**ZONING CHANGE REVIEW SHEET**

CASE: C14-2022-0121 – Borden Tract

DISTRICT: 3

ZONING FROM: LI-CO-NP

TO: LI-PDA-NP

ADDRESS: 21, 21 ½, 41, & 71 Strandtman Cove; 11, 21, 41, & 41 ½ Julieanna Cove

SITE AREA: 21.383 acres

PROPERTY OWNER: New Dairy Texas, LLC

AGENT: Armbrust & Brown, PLLC (Richard T. Suttle, Jr.)

CASE MANAGER: Joi Harden (512-974-1617, Joi.Harden@austintexas.gov)

STAFF RECOMMENDATION:

**The Staff recommendation is to grant limited industrial services – planned development area – neighborhood plan (LI-PDA-CO-NP) combining district zoning. The CO, Conditional Overlay establishes a cocktail lounge use that exceed 15,000 as a conditional use:**

**The Applicant is in agreement with Staff's Recommendation and has updated the PDA standards accordingly.**

PLANNING COMMISSION ACTION / RECOMMENDATION:

February 28, 2023: *APPROVED A POSTPONEMENT REQUEST BY STAFF TO MARCH 14, 2023*
*[R. SCHNEIDER; P. HOWARD – 2nd] (11-0) Y. FLORES – ABSENT; ONE VACANCY ON THE COMMISSION*

CITY COUNCIL ACTION:

To be scheduled

ORDINANCE NUMBER:

ISSUES: Existing limited industrial services (LI) base zoning permits a maximum building height of 60-ft. Proposed limited industrial services – planned development area – neighborhood plan (LI-PDA-NP) district zoning would permit a maximum building height of 120-ft.

The PDA Development Standards originally submitted as part of the application proposed a code modification to Section 25-6-532 and Section 25-6, Appendix A to modify the loading requirements on the property. ATD was uncertain of this code modification so the Applicant agreed to remove the code modification from the PDA request. Please refer to ***Exhibit D*** for a copy of the updated PDA Development Standards.

CASE MANAGER COMMENTS:
The subject site is in the Govalle/Johnston Terrace Combined (Govalle) Neighborhood Planning Area bounded by Oak Springs Road on the north, Airport Boulevard on the east, the Colorado River on the South, and Pleasant Valley Road, 7th Street, Northwestern Avenue, and Webberville road on the west. The site is located south of E. 5th Street, west of Airport Boulevard, and directly north of the Colorado River Park Wildlife Sanctuary. Vehicular access is taken from Strandtman Cove and Julieanna Cove which provide a direct connection onto Levander Loop.

The rezoning tract is approximately 21.383 acres and currently developed with the Borden Dairy Facility, a one-story manufacturing plant, silos and surface parking lot.

The Applicant proposes to rezone the property to limited industrial services – planned development area – neighborhood plan combining district to allow the property to be redeveloped in phases as a mixed use project with multi-family, hotel, office, and retail/restaurant uses.

Existing Zoning

**Govalle/Johnston Terrace Combined (Govalle) Neighborhood Plan**

The conditional overlay (CO) in the existing zoning was established in March 2003 when Council approved rezoning the property from LI to LI-CO-NP as part of the Govalle Neighborhood Plan rezoning (Ord.# 030327-11a). The Govalle Neighborhood Plan identifies the property as Tract 153. The Conditional Overlay prohibits resource extraction on the property.

Proposed Zoning

Section 1. **Applicable Site Development Regulations**

A. If there is a conflict between this Ordinance and applicable City of Austin rules, regulations and ordinances, this Ordinance including the Exhibits shall control.

Section 2. **Authorized Uses**

A. All limited industrial (LI) uses are permitted uses of the property, except as set forth in Subsection B of this Section. The following are **additional** permitted uses:

Condominium Residential Multi-Family Residential
Cocktail Lounge*

*The total square footage of cocktail lounge shall be limited to 15,000 square feet for the entire property. Any square footage over 15,000 square feet will require a conditional use permit.

