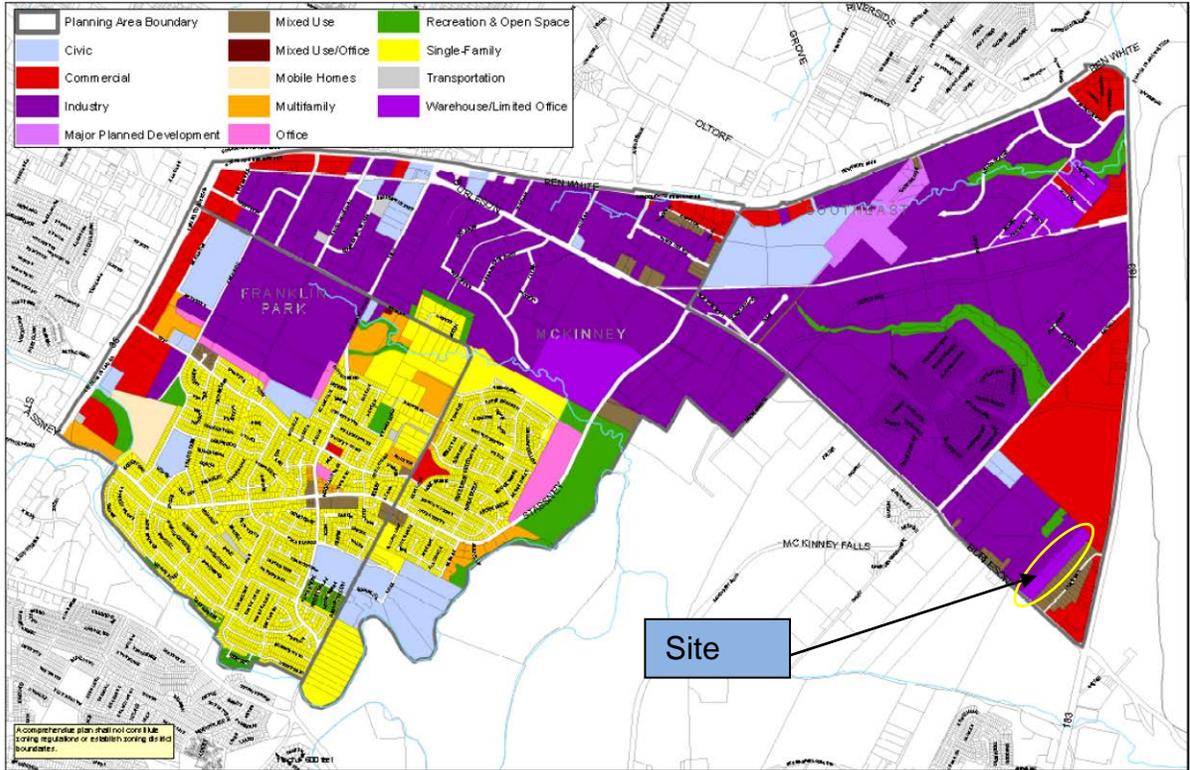
With a quorum present, the proposed amendment of the FLUM from Warehouse/Limited Office to Commercial and the associated rezoning from DR-NP, W/LO-NP, and IP-NP to CS-NP was supported with a 5-0-2 vote; 5 ayes, 0 nays, 2 abstaining.

Should you have any questions or need additional information, please feel free to contact me at 512-708-0647. Thank you.

