

NEIGHBORHOOD PLAN AMENDMENT REVIEW SHEET

NEIGHBORHOOD PLAN: Southeast Austin Combined (Southeast)

CASE#: NPA-2022-0014.05

DATE FILED: July 26, 2022 (In-cycle)

PROJECT NAME: Bergstrom Spur Trail Mixed Use

PC DATE:

May 9, 2023
April 25, 2023
April 11, 2023
February 28, 2023
February 14, 2023
January 10, 2023

ADDRESS/ES: 6300 and 6410 Burleson Rd.

COUNCIL DISTRICT: 2

SITE AREA: 4.77 acres

OWNERS/APPLICANTS: ZIFS Burleson6300 LLC

AGENT: Husch Blackwell (Micah King)

CASE MANAGER: Jesse Gutierrez

PHONE: (512) 974-1606

STAFF EMAIL: Jesse.Gutierrez@austintexas.gov

TYPE OF AMENDMENT:

Change in Future Land Use Designation

From: Industry and Transportation

To: Mixed Use

Base District Zoning Change

Related Zoning Case: C14 2022-0146 & C14 2022-0148

From: LI-NP

To: CS-V-MU-NP

NEIGHBORHOOD PLAN ADOPTION DATE: October 10, 2002

CITY COUNCIL DATE: June 8, 2023

ACTION: TBD

PLANNING COMMISSION RECOMMENDATION:

May 9, 2023 - Motion by Commissioner Anderson, seconded by Commissioner Mushtaler to grant Mixed Use land use for NPA-2022-0014.05 - Bergstrom Spur Trail Mixed Use – 6300 and 6410 Burleson Road, was approved on a vote of 11-1. Chair Shaw voting nay.

April 25, 2023 – Postponed to May 9, 2023 on the consent agenda at the request of staff. [N. Barrera-Ramirez – 1st, F. Maxwell – 2nd] Vote: 8-0 [A. Azhar, J.P. Connolly, Y. Flores, A. Haynes and A. Woods absent]

April 11, 2023 – Postponed to April 25, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st, A. Woods – 2nd] Vote: 10-0 [Y. Flores, A. Haynes absent. One vacancy on the dais]

February 28, 2023 – Postponed to April 11, 2023 on the consent agenda at the request of staff. [R. Schneider – 1st; P. Howard – 2nd] Vote: 11-0 [Y. Flores absent. One vacancy on the dais].

February 14, 2023 – Postponed to the February 28, 2023 on the consent agenda at the request of staff. [C. Hempel -1st; J. Thompson -2nd] Vote: 12-0 [One vacancy on the dais].

January 10, 2023 – Postponed to February 14, 2023 on the consent agenda at the request of staff. [A. Azhar – 1st; J. Thompson -2nd] Vote: 11-0 [P. Howard absent. One vacancy on the dais].

STAFF RECOMMENDATION: Staff **does NOT** support the applicant’s request for Mixed Use land use.

BASIS FOR STAFF’S RECOMMENDATION: Staff DOES NOT support the applicant’s request for the following reasons:

Residential uses are not compatible with the dominant industrial character of the area.

There are no or few nearby uses and/or amenities that support a residential project.

Allowing for residential now in a **primarily industrial job center of the City would create a precedent and begin a domino effect continuing the loss of industrial properties and uses.**

The subject properties are located within The **McKinney Imagine Austin Job Center.**

Industrial land uses provide much needed space for small businesses, warehouse, manufacturing, and blue-collar jobs.

Changing the future land use to mixed use will inevitably push employers who rely on industrial properties further out of the city, taking blue-collar jobs elsewhere.

One of Imagine Austin's goals is to "continue to grow Austin's economy by investing in our workforce, education systems, entrepreneurs, and local businesses." An ongoing and long-term action in the comprehensive plan that supports this goal is "actively recruit and retain businesses that create well-paying job opportunities for lower skilled and blue-collar jobs or that provide a path upwards from entry-level jobs." (Imagine Austin Comprehensive Plan. Chapter 5: Implementation and Measuring Success, page 193)

Future Project Connect and Austin Strategic Mobility Plan transit investments should support access to employment centers.

Changing the future land use to mixed-use will inevitably push employers who rely on industrial properties further out of the city, taking blue-collar jobs elsewhere.

Industrial businesses in the McKinney Job Center can rely on proximity to the Austin Bergstrom Airport and Ben White.

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. (Imagine Austin Comprehensive Plan. Chapter 4: Shaping Austin: Building the Complete Community, Page 107).

The Southeast Austin Combined Neighborhood Plan (Adopted October 2002)

The Southeast Neighborhood Plan Area is primarily industrial yet has pockets of residential areas throughout and some commercial nodes along the major corridors. A great majority of the land in this area is undeveloped, but currently zoned industrial. Due to the airport overlay zone and the proximity of the entire area to the airport, the future land use scenario makes no accommodation for residential uses except for the addition of some commercial/mixed-use. A significant amount of future land uses are slated for industrial development with corresponding increases in the amount of land suited for commercial and warehouse/limited office type development. (Page 46)

Land Use Goals and Action Items:

Industrial Zones (Page 55)

A distinctive element of the existing land use landscape within the Planning Areas is that there are defined districts with large amounts of existing industrial development, and numerous undeveloped properties with industrial zoning. The fact that this part of southeast Austin is surrounded by major Southeast Combined Neighborhood Plan transportation corridors, has a large amount of undeveloped land, and is in close proximity to the airport makes it a very attractive location for industrial development.

The McKinney and Southeast NPAs host the majority of this type of construction, much of this in the form of large industrial office parks. Instead of rejecting industrial-type development around their homes, residents in the Franklin Park and McKinney NPAs have been successful at communicating and cooperating with nearby industrial property owners. Area residents have traditionally been amenable to those types of industrial uses that don't interfere with neighborhood activities or infringe upon their quality of life.

Goal 4 Ensure that existing residential and industrial zoned properties co-exist in a compatible manner. (Page 56)

Objective 4.1 Provide appropriate buffer zones between residential and industrial zoned properties.

