

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHORHOOD PLAN: North Burnet/Gateway

CASE#: NPA-2018-0024.01

DATE FILED: February 9, 2018 (In-cycle)

PROJECT NAME: Metric/183

PC DATE: January 8, 2019
July 10, 2018

ADDRESSES: 8965 Research Blvd., NB (Tract 1), 9000 Metric Blvd. (Tract 2), and
9100 Metric Blvd. (Tract 3)

DISTRICT AREA: 4

SITE AREA: 4.66 acres

OWNER/APPLICANT: Goodwill Industries of Central Texas

AGENT: Drenner Group, Amanda Swor

CASE MANAGER: Maureen Meredith **PHONE:** (512) 974-2695

EMAIL: Maureen.meredith@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Industry

To: High Density Mixed Use

Base District Zoning Change

Related Zoning Case: C14-2018-0001

From: NBG-CI-NP

To: NBG-CMU-NP

NEIGHBORHOOD PLAN ADOPTION DATE: November 1, 2007

PLANNING COMMISSION RECOMMENDATION:

January 8, 2019 – Approved on the consent agenda for Applicant’s request for High Density Mixed Use land use. [C. Kenny- 1st; R. Schneider – 2nd] Vote: 9-0 [Commissioners A. De Hoyos Hart, K. McGraw, and P. Seeger absent].

July 10, 2018 – Staff’s request for an indefinite postponement was approved on the consent agenda. [P. Seeger – 1st; C. Kenny – 2nd] Vote: 11-0 [T. Nuckols and J. Thompson absent].

STAFF RECOMMENDATION: Staff supports the applicant’s request for High Density Mixed Use land use.

BASIS FOR STAFF’S RECOMMENDATION: The North Burnet/Gateway Neighborhood plan’s future land use map designates this area as Industry and the applicant’s request is to change the land use to High Density Mixed Use. The base zoning district is Commercial Industrial (CI) and the applicant proposes to change the zoning to Commercial Mixed-Use (CMU) to build an apartment complex with approximately 400 units. The North Burnet/Gateway Master Plan document states that residential uses are prohibited in the Commercial Industrial (CI) area of the plan which is why the applicant requests the proposed changes.

Although Long Range Planning staff supports the applicant’s request because it meets the plan goals below, there are concerns about losing industrial land uses because industrially-zoned properties within the city limits provides jobs and services near where people live and have access to public transportation. In addition, there is a concern that this request could start a domino-effect of other properties designated as Industry to follow suit resulting in a continued loss of industrially-zoned land.

Even though Long Range Planning staff has the above concerns, staff supports the applicant’s request because it meets the following plan goals:

ONE: Transform the aging, auto-oriented commercial and industrial uses into a livelier mixed-use neighborhood that is more pedestrian- and transit-friendly and can accommodate a significant number of new residents.

a. Create a dense and vibrant “town center” with an urban form and uses less reliant on the automobile. This means creating a concentration of interrelated uses that provide for a range of activities to occur in close proximity to transit.

b. Achieve a balance of jobs, houses, retail, open space and community facilities. The essence of a mixed-use area is that it allows for opportunities to live, work, and play within the same area.

e. Include significant higher density residential uses in the mix to accommodate some of the region’s expected population growth.

f. Provide for a variety of housing options and affordability, so that people of all income levels can live and work in the area. Encourage housing to be developed in close proximity to potential jobsites as well as public transit so that residents may reduce their dependency on personal vehicles and save on transportation costs.

TWO: Increase mobility both within the North Burnet/Gateway area and to surrounding areas by improving connectivity and creating the type of environment that is conducive to more sustainable methods of transportation, including accommodations for pedestrians, cyclists, and transit.

- a. Create more compact, denser development clustered in activity centers to encourage a greater percentage of travel accomplished by walking, biking, and transit.

THREE: Be sensitive to the surrounding context and the natural environment.

- a. Provide appropriate transitions and buffers for residential uses in adjacent neighborhoods.

LAND USE DESCRIPTIONS

EXISTING LAND USE ON THE PROPERTY

Industry - Areas reserved for manufacturing and related uses that provide employment but are generally not compatible with other areas with lower intensity use. Industry includes general warehousing, manufacturing, research and development, and storage of hazardous materials

Purpose

1. To confine potentially hazardous or nuisance- creating activities to defined districts;
2. To preserve areas within the city to increase employment opportunities and increased tax base;
3. To protect the City's strategic advantage as a high tech job center; and
4. To promote manufacturing and distribution activities in areas with access to major transportation systems.

Application

1. Make non- industrial properties in areas with a dominant industrial character compatible with the prevailing land use scheme;
2. Where needed, require a buffer area for industrial property that abuts residentially used land;
3. Industry should be applied to areas that are not appropriate for residential or mixed use development, such as land within the Airport Overlay; 4. In general, mixed use and permanent residential activities are not appropriate in industrial areas. An exception may be the edge of an industrial area along the interface with an area in which residential activities

are appropriate. Such exceptions should be considered case by case, with careful attention to both land use compatibility and design;

5. Industry should not be either adjacent to or across the road from single family residential or schools;
6. Use roadways and/or commercial or office uses as a buffer between residential and industry; and
7. Smaller scale “local manufacturing” districts may be appropriate in some locations to preserve employment opportunities and cottage industries of local artisans. In these areas, hazardous industrial uses (i.e. basic industry, recycling centers, and scrap yards) should be prohibited.

PROPOSED LAND USE ON THE PROPERTY

High Density Mixed Use - An area that is appropriate for a mix of residential and non- residential uses with floor- to- area ratios of 3.0 or higher.

Purpose

1. Encourage dense, pedestrian- oriented development in downtown, areas near downtown, and sites with exceptional transportation access;
2. Provide a transition between the central core and surrounding districts; and
3. Encourage redevelopment of sites in or near the center city.

