

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: East MLK Combined (MLK-183)

CASE#: NPA-2024-0015.04

DATE FILED: Aug 19, 2024

PROJECT NAME: City Initiated NPA - Hibbitts Rd

PC DATE: November 12, 2024

ADDRESS/ES: 3408 Hibbitts Rd

DISTRICT AREA: District 1

SITE AREA: 0.57 acres

OWNER/APPLICANT: Owners: Willie Mae Wilson and Robbie S. Jones; Applicant:
City of Austin, Planning Dept.

AGENT: Natalie Freeman

CASE MANAGER: Maureen Meredith

PHONE: 512-974-2695

STAFF EMAIL: maureen.meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Transportation

To: Commercial

Base District Zoning Change

Related Zoning Case: C14-2024-0127

From: I-RR-NP

To: CS-NP

NEIGHBORHOOD PLAN ADOPTION DATE: November 7, 2002

CITY COUNCIL DATE: December 12, 2024

ACTION:

PLANNING COMMISSION RECOMMENDATION:

November 12, 2024 – Approved Staff’s recommendation of Commercial land use on the consent agenda. [A. Azhar – 1st; D. Skidmore – 2nd] Vote: 12 – 0 [G. Cox absent].

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 the current land use of Transportation was assigned in error during the neighborhood planning process. Commercial land use is appropriate in this location.

LAND USE DESCRIPTIONS:

EXISTING LAND USE:

Transportation - Areas dedicated to vehicle, air, or rail transportation. These include existing and platted streets, planned and dedicated rights-of-way, and rail facilities.

Purpose

1. Identify and maintain existing transportation systems and facilities.

Application

1. Generally applies to any public transportation rights-of-way, including existing and platted streets and rail and rail facilities;
2. Generally does not apply to transportation-related structures, such as terminals (bus and train stations) or maintenance yards; and
3. Not intended to be a prescriptive land use category, but an accurate reflection of future land use where transportation rights-of-way are present.

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

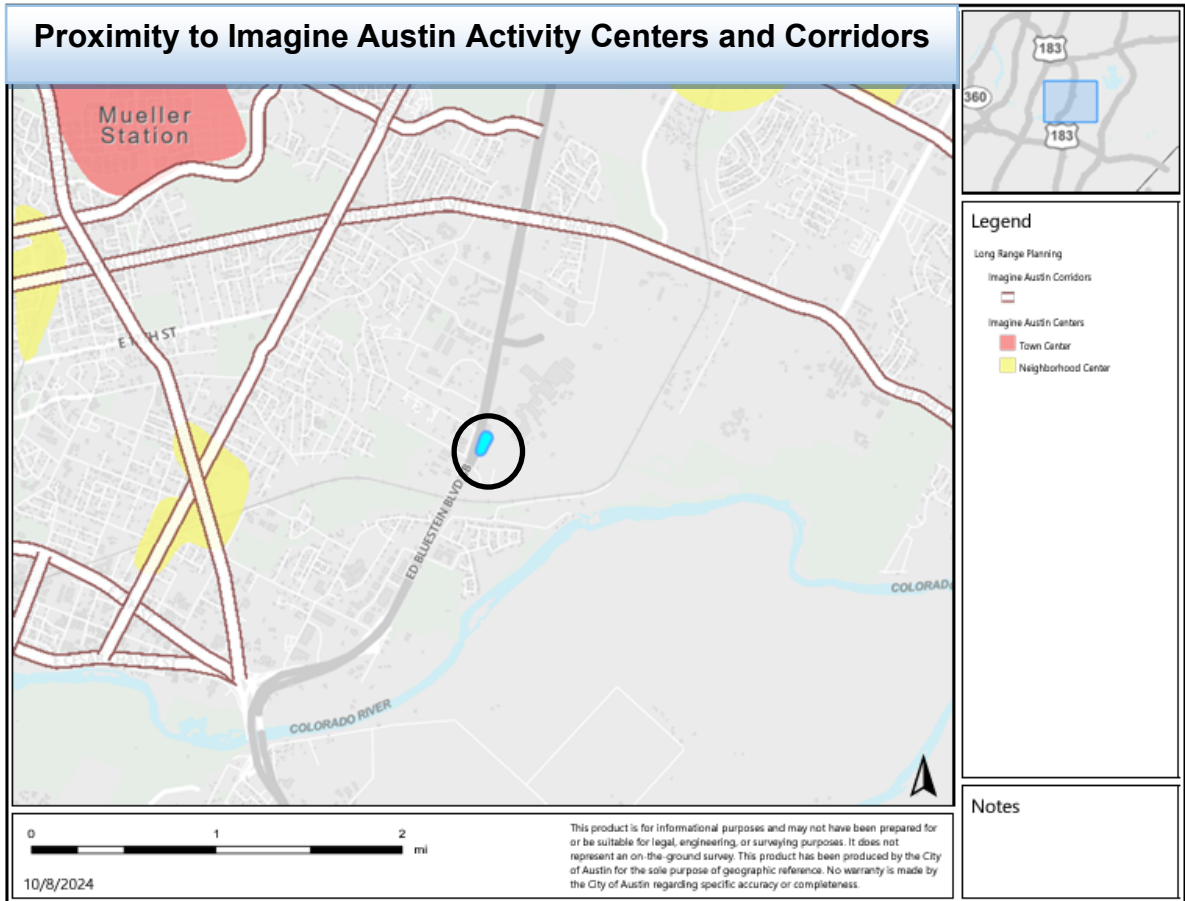
2. Reserve limited areas for intense, auto-oriented commercial uses that are generally not compatible with residential or mixed use environments.

