

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: North Lamar Combined

CASE#: NPA-2025-0026.02

DATE FILED: October 1, 2025

PROJECT NAME: Middle Fiskville Automotive Sales

PC DATE: March 10, 2026

ADDRESS/ES: 10600, 10602, 10604, 10606, 10608 Middle Fiskville Rd

DISTRICT AREA: 4

SITE AREA: 1.4617 acres

OWNER/APPLICANT: Penize, LLC and Toniette Navarrette

AGENT: Husch Blackwell (Nikelle Meade)

CASE MANAGER: Maureen Meredith

PHONE: (512) 974-2695

STAFF EMAIL: Maureen.Meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Neighborhood Commercial

To: Commercial

Base District Zoning Change

Related Zoning Case:

From: LR-NP and SF-3-NP

To: CS-NP

NEIGHBORHOOD PLAN ADOPTION DATE: June 24, 2010

CITY COUNCIL DATE: April 23, 2026

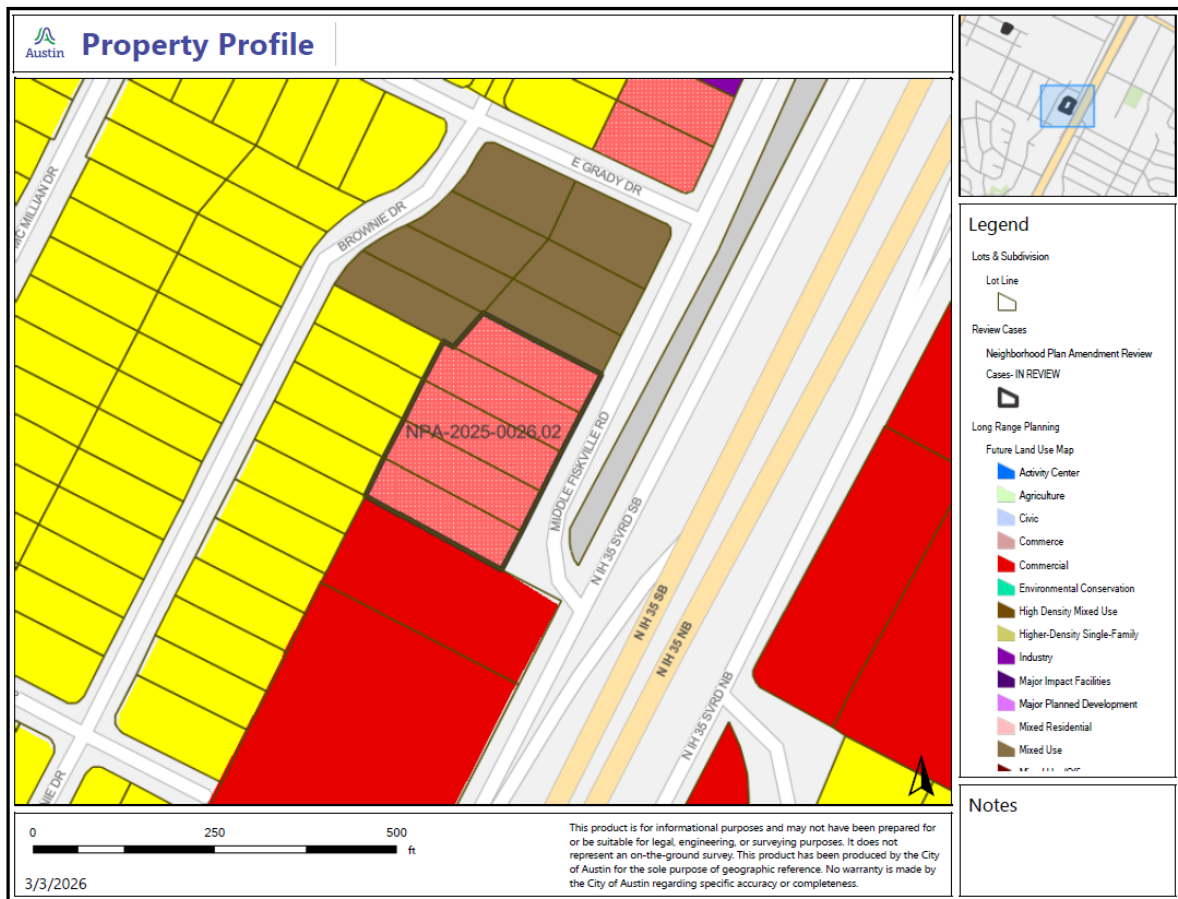
ACTION: (pending)

PLANNING COMMISSION RECOMMENDATION:

March 10, 2026 - Approved on the consent agenda Staff recommendation for Commercial land use. [B. Bedrosian – 1st; N. Barrera-Ramirez – 2nd] Vote: 11-0 [A. Lan off the dais].

STAFF RECOMMENDATION: Staff supports the Applicant’s request for Commercial land use.

BASIS FOR STAFF’S RECOMMENDATION: Staff supports the applicant’s request for Commercial land use because there is commercial land use to the south and Mixed Use land use to the north of the subject tract. The property is located near N IH 35 where commercial land use is appropriate. The North Lamar Combined Neighborhood Plan supports commercial uses along IH-35. The neighborhood plan notes that Neighborhood Commercial land use was designated for these properties because they are adjacent to single family land uses. Please see the zoning case report C14-2025-0099 for the list of conditional and prohibited uses Staff recommends in the CS- General Commercial Services district to address this concern.



LAND USE

Create a well-balanced land use pattern in the North Lamar Combined Neighborhood Planning Area by assigning appropriate land uses to particular properties.

❖ **The I-35 Corridor should remain a largely commercial thoroughfare.**

Interstate Highway 35 (I-35) is the most heavily traveled roadway in Austin. It is also the eastern boundary for the NLCNPA, running between US Highway 183 and Braker Lane. The varieties of businesses along its frontage road look like those found along interstate frontage roads across the country. Aside from a major manufacturing facility (i.e., Golfsmith), numerous motels, and several apartment complexes, the I-35 frontage contains a variety of local and regional commercial or light industrial uses.

Objective L.8: Preserve the largely commercial environment along the I-35 Corridor.

Recommendation 138 Retain all commercial future land use designations located along I-35.

Recommendation 139 Place restrictions on the development of new hotels/motels along I-35.

