

ZONING CHANGE REVIEW SHEET

CASE: C14-2023-0040 (10317 - 10423 McKalla Place) DISTRICT: 7

ADDRESS: 10315, 10317, 10401, 10423 and 10423 1/2 McKalla Place

ZONING FROM: NBG-WMU-NP

TO: NBG-TOD(Gateway Zone)-NP

SITE AREA: 2.702 acres

PROPERTY OWNER: McKalla Station LP

AGENT: Drenner Group, PC (Amanda Swor)

CASE MANAGER: Sherri Sirwaitis (512-974-3057, sherri.sirwaitis@austintexas.gov)

STAFF RECOMMENDATION:

Staff recommends NBG-TOD(Gateway)-NP, North Burnet/Gateway-Transit Oriented Development-Gateway Zone-Neighborhood Plan, district zoning.

This recommendation includes the requirements from the Zoning Traffic Analysis (ZTA) for this property listed in the McKalla Station - Zoning Transportation Analysis Memo - Exhibit G.

PLANNING COMMISSION ACTION / RECOMMENDATION:

September 26, 2023: Postponed to November 14, 2023 at the staff's request by consent (10-0, P. Howard, J. Mushtaler-absent); A. Azhar-1st, F. Maxwell-2nd.

November 14, 2023: Postponed to November 28, 2023 at the staff's request by consent (12-0, N. Barerra-Ramirez-arrived late).

November 28, 2023: Postponed to December 12, 2023 at the staff's request by consent (10-0); A. Azhar-1st, F. Maxwell-2nd.

December 12, 2023

CITY COUNCIL ACTION:

ORDINANCE NUMBER:

ISSUES: N/A

CASE MANAGER COMMENTS:

The property in question consists of three lots making up 2.702 acres that are currently developed with warehouse and commercial uses located on Mc Kalla Place to the east of Q2 Stadium. The property is within the North Burnet Gateway Neighborhood Planning area and is zoned NBG-WMU-NP, North Burnet Gateway-Warehouse Mixed Use-Neighborhood Plan Combining District. The site is bordered by the Missouri Pacific Railroad to the north and east. There is NBG-WMU-NP zoning that is developed with industrial uses to the south and east.

The applicant is requesting to rezone the property from NBG-NP (WMU Subdistrict) to NBG-NP (TOD-Gateway Zone Subdistrict) to allow approximately 300 multifamily residential units, a 150-key hotel, 300,000 square feet of office space and 20,000 square feet of retail uses (*please see Applicant's Request Letter-Exhibit C*). The TOD subdistrict allows an FAR of 12:1 and a maximum building height of up to 491 feet, with development bonuses (*please see the revised North Burnet Gateway - TOD subdistrict General Site Development Standards-Exhibit D*).

With the development of the Q2 stadium on the former McKalla tract to the west, there has been a transition in the zoning of the properties to the NBG-NP (CMU-Gateway Zone) subdistrict along Burnet Road (*please see the Area Case Histories table below for cases C14-2022-004 and C14-2021-0101*). Gateway zones are connected to the designated Transit Corridors and allow for greater height and density in close proximity to the existing rail stations, such as Kramer Metro Rail Station that is located at the southeast corner of Kramer Lane and Brockton Lane to the north.

Therefore, the staff is recommending North Burnet Gateway-Neighborhood Plan (TOD-Gateway Zone Subdistrict) zoning for this property because the proposed zoning will be compatible with the continued redevelopment patterns in this area around Q2 stadium. The NBG-NP (TOD Gateway) subdistrict zoning is appropriate at this location because Capital Metro is currently in the process of constructing a new regional rail station, the proposed McKalla Station, adjacent to Q2 Stadium to the north, which will feature daily operations including special game day trips as well as a double track design, two passengers platforms and expanded walking and bike paths connecting to the stadium and surrounding neighborhood. Right now, Kramer Station is located about one mile from the McKalla Station construction site. Once McKalla and CapMetro's upcoming Broadmoor Station open, the Kramer Station site will close. Therefore, the staff's recommendation will permit uses and site development standards adjacent Q2 Stadium on McKalla Place that will allow for redevelopment to permit new commercial and residential uses. This site under consideration is located directly on the Red-Line Trail and residents will have pedestrian and bicycle access directly to the new McKalla Rail Station, which will be approximately 400 feet from this site. The new McKalla Station is slated to open next year in 2024.

The City Council recently passed a resolution in May (*please see Resolution No. 20230504-020 - Exhibit F*). This resolution is a direction to the staff that the City Council wants community benefits for the additional entitlements (i.e.- height and FAR) in the Gateway zones. The proposed modifications to the development bonus provisions and fees for the North Burnet/Gateway Regulating Plan will allow maximum height and FAR to be achieved administratively with sufficient community benefit, and the maximums exceeded with council approval, similar to the Downtown Density Bonus Program, achieving greater community benefits such as housing and transit- and mobility-related improvements. The Urban Design division is currently working on creating these Tier 2 conditions for the North Burnet/Gateway Regulating Plan and these changes/amendments to the NBG will be presented to the City Council in March of 2024.

The applicant agrees with the staff's recommendation.

BASIS OF RECOMMENDATION:

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

North Burnet/Gateway district is the designation for an identified area of existing low density, auto oriented commercial, warehouse, and industrial uses that is the subject of an approved master plan for redevelopment of the area into a higher density urban mixed use neighborhood that is more pedestrian friendly and takes advantage of the links to commuter rail transit and the area's key position in the urban core.

Transit-Oriented Development (TOD) is the highest density subdistrict in the North Burnet/Gateway area with the greatest focus on providing active pedestrian oriented uses at the ground level of buildings. Density is enabled to the highest degree in the "TOD-Gateway area" closest to the rail station and to a lesser degree elsewhere.

Within the TOD Subdistrict certain areas are identified as active edges on the NBG Subdistrict Map. An active edge designation imposes additional specific land use and design requirements for development at visible intersections and along key streets that lead to the rail station.

Neighborhood Plan district denotes a tract located within the boundaries of an adopted Neighborhood Plan.

2. The proposed zoning should promote consistency and orderly planning.

The staff recommends the NBG-NP (TOD Gateway Zone) district because location of the site is appropriate for the proposed intensity of uses near the new developing McKalla Rail Station and adjacent to the future Red-Line Trail. The subject property is located within the boundaries of a "Regional Center" as designated on the Growth Concept Map in the Imagine Austin Comprehensive Plan.

3. *The proposed zoning should allow for a reasonable use of the property.*

The NBG-TOD(Gateway Zone)-NP zoning district would allow for a fair and reasonable use of the site. The proposed TOD(Gateway Zone) subdistrict will allow for high-density residential and commercial uses, which will provide desirable housing opportunities and additional services for the people that work in the surrounding office, commercial and industrial areas. This site is located near major employment, commercial and residential developments such as The Domain, J.J. Pickle Research Campus, IBM-Broadmoor Campus, Charles Schwab complex, etc. and a large outdoor entertainment use (Q2 Stadium) and is within the vicinity of the existing Kramer Metro Rail Station located at the southeast corner of Kramer Lane and Brockton Lane.

This property has access to all modes of transportation within walking distance. The new McKalla Rail Station will be located 400 feet to the north and the associated Redline trail will provide pedestrian and bicycle access north and south. In addition, this site is located less than 0.4 miles to the Bus Rapid Transit line that provide both northbound and southbound bus service along Burnet Road.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	NBG-NP (North Burnet/Gateway-Warehouse-Mixed Use Subdistrict-Neighborhood Plan)	Office/Warehouse (Paragon Printing and Mailing), Surface Parking and a Vacant Structure (McKalla Place Parking Lot), Office/Warehouse (Qual-Con General Contractor, Pro-Air Engineering)
<i>North</i>	NBG-NP (North Burnet/Gateway-Transit Oriented Development Subdistrict-Neighborhood Plan)	Rail Line, Limited Warehousing and Distribution (ARCA Continental Coca-Cola Southwest Beverages)
<i>South</i>	NBG-NP (North Burnet/Gateway-Warehouse-Mixed Use Subdistrict-Neighborhood Plan)	Vacant Warehouses, Industrial Warehouses (10201 McKalla Place Office/Warehouse, 10109 McKalla Place Office Warehouse)
<i>East</i>	NBG-NP (North Burnet/Gateway-Warehouse-Mixed Use Subdistrict-Neighborhood Plan)	Rail line, Office/Warehouse (Ferguson Plumbing Supply), Multifamily (The Bond)
<i>West</i>	LI-PDA-NP	Outdoor Entertainment (Q2 Stadium)

NEIGHBORHOOD PLANNING AREA: North Burnet/Gateway Neighborhood Plan Area

TIA: Not Required

WATERSHED: Little Walnut Creek

SCHOOLS: Austin I.S.D.