Action Item 9 Where needed, create a conditional overlay for industrial property that abuts residentially-used land. (Implementer: NPZD)

Goal 5 Create land use and zoning recommendations that reflect the existing industrial nature of parts of the planning area. (Page 56)

Objective 5.1 **Make non-industrial properties in areas with a dominant industrial character compatible with the prevailing land use scheme.**

Action Item 10 Upzone DR & SF- zoned property in highly industrial areas to allow for industrial or commercial development. (Implementer: NPZD)

Associated Zoning Cases: C14 2022-0146 and C14 2022-0148

The proposed zoning would be CS-V-MU-NP with a FLUM request for Mixed Use. The NPA application states the following - "The Mixed-Use designation would allow for some multifamily housing with an affordability component, which makes sense given the planned new trail and the need for new housing."

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

Mixed Use - An area that is appropriate for a mix of residential and non-residential uses.


Purpose

1. Encourage more retail and commercial services within walking distance of residents;
2. Allow live-work/flex space on existing commercially zoned land in the neighborhood;
3. Allow a mixture of complementary land use types, which may include housing, retail, offices, commercial services, and civic uses (with the exception of government offices) to encourage linking of trips;
4. Create viable development opportunities for underused center city sites;
5. Encourage the transition from non-residential to residential uses;
6. Provide flexibility in land use standards to anticipate changes in the marketplace;
7. Create additional opportunities for the development of residential uses and affordable housing; and
8. Provide on-street activity in commercial areas after 5 p.m. and built-in customers for local businesses.


Application

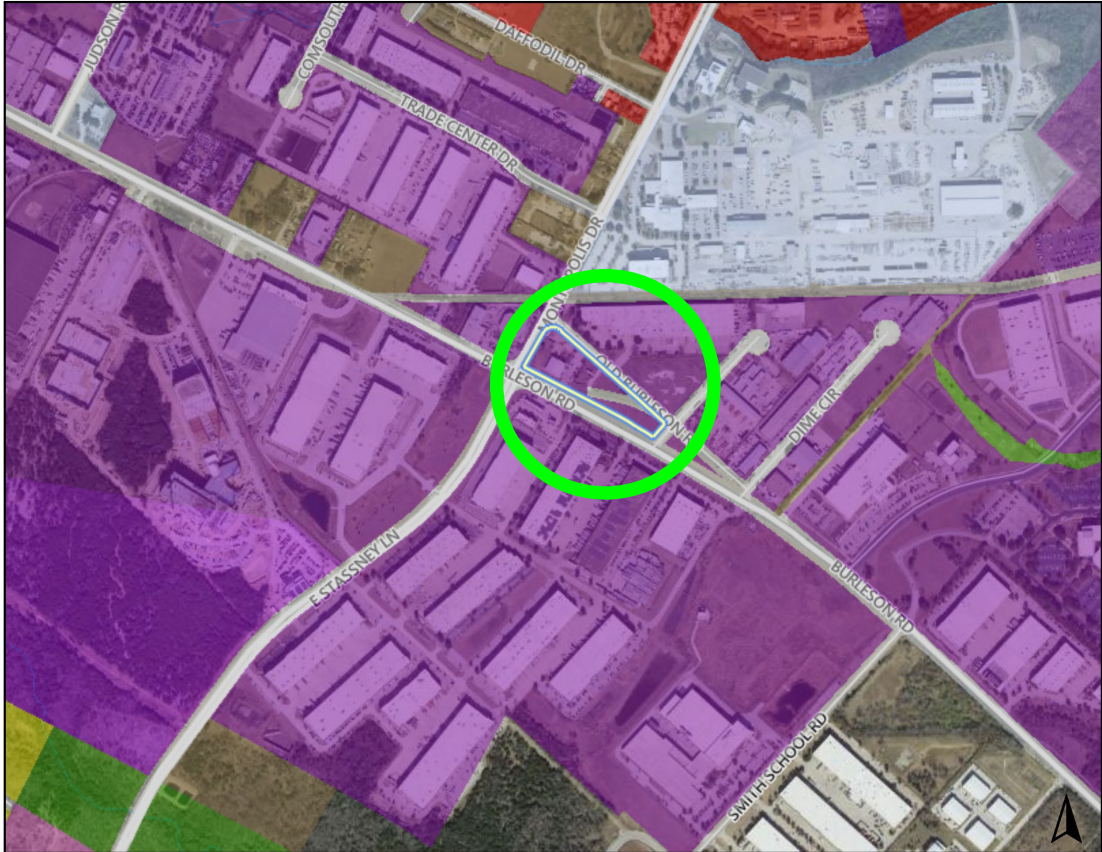
1. Allow mixed use development along major corridors and intersections;
2. Establish compatible mixed-use corridors along the neighborhood's edge
3. The neighborhood plan may further specify either the desired intensity of commercial uses (i.e. LR, GR, CS) or specific types of mixed use (i.e. Neighborhood Mixed Use Building, Neighborhood Urban Center, Mixed Use Combining District);
4. **Mixed Use is generally not compatible with industrial development, however it may be combined with these uses to encourage an area to transition to a more complementary mix of development types;**
5. The Mixed Use (MU) Combining District should be applied to existing residential uses to avoid creating or maintaining a non-conforming use; and
6. Apply to areas where vertical mixed use development is encouraged such as Core Transit Corridors (CTC) and Future Core Transit Corridors.