B. The following uses are **prohibited** as principal uses of the Property:

| | |
|---|---|
| Agricultural Sales and Services | Automotive Rentals |
| Automotive Repair Services | Automotive Sales |
| Automotive Washing (of any type) | Bail Bound Services |
| Campground | Construction Sales and Services |
| Convenience Storage | Drop-off Recycling Collection Facility |
| Exterminating Services | Kennels |
| Pedicab Storage and Dispatch | Scrap and Salvage |
| Service Station | Vehicle Storage |
| Basic Industry | Custom Manufacturing |
| General Warehousing and Distribution | Light Manufacturing |
| Limited Warehousing and Distribution | Recycling Center |
| Resource Extraction | Research Services |
| Maintenance and Service Facilities | Indoor Crop Production |

**Section 3. Site Development Regulations**

A. Base District Regulations

1) Development of the Property shall conform to the site development regulations authorized for the Limited Industrial Services (LI) district as set forth in the City Code, except as provided for in this Ordinance

2) The following development regulations shall apply to the Property:

a. The following are minimum setbacks that apply to the Property:

| | |
|---|---|
| Front Yard: | 10-ft |
| Street Side Yard: | 10-ft |
| Interior Side Yard: | 0-ft |
| Rear Yard: | 0-ft |

b. The maximum height is 120-ft.

c. The maximum impervious cover is 95%.

d. The maximum building coverage is 95%

e. The maximum floor-to-area ratio is 4:1

f. There are no minimum site area requirements.

3) Calculations for impervious cover, building coverage, and floor-to-area ratios shall be based on the gross site area of the entire Property.

4) The Property is entitled to the height exceptions set forth in Section 25-2-531 (*Height Limit Exceptions).*

5) Section 25-6-471(D) (*Off-site Parking Allowed)* is modified such that a parking facility may be located anywhere within the boundaries of the Property regardless of where the use is located within the Property.

BASIS OF RECOMMENDATION:

1. *The proposed zoning should be consistent with the purpose statement of the district sought.*
Limited industrial service (LI) district is intended as an area primarily for commercial uses and limited manufacturing uses, generally on moderately sized sites. Planned development area (PDA) combining district is intended for a combination with selected commercial and industrial base districts, in order to modify base district provisions as necessary to allow for appropriate industrial and commercial uses or to reflect the terms of a planned development area agreement following annexation of properties subject to such an agreement. Neighborhood Plan (NP) district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

The proposed zoning provides for a mixed-use development. The list of permitted use in the LI base zoning district is extensive and reduced by 26 prohibited uses in the subject request. The Planned Development Area standards add 2 residential uses as well as cocktail lounge subject to the 15,000 square foot limitation. The proposed PDA Development Standards modify setbacks, building height, building coverage and FAR to create a dense mixed-use development that is consistent with the current growth trends in the East Austin area.

2. *Zoning should promote clearly-identified community goals such as creating employment opportunities or providing for affordable housing.*

The proposed mixed use development will provide a dense development with hotel, multi-family, retail, and office uses to promote and increase employment opportunities in the area. Additionally, the project as currently designed will provide approximately 1,400 multi-family units which will increase housing in East Austin.

3. *Zoning should promote the policy of located retail and more intensive zoning near the intersections of arterial roadways or at the intersections of arterials and major collectors/highways.*

The subject site is located at the nexus of multiple major roadways including US HWY 183/Airport Boulevard to the east as well as E. Cesar Chavez to the north where more dense development and intensive land uses should be located.