Pillow Elementary School
Burnet Middle School
Anderson High School

NEIGHBORHOOD ORGANIZATIONS:

Austin Independent School District
Austin Lost and Found Pets
Austin Neighborhoods Council
Friends of Austin Neighborhoods
Homeless Neighborhood Association
Neighborhood Empowerment
Foundation
North Burnet/Gateway Neighborhood
Plan Staff Liaison
North Growth Corridor Alliance
SELTexas
Shoal Creek Conservancy
Sierra Club, Austin Regional Group

AREA CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2023-0045 (2404 Rutland Drive)	NBG-WMU-NP to NBG-CMU (Gateway Zone)- NP	9/12/23: Approved the applicant's request for NBG-CMU(Gateway Zone)-NP zoning (9-1-1, J. Mushtaler-No, G. Cox-abstain)	10/19/23: Postponed to November 2, 2023 at the applicant's request by consent (10-0, N. Harper-Madison-absent); P. Ellis-1st, L. Pool-2nd. 11/02/2023: Postponed to November 30, 2023 at the applicant's request by consent (9-0, M. Kelly-off the dais, N. Harper-Madison-absent); Z. Qadri-1st, J. Velasquez-2nd. 11/30/2023: Approved NBG-CMU(Gateway Zone)-NP zoning by consent on all 3 readings (10-0, R. Alter-off the dais); N. Harper-Madison-1st, P. Ellis-2nd.

C14-2022-0045 (10321 and 10401 Burnet Road)	NBG-CMU-NP to NBG-CMU (Gateway Zone)-NP	5/10/22: Approved staff's recommendation of NBG-CMU (Gateway Zone)-NP zoning by consent (13-0); A. Azhar-1st, J. Mushtaler-2nd.	6/09/22: Approved NBG-CMU (Gateway Zone)-NP zoning by consent on all 3 readings (11-0); N. Harper-Madison-1st, P. Renteria-2nd.
C14-2021-0101 (Verde Square: 10401 1/2, 10431, 10435, 10505, and 10509 Burnet Road)	NBG-CMU-NP to NBG-CMU (Gateway Zone)-NP	8/24/21: Approved staff's recommendation for NBG-CMU(Gateway)-NP zoning by consent (11-0); C. Hempel-1st, R. Schneider - 2nd.	9/30/21: The public hearing was conducted and a motion to close the public hearing and approve NBG-CMU-Gateway Zone-NP district zoning (was approved on Council Member Renteria's motion, Council Member Ellis' second on an 11-0 vote.
C14-2020-0128 (NBG Austin Energy Substation Rezoning: 2412 Kramer Lane)	NBG-TOD-NP to P	1/26/21: Approved staff's recommendation of P district zoning (12-0, A. Azhar-1 st , P. Seeger-2 nd .	February 4, 2021: The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20210204-058 for public (P) district zoning was approved on Council Member Pool's motion, Council Member Tovo's second on an 11-0 vote.
C14-2019-0055 (Austin FC: 10414 McKalla Place and 10617 ½ Burnet Road)	LI-NP, NBG-NP to LI-PDA-NP	5/14/19: To approve the staff's recommendation of LI-PDA zoning, with added condition to approve the Transportation Impact Analysis (TIA) with the site plan process, if practical (Vote: 11-2, K. McGraw and P. Seeger-No); G. Anderson-1 st , C. Kenny- 2 nd .	6/06/19: The public hearing was conducted and a motion to close the public hearing and approve Ordinance 20190606-097 for limited industrial services-planned development area-neighborhood plan (LI-PDA-NP) combining district zoning was approved on Council Member Pool's motion, Council Member Flannigan's second on a 10-0 vote. Council Member Harper-Madison was absent.
C14-2016-0074 (Element Hotel: 10728 Burnet Road)	MI-PDA to MI-PDA	8/09/16: Approved staff's recommendation of MI-PDA zoning on consent (8-0, K. McGraw, S. Oliver, P. Seeger, J. Thompson, T. White-absent); N. Zaragoza-1 st , J. Shieh-2 nd .	9/22/16: The public hearing was conducted and a motion to close the public hearing and approve Ordinance No. 20160922-071 for MI-PDA zoning, to change a condition of zoning was approved on consent on Council Member Houston's motion, Council Member Casar's second on a 10-0 vote. Council Member Troxclair was absent.

C14-2014-0062 (The Kenzie: 3201 Esperanza Crossing)	MI-PDA to MI- PDA	5/27/14: Approved staff's recommendation for MI-PDA zoning by consent (8-0, J. Nortey-absent); R. Hattfield-1 st , N. Zaragoza-2 nd .	6/26/14: Approved MI-PDA zoning, to change a condition of zoning, on consent on all 3 readings (6-0, M. Martinez- off the dais); B. Spelman-1 st , S. Cole-2 nd .
C14-2013-0130 (Domain Entertainment District: 11824 Burnet Road)	MI-PDA to MI- PDA	11/12/13: Approved staff's recommendation for MI-PDA zoning, with conditions for a limitation of 90,000 square feet of Cocktail Lounge use as permitted with no one user exceeding 13,000 sq. ft. within the designated 43.267acre area (outlined in Exhibit A) located within the Property., by consent (7-0-2, D. Chimenti and A. Hernandez-absent); J. Nortey-1 st , B. Roark-2 nd .	12/12/13: Approved MI-PDA zoning on consent on all 3 readings (7-0); B. Spelman-1 st , S. Cole-2 nd .
C14-2012-0002 (The Domain: 10728-11306 and 11500-11900 Burnet Road; 3300 West Braker Lane; 11105 and 11401-11925 Domain Drive, and 2900-3210 Esperanza Crossing)	MI-PDA to MI-PDA: To amend the PDA 1) To allow for a Cocktail Lounge use as a permitted use on a 2,198 sq. ft. parcel and 2) To relocate 1- acre of designated zero impervious area within a nine acre park to a new location within the same park.	5/08/12: Approved MI-PDA zoning by consent (9-0); D. Anderson-1 st , S. Kirk-2 nd .	6/28/12: Approved MI-PDA zoning to change a condition of zoning on all 3 readings (7-0); C. Riley-1 st , S. Cole-2 nd .

