ZONING CHANGE REVIEW SHEET

CASE: C814-2012-0085 – Estancia Hill Country Planned Unit Development

Z.AP. DATE: January 15, 2013

April 16, 2013

ADDRESS: 12814 Interstate Highway 35 South, FM 1327 (Puryear Road) at South IH 35 Service Road Southbound

OWNERS: Sevengreen One LTD; Quartersage II LTD; Reverde Three LTD; IV Capitol Pointe LTD; Stone Pointe Five LTD; Saladia VI LTD; Paol Grande Seven LTD; High Point Green VIII LTD; Golondrina Nine LTD; X Cordoniz LTD; Ciero Eleven LTD; Zaguan XII LTD; Thirteen Canard LTD; Ruissea XIV LTD; Dindon Fifteen LTD; Bois de Chene XVI LTD; Etourneau Seventeen LTD; Moineau XVIII LTD; SLF III – Onion Creek LP (The Stratford Company) (Ocie Vest)

AGENT: Metcalfe Wolff Stuart & Williams, LLP (Michele Rogerson Lynch)

ZONING FROM: I-RR (upon annexation) TO: PUD

AREA: 593.6 acres

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant planned unit development (PUD) district zoning with the conditions of the Environmental Board Motion 20130403-6b, as shown in Attachment A, and as shown in the PUD Land Use Plan as provided in Exhibit B and supporting Exhibits C, D, H, H-1, I and also including the Headwaters Buffer and Construction on Slopes exhibits that are part of Attachment A.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated April 9, 2013, as provided in Attachment B.

ENVIRONMENTAL BOARD MOTION:

April 3, 2013: The Environmental Board recommends approval of the conditions for the Estancia Hill Country PUD C814-2012-0085 as described in background documents with exception of deleting a portion of variance No. 3 regarding Heritage Tree review. (Delete sentence will include an analysis based on preserving those trees that are in the soundest condition) This includes the Board condition to “Provide at least 25% of the water for landscape irrigation of right-of-way infrastructure project-wide from non-potable water sources (rainwater, condensate water, or catchment of storm water)”
ZONING AND PLATTING COMMISSION RECOMMENDATION:

January 15, 2013: APPROVED AN INDEFINITE POSTPONEMENT REQUEST BY THE STAFF, BY CONSENT
[C. BANKS; R. MCDANIEL – 2ND] 6-0 P. SEEGER – ABSENT

[S. COMPTON; G. ROJAS – 2ND] (7-0)

ISSUES:

The Onion Creek Meadows Property Owner Association has written a letter of support of the proposed PUD. A resident within the Arroyo Dobles Estates neighborhood has also provided correspondence in support of the PUD.

EXHIBITS AND ATTACHMENTS TO THE STAFF REPORT:

Exhibit A, Exhibit A-1 and Exhibit A-2: Vicinity Map, Zoning Map and Aerial
Exhibit B: PUD Land Use Plan
Exhibit C: Park Exhibit
Exhibit D: Signage
Exhibit E: Conceptual Plan
Exhibit F: PUD Summary
Exhibit G: Basis for Superiority / Tier 1 and Tier 2 Table
Exhibit H: Code Modifications
Exhibit H-1: Compatibility Standards
Exhibit I: Zoning Use Summary Table
Exhibit J: Approved Preliminary Plan
Exhibit K: Proposed Final Plat – Tract 1
Exhibit L: Proposed Construction Plan – Tract 1

Attachment A: Environmental Board Motion and Materials
Attachment B: TIA Memo
Attachment C: Educational Impact Memo
Correspondence Received

DEPARTMENT COMMENTS:

The proposed Estancia Hill Country Planned Unit Development (PUD) consists of two tracts of undeveloped land located on the southbound IH-35 service road at its intersection with Puryear Road. Tract 1 is bordered by Onion Creek on the north, IH-35 on the east, Puryear Road on the south and Old San Antonio Road on the west. Tract II is located on the west side of Old San Antonio Road and does not include a 0.160 acre tract that contains a water system including well/water tank and a pump station in a building, and is under separate ownership. The proposed PUD is bounded by Onion Creek to the north, the southbound IH 35 Service Road to the east, Puryear Road to the south, and single family residences in the Onion Creek Meadows subdivision and residences on large lots and undeveloped land to the west (County). Please refer to Exhibits A ( Vicinity Map), A-1 (Zoning Map) and A-2 (Aerial View).

The Applicant is requesting PUD district zoning for a 593.6 acre mixed use project that may be developed with up to 737 single family residential units, 1,550 multi-family residential units, 1.65 million square feet of office/commercial uses, 400,000 square feet of retail, and over 100 acres of open space. A two acre City of Austin Fire / EMS station site and a nine acre site for a multi modal transportation facility are proposed to be located near the southeast corner of Tract II. In general, parkland/open space is located in proximity to Onion Creek and along the west side of Old San Antonio Road, and single family residences on the north central portion of the site. The remainder of the property is to be developed with a broad mix of multi-family, office, retail, and civic uses. Please refer to Exhibit B (PUD Land Use Plan).