EXISTING ZONING AND LAND USES:

| | ZONING | LAND USES |
|---|---|---|

| | | |
|---|---|---|
| *Site* | LI-CO-NP | Borden Dairy Facility |
| *North* | CS-CO-NP, CS-V-CO-NP | Apartments; Warehouse |
| *South* | P-NP | Parkland – the Colorado River Park Wildlife Sanctuary |
| *East* | LI (across 183) | Basic Industry |
| *West* | LI-CO-NP, RR-NP, GR-CO-NP, GR-MU-CO-NP, SF-3-NP | Undeveloped, Automotive Repair Services, Office, Warehouse, General Retail Sales; Single Family Residential |

NEIGHBORHOOD PLANNING AREA: Govalle / Johnston Terrace Combined (Govalle)

TIA: Zoning Transportation Analysis
See ATD Approval Memo dated 01/13/2023
***Please refer to Exhibit B (ATD Memo)***

WATERSHED: Colorado River –Urban

CAPITOL VIEW CORRIDOR: No

SCENIC ROADWAY: No

OVERLAYS: Airport Overlay; Govalle Neighborhood Planning Area; Residential Design Standards

SCHOOLS:
Govalle Elementary School Martin Middle School Eastside Memorial High School

COMMUNITY REGISTRY LIST:

Greater East Austin Neighborhood Association
Guadalupe Neighborhood Development Corporation
River Bluff Neighborhood Association
Austin Neighborhoods Council
Austin Lost and Found Pets

East Austin Conservancy
Homeless Neighborhood Association
Sierra Club, Austin Regional Group

Friends of Austin Neighborhoods

SEL Texas
Tejano Town
Preservation Austin
Del Valle Community Coalition
El Concilio Mexican-American Neighborhoods
Austin Independent School District
Neighborhood Empowerment Foundation
Govalle/Johnston Terrace Neighborhood Plan Contact Team
Neighbors United for Progress

CASE HISTORIES:

| NUMBER | REQUEST | COMMISSION | CITY COUNCIL |
|---|---|---|---|
| C14-2022-0054 830 Airport 830 Airport, 838 Airport, 917 Shady | SF-3-NP & CS-CO-NP to CS-MU-V-CO-NP | To Grant CS-MU-V-CO-NP as recommended by Staff, on Consent (07-26-2022) | Apvd CS-MU-V-CO-NP as Commission recommended (09-01-2022) |

| | | | |
|---|---|---|---|
| Lane, 923 Shady Lane | | | |
| C14-2020-0073 MSC & CTC Tracts Zoning 748 Airport Boulevard | CS-CO-NP – CS-MU-V-NP | To Grant CS-MU-V-CO-NP as recommended by Staff, on Consent (12-22-2020). | Apvd CS-MU-V-CO-NP as Commission Recommended (01-27-2021). |
| C14-2018-0042 Red Bluff Rezoning 4713 E. Cesar Chavez Street | CS-MU-CO-NP to CS-MU-CO-NP (remove a condition of zoning) | To Grant CS-MU-CO-NP as recommended by staff (09-25-2018). | Apvd CS-MU-CO-NP as Commission recommended (10-18-2018). |
| C14-2015-0043 Shady Lane Mixed Use 500 Shady Lane | LI-CO-NP to CS-MU-V-NP | To Grant CS-MU-V-CO-NP with Conditions (08-25-2015). | Case Expired. |

RELATED CASES:

The subject property is located within the boundaries of the Govalle/Johnston Terrace Combined (Govalle) Neighborhood Planning Area and the property was rezoned from LI to LI-CO-NP in March 2003 (Ordinance No. 030327-11a). The conditional overlay for Tract 153 prohibits resource extraction. There is a corresponding neighborhood plan amendment case currently in review to change the land use designation on the Future Land Use Map (FLUM) from Industry to Mixed Use (NPA-2022-0016.02).