C14-2010-0087 (The Domain Rezoning-Simon: 11701, 11733 North Mopac Expressway; 11400, 11500 Domain Drive; 3311 Rogers Road; 3409 Esperanza Crossing; 11600 Century Oaks Terrace)	MI-PDA to MI-PDA: To amend the Domain zoning ordinance to request a change to the PDA overlay to allow 83% impervious cover for the overall site.	8/24/10: Approved staff's recommendation of MI-PDA zoning with the condition that the applicant agree to a public restrictive covenant to limit one acre of land on the Endeavor-Domain site to zero percent impervious cover to offset the increase in impervious cover on the Simon-Domain property (8-1, Chimenti-No), with the following additional conditions: 1) Require the applicant to provide bicycle access for a portion Bicycle Route Segment #905.04 (Please see Public Works Department Memorandum – "Attachment B") to allow for continuity for bicycle traffic to and through the Domain development. 2) Require a public restrictive covenant that will limit one acre of land on the Endeavor-Domain site to zero percent impervious cover to be signed and recorded before the 3 rd reading of this zoning case at City Council.	8/26/10: The public hearing will remain open and the first reading of the case was approved for MI-PDA zoning (7-0); Morrison-1 st , Spelman-2 nd , with the following additional conditions: 1) The applicant is to provide bicycle access for a portion of Bicycle Route Segment #905.04 to allow for continuity for bicycle traffic to and through the Domain development. 2) A public restrictive covenant that will limit one acre of land on the Endeavor-Domain site to zero percent impervious cover will be signed and recorded before the third reading of this zoning case. 10/14/10: Approved MI-PDA zoning on 2 nd /3 rd readings (7-0); Spelman-1 st , Leffingwell-2 nd , with the following amendments: 1) Part 3, C, 1 of the ordinance should read: "A pedestrian/bicycle entrance shall be provided between the existing pedestrian/bicycle trail under Mopac Expressway and the Simon Project internal drive as shown on the attached Exhibit B. A minimum 12-foot wide paved path shall be constructed with an associated curb cut connecting to the internal drive prior to issuance of a certificate of occupancy for a building on Lot 5A, Block A, the Domain Shopping Center Section 3 Subdivision."; 2) Add a new paragraph to Part 3, Section D to read: "The two trees on the property numbered 5068 and 5081 as shown on Exhibit D may not be removed, unless the City Arborist approved otherwise based on the health of the individual trees."; 3) The approved otherwise based on fourth
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			<p>WHEREAS of the restrictive covenant should read: “WHEREAS, the requirements of the Land Development Code for both the Endeavor Tract and the Simon Tract allow for a combined maximum of eighty percent (80%) net site area impervious cover resulting in a total allowable impervious cover area of 135.36 acres for the Endeavor Tract and 40.54 for the Simon Tract; and”.</p>
<p>C14-2010-0015 (The Domain Rezoning- Endeavor: 10712, 10728, 10800, 11000, 11500, 11600 Burnet Road; 11601 Domain Drive; 2900, 3001, 3101 Esperanza Crossing)</p>	<p>To rezone the property from MI-PDA to MI-PDA to amend the Domain zoning ordinance to modify the following conditions: 1) To provide updated bike lanes for the development by routing sharrows and hike and bike paths throughout the site 2) To request a variance through the PDA to LDC Sec. 25-2-813 to allow an administrative approval of one large retail user exceeding 100,000 square feet to be constructed on the portion of the Domain property that is located north of Esperanza Crossing. Thereby, removing the requirement to secure approval of</p>	<p>8/24/10: Approved staff's recommendation for MI-PDA zoning (8-1, Tovo-No), with an amendment to the Public Works Department Memorandum – “Attachment A” to change the wording in the first line of item #2 from should to <u>shall</u>. The Commission also included findings for the justification for the approval of the proposed variance to the “Big Box” ordinance, LDC Sec. 25-2-813:</p> <ol style="list-style-type: none"> 1) This request is a special circumstance because the property is located with a PDA overlay district. 2) This approval is in accordance with the North Burnett/Gateway Neighborhood Plan. 3) The approval for this case allows for the inclusion of the recommendations of the City of Austin Bicycle Program for the property. 	<p>10/14/10: Approved MI-PDA zoning on all 3 readings on consent (7-0); Spelman-1st, Cole-2nd, with the following conditions: 1) Part 3, C, 1 of the ordinance should read: “The Domain-Endeavor Project shall provide internal bicycle routes for access and continuity to existing or planned bicycle routes as well as multi-use hike and bike trails as more particularly detailed in the attached Exhibit C.”, 2) Part 3, C, 4 of the ordinance should read: “The sharrows shall be installed within one year of the effective date of this ordinance for existing roadways and at the time of construction for future roadways.”</p>

	a Conditional Use Permit for this sole large retail user at this location.		
C14-06-0121	MI-PDA to MI-PDA	<p>2/13/10: Approved staff's rec. for MI-PDA zoning with additional conditions of:</p> <ul style="list-style-type: none"> • 2 star Green Building rating • natural landscaping of all water quality ponds (existing and future); • be in compliance with TIA conditions; • the applicant's requested parkland dedication proposal; • height base of 140-ft; plus an additional 12-stories based on electing to provide some of the public benefits as listed in the North Burnet/Gateway Neighborhood Plan. • Maximum height of 308 feet. <p>Vote: (9-0); J.Reddy-1st, G. Stegeman-2nd.</p>	3/01/07: Approved MI-PDA zoning with the addition of low albedo roofing materials, one star construction for the total site and two star construction for 50% of the office and residential construction (7-0); McCracken-1 st , Dunkerley-2 nd .
C14-06-0154	MI-PDA to MI-PDA	8/08/06: Approved staff rec. of MI-PDA by consent (8-0)	<p>09/28/06: Approved MI-PDA (7-0); 1st reading</p> <p>10/05/06: Approved MI-PDA changes as a condition of zoning (6-0); 2nd/3rd readings</p>
C14-04-0151	MI-PDA to MI-PDA	11/23/04: Approved staff recommendation of MI-PDA, with Environmental Board conditions (9-0).	12/16/04: Approved MI-PDA (7-0); all 3 readings
C14-04-0146	P to CH	11/9/04: Approved staff's recommendation of CH zoning with conditions (9-0)	12/2/04: Approved CH zoning (7-0); all 3 readings
C14-03-0017	MI-PDA to MI-PDA	6/11/03: Approved staff's recommendation of MI-PDA zoning, with inclusion of original PDA conditions (as read into the record) from Ordinance #000608-67 (8-0, R. Pratt-off dais)	7/31/03: Granted MI-PDA on all 3 readings (7-0)

C14-03-0016	MI to MI-PDA	6/11/03: Approved staff's recommendation of MI-PDA zoning (8-0, R. Pratt-off dais)	7/31/03: Granted MI-PDA on all 3 readings (7-0)
C14-03-0015	MI to CS	6/11/03: Approved staff's recommendation of CS-CO zoning (8-0, R. Pratt-off dais)	7/31/03: Granted CS-CO on all 3 readings
C14-02-0062	LI to CS-1	6/12/02: Approved CS-1 by consent (8-0)	7/11/02: Approved PC rec. of CS-1 (7-0); all 3 readings
C14H-00-2177	LI-PDA to LI-PDA	10/24/00: Approved staff rec. of LI-PDA (TR1), LI-PDA-H (TR2) by consent (9-0)	11/30/00: Approved LI-PDA (TR1) and LI-PDA-H (TR2); (7-0); all 3 readings
C14-00-2065	MI to MI-PDA	5/9/00: Approved staff rec. of MI-PDA by consent (8-0); with the following conditions: <ul style="list-style-type: none"> 1) That minimum lot size be 1 acre provided for any lots that directly abut Braker Lane and Burnet Road (but not both) and which are less than 3 acres in size. 2) The total number of additional curb cuts on Braker Lane & Burnet Road providing access to such lots shall not exceed 50 % of the total number of such lots. 3) The foregoing limitation shall not apply to any lot of more than 3 acres, which abut Braker Lane and Burnet Road. 	6/8/00: Approved MI-PDA, with changes agreed to with neighborhood association (7-0); all 3 readings

RELATED CASES:

C14-2018-0182 (North Burnet/Gateway NP Rezoning)

C8S-87-011, C8-91-0081.0A, C8-95-0001.0A (Subdivision Cases)

OTHER STAFF COMMENTS:Comprehensive Planning

The North Burnet Gateway Regulating Plan was adopted in 2009 to help implement a long-term vision for the area to redevelop the low density, auto-oriented commercial, warehouse and industrial uses into a higher density urban mixed-use neighborhood that supports active transportation and centers around major transit stations. The NBG Zoning Subdistricts, illustrated in *Figure 1-2* of the Plan, reflect the principles of transit-oriented development by allowing the highest density use around the commuter rail station and lowest density, most restrictive use along the eastern edge where the NBG area meets residential uses.

Wherein many significant changes have occurred in and around the NBG area since 2009, the most consequential to the purpose of the NBG Plan is the planned decommission of Kramer Station and addition of McKalla Station and Broadmoor Station. McKalla Station is expected to be operational by the beginning of 2024.