Neighborhood stakeholders suggested two land use categories for this corner of the NLCNPA so to provide residents a variety of commercial services: commercial and neighborhood commercial. The commercial designation will be applied to the majority of this area while a handful of properties along Braker Lane, between Georgian Drive and Middle Fiskville Road will be designated neighborhood commercial. The neighborhood commercial designation will be more complementary to the single-family houses along the north side of Braker Lane.

Objective L.9: Create a node of commercial activity in the far northeastern corner of the NLCNPA.

Recommendation 140 Apply the commercial and neighborhood commercial future land use designations to the northeastern portion of the NLCNPA. See the Future Land Use Map for the properties to which each future land use designation is applied.

LAND USE DESCRIPTIONS:

EXISTING LAND USE:

Neighborhood Commercial - Lots or parcels containing small-scale retail or offices, professional services, convenience retail, and shopfront retail that serve a market at a neighborhood scale.

Purpose

1. Accommodate low-intensity commercial services that serve surrounding neighborhoods; and
2. Encourage small-scale retail within walking distance from residential areas.

Application

1. Appropriate for areas such as minor arterials and collectors, small parcels along major arterials that abut single- family residential development, and areas in environmentally sensitive zones where high intensity commercial uses are discouraged; and
2. May be used to encourage high intensity commercial to transition to residential uses.

PROPOSED LAND USE:

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

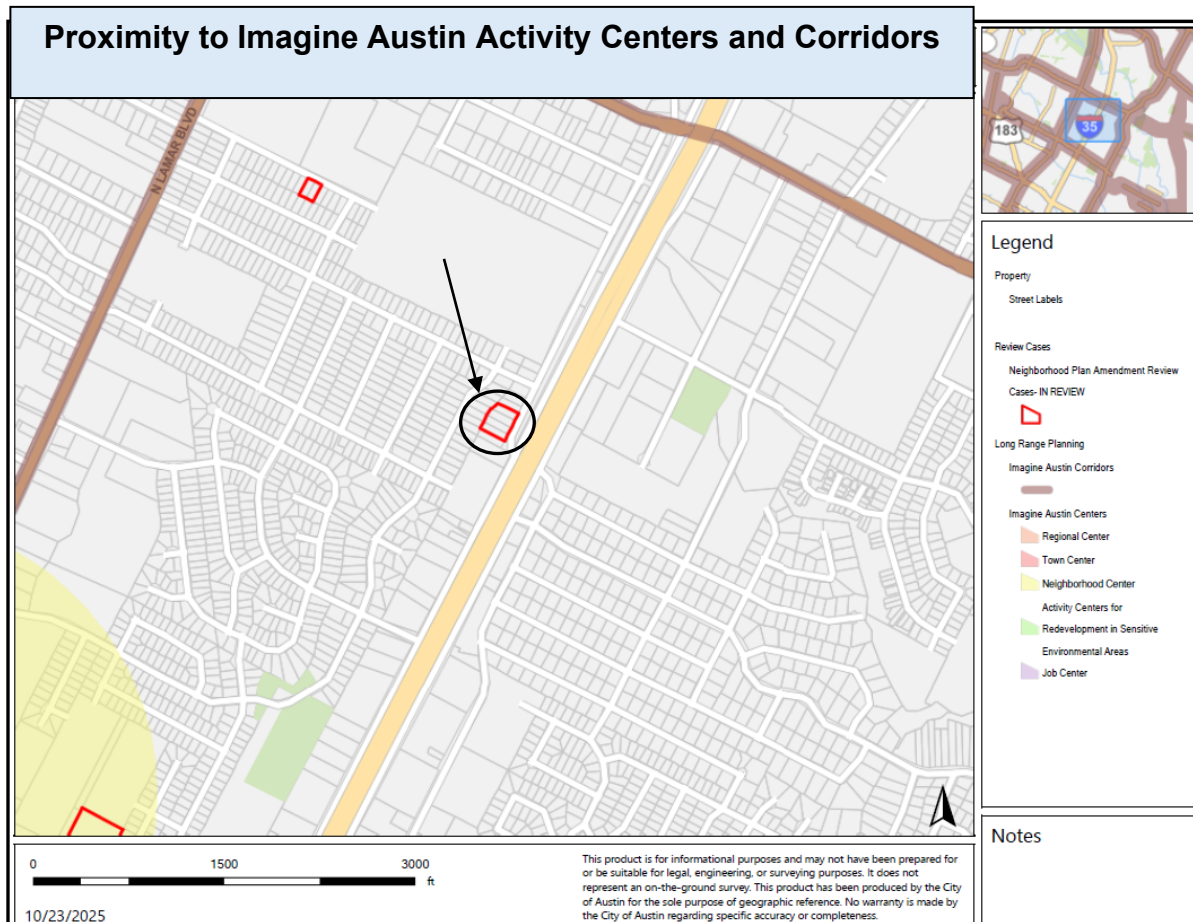
1. Encourage employment centers, commercial activities, and other non- residential development to locate along major thoroughfares; and
2. Reserve limited areas for intense, auto-oriented commercial uses that are generally not compatible with residential or mixed use environments.