Application

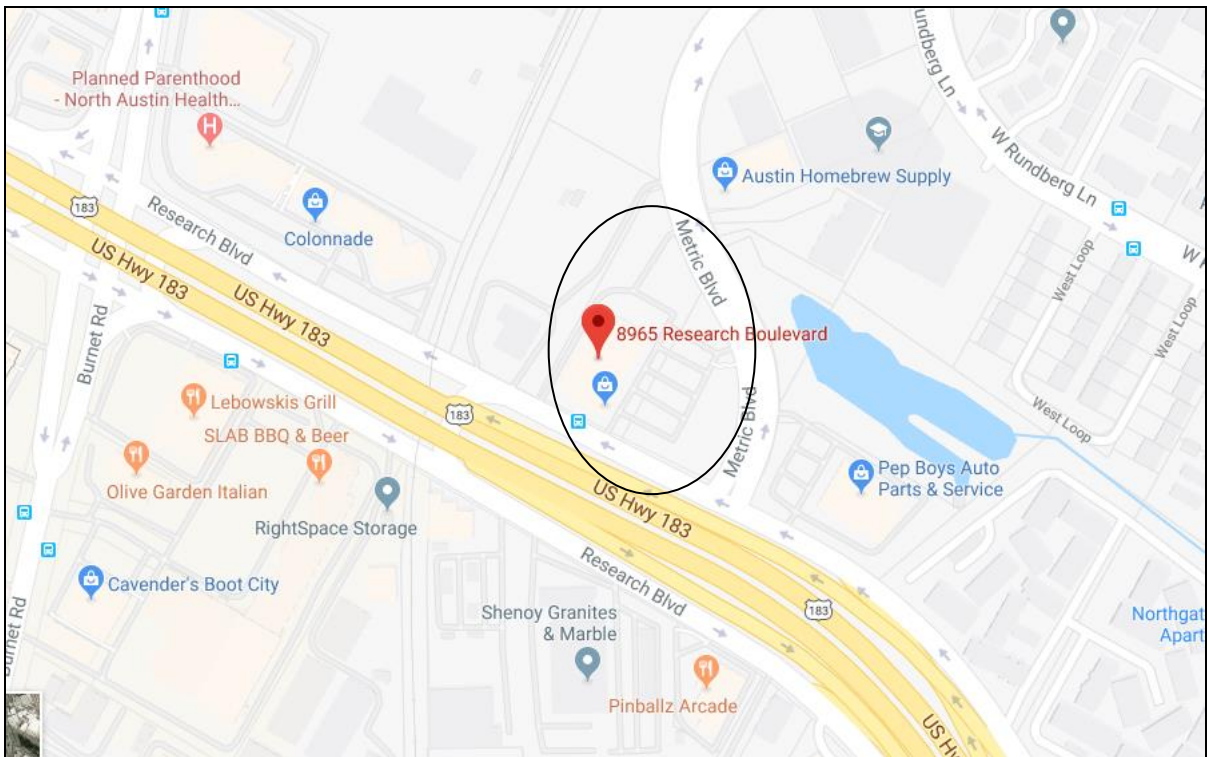
1. Applicable to most mixed- use/commercial sites in the Central Business District;
2. May be applied to other central areas, such as the Central Urban Redevelopment Area, where existing population and infrastructure can support higher- density development;
3. May also be applied to areas outside of the central core where higher densities can be supported and neighborhood impacts are minimal; and
4. Can be used to accommodate Transit- Oriented Development at existing or proposed transit stations.