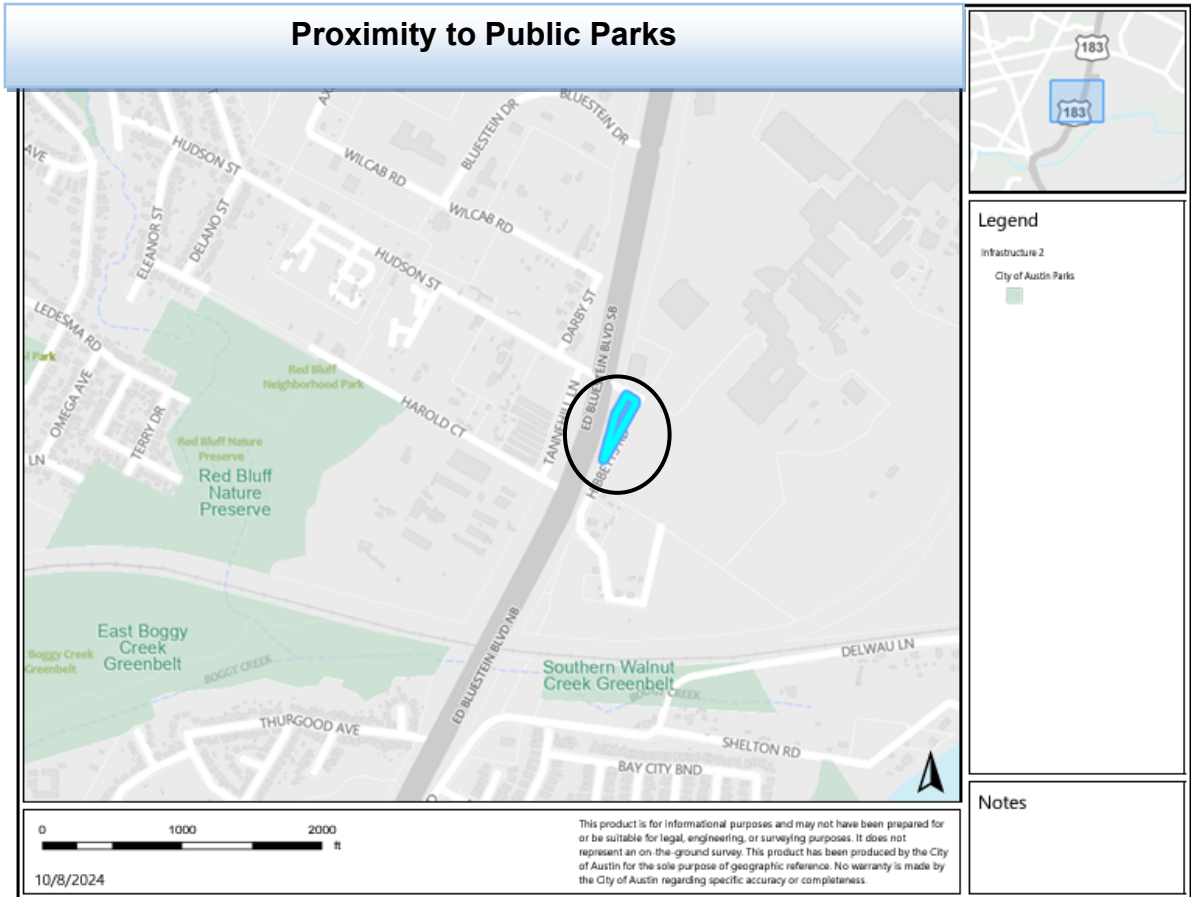
Application

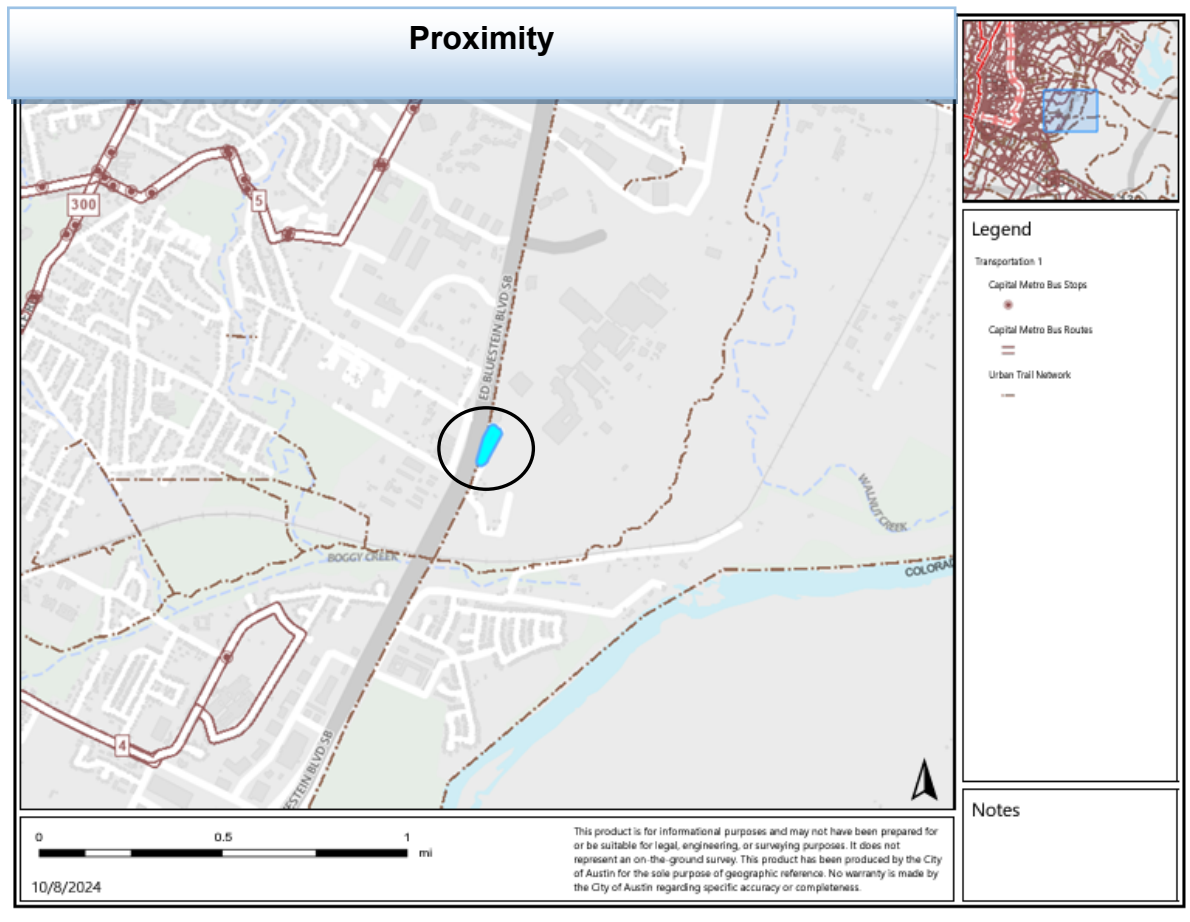
1. Focus the highest intensity commercial and industrial activities along freeways and major highways; and
2. Should be used in areas with good transportation access such as frontage roads and arterial roadways, which are generally not suitable for residential development.

Yes	Imagine Austin Decision Guidelines
Complete Community Measures	
No	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:
No	Mobility and Public Transit: Located within 0.25 miles of public transit stop and/or light rail station.
Yes	Mobility and Bike/Ped Access: Adjoins a public sidewalk, shared path, and/or bike lane. <ul style="list-style-type: none"> • Sidewalks along Hwy 183 on the west side of the property
Yes	Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center. <ul style="list-style-type: none"> • Directly south of an industrial park
No	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market.
No	Connectivity and Education: Located within 0.50 miles from a public school or university.
No	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail.
No	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.)
No	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
No	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.
No	Mixed use: Provides a mix of residential and non-industrial uses.
No	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
No	Culture and Historic Preservation: Preserves or enhances a historically and/or culturally significant site.
No	Creative Economy: Expands Austin’s creative economy (ex: live music venue, art studio, film, digital, theater.)
Not known	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 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 Planning Commission initiated the plan amendment and zoning change applications at the March 26, 2024 hearing date.

During the E. MLK Combined Neighborhood Planning process, it appears that the owner's property was believed at the time to be street row-of-way and was given the land use designation of Transportation. The existing zoning on the property is I-RR (Interim Rural Residential).

The plan amendment application is a request to change the future land use map (FLUM) from Transportation to Commercial land use.

The zoning change application is a request to change the zoning from I-RR (Interim Rural Residential district to CS-NP (Commercial Services district – Neighborhood Plan). For more information on the zoning request, see case report C14-2024-0127.

PUBLIC MEETINGS: The ordinance-required community meeting was held on September 23, 2024. The recorded virtual community meeting can be found here: <https://publicinput.com/neighborhoodplanamendmentcases>. Approximately 28 meeting notices were mailed to people with utility accounts and property owners within 500 feet of the property, in addition to neighborhood and environmental groups who requested notification for the area. Two city staff members attended the meeting from the Planning Department, Maureen Meredith and Mark Walters. Natalie Freeman, the property owner's agent, attended the meeting, also in attendance was Horacha Jones and Robbie Jones. No one from the neighborhood attended the meeting.