The rezoning area is platted as Lot 5, 6, 7, & 8 Bridgeview Business and Industrial Plaza recorded in March 1979 (C8-78-55) and Lots 2, 3, 4, 5, & 6 Bridgeview Business and Industrial Plaza Section Two recorded in June 1986 (C8-78-55.1(86) ***Please refer to Exhibit C (Recorded Plats).*** A concept site plan has also been submitted under Case No. SP-2022-1341C.CP

EXISTING STREET CHARACTERISTICS:

| Name | ASMP Classification | ASMP Required ROW | Existing ROW | Existing Pavement | Sidewalks | Bicycle Route | Capital Metro (within ¼ mile) |
|---|---|---|---|---|---|---|---|
| Julieanna Cove | 1 | 58 | 80' | 52' | Yes | N/A | Yes |
| Levander Loop | 4 | N/A | N/A | 46' | Yes | Unpaved Shared Use Path | Yes |
| Strandtman Cove | 1 | 58 | 87' | 56' | No | N/A | Yes |

OTHER STAFF COMMENTS:

Parks and Recreation
Parkland dedication will be required at the time of subdivision or site plan application for new uses proposed by this rezoning, mixed use with LI-PDA-NP, per City Code § 25-1-601, as amended. The intensity of the proposed development creates a need for over six acre of additional parkland, per requirements described in § 25-1-602; when over six acres, parkland must be dedicated – see § 25-1-605 (A)(2)(a). As such, land dedication shall be required. Any remaining fees in-lieu after dedication shall also be required.

The Parks and Recreation Department (PARD) would an expansion of the Colorado River Park Wildlife Sanctuary, with additional street access, toward satisfying the requirement at time of permitting (whether subdivision or site plan). The dedication would satisfy the need for expanding access and parkland along the Colorado River, a specific recommendation in the Parks and Recreation Department's Long-Range Plan.

Should there be any remaining fees in-lieu, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2). If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: thomas.rowlinson@austintexas.gov. At the applicant's request, PARD can provide an early determination letter of the requirements.

Transportation
Zoning transportation analysis shall be performed at zoning where anticipated trips are anticipated to exceed 2,000 unadjusted trips to satisfy the LDC requirement for a TIA but does not diminish the authority to require a traffic impact analysis at site plan. LDC 25-6, TCM 10.5.0. Please pay the ATD Zoning Tia Waiver/Compliance (ZTA) Fee in AMANDA through Austin Build and Connect (AB+C) portal. Please email justin.good@austintexas.gov to start the process for your ZTA.

Please provide further justification for the necessitation of the parking relief. [Section 25-6-471(D) (Off-Site Parking Allowed) is modified such that a parking facility may be located anywhere within the boundaries of the Property regardless of where the use is located within the Property.]

Staff is reviewing off-street loading request and will provide feedback as soon as possible. [For a use in which off-street loading is required, Section 25-6-532 (Off-Street Loading Standards) and Section 25-6, Appendix A (Tables of Off-Street Parking and Loading Requirements) is modified to require a maximum of one loading space to be provided for each building over 10,000 square feet on the Property. Notwithstanding the foregoing shared loading may be permitted between uses located on the Property.]