The properties located at 10317 – 10423 McKalla Place are currently Warehouse Mixed Use (WMU). These properties are within a quarter mile of the developing McKalla Station. In Austin, the walkshed for transit-oriented development ranges from a quarter mile to a half mile radius.

The applicant is requesting Transit Oriented Development Gateway subdistrict zoning. According to the Plan:

Transit-Oriented Development (TOD) is the highest density subdistrict in the North Burnet/Gateway area with the greatest focus on providing active pedestrian oriented uses at the ground level of buildings. Density is enabled to the highest degree in the “TOD-Gateway area” closest to the rail station and to a lesser degree elsewhere.

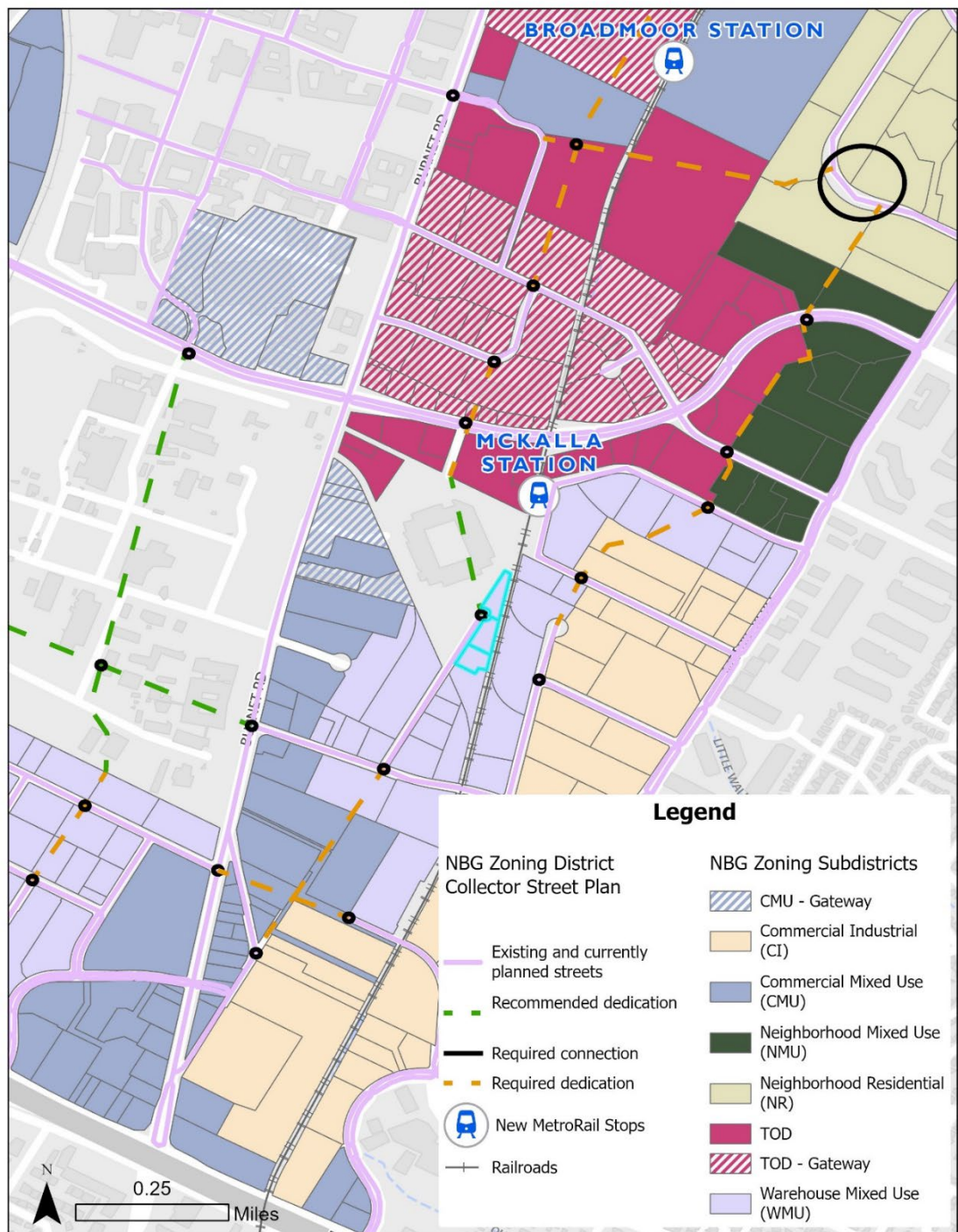
This request follows the logic of the NBG Regulating Plan considering today’s knowledge of the existing and upcoming rail stations in this area. Additional considerations include:

- **Active Edge consideration for McKalla Place.** Within the TOD Subdistrict certain areas are identified as active edges on the NBG Subdistrict Map. An active edge designation imposes additional specific land use and design requirements for development at visible intersections and along key streets that lead to the rail station.
- **Required connection.** According to Figure 3-12, the northern end of McKalla Place is a required collector street connection, location of connection is flexible, with the ultimate goal of connecting to Brockton Drive.
- **Transportation connectivity.** Capacity and connectivity is challenging for the area around these properties due to the rail line to the east, McKalla Place ending at the northern property, lack of sidewalk completion on McKalla Place. The Red Line Trail will be a critical connection for active transportation users traveling north-south.
- **Include Urban Design in site plan review.** In order to help embed the principles of the NBG Regulating Plan into a site plan that is working outside of the

comprehensively planned subdistricts, street plan, and associated development requirements, include the urban design team during site plan review.

The map below illustrates the existing NBG subdistricts and street plan with the new rail station locations. The 10317 – 10423 McKalla Place properties are outlined in bright blue.

Map A: 10317 – 10423 McKalla Place properties in relation to new rail stations



10317 – 10423 McKalla Place			
	Current	Proposed	Street Type
Zoning	Warehouse Mixed Use (WMU)	TOD Gateway	McKalla Place is an NBG Pedestrian Priority Collector (PPC) street (Figure 1-3). According to Figure 3-12, the northern end of McKalla Place is a required collector street connection, location of connection is flexible, with the ultimate goal of connecting to Brockton Drive.
Land Use	Office/industrial and undeveloped	Mixed-use	
Lot Size	Tract 1: 0.88 acres Tract 2: 0.93 acres Tract 3: 0.90 acres	2.70 acres	
Base Height & FAR	60 feet 1:1 (Figure 4-2: Maximum FAR by Right and Figure 4-4: Maximum Height by Right)	60 feet 1:1 (Figure 4-2: Maximum FAR by Right and Figure 4-4: Maximum Height by Right)	
Max Height & Max FAR	120 feet 3:1	491 12:1	
Dev. Bonus	Eligible	Eligible	
Active Edge	No (Figure 1-2)	Subject to change (Figure 1-2)	
Setbacks	No ground-level setback requirements, however, if the street right-of-way is less than 60 feet in width, the minimum front yard and street side yard setbacks for buildings three or more stories in height shall be 30 feet from the center line of the street to ensure fire access. The building facade at the 6th story and above must be stepped back 30 feet from the ground-level building facade line.		
Maximum Impervious Cover	80% (Figure 4-6)	80% (Figure 4-6)	
Compatibility Standards	Do not apply	Do not apply	

Environmental

The site is not located over the Edwards Aquifer Recharge Zone. The site is located in the Little Walnut Creek Watershed of the Colorado River Basin, which is classified as an Urban Watershed by Chapter 25-8 of the City's Land Development Code. It is in the Desired Development Zone.

Zoning district impervious cover limits apply in the Urban Watershed classification. 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.

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

This site is required to provide on-site water quality controls (or payment in lieu of) for all development and/or redevelopment when 8,000 s.f. cumulative is exceeded, and on site control for the two-year storm.

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

Fire

Please see Aboveground Hazardous Materials Risk and Consequence Assessment Report - Exhibit F.

Parks and Recreation

Parkland dedication will be required at the time of subdivision or site plan application for new residential units, per City Code § 25-1-601, as amended. The proposed development meets the criteria for land dedication in City Code Title 25, Article 14. As such, a partial land dedication will be required, as well as any remaining fees in-lieu.