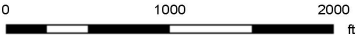
Future Land Use Map (site focus)



Property Profile







0 1000 2000
ft

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Legend

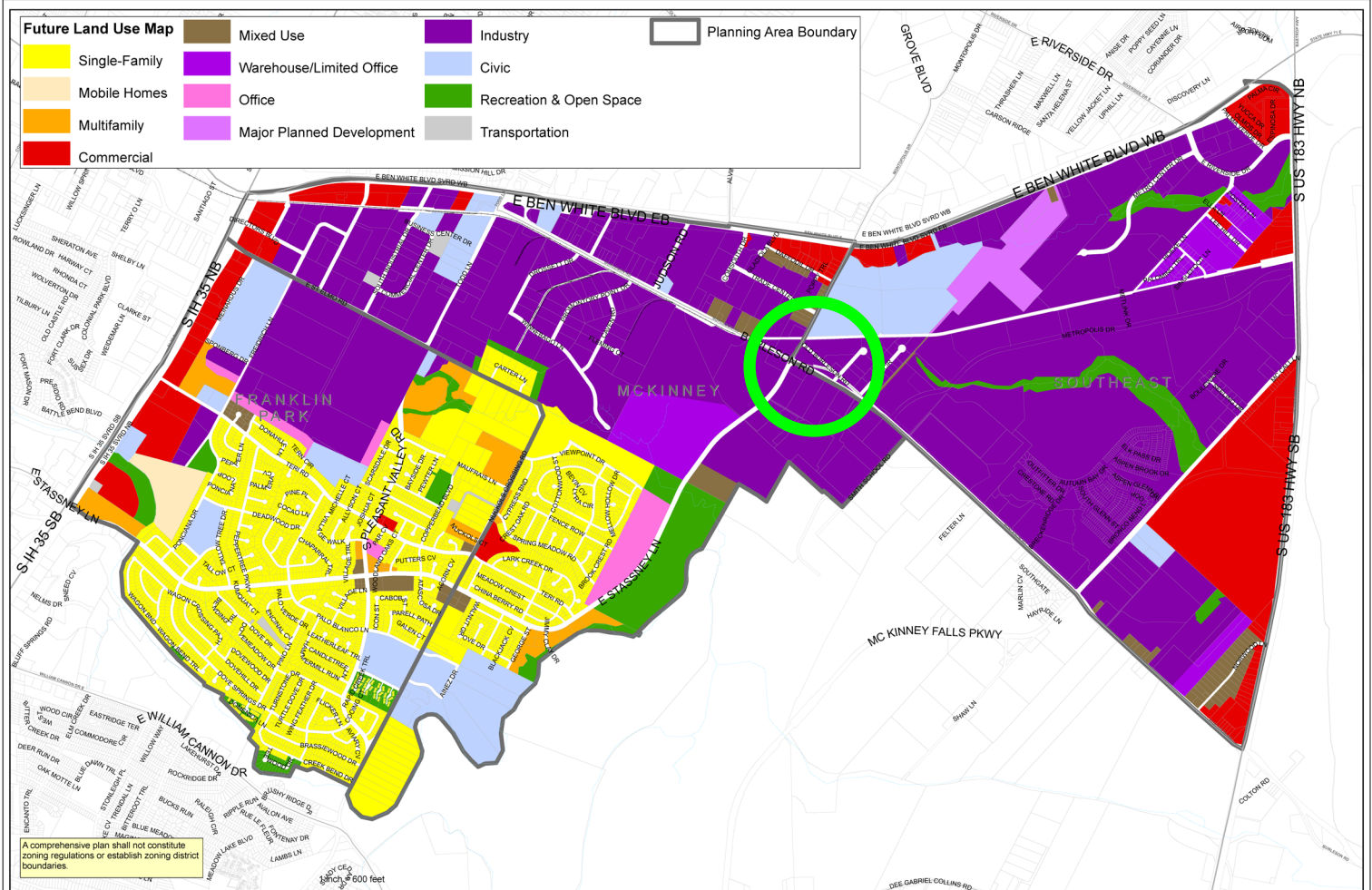
Long Range Planning

Future Land Use Map

- Civic
- Commercial
- Industry
- Major Planned Development
- Mixed Use
- Office
- Recreation & Open Space
- Single-Family
- Transportation
- Warehouse/Limited Office

Notes

Future Land Use Map (Neighborhood Plan area)



Southeast Combined Neighborhood Plan
 Future Land Use Map
 CITY OF AUSTIN

Tuesday, February 07, 2012
 southeast_combined_landuse.mxd

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.