Austin Water Utility
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

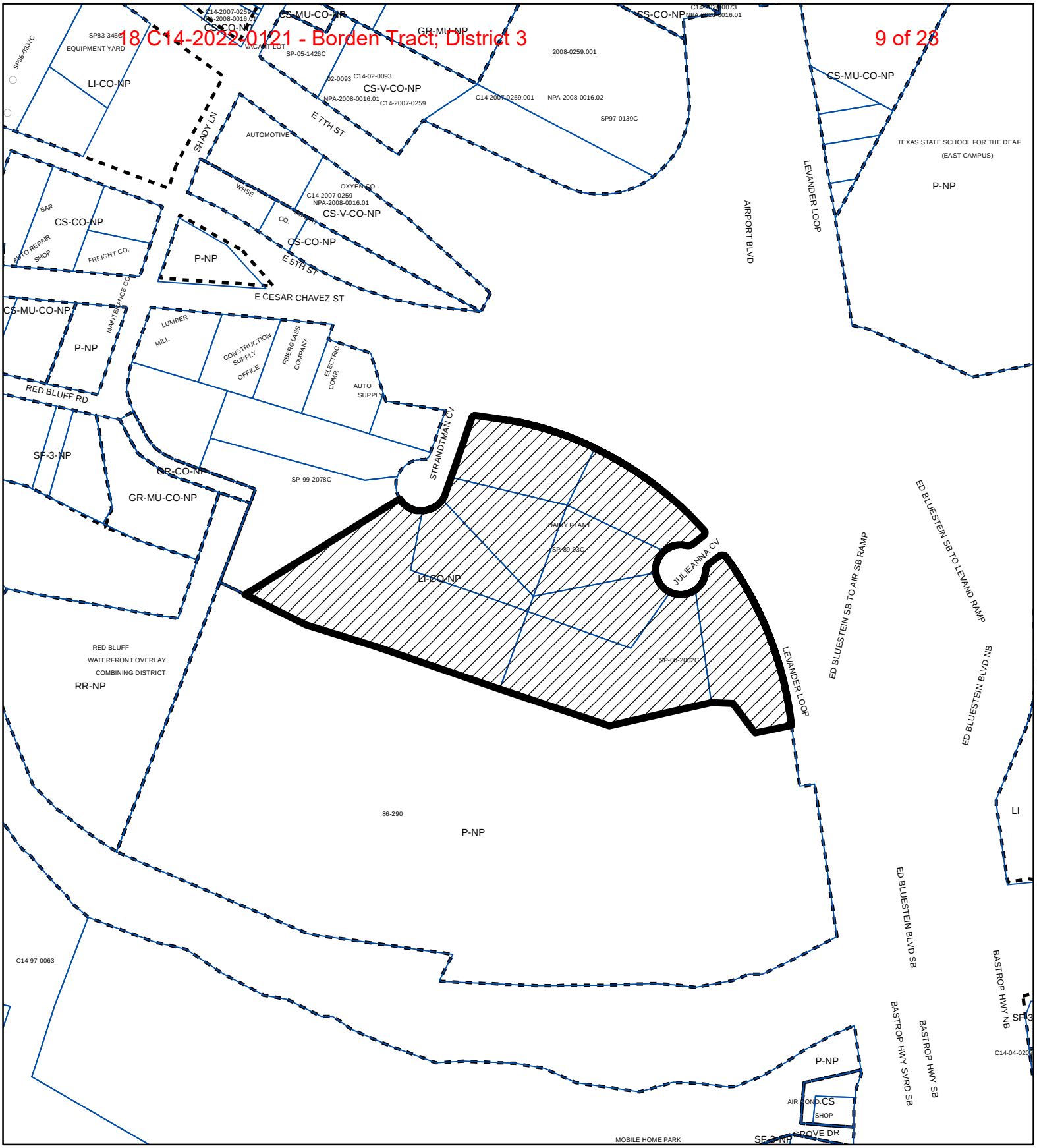
required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance.

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.

INDEX OF EXHIBITS TO FOLLOW

A: Zoning Map
A-1: Aerial Map
B. ATD Memorandum regarding ZTA
C: Recorded Plats
D: Updated PDA Development Standards




N

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

## ZONING

ZONING CASE#: C14-2022-0121

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 the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or

CITY OF AUSTIN FOUNDED 1839

**Created: 9/8/2022**


TILLERY STREET
SPRINGDALE ROAD
E. 7TH STREET
E. 5TH STREET
SHADY LANE
AIRPORT BLVD.
E. CESAR CHAVEZ STREET
RED BLUFF ROAD
COLORADO RIVER
LEVANDER LOOP
US HWY 183
COLORADO RIVER PARK
WILDLIFE SANCTUARY
ROY G. GUERRERO
COLORADO RIVER
METRO PARK
COLORADO RIVER
US HWY 183

**MEMORANDUM**

**From:** Nathan Aubert, P.E.
**To:** Bobak Tehrany, P.E., PTOE
**Date:** January 13, 2023
**Subject:** Borden Tract – Zoning Transportation Analysis (C14-2022-0118)

The Transportation Development Services (TDS) Division has reviewed the September 13, 2022 "Borden Tract Zoning Transportation Analysis", prepared by BOE Consulting Services, LLC. The proposal is for 1,400 mid-rise multifamily dwelling units, 220 hotel rooms, 411,500 square feet of general office, 40,000 square feet of retail, and 66,000 square feet of high turnover, sit down restaurant. Borden Tract is fronted by Levander Loop to the north and the east, it is located west of Ed Bluestein Blvd, and south of E Cesar Chavez Road as depicted on Figure 1 below.