The Parks and Recreation Department (PARC) would consider a connection along the Red Line into Q2 Stadium toward satisfying the requirement at time of permitting (whether subdivision or site plan). Such a connection would advance the Red Line Urban Trail vision of having trails along both sides of the railroad, functioning as an off-street facilities.

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).

Should the applicant wish 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, PARC can provide an early determination letter of the requirements as stated in this review.

Site Plan

Any new development is subject to the North Burnet Gateway zoning overlay. Additional comments will be made when the site plan is submitted.

Green building is required for any project in the North Burnet Gateway. Proof of intent to comply with AEGB standards will be required at site plan review.

Transportation

A Zoning transportation analysis shall be performed at zoning as anticipated trips are anticipated to exceed 2,000 unadjusted trips. This is needed in order 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 coordinate with the North Area Lead Engineer Ella Ryan at Ella.Ryan@austintexas.gov. Please see McKalla Station – Zoning Transportation Analysis - Exhibit G.

Existing Street Characteristics:

Name	ASMP Classification	ASMP Required ROW	Existing ROW	Existing Pavement	Sidewalks	Bicycle Route	Capital Metro (within ¼ mile)
Mc Kalla Pl	Level 2	84	71	25	Partial	no	Yes

Water Utility

No comments on zoning change.

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, 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.

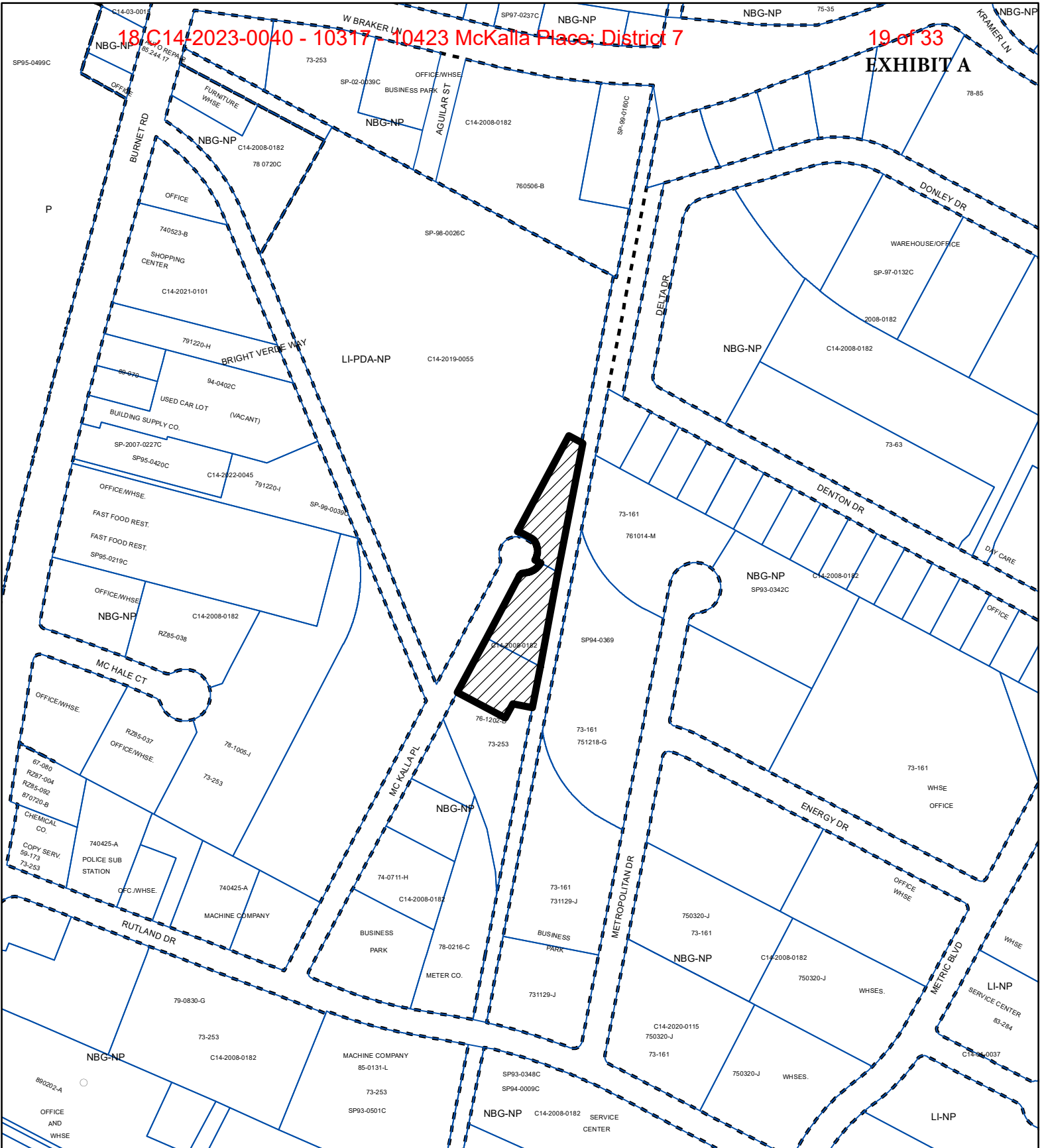
INDEX OF EXHIBITS TO FOLLOW

- A: Zoning Map
- B. Aerial Map
- C. Applicant's Request Letter
- D. North Burnet Gateway - TOD Subdistrict General Site Development Standards
- E. Resolution No. 20230504-020
- F. Aboveground Hazardous Materials Risk and Consequence Assessment Report
- G. McKalla Station – Zoning Transportation Analysis Memo

18 C14-2023-0040 - 10317 - 10423 McKalla Place; District 7




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EXHIBIT A



ZONING

ZONING CASE#: C14-2023-0040

-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY



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



Created: 3/27/2023

C14-208-0

Created: 5/18/2023



DRENNER
GROUP

Amanda Swor
dial: (512) 807-2904
aswor@drennergroupp.com

March 13, 2023

Ms. Rosie Truelove
Housing and Planning Department
City of Austin
1000 E 11th Street
Austin, TX 78702

Via Electronic Delivery

Re: 10317-10423 McKalla Place – Rezoning application for the approximately 2.702-acre piece of property located at 10315, 10317, 10401, 10423 and 10423 ½ McKalla Place in the City of Austin, Travis County, Texas (the “Property”)

Dear Ms. Truelove:

As representatives of the owner of the Property, we respectfully submit the enclosed rezoning application package. The project is titled 10317-10423 McKalla Place and is approximately 2.702 acres of land, located on the east side of McKalla Place between Rutland Drive and Q2 Stadium. The Property is in the full purpose jurisdiction of the City of Austin.

The Property is currently zoned NBG-NP, North Burnet/Gateway – Neighborhood Plan, district, and is more specifically located in the Warehouse Mixed Use (“WMU”) subdistrict of the North Burnet Gateway (“NBG”) Regulating Plan. The requested rezoning is from the WMU subdistrict to the TOD-Gateway, Transit Oriented Development – Gateway, subdistrict. The Property is currently developed with warehouse and commercial uses. The purpose of the rezoning is to allow approximately 300 multifamily residential units, a 150-key hotel, 300,000 square feet of office space and 20,000 square feet of retail uses. This request is consistent with proposed uses surrounding Q2 Stadium and in the surrounding area. The proposed development will comply with site development and design standards established in the NBG Regulating Plan.

This rezoning also proposes to amend three (3) maps within the NBG Regulating Plan. Firstly, Figure 1-2 (North Burnet / Gateway Zoning District Subdistrict Map) is proposed to be amended to designate the Property as within the TOD Gateway Zone. Secondly, Figure 4-3 (Maximum Floor-to-Area-Ratio with Development Bonus) is proposed to be amended to allow for a 12:1 Maximum Floor-to-Area Ratio on the Property. Lastly, Figure 4-5 (Maximum Height with

Development Bonus) is proposed to be amended to allow for a maximum height of 491 feet with a development bonus on the Property.