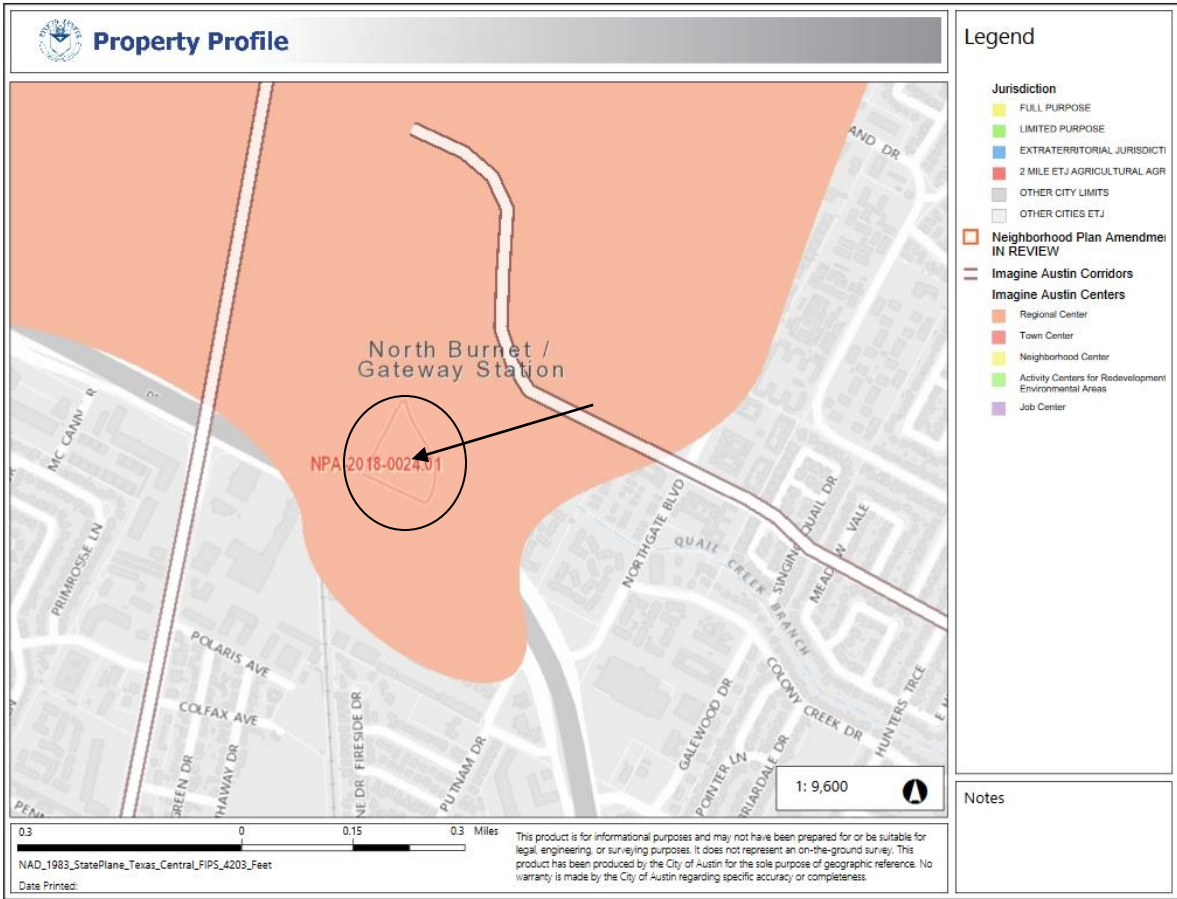
IMAGINE AUSTIN PLANNING PRINCIPLES

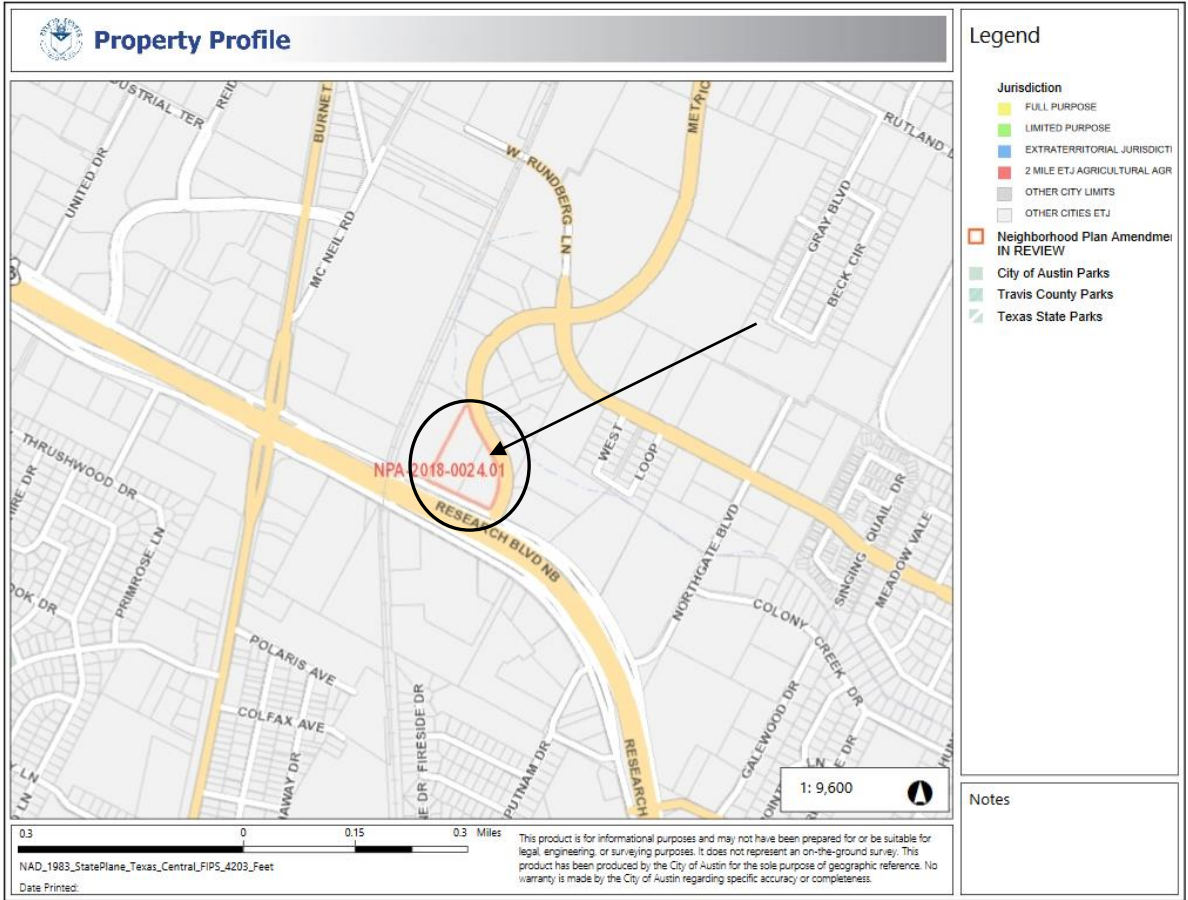
1. Create complete neighborhoods across Austin that provide a mix of housing types to suit a variety of household needs and incomes, offer a variety of transportation options, and have easy access to daily needs such as schools, retail, employment, community services, and parks and other recreation options.

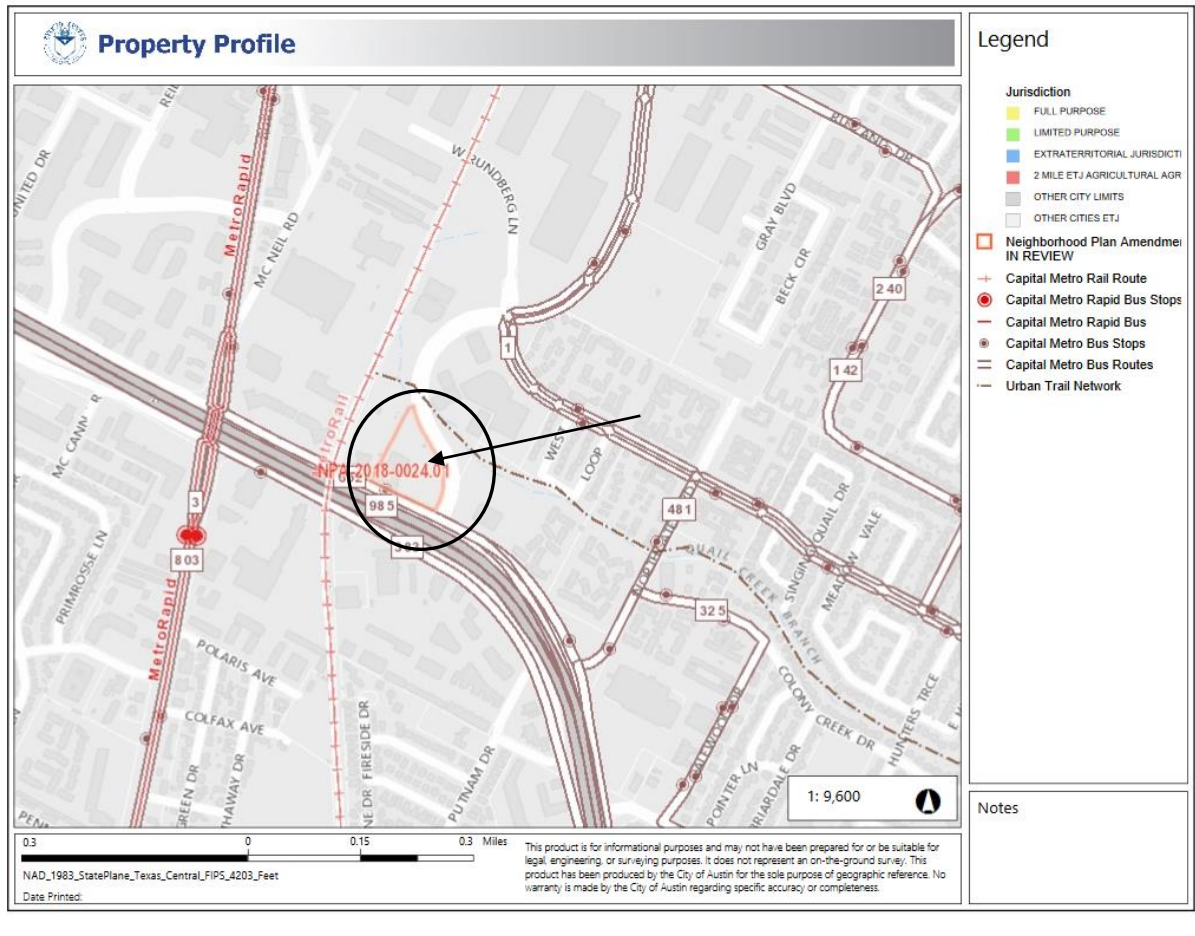
- ***The applicant proposes to build an apartment complex with approximately 400 dwelling units which will provide housing for the area. The property is in an area with access to public transportation and is in walking distance from the Padron Elementary School on W. Rundberg Lane. There are numerous businesses and services within walking distance to the property. (See Google map below.)***
2. Support the development of compact and connected activity centers and corridors that are well-served by public transit and designed to promote walking and bicycling as a way of reducing household expenditures for housing and transportation.
 - ***The property is located within the North Burnet Gateway Station Regional Center as identified on the Growth Concept Map of the Imagine Austin Comprehensive Plan. It is not located on an Activity Corridor, but is near multiple Capital Metro bus routes.***
 3. Protect neighborhood character by ensuring context-sensitive development and directing more intensive development to activity centers and corridors, redevelopment, and infill sites.
 - ***The property is located within the North Burnet Gateway Station Regional Center as identified on the Growth Concept Map of the Imagine Austin Comprehensive Plan and along a major highway where high density developments can be compatible.***
 4. Expand the number and variety of housing choices throughout Austin to meet the financial and lifestyle needs of our diverse population.
 - ***The applicant proposes to build approximately 400 multifamily dwelling units, which will expand the number and variety of housing choices.***
 5. Ensure harmonious transitions between adjacent land uses and development intensities.
 - ***High Density Mixed Use land use is appropriate being located on a major highway.***
 6. Protect Austin's natural resources and environmental systems by limiting land use and transportation development over environmentally sensitive areas and preserve open space and protect the function of the resource.
 - ***The property is not located within an environmentally sensitive area.***
 7. Integrate and expand green infrastructure—preserves and parks, community gardens, trails, stream corridors, green streets, greenways, and the trails system—into the urban environment and transportation network.
 - ***Not applicable.***
 8. Protect, preserve and promote historically and culturally significant areas.
 - ***The property is not historically or culturally significant.***
 9. Encourage active and healthy lifestyles by promoting walking and biking, healthy food choices, access to affordable healthcare, and to recreational opportunities.