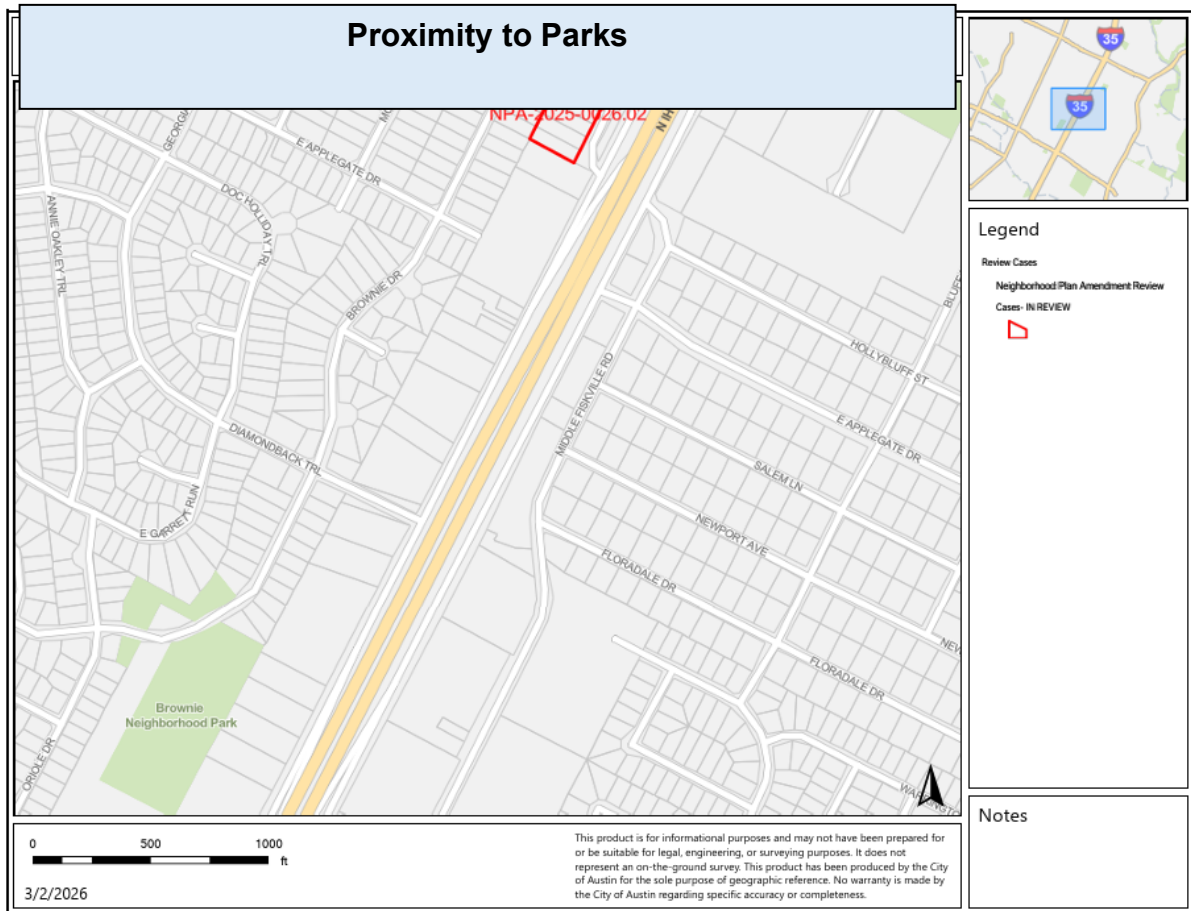
Application

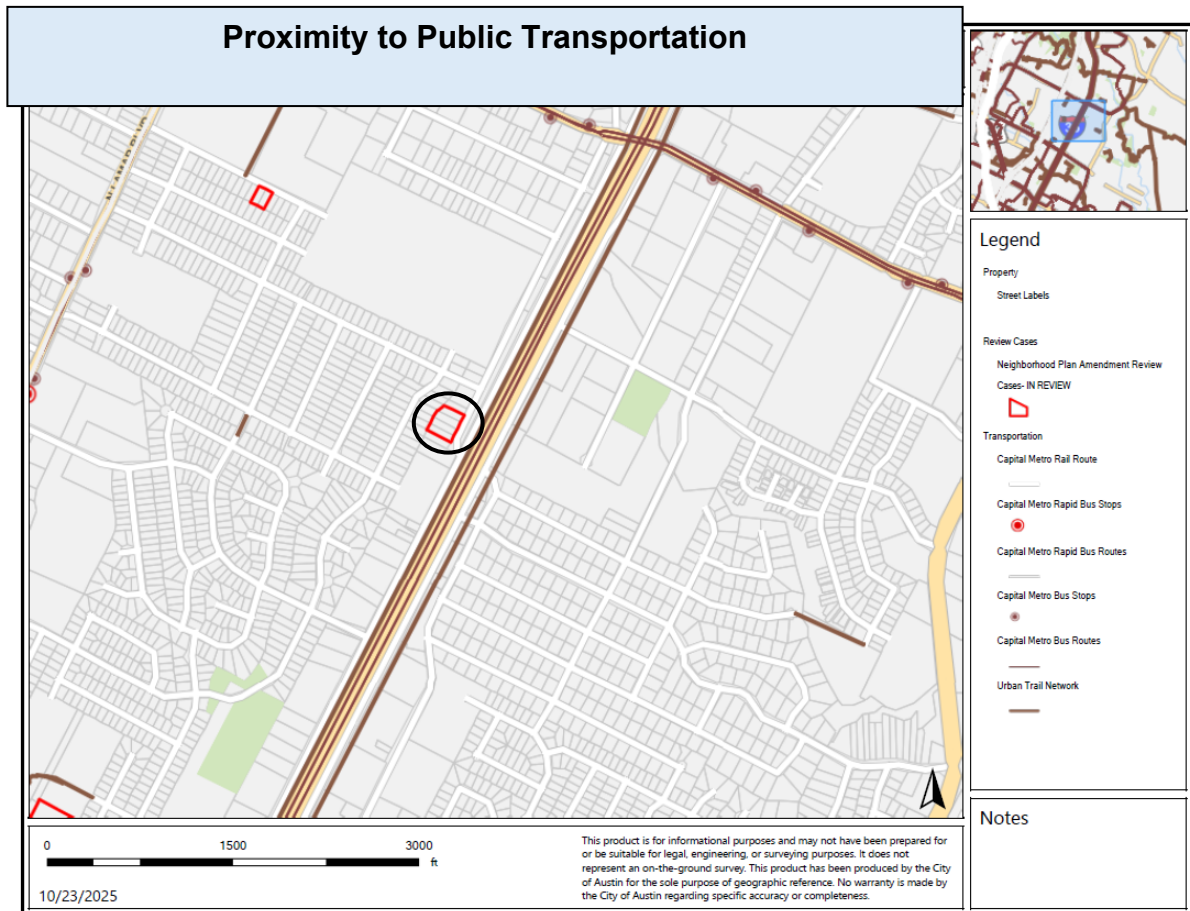
1. Focus the highest intensity commercial and industrial activities along freeways and major highways; and
2. Should be used in areas with good transportation access such as frontage roads and arterial roadways, which are generally not suitable for residential development.

Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
No	<p>Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center:</p> <ul style="list-style-type: none"> • 0.50 miles from E. Braker Lane, an activity corridor • 0.63 miles from the Lamar/Runberg Neighborhood Center • 0.66 miles from North Lamar Blvd, an activity corridor
No	<p>Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station.</p> <ul style="list-style-type: none"> • Bus routes along North Lamar Blvd and E. Braker Lane are more than 0.25 miles from the subject tract.
Yes	<p>Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane.</p> <ul style="list-style-type: none"> • Sidewalks along IH-35
Yes	<p>Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center.</p> <ul style="list-style-type: none"> • There are business along the IH-35 frontage road
No	<p>Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market.</p>
No	<p>Connectivity and Education: Located within 0.50 miles from a public school or university.</p> <ul style="list-style-type: none"> • 1.8 miles from Walnut Creek Elementary School, 401 W Braker Ln, Austin, TX 78753 • 2.00 miles from Graham Elementary School, 11211 Tom Adams Dr, Austin, TX 78753 • 2.40 miles from Mc Bee Elementary School, 1001 W Braker Ln, Austin, TX 78758
No	<p>Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail.</p> <ul style="list-style-type: none"> • 0.6 miles from Brownie Neighborhood Park
No	<p>Connectivity and Health: Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.)</p>
No	<p>Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.</p>
No	<p>Housing Choice: Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint.</p>
No	<p>Mixed use: Provides a mix of residential and non-industrial uses.</p>
No	<p>Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).</p>
No	<p>Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.</p>
No	<p>Creative Economy: Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)</p>
No	<p>Workforce Development, the Economy and Education: Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in particular area or that promotes a new technology, and/or promotes educational opportunities</p>

	and workforce development training.
No	Industrial Land: Preserves or enhances industrial land.
2	Number of "Yeses"







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.

Regional Centers - Regional centers are the most urban places in the region. These centers are and will become the retail, cultural, recreational, and entertainment destinations for Central Texas. These are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. Housing in regional centers will mostly consist of low to high-rise apartments, mixed use buildings, row houses, and townhouses. However, other housing types, such as single-family units, may be included depending on the location and character of the center. The densities, buildings heights, and overall character of a center will depend on its location.

Activity Centers for Redevelopment in Sensitive Environmental Areas - Five centers are located over the recharge or contributing zones of the Barton Springs Zone of the Edwards Aquifer or within water-supply watersheds. These centers are located on already developed areas and, in some instances, provide opportunities to address long-standing water quality issues and provide walkable areas in and near existing neighborhoods. State-of-the-art development practices will be required of any redevelopment to improve stormwater retention and the water quality flowing into the aquifer or other drinking water sources. These centers should also be carefully evaluated to fit within their infrastructural and environmental context.

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 applicant proposes to change the land use on the future land use map (FLUM) from Neighborhood Commercial to Commercial land use.

The applicant proposes to change the zoning on the property from LR-NP (Neighborhood Commercial district – Neighborhood Plan) and SF-3-NP (Family Residence district – Neighborhood Plan) to CS-NP (General Commercial Services district – Neighborhood Plan) for an existing automotive sales business. There is an existing car sales lot that has been Red Tagged by Code Enforcement for operating the business without the proper zoning and without an approved site plan. The applicant is seeking the zoning change to come into compliance with the existing use.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on October 30, 2025. The recorded meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 132 community meeting notices were mailed to property owners and utility account holders who live within 500 feet of the property, in addition to neighborhood and environmental groups who requested notification for the area. Three city staff members from Austin Planning attended the meeting, Chris Ryerson, Maureen Meredith and Mark Walters. Three members from Husch Blackwell attended, Nikelle Meade, Amber Dean and Lindsey Walker. Two people from the neighborhood attended.

Below are highlights from Lindsey Walker’s presentation:

- The existing zoning is LR-NP and SF-3-NP. The proposed zoning is CS-NP.
- There is an existing auto sales shop on the property
- With the rezoning, the applicant wants to continue to operate auto sales and has no plans to redevelop the property.
- The area has changed over the years.
- Property owner was cited by the City for not having a site plan, but when a site plan was being prepared, they determined that the property would also need to be rezoned to CS-NP to allow for the auto sales establishment.

Q: What triggered the citation for a site plan?

A: We're not sure what caused the property to be cited, but it was probably a complaint by a property owner. The Code Enforcement officer gave them 30 days to file a site plan, but then we found out the property needed the CS zoning before we could submit the site plan.

Q: Will the new site plan include new storm water?

A: Yes, the new site plan will meet all Code requirements with storm water and water quality facilities.

Q: We are not necessarily opposed to the new zoning, but we do not want all the uses that are allowed in the CS zoning, such as an adult lounge. There is a conditional overlay on properties to the north that we would like you to look at for this property.

A: We can look at all the uses allowed in the CS zoning and work with the neighborhood on a conditional overlay. We will look at the CO on the properties to the north.

Applicant Summary Letter from Application

Neighborhood Plan Amendment **SUMMARY LETTER**

We are in the process of submitting an application to rezone 4 tracts of land from LR-NP to CS-NP to accommodate an Auto Sales use already established on the properties located at 10602, 10604, 10606, and 10608 Middle Fiskville Road. The tracts function as one business site along with two other tracts of land (10500 N IH 35 Service Road and 10600 Middle Fiskville Road) which are properly zoned.

The rezoning and change it future land use designation will align with Objective L.8 of the North Lamar Combined Neighborhood Plan, which calls for the preservation of the "largely commercial environment along the I-35 Corridor." The plan sites the existing auto repairs or sale use and plans to apply commercial designation to properties along Middle Fiskville Road. The tracts are the only four properties in the same block with the LR-NP zoning, all others contain a combination of General Commercial Services (CS). The properties directly north of the subject tracts were rezoned in 2022 under Ordinance No. 20220324-070 from SF-3-NP and LR-NP to CS-MU-CO-NP. It is for that reason that we believe the requested rezone aligns with the neighborhood plan and characteristic of the existing commercial environment.

Mockingbird Hill Neigh. Assn. Letter of Recommendation

March 3, 2026

To: Maureen Meredith
Senior Planner
City of Austin Planning

Planning Commission

From: Melissa Caudle
President
Mockingbird Hill Neighborhood Association

Re: Zoning Cases NPA-2025-0026.02 and C14-2025-0099_Middle Fiskville Automobile Sales

On behalf of the Mockingbird Hill Neighborhood Association, I am writing to confirm that the association is not against the rezoning request referenced above so long as the prohibited uses that the association and applicant have agreed upon are applied.