Sincerely,



Ana Aguirre, Chair
Southeast Combined Neighborhood Planning Contact Team

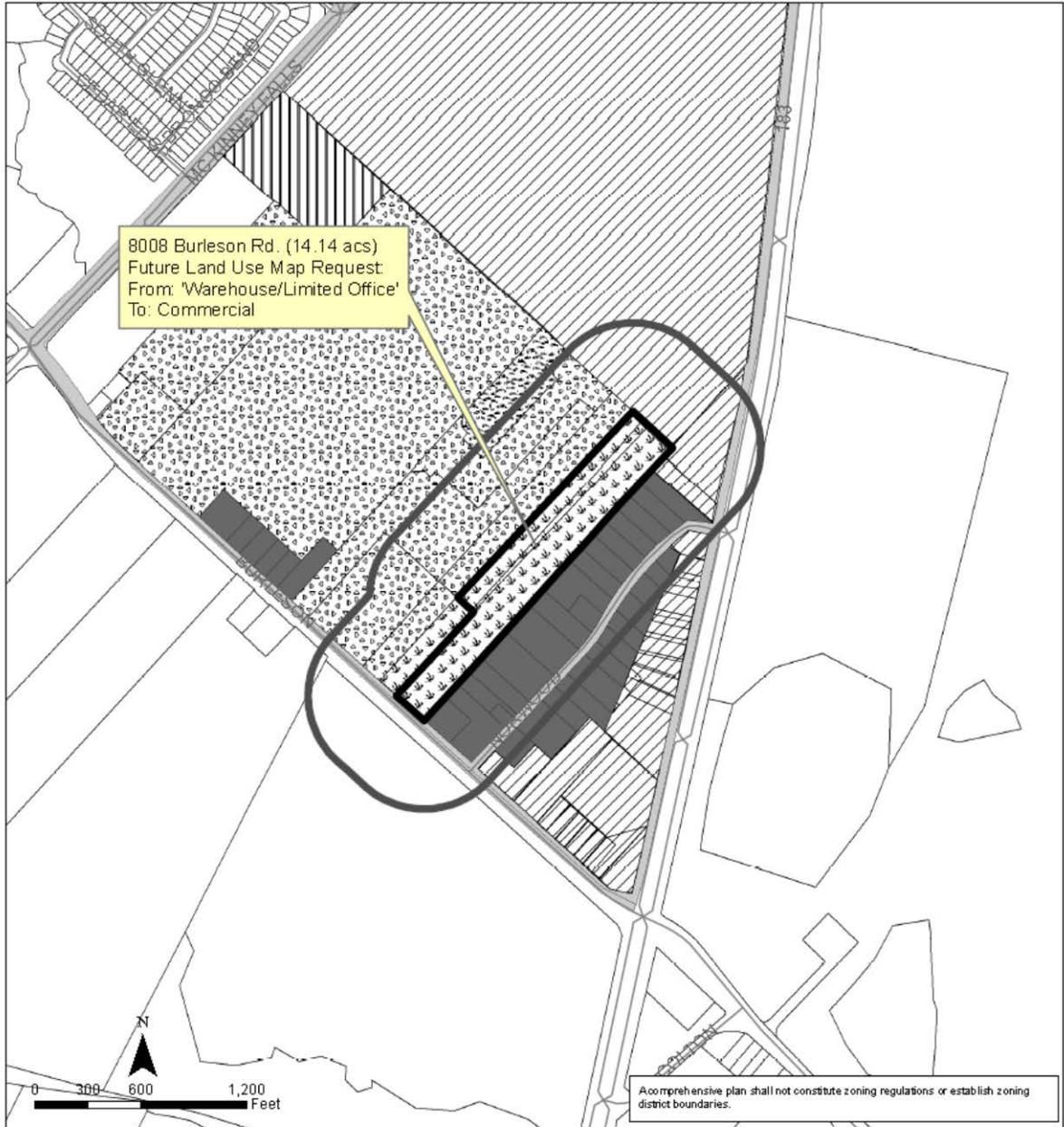


Southeast Combined Neighborhood Plan
 Future Land Use Map
 CITY OF AUSTIN



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**Southeast Combined Neighborhood Planning Area
 NPA-2017-0014.01**

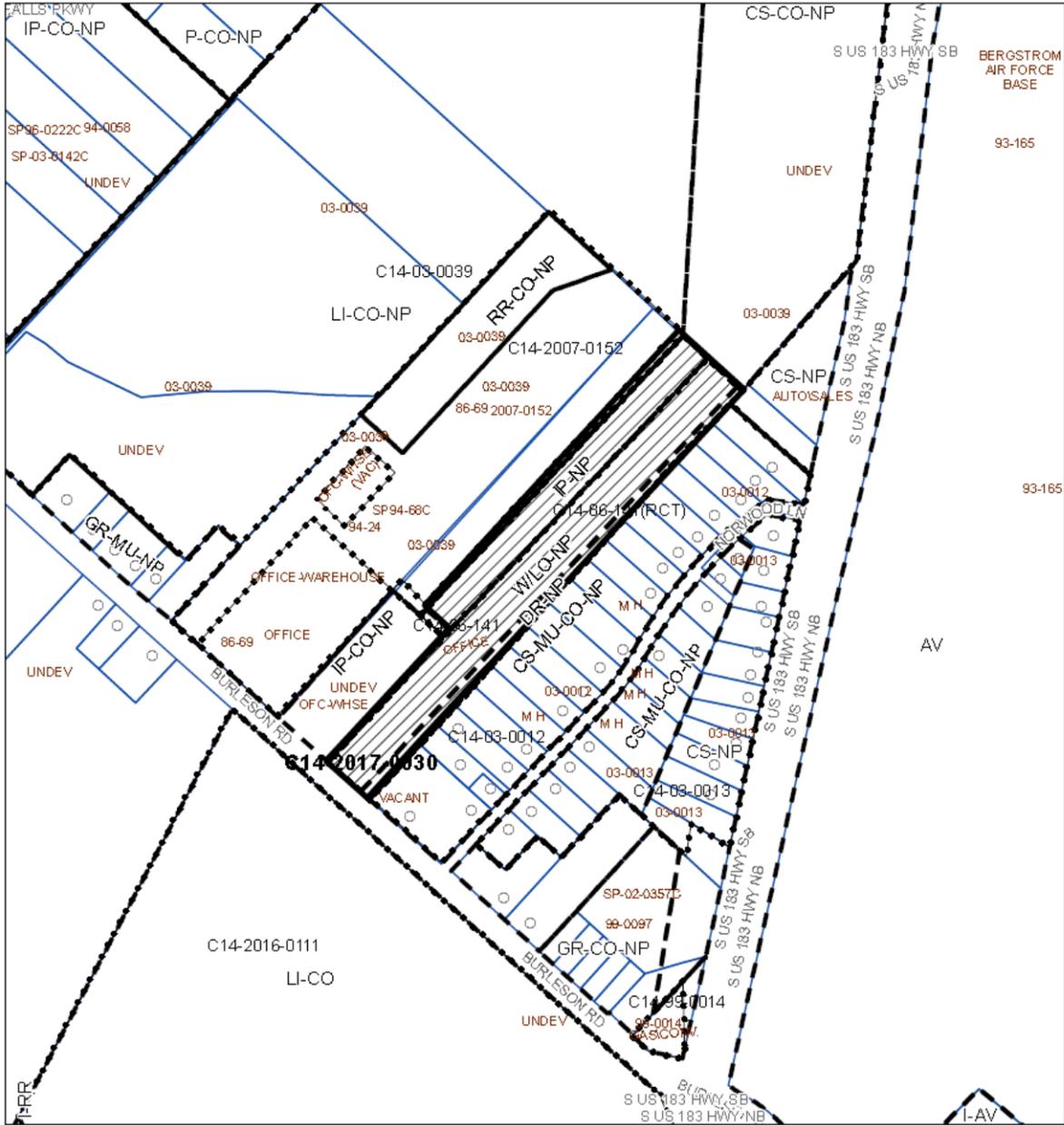
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City of Austin
 Planning and Development Review Department
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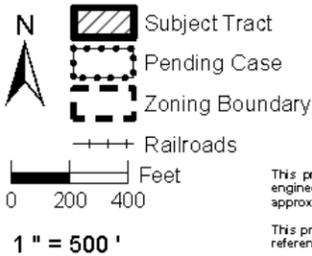
Future Land Use