- *Not directly applicable.*
10. Expand the economic base, create job opportunities, and promote education to support a strong and adaptable workforce.
- *Not directly applicable.*
11. Sustain and grow Austin's live music, festivals, theater, film, digital media, and new creative art forms.
- *Not applicable.*
12. Provide public facilities and services that reduce greenhouse gas emissions, decrease water and energy usage, increase waste diversion, ensure the health and safety of the public, and support compact, connected, and complete communities.
- *Not applicable.*









IMAGINE AUSTIN GROWTH CONCEPT MAP

Definitions

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

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

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

Corridors - Activity corridors have a dual nature. They are the connections that link activity centers and other key destinations to one another and allow people to travel throughout the city and region by bicycle, transit, or automobile. Corridors are also characterized by a variety of activities and types of buildings located along the roadway — shopping, restaurants and cafés, parks, schools, single-family houses, apartments, public buildings, houses of worship, mixed-use buildings, and offices. Along many corridors, there will be both large and small redevelopment sites. These redevelopment opportunities may be continuous along stretches of the corridor. There may also be a series of small neighborhood centers, connected by the roadway. Other corridors may have fewer redevelopment opportunities, but already have a mixture of uses, and could provide critical transportation connections. As a corridor evolves, sites that do not redevelop may transition from one use to another, such as a service station becoming a restaurant or a large retail space being divided into several storefronts. To improve mobility along an activity corridor, new and redevelopment should reduce per capita car use and increase walking, bicycling, and transit use. Intensity of land use should correspond to the availability of quality transit, public space, and walkable destinations. Site design should use building arrangement and open space to reduce walking distance to transit and destinations, achieve safety and comfort, and draw people outdoors.

BACKGROUND: The application was filed on February 9, 2018, which is in-cycle for neighborhood planning areas located on the west side of IH-35.

The applicant proposes to change the future land use map (FLUM) from Industry to High Density Mixed Use land use.

The applicant also proposes to change the zoning on the property from North Burnet Gateway – Commercial Industrial (NBG-CI-NP) to North Burnet Gateway – Commercial Mixed Use (NBG-CMU-NP) for a 400 dwelling unit multifamily residential development. For more information on the zoning case, please see case report C14-2018-0001.

PUBLIC MEETINGS: The ordinance required community meeting was held on March 29, 2018. Approximately 636 community meeting notices were mailed to people who own property or have a utility account within 500 feet of the property. One person attended the meeting, in addition to one city staff, the applicant's agent, Amanda Swor, and about four other people associated with the applicant.

After city staff gave a brief presentation about the applicant's plan amendment and zoning change request, the following questions were asked:

Q. What are you proposing to build?

A. Just apartments.

Q. What about the students?

A. AISD is completing an Education Impact Statement. Typically there will be about 20 – 30 elementary kids.

Q. Will there be affordable units?

A. There is a density bonus in the North Burnet/Gateway Neighborhood Plan with 60% MFI, but we're not sure the number of units at this time.

Q. What is the timing of the rezoning?

A. If approved, approximately 2021.

Q. Are you doing a TIA?

A. The TIA is still in review. We don't have a formal sign-off from the Texas Department of Transportation. Some things we are looking at are a deceleration lane, closing the second driveway and improving the timing of the lights.

Q. What will the number of stories or building height?

A. Five stories and 60 to 65 feet in height. The units will be for rent.

Q. How many units?

A. They are proposing around 400 units.

Q. How many parking spaces will there be?

A. We will meet the parking requirements. There might be a six-story parking garage. There will be no waivers. The parking requirements are 1.5 spaces for one-bedroom and 2 spaces for 2 bedroom units. We will provide more parking spaces than required.

Q. What will happen to the people who work at Goodwill?

A. There are about 40 people work at that Goodwill. No one will lose their jobs.

Q. Why are you not having a true mixed use development?

A. We don't want to cause more traffic and have issues with the entrance. The developer is not a retail developer.

CITY COUNCIL DATE:

January 31, 2019

ACTION:

Summary Letter Submitted by the Applicant

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

**DRENNER
GROUP**

February 7, 2018

Mr. Greg Guernsey
Planning and Zoning Department
City of Austin
505 Barton Springs Road
Austin, TX 78704

Via Hand Delivery

Re: 183 and Metric – Neighborhood Plan amendment for a 4.6627 acre piece of property located at 8965 Research Blvd. NB, 9000 Metric Blvd., and 9100 Metric Blvd. in Austin, Travis County, Texas (the "Property")

Dear Mr. Guernsey:

As representatives of the owner of the Property, we respectfully submit the enclosed neighborhood plan amendment application package. The project is titled 183 and Metric and consists of 4.6627 acres located at 8965 Research Blvd. NB, 9000 Metric Blvd., and 9100 Metric Blvd. The property is currently developed with a Goodwill retail store and surface parking lot.

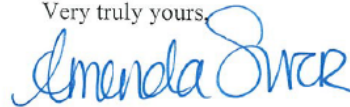
The Property is located within the Full Purpose Jurisdiction of the City of Austin and within the North Burnet Gateway Combined Neighborhood Planning Area. An application to rezone the Property from NBG-NP (CI), North Burnet Gateway – Neighborhood Plan, Commercial Industrial, to NBG-NP (CMU), North Burnet Gateway – Neighborhood Plan, Commercial Mixed Use, was submitted January 4, 2018 to run concurrently with this neighborhood plan amendment application and is referenced in case number C14-2018-0001.

This request is to change the Future Land Use Map Designation ("FLUM") on the Property from Industry to High Density Mixed Use in order to allow for the development of a multifamily residential project. The requested FLUM change is consistent with the surrounding FLUM designations and zoning. Recently, the City of Austin and AISD located the Jaime Padrón Elementary School across Metric Boulevard on property also designated as Industry on the FLUM. Additionally, the City of Austin has installed storm water detention and other water quality controls on property designated as Industry on the FLUM. The requested High Density Mixed Use designation complements the surrounding land uses include office, residential, retail, restaurant and public schools. Adding an industrial use on this commercial property would be incompatible with adjacent land uses, including the new elementary school.