The Property is located within the NBG Neighborhood Planning Area. The Neighborhood Plan was adopted November 1, 2007 and designates the Property as High Density Mixed Use in the future land use map. A memorandum from Maureen Meredith dated November 2, 2022 is attached and confirms that a Neighborhood Plan Amendment application is not required with this zoning application.

The Traffic Impact Analysis ("TIA") is waived per the attached TIA Determination Form dated November 28, 2022, and executed by Joan Minyard with a note that a Zoning Traffic Analysis ("ZTA") is required.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Very Truly Yours,



Amanda Swor

cc: Joi Harden, Housing and Planning Department (via electronic delivery)
Sherri Sirwaitis, Housing and Planning Department (via electronic delivery)

FIGURE 4 - 18 C-14-2023-0049 - 10317 - 10423 McKellar Place District 7
TOD: NBC ZONING DISTRICT GENERAL SITE DEVELOPMENT STANDARDS

TRANSIT ORIENTED DEVELOPMENT (TOD) SUBDISTRICT

LOT SIZE	
Minimum Lot Size	2,500 SF
Minimum Lot Width	20 Feet

MINIMUM SETBACKS	
Front Yard and Street Side Yard*:	
No ground-level front yard or street side yard setbacks are required. Instead, development must meet the building placement standards in Section 4.3.	
Front and Street Side Upper-Story Building Facade Stepbacks:	
The building facade at the 6th story and above must be stepped back 30 feet from the ground-level building facade line.	
Interior Side Yard:	0 Feet
Rear Yard:	0 Feet
* If the street right-of-way is less than 60 feet in width, the minimum front yard and street side yard setbacks for buildings three or more stories in height shall be 30 feet from the center line of the street to ensure fire access.	

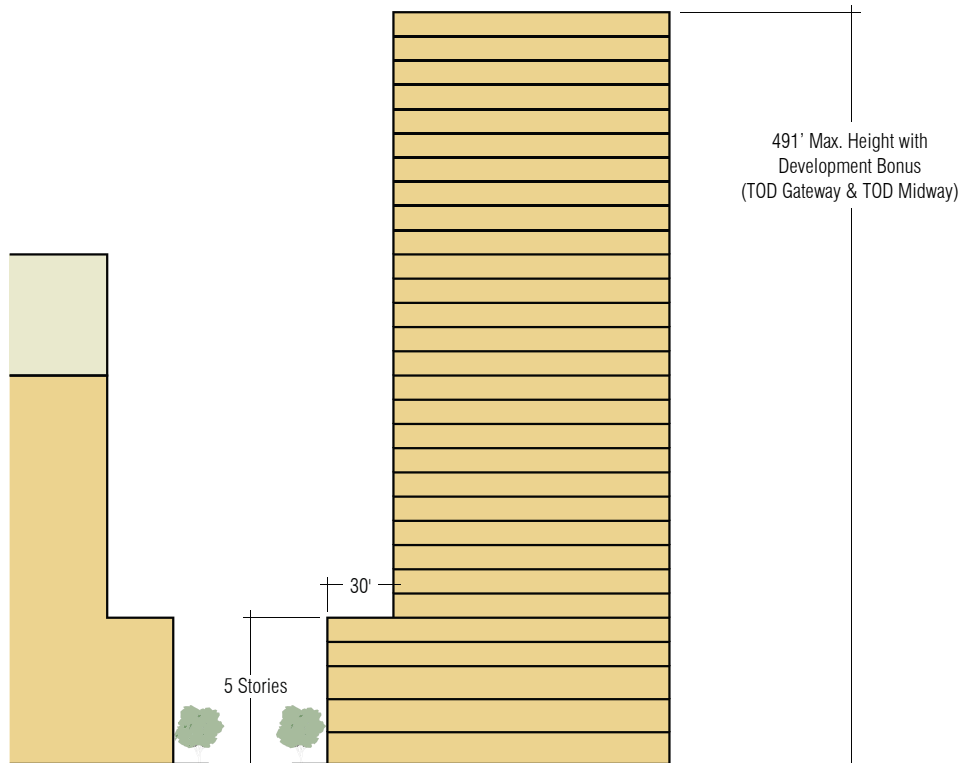
MAXIMUM IMPERVIOUS COVER	
If located in an urban watershed (Shoal or Little Walnut Creek) :	
Established on Figure 4-6 (Based on the maximum impervious cover allowed by the property's zoning prior to adoption of the this Document.)	
If located in a suburban watershed (Walnut Creek)*:	
	80%
* This requirement supersedes impervious cover requirements of Section 25-8-394(C) of the LDC.	

FLOOR TO AREA RATIO	
Maximum Floor-to-Area Ratio (FAR) by Right:	
Established on Figure 4-2 (Based on the maximum FAR allowed by the property's zoning prior to adoption of this Document)	
Maximum Floor-to-Area Ratio (FAR) with Development Bonus:	
TOD Gateway Zone	12:1
TOD Midway Zone	12:1
This FAR may be granted in exchange for the provision of public benefits. The development bonus criteria and standards are detailed in Article 6.	



BUILDING HEIGHT	
Minimum Building Height:	
2 Stories	
Maximum Building Height by Right:	
Established on Figure 4-4 (Based on the maximum height allowed by the property's zoning prior to adoption of this Document.)	
Maximum Building Height with Development Bonus*	
TOD Gateway	491 Feet
TOD Midway	491 Feet
This building height may be granted in exchange for the provision of public benefits. The development bonus criteria and standards are detailed in Article 6.	
*Exception: If adjacent to or across the street from NR subdistrict maximum height is 120 feet.	

Typical example of buildings in the Transit Oriented Development Subdistrict.



RESOLUTION NO. 20230504-020

WHEREAS, Austin is experiencing tremendous growth in the North Burnet/Gateway and Domain area, an Imagine Austin Regional Center identified as Austin's "second downtown"; and

WHEREAS, Council adopted the North Burnet/Gateway Vision Plan in 2006, and followed with adoption of the North Burnet/Gateway Regulating Plan in 2009; and

WHEREAS, Council has since adopted multiple amendments to the North Burnet/Gateway Regulating Plan, identified as Ordinance No. 20120322-088, Ordinance No. 20130425-104, Ordinance No. 20140828-159, Ordinance No. 20180412-051, Ordinance No. 20180628-088, Ordinance No. 20190620-112, Ordinance No. 20190808-101, Ordinance No. 20221027-044, Ordinance No. 20230209-046; and

WHEREAS, these amendments facilitated the redevelopment of the area's older industrial, office, and warehouse structures in favor of mixed use development with housing density, office spaces, and vibrant store fronts for small retail business; and

WHEREAS, Council supports a comprehensive update to meet the City's short- and long-term priorities for housing, employment, small business development, and transportation as outlined in Resolution 20220616-049; and

WHEREAS, the North Burnet/Gateway area needs to be positioned to help meet Austin's Strategic Housing Blueprint goals of locating 75% of new housing units within ½ mile of Imagine Austin's Centers & Corridors and of providing 25% of income-restricted affordable housing units in high opportunity areas; and

WHEREAS, the construction of two new Red Line commuter rail stations, one at the Uptown ATX campus and the other at McKalla to serve the Q2 Stadium,

will spur even more interest and development in the North Burnet/Gateway area;
and

WHEREAS, the North Burnet/Gateway area is also well-served by Burnet Road as a major MetroRapid transit corridor intersecting with multiple Capital Metro high-frequency bus routes; and

WHEREAS, comprehensive amendments to the North Burnet/Gateway Regulating Plan will provide cohesive alignment with the original Vision Plan, Imagine Austin, and Austin's Strategic Housing Blueprint. **NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

The City Council initiates the following amendments to the North Burnet/Gateway Regulating Plan:


- (1) Keep the base entitlements the same and increase the allowable maximum height and FAR in all subdistricts through a development bonus; and
- (2) Apply a wider variety of subdistricts to parcels in the North Burnet/Gateway Regulating Plan west of Mopac; and
- (3) Amend sign regulations in the North Burnet/Gateway Regulating Plan to align with City Code Chapter 25-10 (Sign Regulations), including common area signage, directional signage, free standing and wall signage on buildings, wayfinding signage, park signage, and Capital Metro signage, and any other signage regulations; and
- (4) Adjust the Land Use Standards for General Retail Sales (Figure 2-1) to remove square footage limitations in cases where a single project or property owner may provide retail space to multiple small businesses that will enhance the pedestrian experience; and
- (5) Eliminate the current requirement for a 30-foot step-back for building facades at the 6th story and above, which limits potential housing developments, retail choices, or office development; and