Per the LDC, PUD district zoning was established to implement goals of preserving the natural environment, encouraging high quality development and innovative design, and ensuring adequate public facilities and services. The City Council intends PUD district zoning to produce development that achieves these goals to a greater degree than and that is therefore superior to development under conventional zoning and subdivision regulations.

City Council approved revisions to the PUD regulations that became effective June 29, 2008. To help evaluate the superiority of a proposed PUD, requirements are divided into two categories: Tier 1, which is requirements that all PUDs must meet, and Tier 2 which provides criteria in 13 topical areas in which a PUD may exceed code requirements and therefore be superior. A PUD need not address all criteria listed under Tier 2, and there is no minimum number of categories or individual items required.

As more fully detailed in the Tier Table and Land Use Plan (please refer to Exhibit B), this proposed PUD meets all 12 of the applicable Tier 1 items, meets one of three additional Tier 1 items (Commercial Design Standards), and offers some elements of superiority in seven of the 13 Tier 2 categories (Open Space/Parkland; Environment; Community Amenities, Transportation, Affordable Housing, Art and Historic Preservation).
Upgrades to Old San Antonio Road
In order to accommodate the additional traffic on Old San Antonio Road, the Applicant has donated 10 feet of right-of-way along Old San Antonio Road for widening, as well as an additional 10-foot wide easement for a hike and bike trail. The right-of-way and easement were donated at the time the Preliminary Plan was approved. To address bicycle safety, Travis County has committed to build a 6-foot wide bike lane on each side of Old San Antonio Road. The Applicant has also agreed to donate all of the land necessary for the construction of a new bridge to be built at the low water crossing located near the northwest corner of the property (the existing bridge will remain in place). The land donation will occur by way of a Transportation Phasing Agreement with Travis County.

Code Modifications
There are nine modifications to Code requirements requested by the Applicant and recommended by Staff (please refer to Exhibit H – Code Modification chart for details)

- 25-1-21(98) Definition of Site
- 25-2, Subchapter C, Article 10 (Compatibility Standards)
- 25-2-243 Proposed District Boundaries
- 25-2-491 Permitted, Prohibited and Conditional Uses
- Subchapter E Commercial Design Standards
- 25-8, Subchapter A, Article 7, Division 3 (Construction on Slopes)
  - 25-8-301(A) and 25-8-302(A)(2)
- 25-8-394(C) (Suburban Watershed Uplands Zone) – Impervious Cover
- 25-8-643 Heritage Trees
- 25-10-82 Determination of Applicable Sign District

Staff recommendation and conditions:
Given the number and breadth of items offered in the PUD that exceed current code standards for townhouse and condominium residence (SF-6) district zoning (107.347 acres), community commercial – mixed use (GR-MU) district zoning, and general commercial services – mixed use – vertical mixed use building (CS-MU-V) district zoning, Staff believes the proposal can result in superior development at what will be significant intersection. Therefore, Staff recommends PUD zoning based on the following factors that make this project superior:

- Located near the Regional Center of the Imagine Austin Comprehensive Plan
- Dedicating all of the right-of-way for new bridge construction accommodating bikes and pedestrians
- Providing for an extensive trail and bicycle network including Old San Antonio Road
- Working with Travis County to provide 6 foot bike lanes on either side of Old San Antonio Road
- Donation of land for a 2 acre fire station
- Donation of land for a 9 acre multi-modal transportation facility
- Preserving existing historical context of the Old San Antonio Road route of the Camino Del Rio De Las Tejas and archaeological areas onsite.
- Providing for upgraded Commercial Design Standards within the CS-MU-V section of the PUD
- Providing for employment opportunities with corporate campus sites
- Providing for a public art master program
- Providing for affordable housing for rental and ownership units
- Providing headwaters stream buffers for creeks between 64 and 320 acres of drainage (additional 100 feet provided in excess of 50 foot required setback results in 30 additional acres for unclassified waterways)
- Providing volumetric flood control detention where feasible and beneficial as reasonably determined by the City.
- If full or partial volumetric flood detention is not feasible and beneficial, then the owner agrees to a minimum of 50% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls that provide a greater overall pollutant removal than the minimum code required sedimentation filtration method (options from ECM 1.6.7).
- If the 50% standard decided above is not required, the owner agrees to a minimum of 30% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls (options from ECM 1.6.7). Includes wet ponds for multifamily, garden homes, commercial and roads.
- Providing for compliance with the Commercial Landscape Ordinance, which applies to irrigation, landscaping and use of innovative water management options such as directing stormwater to on-site uses (e.g., landscaping) and rainwater harvesting, etc.
- Providing at least 25% of the landscape irrigation system for the ROW infrastructure project-wide from non-potable water sources (i.e. rainwater or condensate catchment, stormwater systems, etc. (EVB recommendation)
- Wet ponds maintained by master POA
- All buildings within the district will achieve an Austin Energy Green Building two star rating or equivalent agreed to by the City.
- Grow Green program participation
- Adhering to an IPM plan
- Providing for tree protection that is more stringent than what is required in the ETJ (Heritage Tree Ordinance does not apply) or full purpose annexation (project has grandfathering protection from the Heritage Tree Ordinance) by following the Protected Tree Ordinance for 8” and greater. Heritage Trees will be prioritized and preserved with administrate review and approval.
- Providing for public and private parkland amenities exceeding standard requirement (69.4 dedicated acres provided and 23.5 acres required = 45.9 acres in excess).
- Required open space exceeds requirements (18% provided and 15% required).
- Private parks with amenities to be owned, operated and maintained by POA.
- Providing for public parkland dedication of 33 gross acres along Onion Creek to connect with nearby City parkland.
- Connecting parks and trails to regional trail plan connection points.
- Parks will be within ¼ mile of any proposed residence.