Staff made a presentation outlining the plan amendment and zoning change requests. Natalie Freeman, the property owner's agent, did not make a presentation but was prepared to answer questions.

Applicant Summary Letter from Application

Neighborhood Plan Amendment

SUMMARY LETTER *(or can be submitted on separate document)*

At the March 26, 2024 Planning Commission hearing, Item #17, PC approved the City-initiated plan amendment and zoning change applications for a 0.57-acre tract of land located near Hudson Rd and Hibbetts Rd.

After this action by PC, the Addressing Division assigned the property a temporary address of 3408 Hibbetts Rd.

During the E. MLK Combined Neighborhood Planning process, the property was mistakenly assigned

Transportation land use on the future land use map (FLUM). The Planning Commission initiated the plan amendment application to correct this error.

**Letter of Recommendation from the Neighborhood
Plan Contact Team (NPCT)**

(No letter as of November 21, 2024)

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From: Meredith, Maureen
Sent: Tuesday, October 22, 2024 4:29 PM
Cc: Tomko, Jonathan <Jonathan.Tomko@austintexas.gov>
Subject: E. MLK NPCT Rec?: NPA-2024-0015.04_3408 Hibbetts Rd

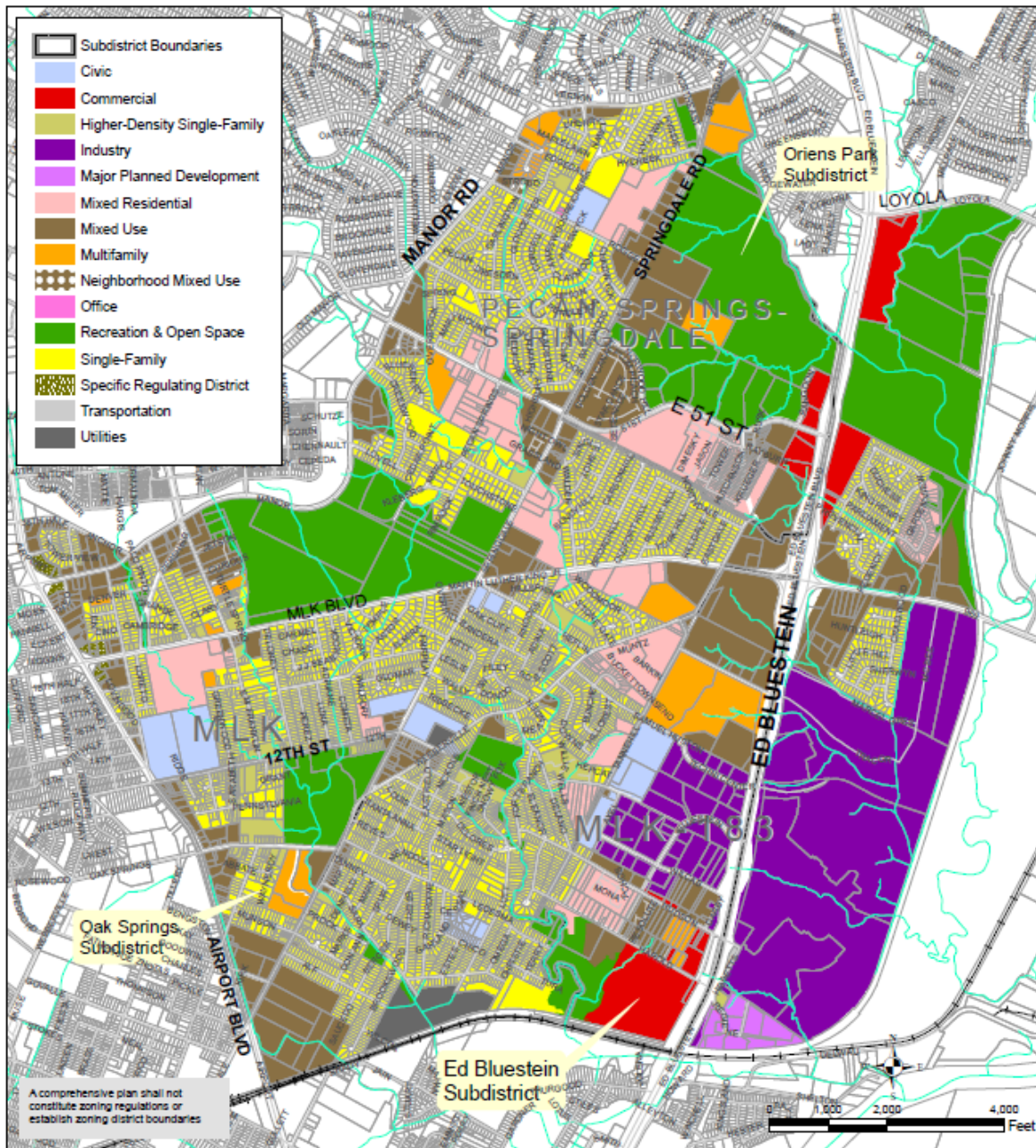
Dear E. MLK NPCT:
Cases **NPA-2024-0015.04** and **C14-2024-0127_3408 Hibbetts Rd** are scheduled for the **November 12, 2024 Planning Commission hearing date.**