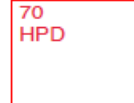
Applicant has been operating an auto sales business in the incorrect zoning for years and it is because of a code case triggering the need to rezone that this application exists. While the association sees no direct benefit in the zoning changing from Neighborhood Commercial to General Commercial, we accept this change so long as the prohibited uses are applied.

The neighborhood has not had any issues with this applicant operating an auto sales business which is why we are more amenable to the zoning request. Applicant has stated that they intend to continue operating the same auto sales business as is and are not looking to take advantage of the rezone to switch to a different business. Nevertheless, the association must consider the future potential uses once the rezoning is granted which is why we are asking for the agreed upon prohibited uses.

To begin the evaluation the association looked to case C14-2021-0039, as it is our most recent rezoning case. C14-2021-0039 covers the properties adjacent to and just north of the properties in question here. Inserted below is the list of prohibited uses for C14-2021-0039.

C14-2021-0039

Prohibited CS uses:



- Bed & Breakfast (Group 2)
- Agricultural Sales and Services
- Alternative Financial Services 12
- Automotive Repair Services
- Automotive Washing (of any type)
- Bail Bond Services 10
- Building Maintenance Services
- Campground
- Construction Sales and Services
- Convenience Storage
- Drop-Off Recycling Collection Facility
- Equipment Repair Services
- Equipment Sales
- Exterminating Services
- Funeral Services
- General Retail Sales (General)
- Hotel-Motel
- Indoor Entertainment
- Indoor Sports and Recreation
- Kennels
- Monument Retail Sales
- Outdoor Entertainment
- Outdoor Sports and Recreation
- Pawn Shop Services
- Plant Nursery
- Research Services
- Theater
- Vehicle Storage
- Veterinary Services
- Custom Manufacturing
- Limited Warehousing and Distribution
- Indoor Crop Production
- Urban Farm
- Club or Lodge
- College and University Facilities
- Community Events
- Community Recreation (Private)
- Community Recreation (Public)
- Congregate Living
- Day Care Services (Commercial)
- Day Care Services (General)
- Day Care Services (Limited)
- Family Home
- Hospital Services (General)
- Hospital Services (Limited)
- Maintenance and Service Facilities
- Private Primary Educational Facilities
- Private Secondary Educational Facilities
- Residential Treatment
- Safety Services
- Transitional Housing
- Transportation Terminal

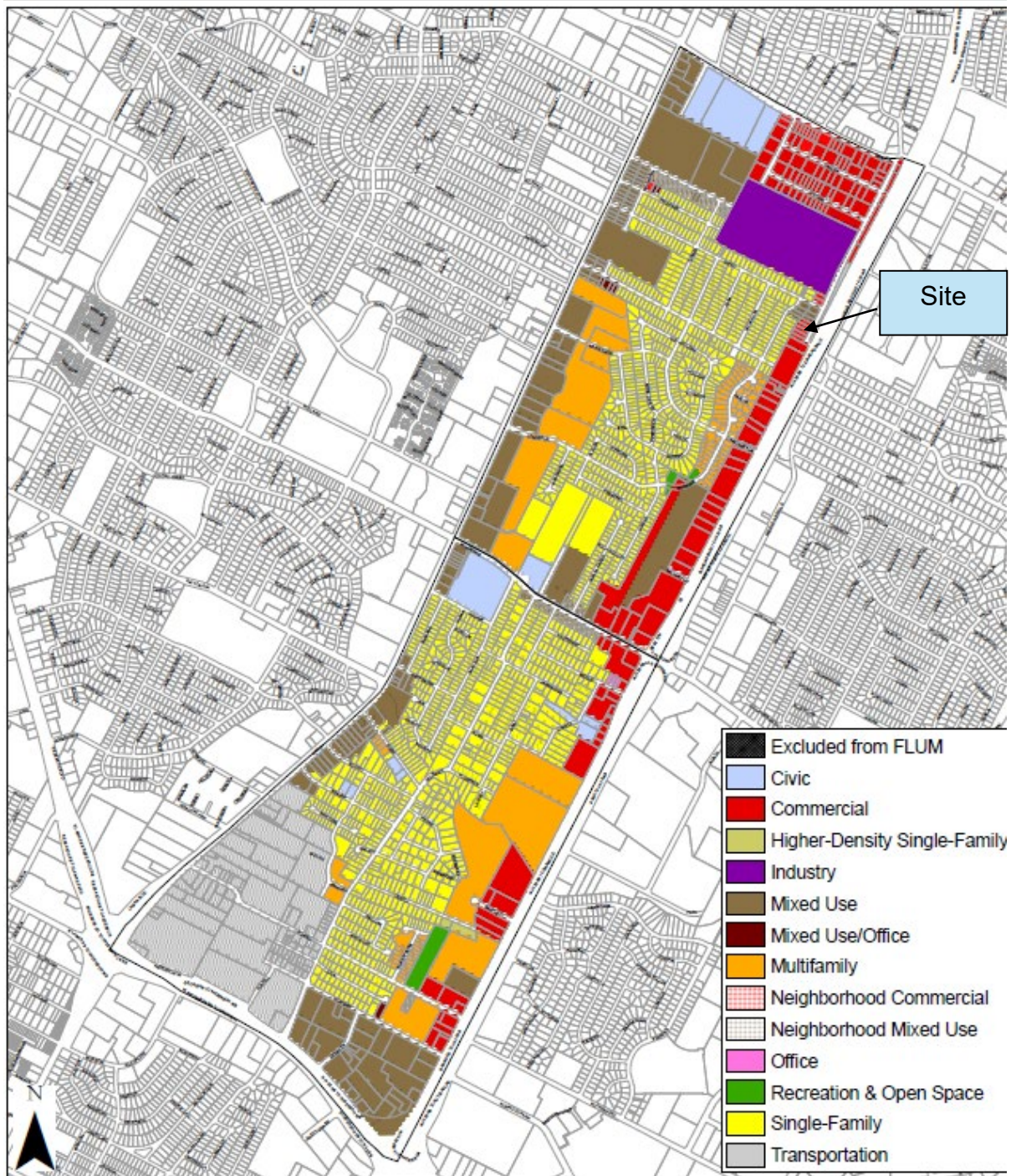
The association evaluated the prohibited uses in C14-2021-0039 and negotiated with applicant on which of these should also apply to the properties in question herein. Some of the prohibited uses in C14-2021-0039 felt overly restrictive such as the plant nursery therefore the association did not ask to simply limit the exact same uses.