Site access will consist of three driveways along Levander Loop. The development is anticipated to be constructed in three phases: the first to be completed in 2023, the second phase is to be completed in 2025, and the third phase in 2028.




**Figure 1. Site Location**

**Roadways**

The site proposes three full-access driveways to Levander Loop.

***Levander Loop***

Levander Loop is within TxDOT Right of Way (ROW) operating as a Level 4 road in the Austin Strategic Mobility Plan (ASMP), which will provide three full access driveways into/out of the site. The roadway has about 110 feet of right-of-way and 45 feet of pavement width. It currently has two travel lanes with curb and gutter and sidewalk on the south curb of the road. The average daily traffic (ADT) on Levander Loop is about 3,900 vehicles per day (vpd) based on traffic counts collected for a TIA (5th Street Creative) adjacent to the site in 2021.

***E Cesar Chavez St***

E Cesar Chavez is classified as a Level 3 Roadway in the ASMP. This roadway provides access into the site from the west. The ROW and geometry vary throughout the street as it bifurcates, feeding into E 5th St and Levander Loop where it becomes a two lane, one-way road that ultimately ramps into SB US 183. E Cesar Chavez west of Shady Lane is a four lane, two-way road. Near the project, there is an incomplete sidewalk network, and curb and gutter run along most of the northern side of the roadway. 2021 collected traffic counts indicate about 3,900 vpd in the vicinity of the site.

***E 5th St***

E 5th St serves as a four-lane undivided, Level 2 road west of Shady Ln. East of Shady Lane, E 5th St is a Level 2 one-way, one lane westbound roadway. Sidewalk runs along the northern side of E 5th St from Shady Lane to Levander Loop. The existing traffic data collected in 2021 shows that the ADT on E 5th St by the proposed project is at around 1500 vpd.

***E 7th St***

E 7th St is a four-lane undivided Level 3 road from Shady Lane to N Levander Loop. East of N Levander Loop, E 7th St becomes a divided four lane roadway classified as Level 5 in the ASMP. Existing traffic data collected for a nearby TIA shows that near the development, the ADT is 11,300 vpd.

**Trip Generation and Traffic Analysis**

The project assumes 1,400 mid-rise multi-family dwelling units (ITE Code 221), 220 hotel rooms (ITE Code 310), 411,500 square-feet of general office (ITE Code 710), 40,000 square-feet of retail strip plaza (ITE Code 822), and 66,000 square-feet of high-turnover restaurant (ITE Code 932). Based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, the proposed development will generate 3,488 vehicle trips per day. See **Table 1** for a detailed breakdown of the trip generation.

**Table 1.** Trip Generation

| Land Use | Size | Trip Generation (Daily) |
|---|---|---|
| 221- Multifamily Housing (Mid Rise) | 1,400 Dwelling Units | 6,632 |
| 310- Hotel | 220 rooms | 1,961 |
| 710- General Office | 411,500 SF | 3,973 |
| 821- Retail Strip Plaza (40-150k) | 40,000 SF | 2,701 |
| 932- High-Turnover (Sit Down) Restaurant | 66,000 SF | 7,705 |
| | Total Unadjusted Trips | 22,342 |
| | *Existing Trips* | 467 |
| | **Net New Trips** | **21,875** |

The existing trips were obtained from TxDOT data, then site trips were added to these volumes using an estimate of the traffic distribution to and from the proposed site. **Table 2** shows both the existing traffic volumes as well as projected volumes on each road in the vicinity of the site.