February 7, 2018
Page 2

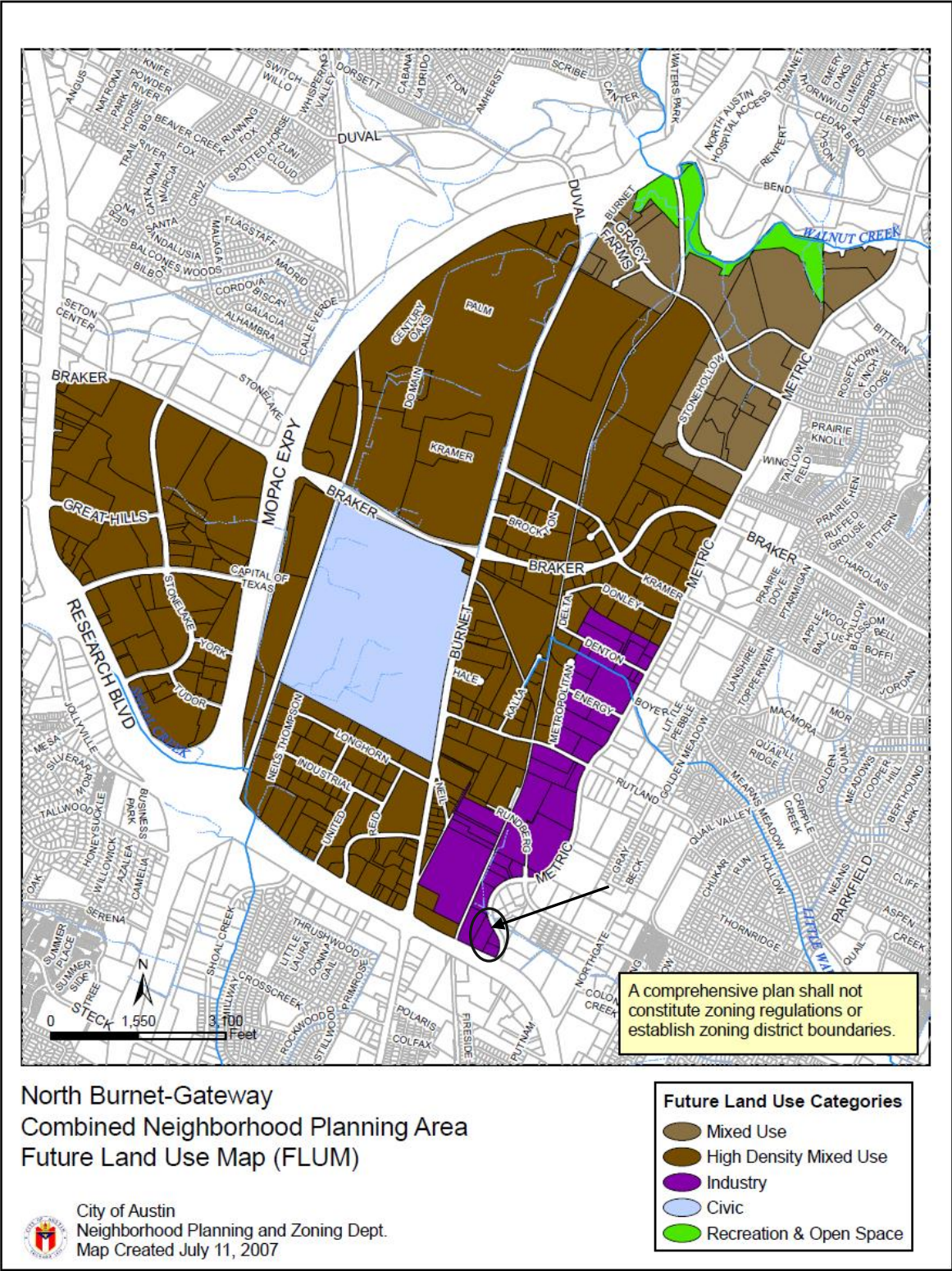
Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

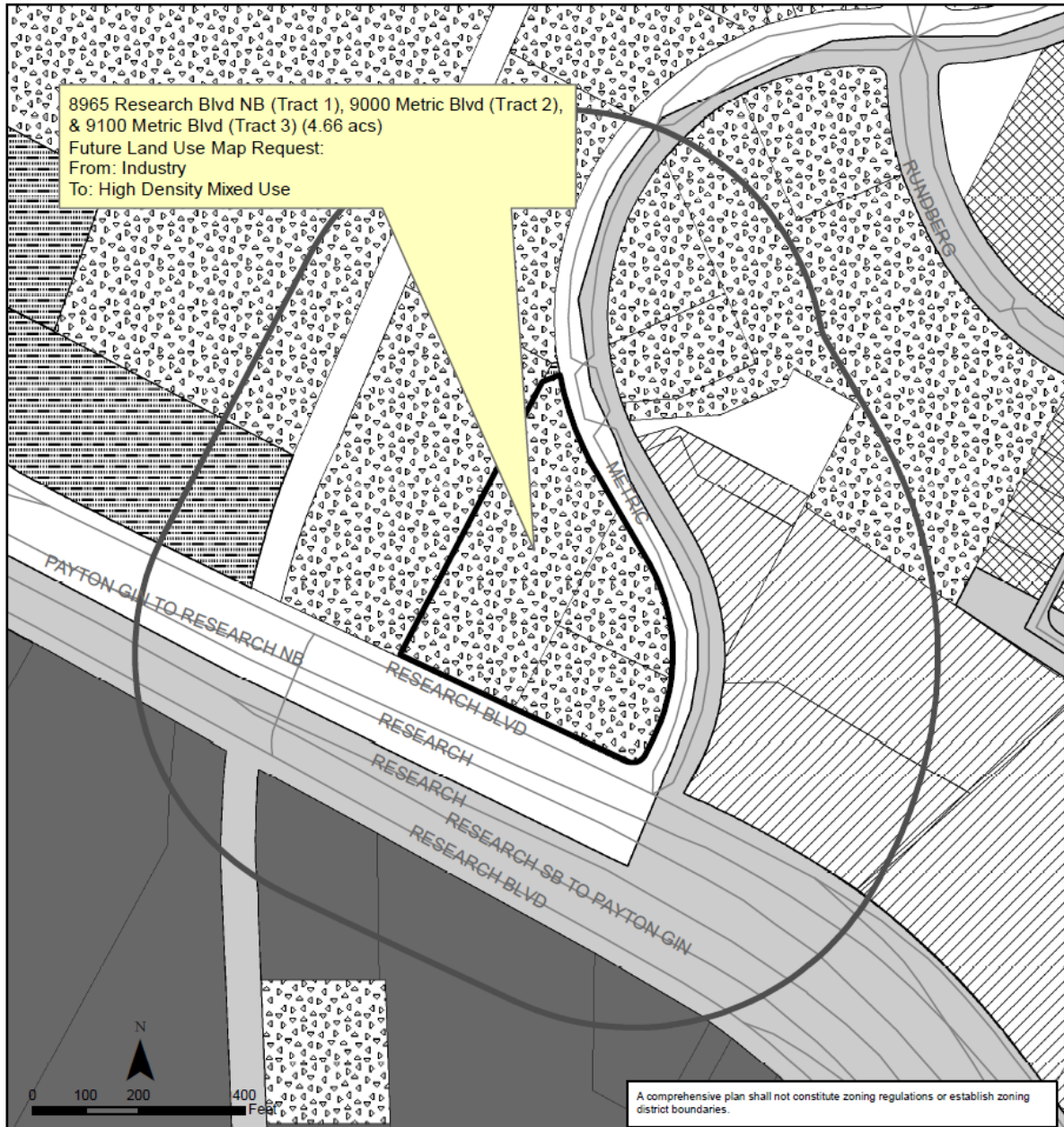
Very truly yours,



Amanda Swor
Drenner Group

cc: Jerry Rusthoven, Planning and Development Review Department (*via electronic delivery*)
Maureen Meredith, Planning and Development Review Department (*via electronic delivery*)
Sherri Sirwaitis, Planning and Development Review Department (*via electronic delivery*)