If you would like to have a letter of recommendation included in our staff case reports, please email it to me and Jonathan Tomko, the zoning planner, **no later than 3:00 pm on Wednesday, November 6, 2024.** If we receive it after this date and time, it will be submitted as late material to the Planning Commission, but it will not be included in the staff case reports. Here is the link to the recorded virtual community meeting that was held on September 23, 2024: <https://publicinput.com/p8474>.

Please let me know if you have any questions.
Maureen



Maureen Meredith (she/her)
Senior Planner, Long-Range Planning
Planning Department
512-974-2695
maureen.meredith@austintexas.gov



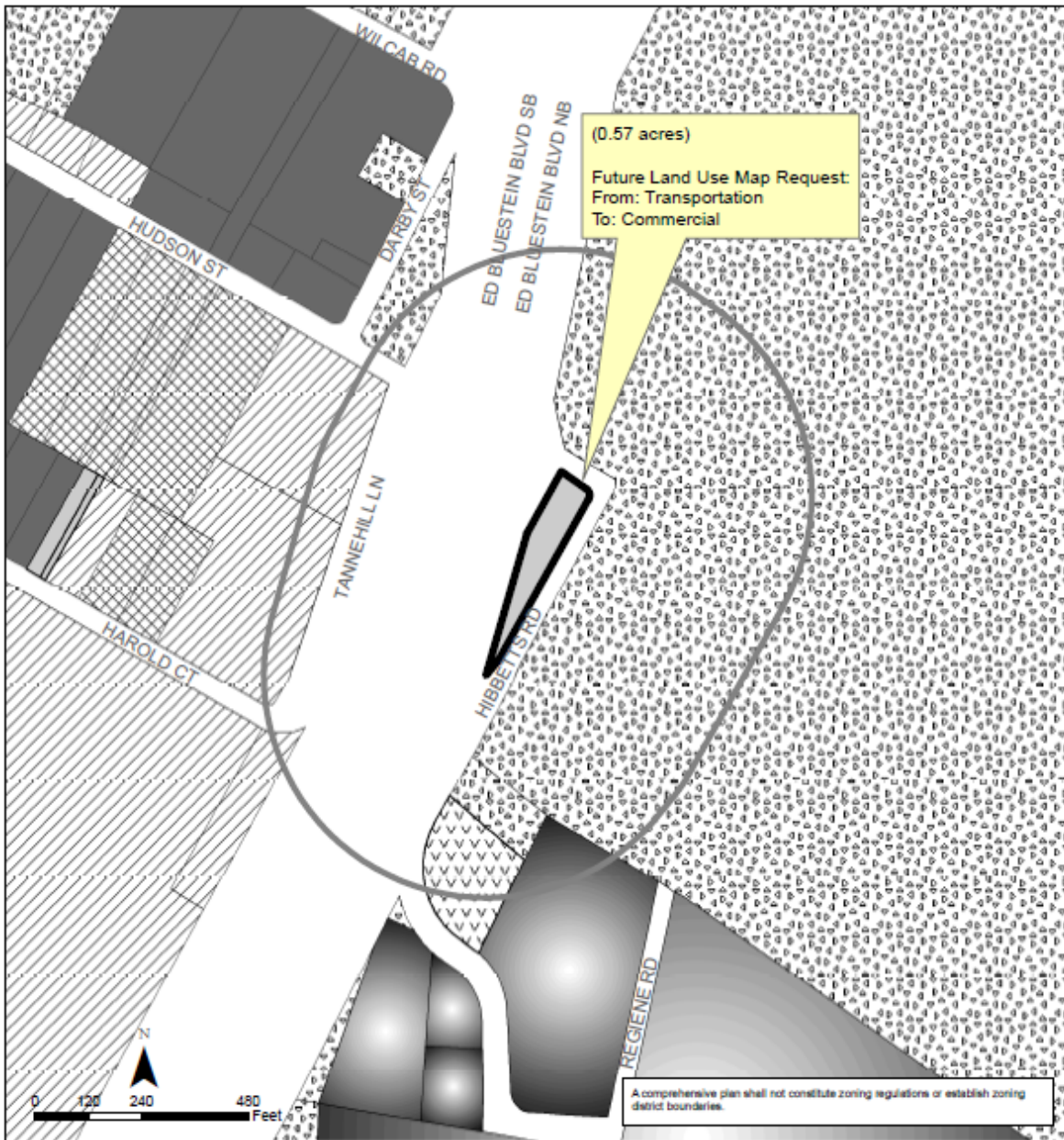
East MLK Combined Neighborhood Planning Area Future Land Use Map