The **prohibited** uses applicant and the association have agreed upon for the cases at issue are:

- Adult-Oriented Business
- Agricultural Sales and Services
- Alternative Financial Services
- Bail Bond Services
- Building Maintenance Services
- Campground
- Construction Sales and Services
- Drop-off Recycling Collection Facility
- Equipment Repair Services
- Exterminating Services
- Funeral Services
- Kennels
- Limited Warehousing and Distribution
- Maintenance and Service Facilities
- Monumental Retail Sales
- Outdoor Entertainment
- Outdoor Sports and Recreation
- Pawn Shop Services
- Residential Treatment
- Transitional Housing
- Transportation Terminal
- Vehicle Storage

The association is trying to limit businesses that harm, target, or exploit vulnerable populations. The association also factors in that these properties in these cases back up to houses and duplexes and as such we must consider light, noise, and environmental pollution of potential future businesses. The proposed prohibited uses reflect types of businesses that we have an overabundance of in the general area, ones that have been problematic for the area, or we do not feel bring safe, beneficial, diverse opportunities and/or services that align with the neighborhood plan objectives.

The association is also balancing the fact that these properties are on the frontage road of IH-35 and therefore more suited to certain types of commercial activity, but also back into our neighborhood. The IH-35 expansion is occurring where these properties are located and unfortunately TxDOT did not choose our section to receive the highway noise barriers. The highway expansion and the full effects of it are yet to be seen and that unknown went into the decision-making process for the association as well.



North Lamar Combined Neighborhood Planning Area Future Land Use Map

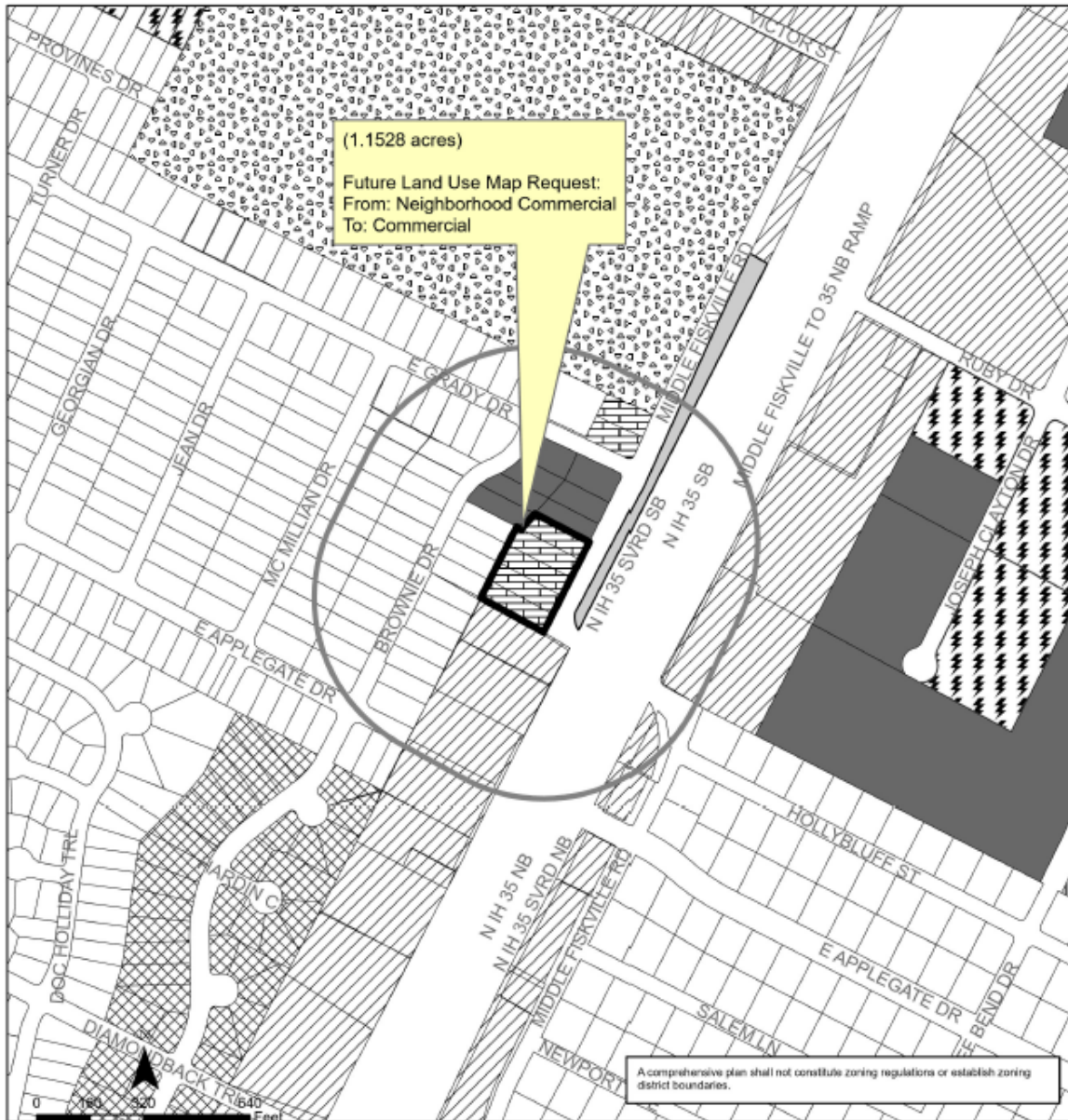


City of Austin
Planning Department
Plan Adopted: 6/24/2010
Updated: 8/25/2025

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

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.