North Burnet Gateway Neighborhood Planning Area NPA-2018-0024.01

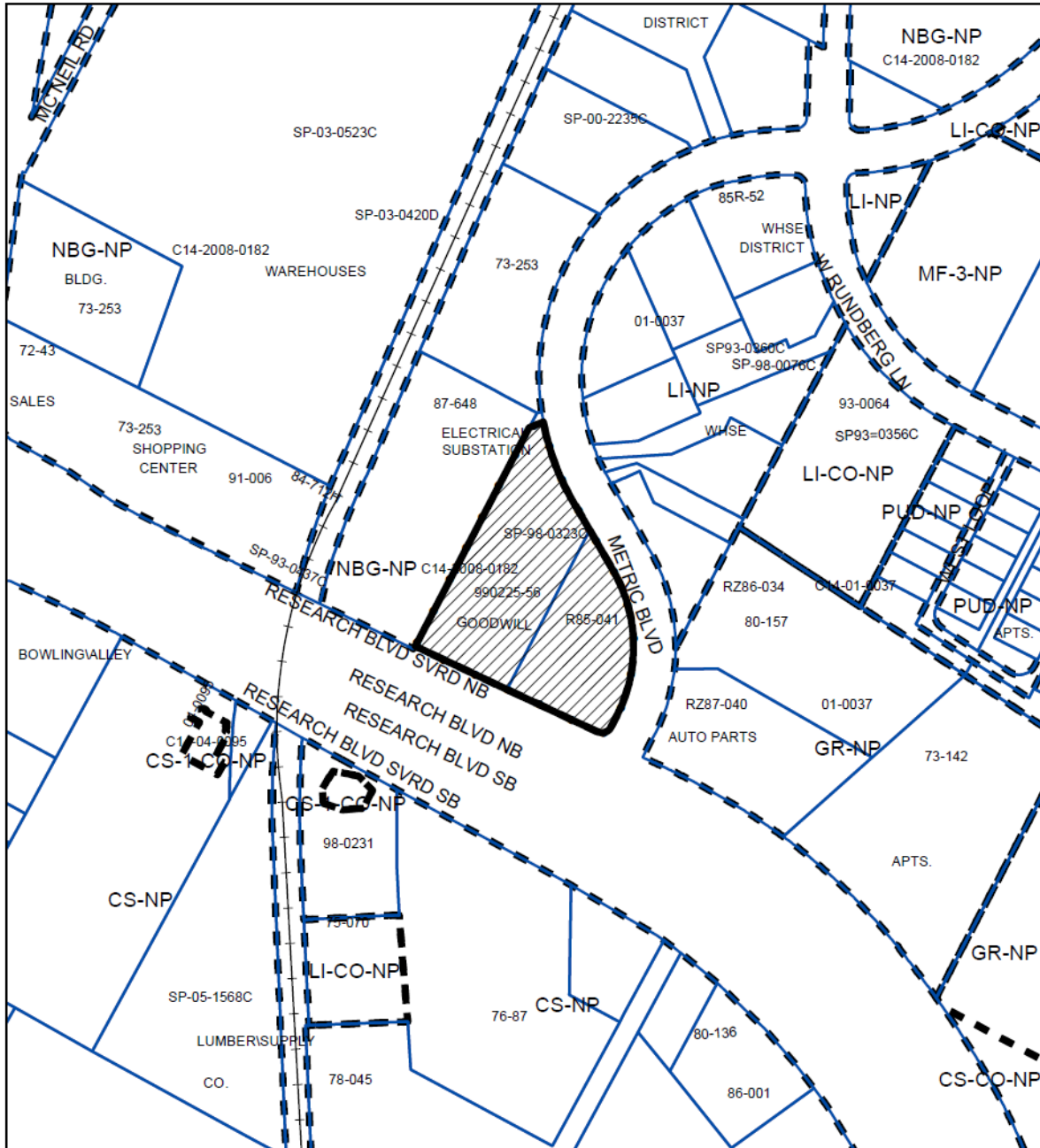
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Planning and Zoning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

City of Austin
 Planning and Zoning Department
 Created on 2/13/2018, by: meredithm

Future Land Use

	500 ft. notif. boundary		High Density Mixed-Use
	Subject Property		Industry
	Single-Family		Civic
	Multi-Family		Transportation
	Commercial		Undeveloped
	Mixed Use		