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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Last Updated: 8/21/2024



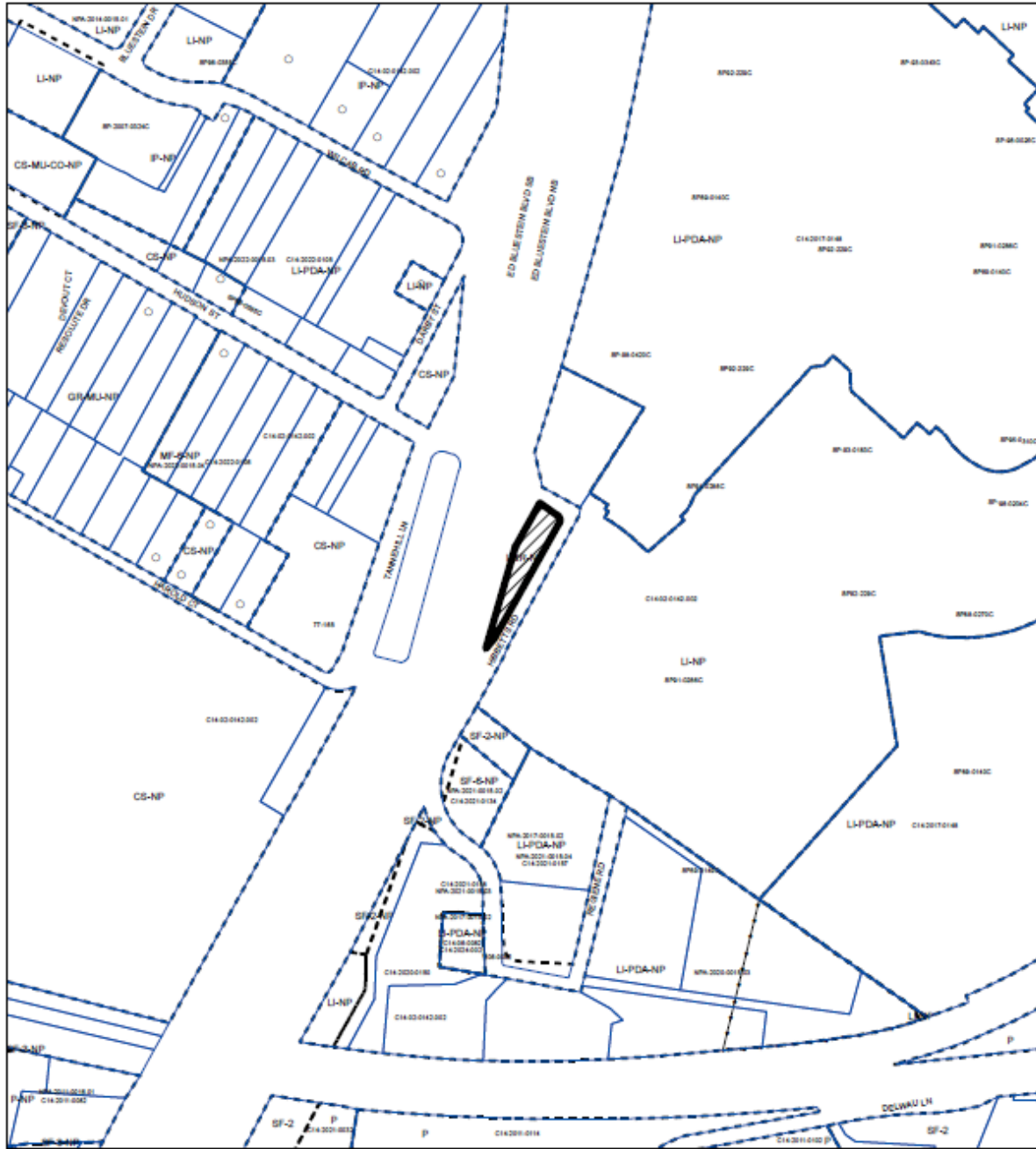
**East MLK Combined Neighborhood Planning Area
 NPA-2024-0015.04**





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 Created on 8/27/2024, by: meekss

Future Land Use			
	Subject Tract		Major Planned Development
	500 ft. notif. boundary		Mixed Use
	Commercial		Multi-Family
	Higher-Density Single-Family		Transportation
	Industry		