	500 ft. Notif. Boundary		Industry
	Subject Property		Civic
	Commercial		Recreation & Open Space
	Mixed Use		Transportation
	Warehouse/Limited Office		



ZONING

Case#: C14-2017-0030



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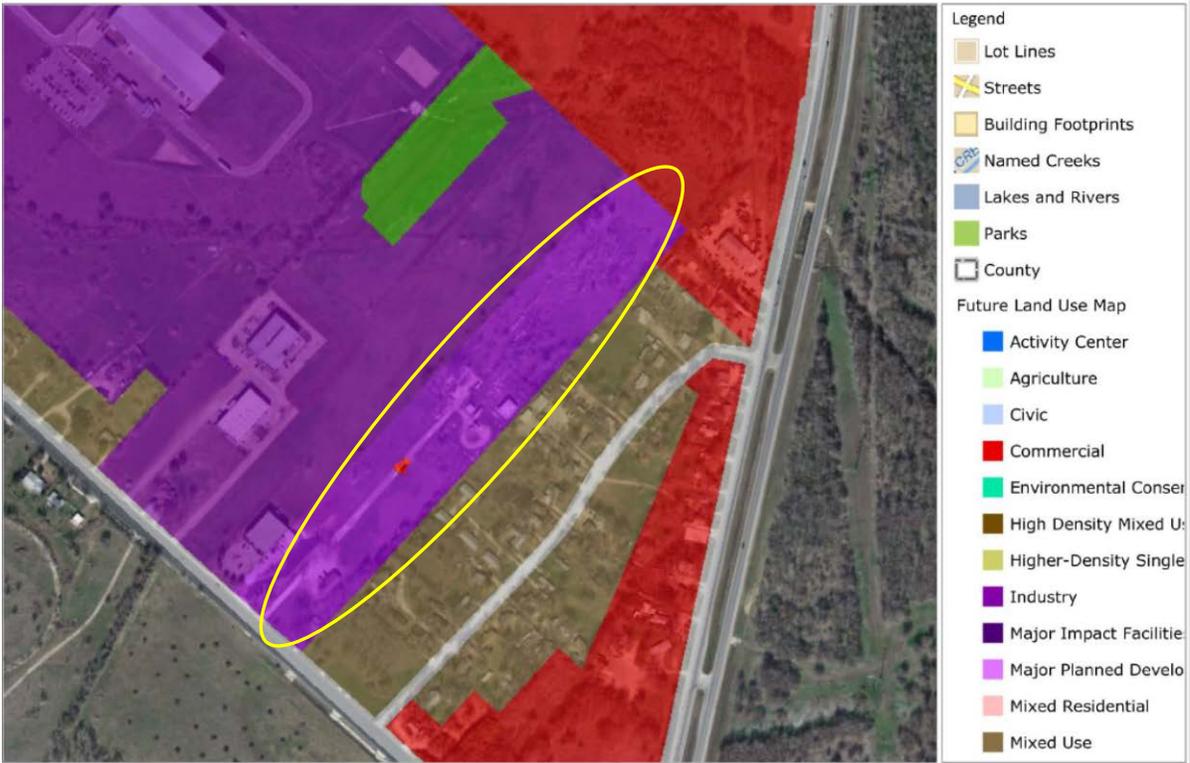
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CITY OF AUSTIN DEVELOPMENT WEB MAP



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CITY OF AUSTIN DEVELOPMENT WEB MAP



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