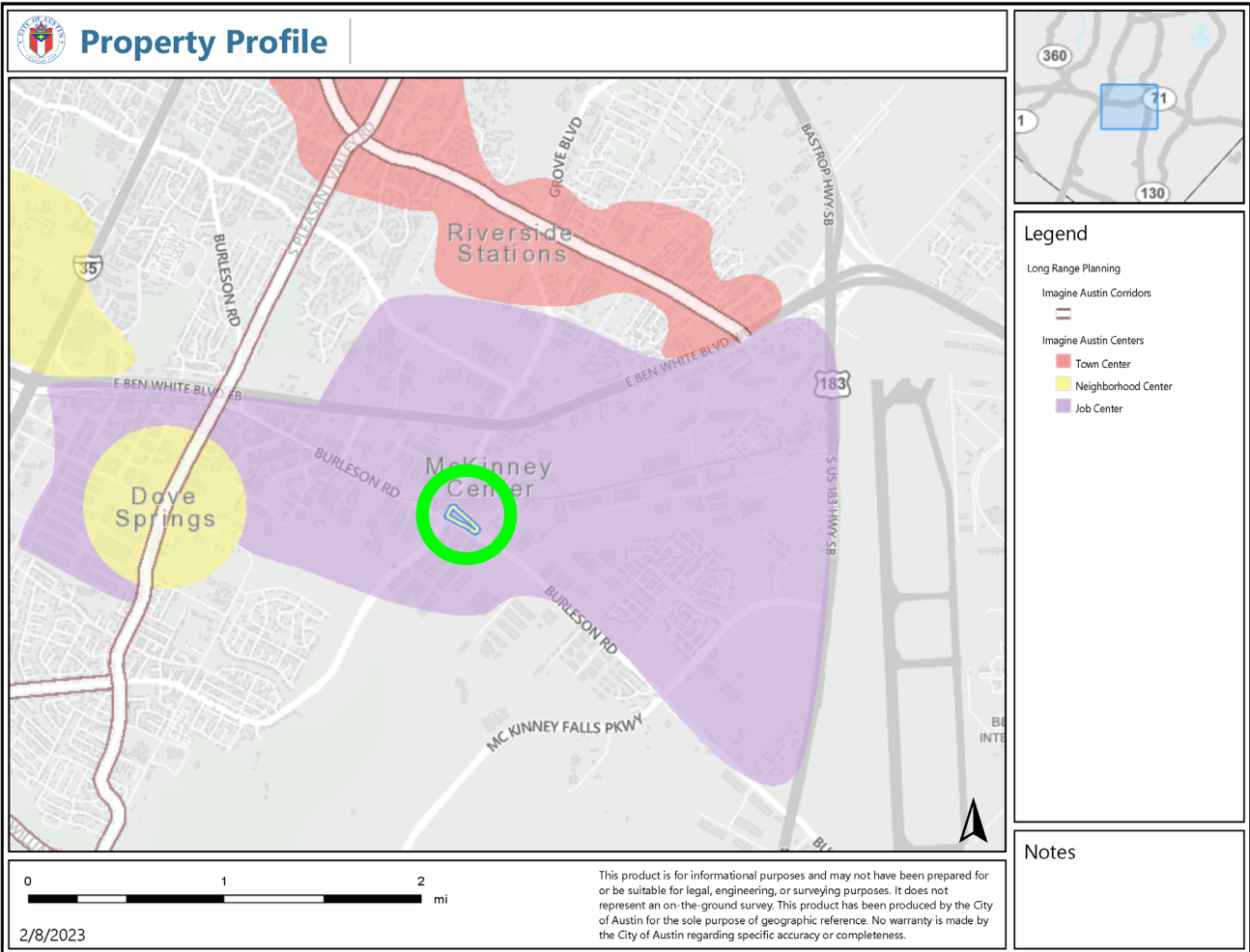
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Imagine Austin Decision Guidelines	
Complete Community Measures	
Yes	Imagine Austin Growth Concept Map: Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. Name(s) of Activity Center/Activity Corridor/Job Center: <ul style="list-style-type: none"> • Inside the McKinney Job Center • Near Dove Springs Neighborhood Center • Near Riverside Stations Transit Center
Yes	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.
Yes	Connectivity, Good and Services, Employment: Provides or is located within 0.50 miles to goods and services, and/or employment center.
No	Connectivity and Food Access: Provides or is located within 0.50 miles of a grocery store/farmers market. Nearest grocery is 2.6 miles away
No	Connectivity and Education: Located within 0.50 miles from a public school or university. <ul style="list-style-type: none"> • Smith Elementary is located 1 mile away.
Yes	Connectivity and Healthy Living: Provides or is located within 0.50 miles from a recreation area, park or walking trail. <ul style="list-style-type: none"> • Adjacent to future Bergstrom Spur Urban 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.) <ul style="list-style-type: none"> • Clinica Montopolis is 0.8 miles from site
Yes	Housing Affordability: Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing. <ul style="list-style-type: none"> • The applicant is also committed to providing a minimum of 10% of units as affordable at 80% MFI for at least 40 years, and is exploring providing some ground-floor retail in addition to housing per feedback from Ana Aguirre
Yes	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. Proposes 10% units at 80% MFI, if built with VMU
Yes	Mixed use: provides a mix of residential and non-industrial uses. <ul style="list-style-type: none"> • is exploring providing some ground-floor retail in addition to housing per feedback from Ana Aguirre.
No	Culture and Creative Economy: Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center). <ul style="list-style-type: none"> • Nearest Austin Public Library is Ruiz Branch 2 miles away
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.)
No	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.
8	Number of "Yes's"
Imagine Austin Priority Program PUD Specific Bonus Features	
	Public Space Features and Public Art: Incorporates public space features and/or public art into project (Ex: plazas, streetscapes, gardens, and other people-friendly spaces where different ages can socially interact).

	Integrates and/or Expands Green Infrastructure: Preserves or expands Austin’s green infrastructure (ex: parkland, community gardens, green streets, creeks, stormwater features that mimic natural hydrology) into the urban environment and transportation network.
	Protects the Environment: Reduces greenhouse gas emissions, water, energy usage, and/or increases waste diversion.
	Protects Environmentally Sensitive Lands: Protects Austin’s natural resources and environmental systems by limiting land use and transportation development over or near environmentally sensitive areas, preserves open space, and protects natural resources more than ordinance requirements.
	Water/Wastewater Infrastructure: Sustainably manages Austin’s water resources and stream corridors through on-site use of storm water, effective landscaping, flood mitigation, and other low-impact development techniques more than ordinance requirements.
	Total Number of “Yes’s”

Proximity to Imagine Austin Activity Centers and Corridors



IMAGINE AUSTIN GROWTH CONCEPT MAP (CENTERS AND CORRIDORS)

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, bikeable, 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 application was filed on July 26, 2022, which is in-cycle for neighborhood planning areas located on the east side of IH-35.

The applicant proposes to change the land use on the future land use map from INDUSTRY and TRANSPORTATION to MIXED USE.

There are two associated zoning cases: C14 2022-0146 & C14 2022-0148

The applicant envisions a project that will provide a mix of office, retail, and multi-family uses with an affordability component in close proximity to public transit and the planned Bergstrom Spur Trail.

PUBLIC MEETINGS: The ordinance-required community meeting was virtually held on November 16, 2022. The recorded meeting can be found at <https://www.speakupaustin.org/npa>.

Approximately 114 community meeting notices were mailed to people who rent or own property within 500 feet, and community members with a general interest of the subject tracts. Two city staff members attended the meeting, Maureen Meredith and Jesse Gutierrez from the Housing and Planning Department.

The applicant agent Micah King with Husch Blackwell attended and presented at the meeting. Zain Fidai, property owner, was also at the meeting.