 SUBJECT TRACT
 PENDING CASE
 ZONING BOUNDARY

ZONING
 ZONING CASE#: C14-2024-0127

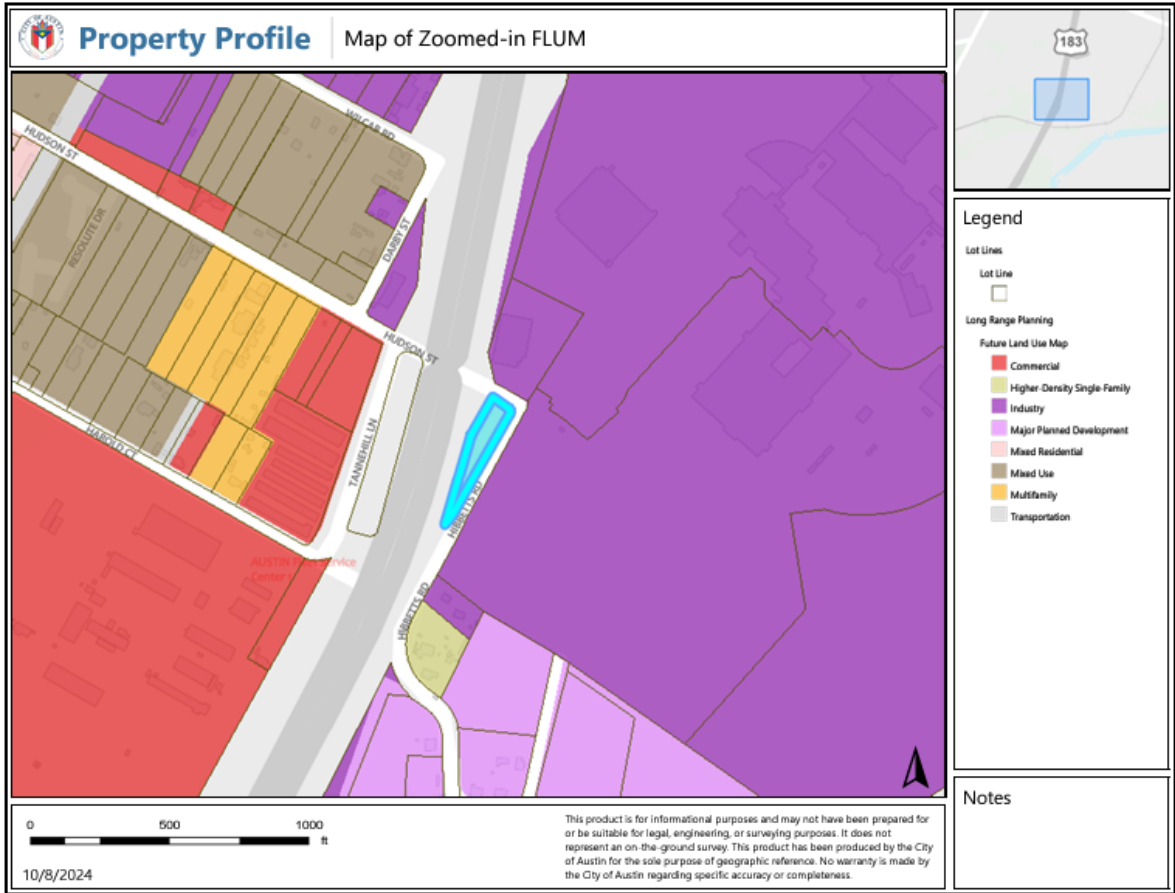
1" = 400'