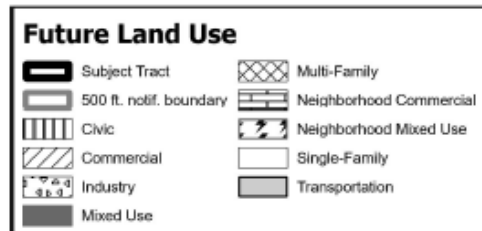
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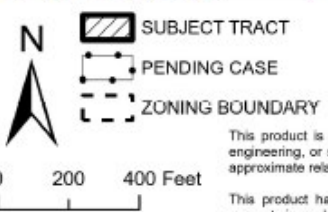
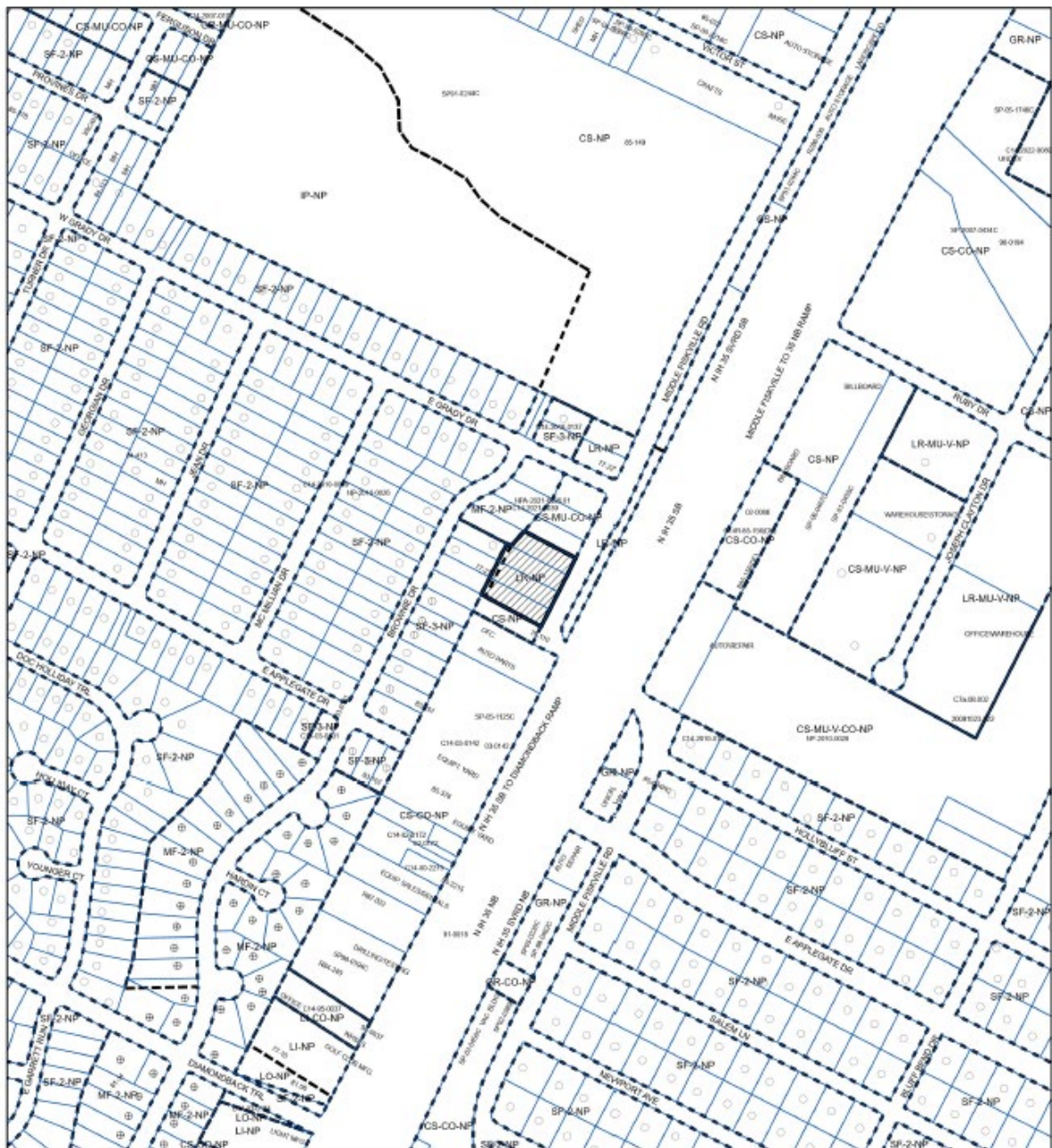


North Lamar Combined Neighborhood Planning Area
NPA-2025-0026.02

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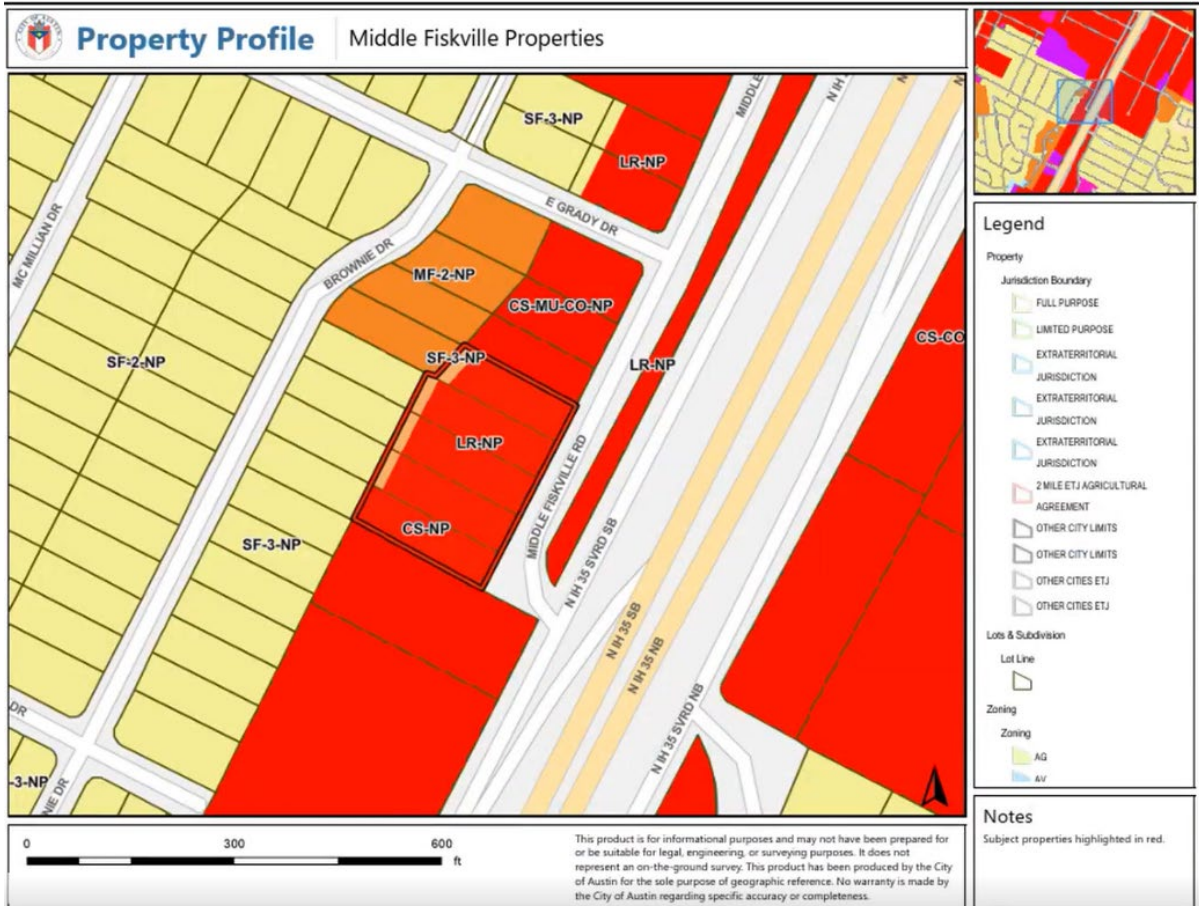
ZONING
 ZONING CASE#: C14-2025-0099