- SUBJECT TRACT
- PENDING CASE
- ZONING BOUNDARY

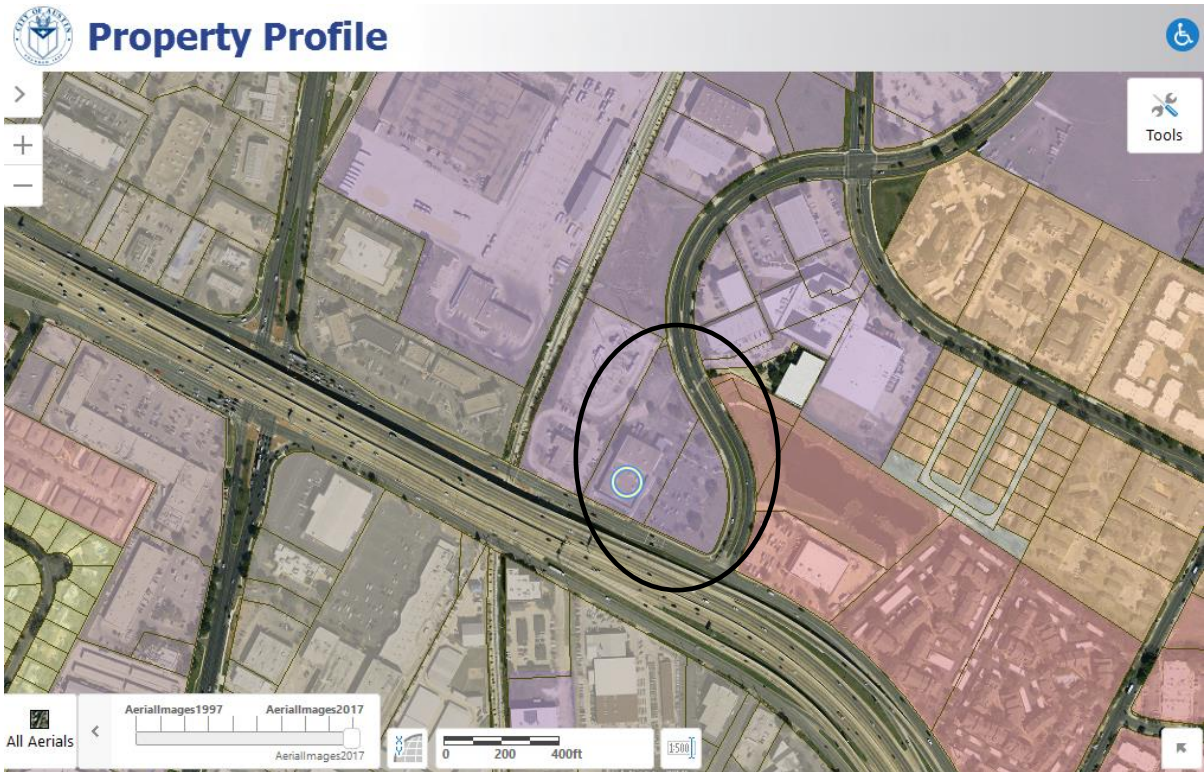
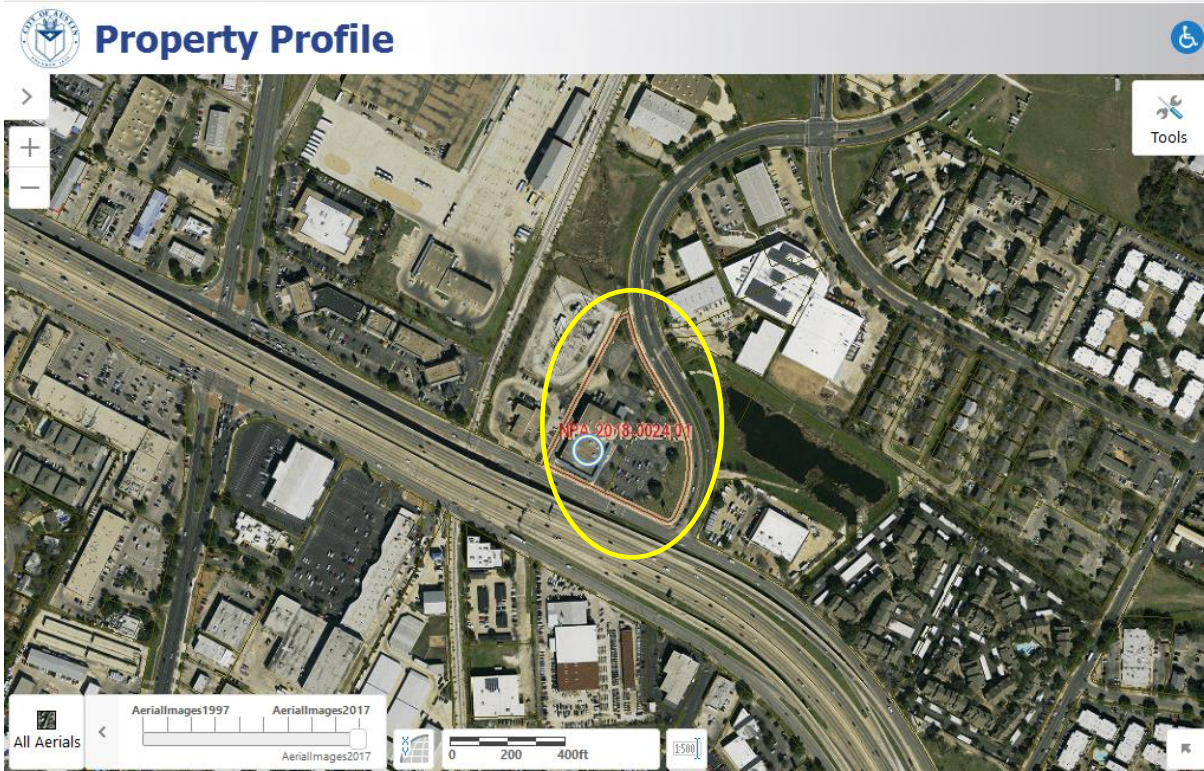
ZONING
ZONING CASE#: C14-2018-0001

1" = 300'

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 CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

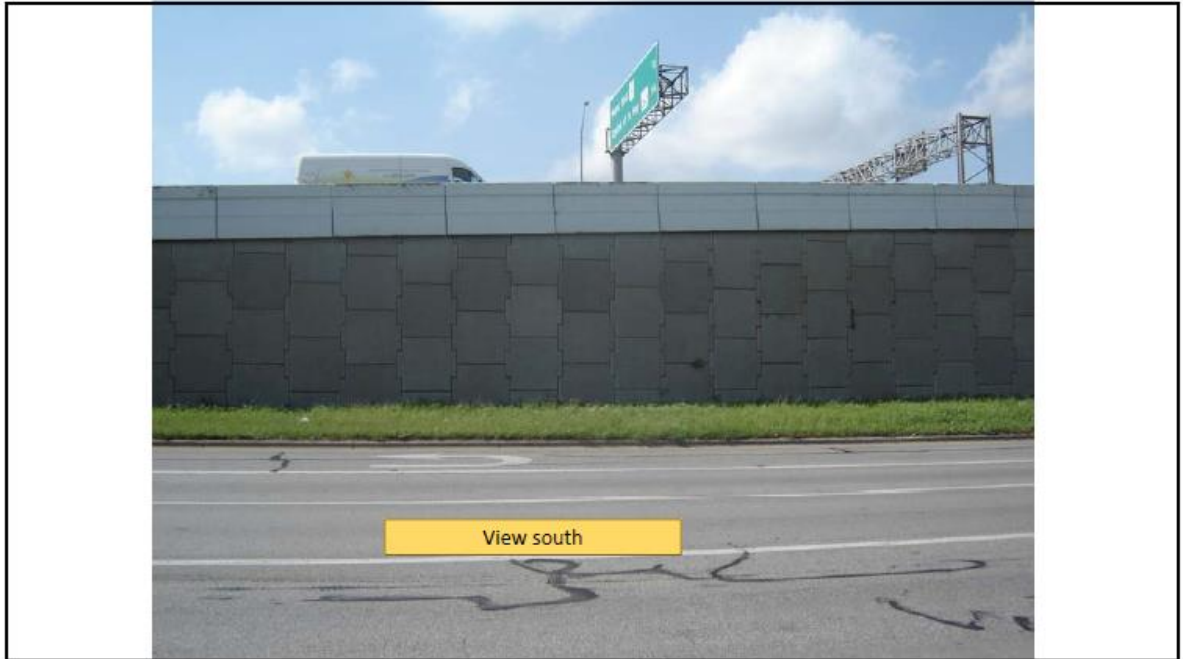














Applicant Criteria Worksheet Submitted by Applicant
(Optional Document)

Provide this information with your plan amendment application.

Taken From: Article 16: Neighborhood Plan Amendment Ordinance

§ 25-1-810 - RECOMMENDATION CRITERIA.

(A) The director may not recommend approval of a neighborhood plan amendment unless the requirements of Subsections (B) and (C) are satisfied.

(B) The applicant must demonstrate that:

- (1) The proposed amendment is appropriate because of a mapping or textual error or omission made when the original plan was adopted or during subsequent amendments;

Does this criterion apply to your proposed plan amendment application? ___ Yes X No

- (2) The denial of the proposed amendment would jeopardize public health, safety, or welfare;

Does this criterion apply to your application? ___ Yes X No

- (3) The proposed amendment is appropriate:

(a) Because of a material change in circumstances since the adoption of the plan; and

(b) Denial would result in a hardship to the applicant;

Does this criteria apply to your application? ___ Yes X No

- (4) The proposed project:

(a) Provides environmental protection that is superior to the protection that would otherwise be achieved under existing zoning and development regulations;

Does this criterion apply to your application? ___ Yes X No

or

(b) promotes the recruitment or retention of an employment center with 100 or more employees;

Does either one of these criterion apply to your application? ___ Yes X No

- (5) The proposed amendment is consistent with the goals and objectives of the neighborhood plan;

List the goals and objectives from the plan that you feel support your plan amendment request, along with your rationale for why it meets these goals/objectives.