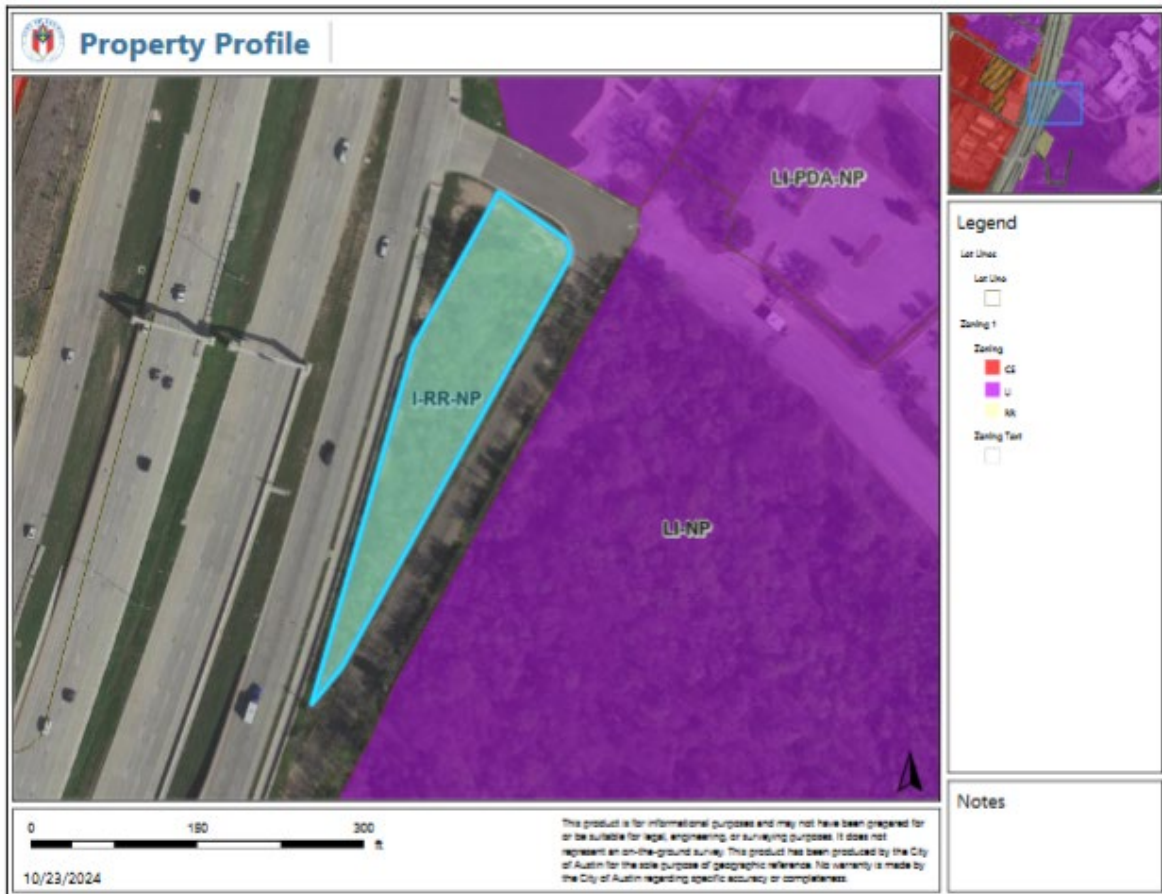
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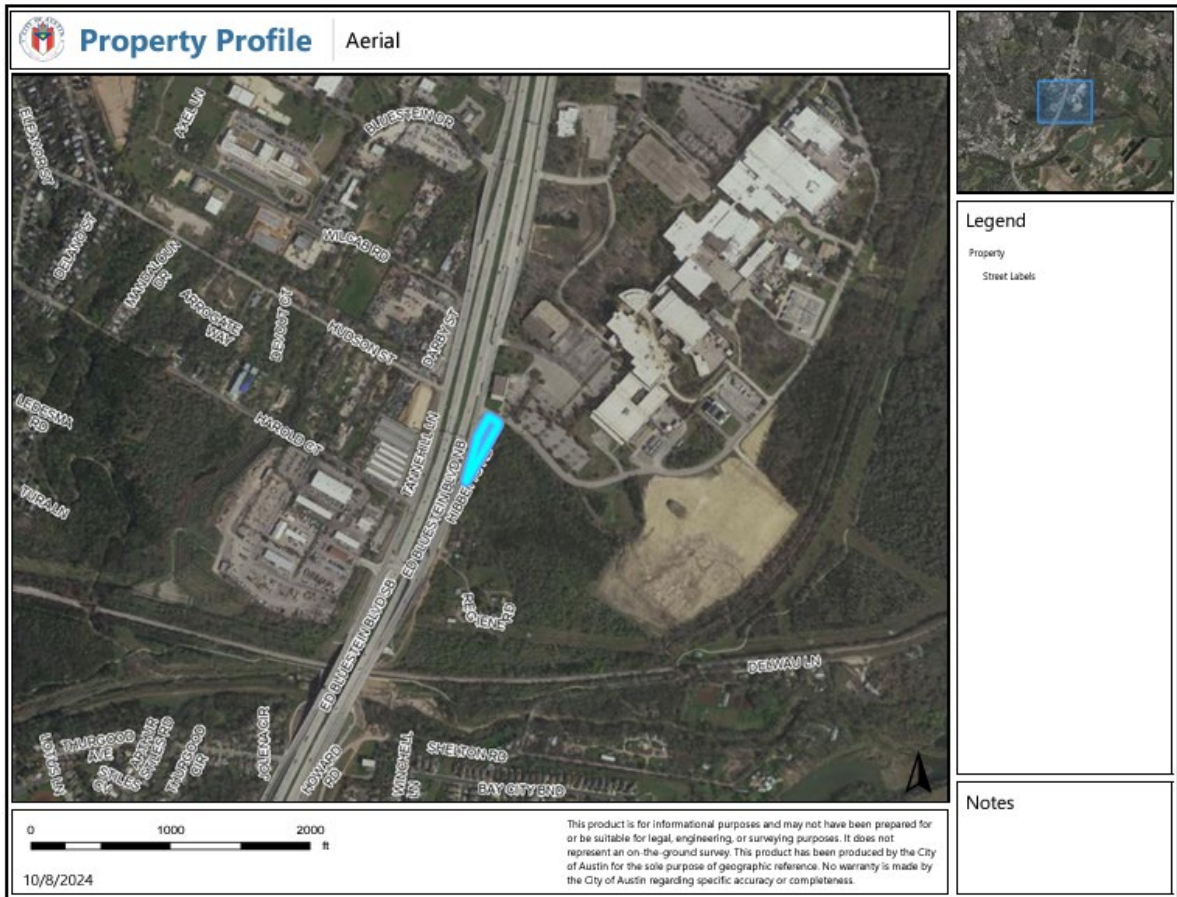
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Created: 9/3/2024







Correspondence Received

(No correspondence received)