Highlights from the presentation:

- Industry and Transportation to Mixed Use
- Property under 5 acres
- Site has been blighted for decades, bad condition,
- Vacating right away that has been used for trash dumping
- Proximity to Bergstrom Trail is highlight, from St. Elmo to airport
- Bergstrom Trail will be significant city investment, which is ideal for running, walking, etc.
- A portion of the property has remained undeveloped most likely due to transportation right of way
- Patchwork of civic, industrial, and commercial properties near the site
- Land use pattern and urban trail make this ideal for mixed use
- Applicant has experience developing mixed use projects in Austin
- Project will provide amenities for residents – currently impervious cover
- Bergstrom Spur will have bike path, walking path, lighting, and green space
- Across the street from public transit
- Consistent with Neighborhood Plan: providing mixed use on strategic corners, balance of mixed income housing options (proposing income restricted units via VMU), possible retail and office space, enhancing area atmosphere and appearance.

Q: Will property owner be the developer of the site? Yes, owner is also the developer.
Local family owned group.

Q: Have you met with NPCT? Not yet. (has met as of submission of this report)

Q: comment from Maureen Meridith: recommend scheduling PC for January 10, 2023.

Q: Since you are asking for CS zoning, does that mean you are considering commercial uses? Yes, if we were to do commercial it would be on the ground floor only.
Owner/developer has been focused on housing. Top priority is helping to solve housing crisis. Highly trafficked area, people need amenities. Which is why kept the option open to provide both.

Applicant Summary Letter from Application

HUSCH BLACKWELL

Micah J. King
111 Congress Avenue, Suite 1400
Austin, TX 78701
Direct: 512.479.3468
micah.king@huschblackwell.com

July 26, 2022

Rosie Truelove, Director
Housing & Planning Department
The City of Austin

RE: Request to Amend the FLUM for the Southeast Combined Neighborhood Planning Area from Industry to Mixed Use for Property Located at 6300 and 6410 Burlison Road (the "Property")

Dear Mrs. Truelove:

I am writing on behalf of my client, the owner of the above-referenced Property, to seek a FLUM amendment from Industry to Mixed Use so that the Property can be developed for a project that benefits the community and takes advantage of its proximity to the planned new Bergstrom Spur Trail. (This request will be followed by an application to rezone the Property from LI-NP to CS-V-MU-NP.) The Property is composed of two parcels separated by right-of-way for the former alignment of Burlison Road. The parcel at 6300 Burlison Road has a hydraulic parts shop, auto body shop with an office, and food trucks, and the parcel at 6410 Burlison Road is undeveloped.

The Property is located on a stretch of Montopolis Dr. between Burlison Rd. and E. Ben White Blvd. that includes 10 properties designated as Mixed Use. While the Southeast NP notes that the Southeast NPA is predominantly industrial, it "has pockets of residential areas," and, as the Plan provides, "Due to the...proximity of the entire area to the airport, the future land use scenario makes no accommodation for residential uses *except for the addition of some commercial/mixed-use*". We think this exception applies and Mixed Use is appropriate precisely because the Property is not within the Airport Overlay, and it (i) is within a portion of the McKinney Center that has numerous properties designated as Mixed Use, (ii) has not had any industrial use for years, (iii) is practically adjacent to the planned Bergstrom Spur Trail, (iv) has excellent multimodal transit opportunities, (v) is very near two public schools, and (vi) is in a transitional area.

There is new multifamily housing approved adjacent to Montopolis Dr. just 1/3 mile to the north (SP-2019-0524C.SH), and there is property designated for Mixed Use as close as 850 feet to the west and 400 feet to the north. The Mixed-Use designation would allow for some multifamily housing with an affordability component, which makes sense given the planned new trail and the need for new housing, especially with the newly relocated TxDOT headquarters located just south of the adjacent intersection, which is slated to have approximately 2,000 agency employees, thereby creating a highly localized increased demand for new housing opportunities.

HB: 4871-6380-2666.1

Housing & Planning Department
July 26, 2022
Page 2

In addition, the Property ranks highly for walking, cycling, and recreational opportunities, since it is located just 150 feet from the planned Bergstrom Spur Trail, there are bike lanes along Burleson Road, and it is near McKinney Falls State Park. The Property is also directly across the street from three Metro Bus stations serving two bus routes, which run along on the western and southern property lines. It is also located less than 1/2 mile directly south of E. Ben White Blvd. (and so is conveniently located for vehicular access), and is 1.5 miles directly south of the planned Montopolis MetroRail Station on E. Riverside Dr. In addition, the Property is located approximately 1 mile from Smith Elementary School and 1.3 miles from Ojeda Middle School.

Unlike some properties in the NPA, a Mixed-Use designation would not result in the loss of any industrial use since the Property does not have any existing industrial use and the owner has no plans to ever have one. An old above-ground storage tank that was on the Property has been removed, and the nearby underground storage tanks south of the former railroad tracks across the streets to the west and south are shown as permanently closed. Also, the former segment of Burleson Road running through the Property has been in a horrible state of disrepair since it was realigned in the 1980s, and we are working to include it to facilitate a cohesive redevelopment.

Thank you for your consideration, and please let me know if you have any questions.

Sincerely,

A handwritten signature in black ink that reads "Micah King" with a stylized flourish at the end.

Micah King

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

Southeast Combined Neighborhood Plan Contact Team

Ana Aguirre
Immediate Past Chair
PO Box 19748
Austin, TX 78760
512-708-0647
a-aguirre@prodigy.net

February 17, 2023

Planning Commission:

Todd Shaw, Chair
Yvette Flores, Secretary
Greg Anderson
Grayson Cox
Carmen Llanes Pulido
Robert Schneider

Claire Hempel, Vice-Chair
James Shieh, Parliamentarian
Awais Azhar
Patrick Howard
Jennifer Mushtaler
Jeffrey Thompson

Austin City Council:

Kirk Watson, Mayor
Natasha Harper-Madison, District 1
Jose Velasquez, District 3
Ryan Alter, District 5
Leslie Pool, District 7
Alison Alter, District 10

Paige Ellis, Mayor Pro-Tem/District 8
Vanessa Fuentes, District 2
Jose "Chito" Vela, District 4
Mackenzie Kelly, District 6
Zohaib "Zo" Qadri, District 9