- (6) Eliminate the 120-foot height limit in the Transit-Oriented Development (TOD), Corridor Mixed Use (CMU), and CMU-Gateway subdistricts when adjacent to and across the street from Neighborhood Residential (NR) subdistrict; and
- (7) Amend Section 4.2.4 Compatibility Standards so that City Code Chapter 2, Article 10, Division 2 shall not apply within the North Burnet/Gateway Regulating Plan boundaries and eliminate Subsections 4.2.4.A. and 4.2.4.B.; and
- (8) Align parking requirements with applicable Council actions associated with citywide parking requirement changes; and
- (9) Modify the development bonus provisions and fees for the North Burnet/Gateway Regulating Plan to allow maximum height and FAR to be achieved administratively with sufficient community benefit, and the maximums exceeded with council approval, similar to the Downtown Density Bonus Program, achieving greater community benefits such as housing and transit- and mobility-related improvements.


BE IT FURTHER RESOLVED:

The City Manager is directed to process amendments necessary to accomplish the purposes set forth in this resolution and return with a draft ordinance for City Council consideration by October 19, 2023.

ADOPTED: May 4, 2023 **ATTEST:** Stephanie Hall for
Myrna Rios
City Clerk

	ABOVEGROUND HAZARDOUS MATERIALS RISK AND CONSEQUENCE ASSESSMENT REPORT	
	Address: 10317 Mc Kalla Place	Case Number: C14-2023-0040
	Project Name: Mc Kalla Station	Report Date: May 22, 2023
	Prepared By: Yvonne Espinoza, Consulting Engineer Contact Information: 512-974-0185, yvonne.espinoza@austintexas.gov	

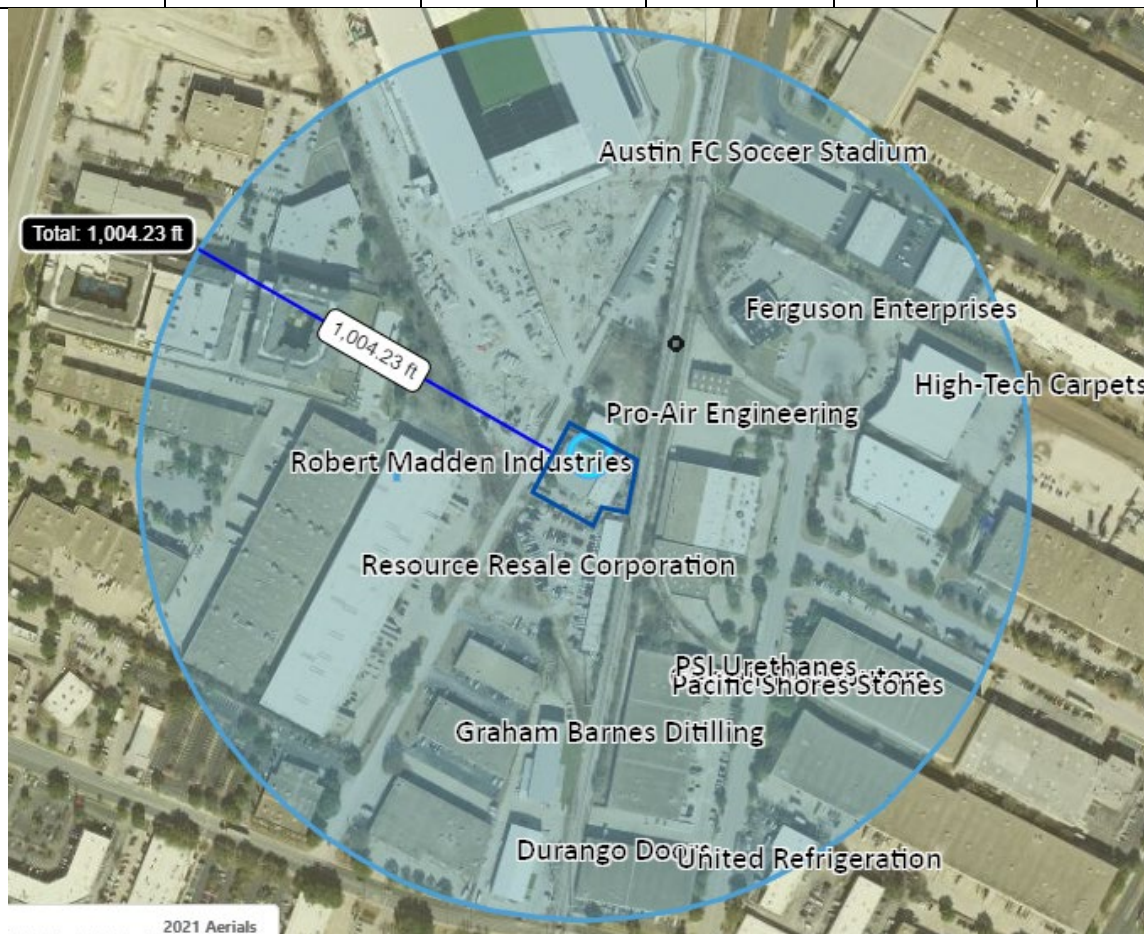
Project Information					
Current Zoning	NBG-NP(WMU)				
Proposed Zoning	NBG-NP(TOD Gateway)				
Adjacent Zoning/Property Information					
					
Address Ranges within 1000 Ft.					
Address Range(s)	Street	Address Range(s)	Street		
10109 - 10414	Mc Kalla Pl	2212 - 2416	Rutland Dr		
10101 - 10504	Metropolitan Dr	2208 - 2124	Energy Dr		
2211 - 2318	Denton Dr	2500-2700	Mc Hale Ct		
10213 - 10409	Burnet Rd				
HMP Sites within 1000 Ft.					
Business	Address	Zoning	HMP Type	Last Insp.	Concern?
Austin FC Soccer Stadium	10414 Mc Kalla Pl		B	3/2021	N
Graham Barnes Distilling	10109 Mc Kalla Pl		A	9/2015	N
Pro-Air Engineering	10317 Mc Kalla Pl		C	12/2019	N


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Resale Resource Corporation	10200 Mc Kalla Pl		C	10/2020	N
Durango Doors	2300 Rutland Dr		A	9/2014	N
United Refrigeration	2214 Rutland Dr		B	7/2016	N
Ferguson Enterprises	10500 Metropolitan Dr		C	8/2017	N
Gemair Distributors	10220 Metropolitan Dr		B	8/2019	N
High-Tech Carpets Inc	10503 Metropolitan Dr		B	8/2008	N
Pacific Shore Stones	10220 Metropolitan Dr		C	3/2013	N
PSI Urethanes	10220 Metropolitan Dr		A	11/2022	N
Robert Madden Industries	2500 Mc Hale Ct		B	4/2017	N

HMP Sites with Hazards of Concern

Business	Hazardous Material of Concern	Approximate Distance to Property (feet)	AFD Required Distance (feet)	ERG Required Distance (feet)	Meeting Distance Requirement?