**Table 2.** Added Traffic

| Street | Existing Traffic [vpd] | Proposed New Site Traffic to each Roadway | Overall Traffic (Existing + Site) [vpd] | Percentage Increase in Traffic |
|---|---|---|---|---|
| Levander Loop | 3,978 | 2,200 | 6,178 | 55% |
| E Cesar Chavez St | 8,772 | 5,500 | 14,272 | 63% |
| E 5th St | 1,530 | 2,200 | 3,730 | 144% |
| E 7th St | 11,526 | 2,200 | 13,726 | 19% |
| North Shady Lane | 2,754 | 1,100 | 3,854 | 40% |
| N Airport Blvd | 18,156 | 3,300 | 21,456 | 18% |
| South US 183/Airport Blvd | 25,500 | 5,500 | 31,000 | 22% |

**Roadway Capacity**

The addition of the trips generated by the proposed project accounting for 2028 traffic conditions prove to be within an acceptable range as defined by the Austin Street Design Guide. Figure 2, prepared by the applicant, shows compliance with these standards. The network surrounding Borden Tract is determined by this analysis to be within capacity for each street level per the Austin Street Design Guide.

**Figure 2. Projected Volume Analysis**

| Roadway Segment | COA ASMP Classification | Existing Cross Section | Future Cross Section | 2022 ADT(1) | 2028 ADT(2) | Typical ADT Range (3) |
|---|---|---|---|---|---|---|
| North Shady Lane | Local Mobility; Street Level 2 | 2U-OP | 2U-OP | 2,754 | 3,101 | 2,000-5,000 |
| E 7th Street | Corridor Mobility; Street Level 3 | 4U | 4D | 11,526 | 12,980 | 20,000-40,000 |
| E 5th Street | Corridor Mobility; Street Level 2 | 2U-OP | 2U-OP | 1,530 | 1,723 | 2,000-5,000 |
| E Cesar Chavez St | Corridor Mobility; Street Level 3 | 4U | 4D | 8,772 | 9,879 | 20,000-40,000 |
| East Levander St/N US 183 | Corridor Mobility; Street Level 4 | - | - | 3,978 | 4,480 | 35,000-45,000 |
| North Airport Blvd | Corridor Mobility; Street Level 3 | 5U | 4D | 18,156 | 20,447 | 20,000-40,000 |
| South US 183/South Aiport Blvd | Corridor Mobility; Street Level 4 | - | - | 25,500 | 28,717 | 35,000-45,000 |

(1) 2022 ADT for the segments are calculated using the June 2021 traffic counts collected as part of 5th St Creative TIA multiplied by 2% growth factor for 1 year (2021-2022)

(2) Growth factor of 2% per year has been applied to calculate 2028 ADT.

(3) ADT Range is available from the COA Street Design Guide Multimodal Design Table within the Street Design Guide

**Recommendations/Conclusions**

As a condition for approval for the above referenced zoning review case, the applicant shall adhere to the following requirements:

1. Provide no more than three driveways (designated driveways A, B and C), proposed to be located along Levander Loop. Driveway A is proposed to be located along Levander Loop where the existing driveway (Strandtman Cove) is currently. All three driveways are proposed to operate as full purpose and will be reviewed for compliance to City codes and ordinances at the time of the Site Plan application.

2. The following TDM measures are intended to be captured with this site in order to meet the minimum 30% reduction goals for the site:

- Transit Proximity (CTR-2)
- Unbundled Parking (P-2)
- Visitor Parking Pricing (P-4)
- Transportation Management Association Membership (API-1)
- Designated Mobility Coordinator (API-2)
- Marketing and information (API-3)
- Telecommuting Work Options (API-8)
- Delivery Support Amenities (AP-10)

The final determination of TDM measures proposed by the applicant, as well as a sustainable modes analysis will be provided during the Site Plan review process.

3. Based on the projected volumes analysis, ATD concurs that the area transportation network can absorb the added traffic from the proposed site development provided the proposed land uses and intensities remain unchanged, and the developer provides any necessary mitigation measures.