RE: NPA-2022-0014.05
C14-2022-0146 and C14-2022-0148
6300 and 6410 Burleson Road

Dear Honorable Mayor Watson, Mayor Pro-Tem Ellis, and Austin City Council Members and Chair Shaw, Vice-Chair Hempel and Commissioners:

The Southeast Combined Neighborhood Plan Contact Team (SCNPCT) has a history of supporting responsible development. Our Future Land Use Map (FLUM) area consists of single-family, multifamily, mixed use, commercial, office, civic, warehouse/limited office, and industrial zones. The SCNPCT also serves students that attend the Austin and Del Valle Independent School Districts. Our SCNPCT also encompasses and represents all of 78744. With Austin Bergstrom International Airport (ABIA) being so close, we also consider the Airport Overlay when FLUM/zoning or administrative site plan review cases are presented; particularly public safety issues impacting our residents, workers, and business owners.

The SCNPCT membership held its regularly scheduled monthly meeting on Monday, January 9, 2023 and voted in support of the proposed Future Land Use (FLUM) use from Industry and Transportation to Mixed Use and the Zoning Change from LI-NP (Limited Industrial Service District-Neighborhood Plan) to CS-V-MU-NP (General Commercial Services District-Vertical Mixed Use Building Combining Districts-Mixed Use Combining Districts-Neighborhood Plan) for the properties located at 6300 and 6410 Burleson Road, with the following conditions:

- ◇ Mixed-income development with 10% of units reserved for households with incomes of no greater than 50% Medium Family Income (MFI) for a minimum of 40 years;
- ◇ Widened sidewalks for trail connectivity and enhanced access to bus stops and adjacent properties;
- ◇ Work with ATD on pedestrian safety improvements (such as auditory and visual crossing beacons and striping);
- ◇ New tree plantings and landscaping with native and adapted species to exceed City Code requirements along Montopolis and Burleson Roads to provide natural beauty, increase air quality, and provide a noise and light buffer for residents;
- ◇ Removal of dilapidated pavement that was formerly part of Burleson Road and replace it with new structures and open space with plantings; and
- ◇ Possibility for ground-floor retail to serve the neighborhood needs.

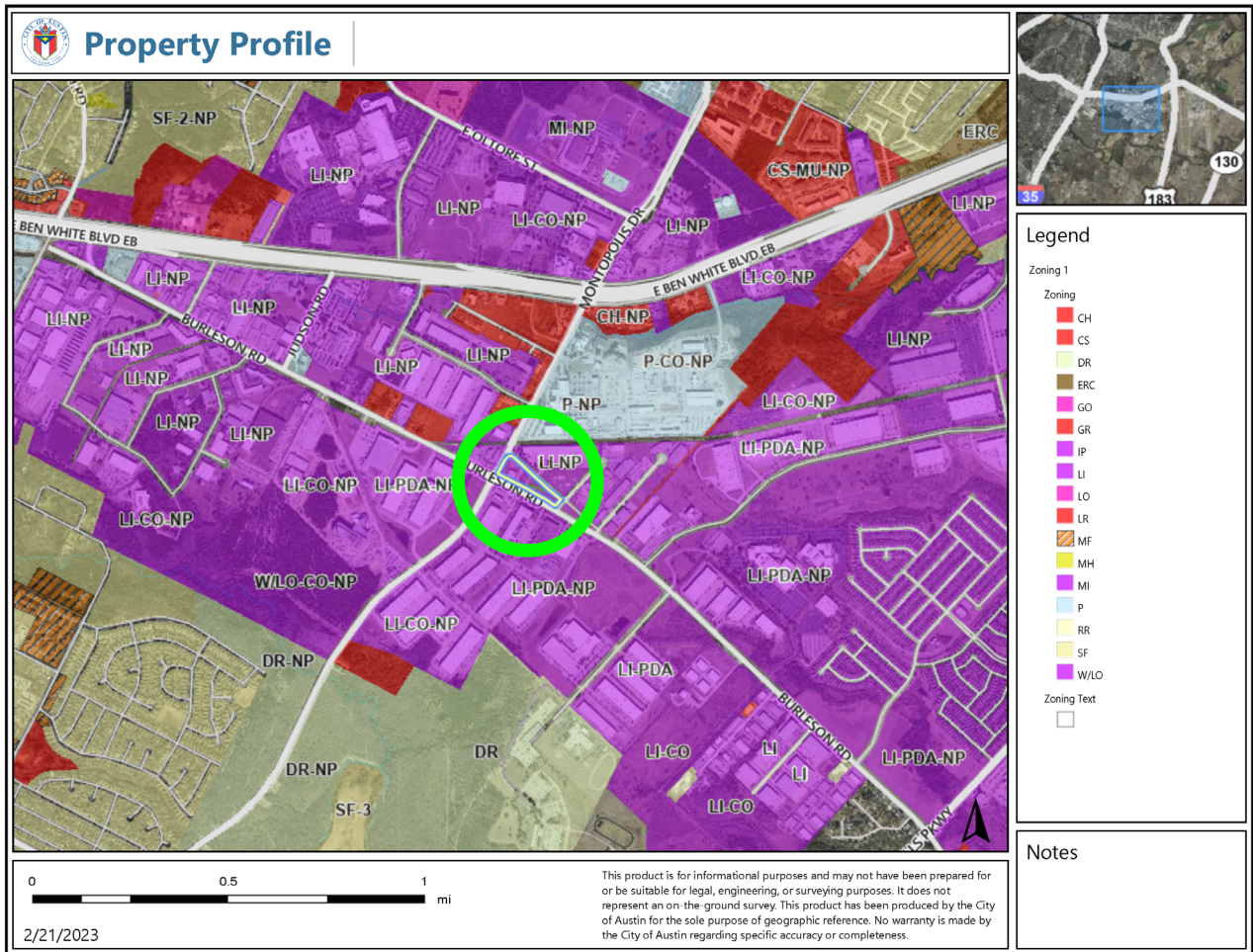
We also want to bring to your attention an ongoing concern as our city continues to add residential use/zoning in our area. Industrial zoning makes up a significant portion of the Southeast Combined Neighborhood Plan Area. But, the closest fire stations equipped to address hazardous materials related fires are located as follows: **Station 14** at 4305 Airport Blvd by Mueller; **Station 20** at 6601 Menchaca Rd. in SW Austin; **Station 28** at 2410 W. Parmer Ln. in NW Austin; and **Station 32** at 2804 Montebello Rd. in West Lake Hills. We have no fire stations in Southeast Austin that are equipped to handle hazardous materials and respond within this highly industrial area and protect the residents and employees in this area, which is alarming to us. We respectfully request the support of the Planning Commission in ensuring the public safety of the residents, workers and business owners in Southeast Austin. Thank you for your time and consideration and service to our community.