	ABOVEGROUND HAZARDOUS MATERIALS RISK AND CONSEQUENCE ASSESSMENT REPORT	
	Address: 10317 Mc Kalla Place	Case Number: C14-2023-0040
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	Prepared By: Yvonne Espinoza, Consulting Engineer Contact Information: 512-974-0185, yvonne.espinoza@austintexas.gov	

Recommend to Allow Zoning Change?	Yes	No
Supporting Information for Zoning Decision		
<p>AFD will recommend to Housing and Planning that they approve the zoning change. There are presently no businesses with Aboveground Hazardous Materials Permits with 1000 ft that pose a potential evacuation or exposure hazard based on current inventories being reported. However, AFD remains opposed to the development of multifamily adjacent to industrial zoning or in this case completely surrounded by industry. There remains the potential for future industrial tenants to create a evacuation or exposure hazard.</p>		

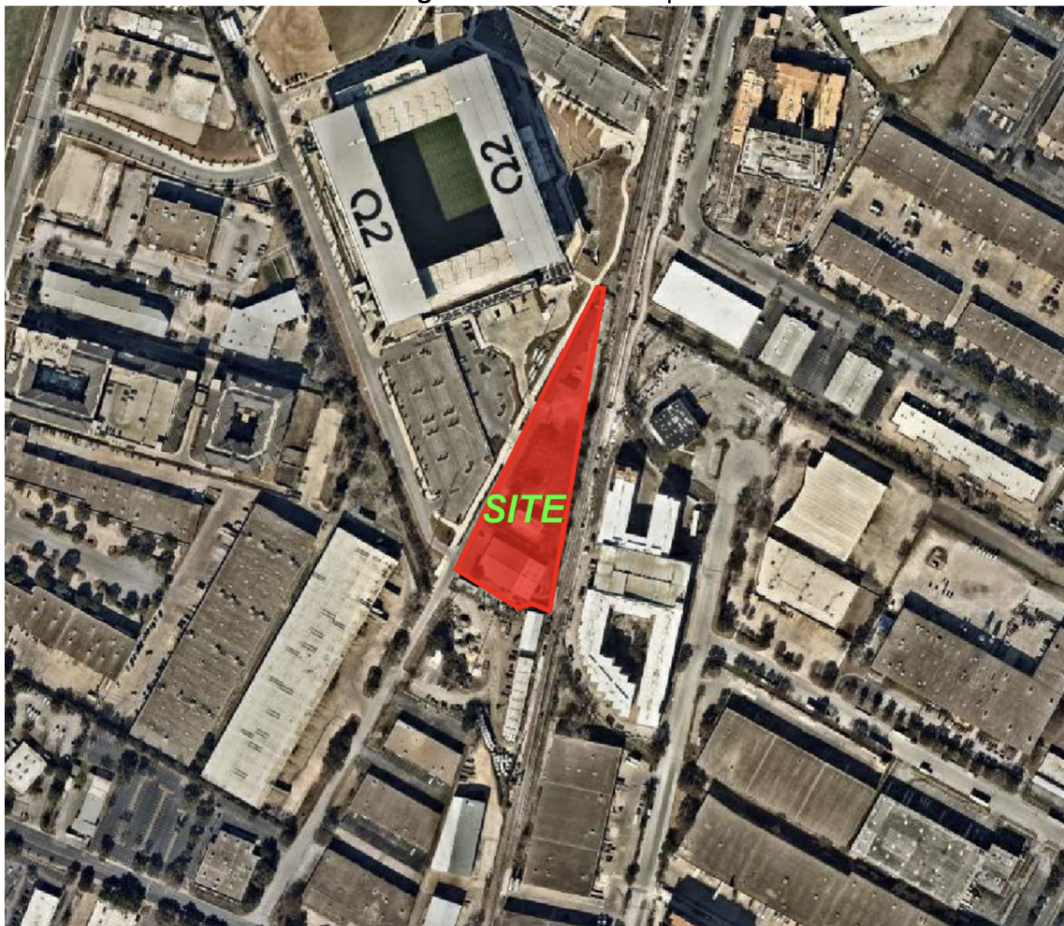


MEMORANDUM

From: Nathan Aubert, P.E.
To: Aditya Jatar, P.E.
Date: August 3rd, 2023
Subject: McKalla Station – Zoning Transportation Analysis (C14-2023-0040)

The Transportation Development Services (TDS) division has reviewed the Zoning Transportation Analysis (ZTA) prepared by BOE Consulting Services. The proposal is for a development consisting of 300 high-rise multi-family dwelling units, 150 hotel rooms, 300,000 square feet of general office, and 20,000 square feet of retail strip plaza. The development is located on the northeast end of McKalla Place with McKalla Place to the west and the Red Line to the east (Figure 1). Site access will consist of two driveways - both along McKalla Place. The development is anticipated to be constructed in 2025.

Fig 1. Site Location Map



Roadways

The site proposes access to McKalla Place.

McKalla Place

McKalla Place is currently a Level 2 road in the ASMP, which will provide two driveways into/out of the site. Driveway A on the south end of the site is proposed as a full access driveway and Driveway B at the north end is proposed as a right-in driveway. The roadway currently has approximately 70 feet of right-of-way and 26 feet of pavement width. It has two travel lanes without curb and gutter and the majority of McKalla place is missing sidewalks on both sides. There is a 15' Urban Trail / shared use path along the Q2 Stadium frontage across the street from the subject site. The current, average daily traffic on McKalla Place is about 450 vehicles per day, based on TxDOT's Traffic Count Database System (TCDS) 2021 data set.

Trip Generation and Traffic Analysis

The project assumes 300 high-rise multi-family dwelling units (ITE Code 222), 150 hotel rooms (ITE Code 310), 300,000 square feet of general office (ITE Code 710), and 20,000 square-feet of retail (ITE Code 822). Based on the Institute of Transportation Engineer's Trip Generation Manual, 11th Edition, the proposed development will generate 7,240 vehicle trips per day. See **Table 1** for a detailed breakdown of the trip generation.

Table 1. Trip Generation

Land Use	Size	Unadjusted Trip Generation	PM Peak Hour * 10
Multi-family Housing (High-Rise)	300 Dwelling Units	1,505	960
Retail Strip Plaza (<40k)	20,000 SF	1,074	1,320
Hotel	150 Rooms	1,202	830
General Office	300,000 SF	3,018	4,130
TOTAL (vpd)		6,799	7,240

The existing trips were obtained from 2021 TxDOT data. The forecasted 3.15% growth rate was applied from the Austin FC Stadium at McKalla Place Alternative TIA, conducted in 2019. The proposed new site average daily traffic (ADT) shown below is the proposed PM peak hour trips to and from the site multiplied by ten to get the daily volume. These values are shown in **Table 2**, below, along with the total projected volume and percentage increase in traffic along McKalla Place.

Table 2. Added Traffic

Street	Existing 2021 Traffic [vpd]	Forecasted ADT 2023 (3.15% Annual Growth Rate)	Forecasted ADT 2025 (3.15% Annual Growth Rate without Site)	Proposed New Site Traffic ADT	Overall Traffic (Forecasted Growth + Proposed) [vpd]	Percentage Increase in Traffic (2023 to 2025)
McKalla Place	450	479	509	7,240	7,749	1,618%

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 two driveways along McKalla Place (designated driveways A and B). Driveway A is proposed to operate as full purpose and Driveway B is proposed as right-in only. Both 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:
 - Reduced Parking Supply (P-1)
 - Transportation Management Association (TMA) Membership (API-1)
 - Pedestrian Access and Connectivity (SM-1)
 - Bicycle Access and Connectivity (SM-2)

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. This site agrees to provide TDM measures that add up to at least a 15% TDM trip reduction.

3. The projected volumes analysis shows a significant amount of growth along McKalla Place (1,618%), but TPW acknowledges this increase and assumes that a two-lane road would be able to handle the added traffic from the proposed development.
4. Right-of-way needs have been identified in the ZTA and might require dedication to meet the Austin Strategic Mobility Plan (ASMP) requirements. The ASMP currently requires 84 feet of right-of-way along the McKalla Place frontage. This will be confirmed at the time of Site Plan application.
5. 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. The Street Impact Fee calculation shall be performed at the time of the Site Plan submission to be collected at the time of building permit.
6. 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 the completion of all identified construction items unless those items are included in the proposed Site Plan application.
7. McKalla Place is currently considered a substandard street that is missing curb and gutter and sidewalks along the site frontage. Improvements will be required to be made to bring McKalla Place up to the ASMP standard. These improvements will be identified and confirmed at the time of Site Plan application.
8. 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.

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

A handwritten signature in black ink, appearing to read "Nate Aubert". The signature is stylized with a large 'N' and a cursive 'Aubert'.

Nathan Aubert, P.E.
Austin Transportation Department