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Created: 10/10/2025



Use of the Property

- Applicant intends to continue operating as an auto sales shop
- No plan for redevelopment
- The change in designation from the Neighborhood Commercial to Commercial land use is necessary for the existing use to be in compliance



Entrance to Third Coast Auto from IH-35 Frontage Road

Use of the Property

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- No plan for redevelopment
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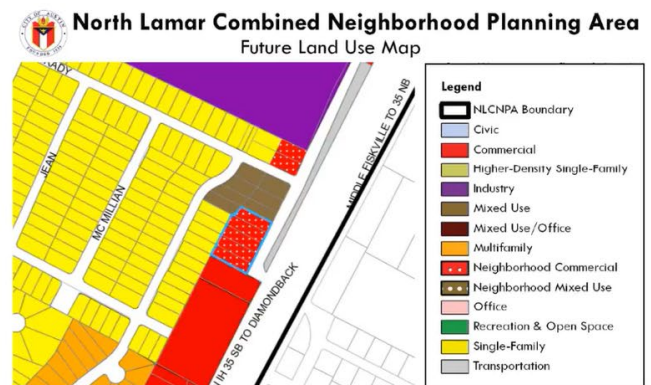
Privacy fence along front of 10602, 10604, 10606, and 10608 Middle Fiskville Road

Commercial vs. Neighborhood Commercial Land Use

Commercial	Neighborhood Commercial
<ul style="list-style-type: none"> • Purpose is to encourage employment centers, commercial activities, and other non-residential development located along major thoroughfares • Supports larger-scale commercial uses • Oriented toward major corridors • Permitted Zoning Districts: CS, CS-1, CH, GR, LR, CBD, DMU, and MU Overlay 	<ul style="list-style-type: none"> • Purpose is to encourage small-scale retail or offices, convenience retail, and shops • Intended for tracts that are embedded within or that are oriented toward adjacent neighborhoods • Permitted Zoning Districts: LR, GR, MU Overlay, and NO

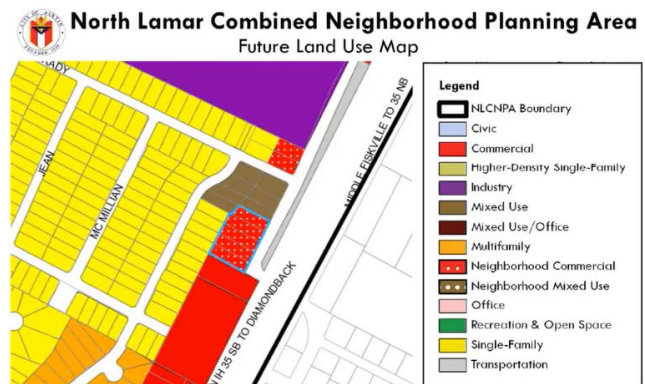
North Lamar Combined Neighborhood Planning Area Amendment

- Surrounding areas to the north and south are commercial use
- Supports the neighborhood plan principle of preservation of the commercial/industrial area in the northeastern corner of the NLCNPA
- Existing use contributes to the objective of the NLCNPA to create a node of commercial activity in the northeastern corner
- Near frontage road of IH-35



North Lamar Combined Neighborhood Planning Area Amendment

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- Supports the neighborhood plan principle of preservation of the commercial/industrial area in the northeastern corner of the NLCNPA
- Existing use contributes to the objective of the NLCNPA to create a node of commercial activity in the northeastern corner
- Near frontage road of IH-35



Amendment is Consistent with NLCNPA , Precedent:

- **Consistent with Adopted Planning Goals:** The North Lamar Combined Neighborhood Planning Area specifically calls for preserving and enhancing commercial activity in this northeastern corner, as outlined in Objectives L.8 and L.9
- **Alignment with intent of the Future Land Use Map:** The 2010 plan intentionally shifted Middle Fiskville Road properties to neighborhood commercial, reflecting the vision to concentrate commercial uses along Middle Fiskville because of proximity to IH-35
- **Aligns with Precedent:** Properties directly north were recently amended in 2022 (C14-2021-0039) from neighborhood commercial to general commercial services-mixed use, with City staff and planning documents supporting these changes to encourage appropriate development, citing both the NLCNPA objectives and Imagine Austin planning principles, and recognizing this property's strategic location near I-35 in the Desired Development Zone

Project History:

Site Plan:

After receiving a red tag, the property owner began work to bring the site into compliance and initiated a site plan

Zoning Discovery:

While preparing the site plan, the applicant was informed that the property's existing use does not conform to its current zoning designation

Neighborhood Plan Amendment:

The applicant seeks to amend the NLCNPA to change the land use designation, which will allow for the rezone necessary to permit the existing use