Respectfully submitted,

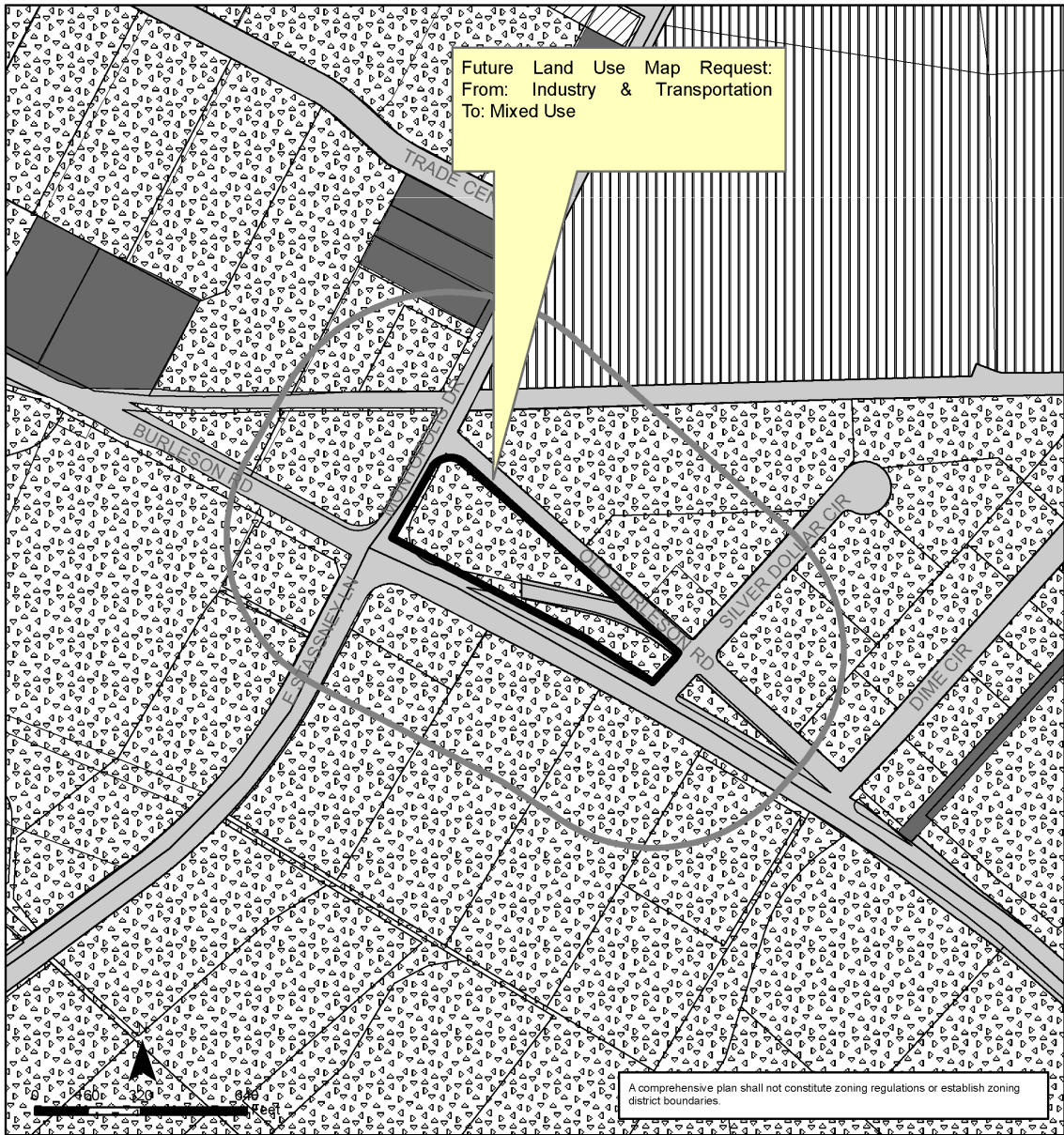


Ana Aguirre,
Immediate Past Chair
SCNPCT

Zoning



Proposed FLUM change from Industry to Mixed Use



Southeast Combined (Southeast) Neighborhood Planning Area NPA-2022-0014.05

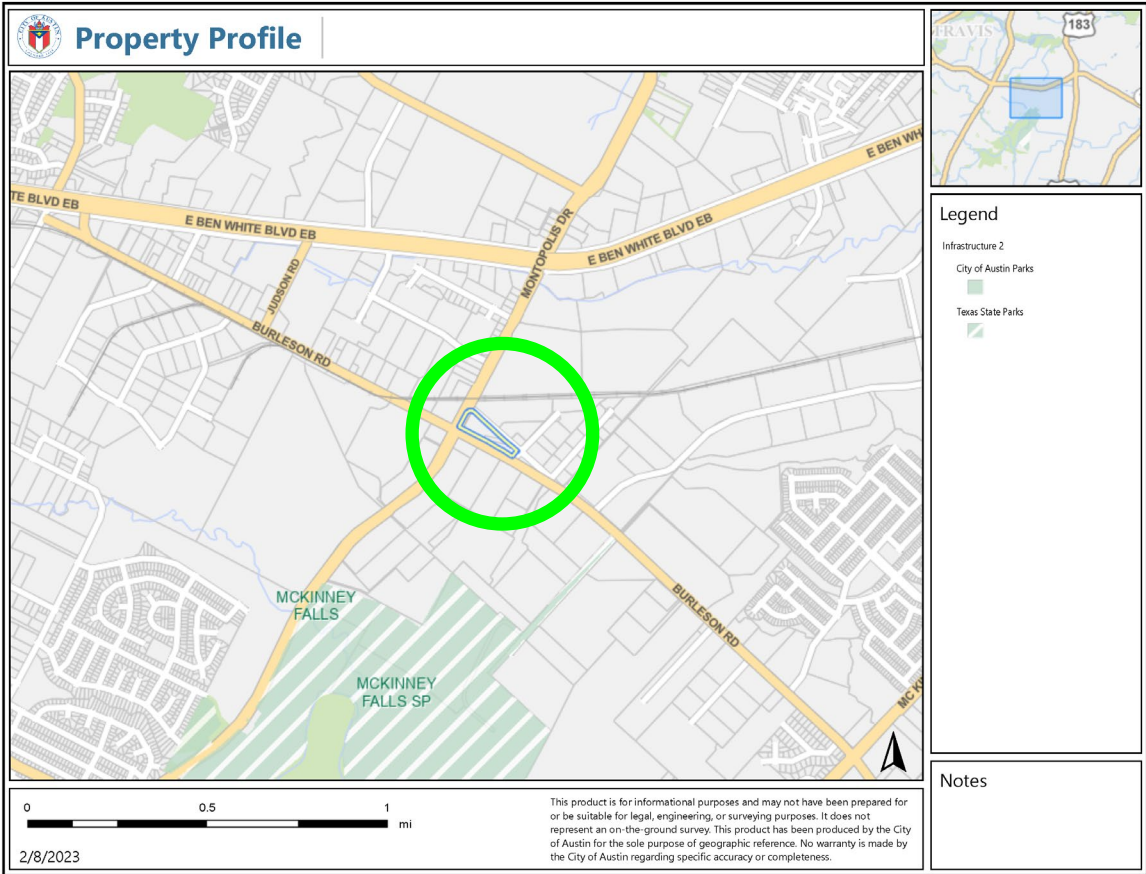
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

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 completeness.