Goal 1: Transform the aging, auto-oriented commercial and industrial uses into a livelier mixed-use neighborhood that is more pedestrian- and transit-friendly and can accommodate a significant number of new residents. The property owner seeks to transform an aging commercial site into a residential project. The project aims to support a denser, more compact and connected urban form by locating new residents close to employment centers, schools, and transit opportunities which will reduce the need for residents to utilize single-occupancy vehicles for every trip.

Goal 2: Increase mobility both within the North Burnet/Gateway area and to surrounding areas by improving connectivity and creating the type of environment that is conducive to more sustainable methods of transportation, including accommodations for pedestrians, cyclists, and transit. The proposed project will concentrate people closer to the North Burnet Gateway activity center, thus supporting greater use of transit facilities due to the site's proximity to the TOD zone and both existing and future MetroRail station. The proximity of the project will allow residents to walk and bike to retail, restaurants, and jobs. Additionally, planned improvements to the site will create a more friendly pedestrian experience, adding visual interest and improved infrastructure to the surrounding built environment.

Goal 3: Be sensitive to the surrounding context and the natural environment: The project will add to the mixed-use character of the area and accord with the vision outlined in the neighborhood plan. Additionally, the project supports more sustainable development patterns in a region challenged by significant population growth. The request extends the Mixed Use designation along U.S. 183/Research Blvd. and is consistent with surrounding uses as evidenced by the location of the Jaime Padrón Elementary School and City of Austin water quality infrastructure including a detention pond.

or

- (6) The proposed amendment promotes additional S.M.A.R.T. Housing opportunities.

Is this a S.M.A.R.T. Housing project? ____ Yes X No

- (C) The applicant must demonstrate that:

- (1) The proposed amendment complies with applicable regulations and standards established by Title 25 (Land Development), the objectives of Chapter 25-2 (Zoning), and the purposes of the zoning district proposed for the subject property;

The proposed change to the FLUM designation from Industry to High Density Mixed-Use will comply with applicable regulations and standards in Chapter 25-2 of the City

of Austin Land Development Code as they apply to the requested NBG-NP (CMU),
North Burnet Gateway – Neighborhood Plan, Commercial Mixed Use zoning.

and

- (2) The proposed amendment is consistent with sound planning principles. (See attached)

LAND USE PLANNING PRINCIPLES

You can find the Guide to Land Use Standards here:

<http://www.austintexas.gov/department/neighborhood-planning-resources>

Please **DESCRIBE** how your proposed plan amendment request will meet these principles. If you believe a principle does not apply to your proposed plan amendment application, write "Not applicable".

1. Ensure that the decision will not create an arbitrary development pattern;

Provide your analysis here: One of the initial goals of the North Burnet Gateway Neighborhood Plan was to encourage the residential developments that have emerged in the planning area over the past few years: the proposed project is consistent with the vision of the plan, and the scale and intensity of these projects. Except for the adjacent Austin Fire Department station, the subject property is the only developable site within the North Burnet Gateway planning area along US 183/Research Blvd. and MoPac/Loop 1 that does not allow a residential use and is not designated Mixed Use or High Density Mixed Use. Indeed, the requested change to the Future Land Use designation will create a *more* consistent development pattern.

2. Ensure an adequate and diverse supply of housing for all income levels;

Provide your analysis here: The proposed project will deliver almost 400 dwelling units, providing much-needed housing in a region and submarket that is experiencing rapid demand growth. Additionally, the project will provide affordable housing benefits consistent with the North Burnet Gateway Neighborhood Plan.

3. Minimize negative effects between incompatible land uses;

Provide your analysis here: The proposed project will be more compatible with surrounding land uses than what is currently developed on the site. The existing industrial use designation is not appropriate in such close proximity to Jaime Padrón Elementary School and residential uses across Metric Blvd. The residents that will live in the proposed project will augment enrollment at Jaime Padrón, which is AISD's largest elementary school where enrollment was expected to decline up to 18% by the 2016-2017 school year given current trends (according to 2016 projections). Additionally, the parking garage for the proposed development will screen an existing Austin Energy substation. The substation's exposure detracts from the visually appealing aesthetic that the neighborhood plan calls for.

4. Recognize suitable areas for public uses, such as hospitals and schools that will minimize the impacts to residential areas;

Provide your analysis here: Not Applicable

5. Discourage intense uses within or adjacent to residential areas;

Provide your analysis here: The proposed project does not abut single-family residential areas, but will be consistent with the scale and intensity of similar projects that have been delivered in the North Burnet Gateway planning area in recent years.

6. Ensure neighborhood businesses are planned to minimize adverse effects to the neighborhood;

Provide your analysis here: Not Applicable

7. Minimize development in floodplains and environmentally sensitive areas;

Provide your analysis here: This project does not propose to develop in the floodplain nor is it located in any other environmentally sensitive area.

8. Promote goals that provide additional environmental protection;

Provide your analysis here: Not Applicable

9. Consider regulations that address public safety as they pertain to future developments (e.g. overlay zones, pipeline ordinances that limit residential development);

Provide your analysis here: Not Applicable

10. Ensure adequate transition between adjacent land uses and development intensities;

Provide your analysis here: The proposed project is bordered by Metric Boulevard to the east and U.S. 183/Research Boulevard to the south. Metric Blvd. has an approximately 100-foot right-of- while 183 has an approximately 350-foot right-of-way; both provide significant buffers from surrounding land uses. To the west, the property is adjacent to a fire station, across from which is land designated High Density Mixed Use in the North Burnet Gateway Neighborhood Plan FLUM. Property to the northeast is currently used as a water quality detention pond.

11. Protect and promote historically and culturally significant areas;

Provide your analysis here: Not Applicable

12. Recognize current City Council priorities; (Look at the Imagine Austin Comprehensive Plan Document found here: <http://austintexas.gov/department/Imagine-austin-download-center>. Appendix E. Framework for Decision Making, pages A-57 through A-58.)

Provide your analysis here: This project is consistent with the Imagine Austin Comprehensive Plan's goal of creating a more compact and connected urban environment that supports a variety of transportation options and mix of land uses.

13. Avoid creating undesirable precedents;

Provide your analysis here: This project does not create an undesirable precedent; multifamily projects exist in the North Burnet Gateway Planning Area of similar intensity and scale.

14. Promote expansion of the economic base and create job opportunities;

Provide your analysis here: The project provides much-needed housing for individuals and families to remain within the City of Austin, helping to maintain and expand the economic base.

15. Ensure similar treatment of land use decisions on similar properties;

Provide your analysis here: The proposed project is consistent with the North Burnet Gateway Neighborhood Plan's goal of located high-density multi-family residential development within the planning area and moving away from auto-oriented businesses and industrial uses. This is the only developable property along U.S. 183/Research Blvd. in the planning area that does not allow for residential uses.

16. Balance individual property rights with community interests and goals;

Provide your analysis here: The development is consistent with the goals and objectives for the planning area as described in the North Burnet Gateway Neighborhood Plan.

17. Consider infrastructure when making land use decisions;

Provide your analysis here: A traffic impact analysis was submitted for review with the accompanying zoning case.

18. Promote development that serves the needs of a diverse population.

Provide your analysis here: The proposed project does not discriminate in any way from providing multifamily housing to individuals or families. The project has been designed specifically to fill a perceived need for workforce housing near a robust and growing employment center.