4. Right-of-way needs have been identified in the ZTA and might require dedication to meet the ASMP requirements. This will be confirmed at the time of Site Plan application.

5. The City of Austin reserves the right to reevaluate any or all identified improvements associated with this case at the time of Site Plan review.

6. Street Impact Fee (SIF) Ordinances 20201220-061 and 20201210-062 have been adopted by City Council and are effective as of December 21, 2020. The City has started collecting street impact fees with all building permits issued on or after June 21, 2022. For more information, please visit the City's Street Impact Fee website. A Street Impact Fee calculation shall be performed at the time of the Site Plan submission to be collected at the time of building permit.

7. All construction items should be designed and incorporated into the site plan, and all street impact fees should be paid in full. No offsets to the proposed development's SIF will be issued until completion of all identified construction items unless those items are included in the proposed Site Plan application.

If you have any questions or require additional information, please contact me at (512) 974-7136.



Nathan Aubert, P.E.
Austin Transportation Department

23

18



BRIDGEVIEW
BUSINESS AND INDUSTRIAL PLAZA


23
18


23
18



BROOKVIEW BUSINESS AND INDUSTRIAL PLAZA SECTION TWO


BRIDGEVIEW BUSINESS
AND INDUSTRIAL PLAZA
SECTION TWO


BRIDGEVIEW
BUSINESS AND INDUSTRIAL PLAZA
SECTION TWO

**EXHIBIT "A"**

SITE DEVELOPMENT STANDARDS

**Section 1. Applicable Site Development Regulations**

A. If there is a conflict between this Ordinance and applicable City of Austin rules, regulations and ordinances, this Ordinance including the Exhibits shall control.

**Section 2. Authorized Uses**

A. All Limited Industrial (LI) uses are permitted uses of the Property, except as set forth in Subsection B of this Section. The following are additional permitted uses:

Condominium Residential
Cocktail Lounge*
Multi-Family Residential

* The total square footage of cocktail lounge shall be limited to 15,000 square feet for the entire property. Any square footage over 15,000 square feet will require a conditional use permit.

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

Agricultural Sales and Services
Automotive Repair Services
Automotive Washing (of any type)
Campground
Convenience Storage
Exterminating Services
Pedicab Storage and Dispatch
Service Station
Basic Industry
General Warehousing and Distribution
Limited Warehousing and Distribution
Resource Extraction
Maintenance and Service Facilities
Automotive Rentals
Automotive Sales
Bail Bond Services
Construction Sales and Services
Drop-off Recycling Collection Facility
Kennels
Scrap and Salvage
Vehicle Storage
Custom Manufacturing
Light Manufacturing
Recycling Center
Research Services
Indoor Crop Production

**Section 3. Site Development Regulations**

A. Base District Regulations

1) Development of the Property shall conform to the site development regulations authorized for the Limited Industrial Services (LI) district as set forth in the City Code, except as provided for in this Ordinance.

2) The following development regulations shall apply to the Property:

a) The minimum setbacks shall apply to the Property:
Front Yard: 10-ft

Street Side Yard: 10-ft
Interior Side Yard: 0-ft
Rear Yard: 0-ft

b) The maximum height is 120 feet.

c) The maximum impervious cover is 95%.

d) The maximum building coverage is 95%.

e) The maximum floor-to-area ratio is 4:1.

f) There are no minimum site area requirements.

3) Calculations for impervious cover, building coverage, and floor-to-areas ratios shall be based on the gross site area of the entire Property.

4) The Property is entitled to the height exceptions set forth in Section 25-2-531 (*Height Limit Exceptions)*.

5) Section 25-6-471(D) (*Off-Site Parking Allowed)* is modified such that a parking facility may be located anywhere within the boundaries of the Property regardless of where the use is located within the Property.

DRAFT

Additional backup may be found at the following link:

Meetings of the Planning Commission - Page 1 | AustinTexas.gov