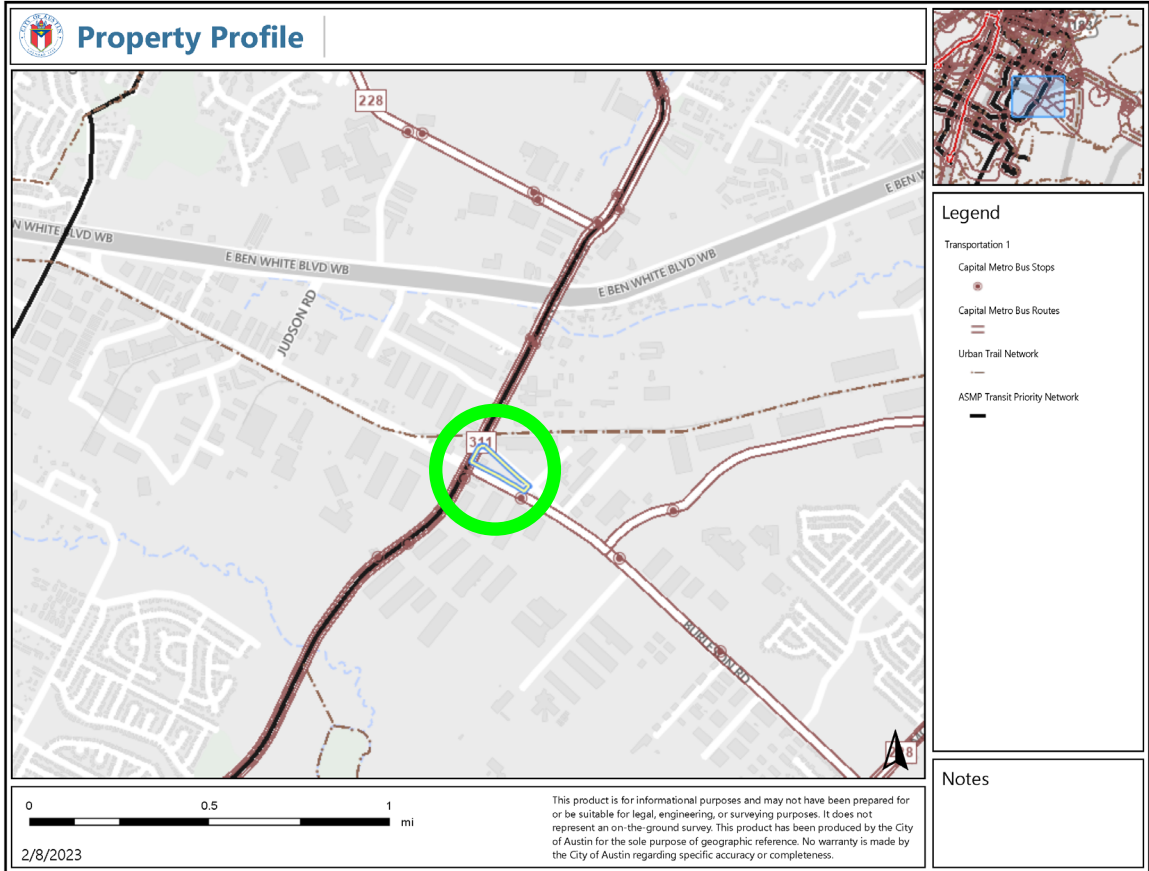
City of Austin
 Housing and Planning Department
 Created on 8/22/2022, by: MeeksS

Future Land Use	
Subject Tract	Industry
500 ft. notif. boundary	Mixed Use
Civic	Transportation
Commercial	Warehouse/Limited Office

Proximity to Public Parks



Proximity to Public Transportation



Correspondence Received

n/a public comment May 22, 2023