**EXISTING ZONING AND LAND USES:**

<table>
<thead>
<tr>
<th>Site</th>
<th>ZONING</th>
<th>LAND USES</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>I-RR (Upon annexation)</td>
<td>Undeveloped (formerly part of the Heep Ranch)</td>
</tr>
<tr>
<td>North</td>
<td>County; MF-2</td>
<td>Onion Creek; Multi-family residences</td>
</tr>
<tr>
<td>South</td>
<td>County</td>
<td>Undeveloped</td>
</tr>
<tr>
<td>East</td>
<td>N/A</td>
<td>IH 35 Service Road southbound and main lanes</td>
</tr>
<tr>
<td>West</td>
<td>County</td>
<td>Single family residences within the Onion Creek Meadows subdivision; Single family residences on large lots; Undeveloped</td>
</tr>
</tbody>
</table>

**AREA STUDY:** N/A  
**TIA:** Is required – Please refer to Attachment B

**WATERSHED:** Onion Creek  
**DESired DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No  
**SCENIC ROADWAY:** No

**NEIGHBORHOOD ORGANIZATIONS:**

- 231 – Onion Creek Meadow Property Owners Association
- 627 – Onion Creek Homeowners Association
- 742 – Austin Independent School District
- 786 – Home Builders Association of Greater Austin
- 1037 – Homeless Neighborhood Organization
- 1075 – League of Bicycling Voters
- 1224 – Austin Monorail Project
- 1228 – Sierra Club, Austin Regional Group
- 1236 – The Real Estate Council of Austin, Inc.
- 1340 – Austin Heritage Tree Foundation
- 1363 – SEL Texas

**SCHOOLS:**

Menchaca Elementary School  Paredes Middle School  Akins High School

*Note:* An Educational Impact Statement (EIS) is required. Please refer to Attachment C.

**CASE HISTORIES:**

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>REQUEST</th>
<th>COMMISSION</th>
<th>CITY COUNCIL</th>
</tr>
</thead>
<tbody>
<tr>
<td>C14-2008-0221 – Conn Tract - 11821 – 12124 South IH</td>
<td>I-RR (Upon annexation) to CS-MU-CO</td>
<td>To Grant CS-MU-CO w/CO for limited warehousing &amp;</td>
<td>Approved CS-MU-CO as ZAP recommended (4-2-2009).</td>
</tr>
<tr>
<td>35 Service Road Northbound (58 acres)</td>
<td>distribution, and all GR uses, except for adult-oriented businesses, commercial blood plasma center and pawn shops, and 2,000 trips</td>
<td></td>
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<td>--------------------------------------</td>
<td>-------------------------------------------------------------------------------------------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td>C14-06-0191 – Fox Hill – 11421 – 11717 South IH-35 Service Road Northbound (87.884 acres)</td>
<td>I-RR to RR for Tract 1; MF-2-CO for Tract 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>To Grant RR-CO for Tract 1 with CO limiting permitted improvements to drainage, underground utility improvements, hike and bike trails, etc. and MF-2-CO for Tract 2, with the CO limiting development to 12 u.p.a., and the conditions of the TIA</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Approved RR-CO for Tract 1 and MF-2-CO for Tract 2 as ZAP Commission recommended (4-19-07).</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**RELATED CASES:**

*Creation of a Public Improvement District and Annexation*

On January 17, 2013, Council approved an Interim Annexation and Development agreement and directed the City Manager to negotiate a FINAL Annexation and Development Agreement (“Agreement”) with the developers of the proposed Estancia Hill Country project in lieu of completing full-purpose annexation for the area. The Estancia project area is currently in the city’s extraterritorial jurisdiction (“ETJ”) and is adjacent to the city’s full purpose jurisdiction on the north side.

City staff and the owners of the land negotiated an Agreement authorized by Sections 43.035 and 212.172 of the Texas Local Government Code that establishes development regulations for the property and provides that the area will be annexed initially for limited purposes, allowing the City to establish zoning and create a Public Improvement District (“PID”) for the area. The purpose of the PID is to finance City bonds that would help pay for infrastructure for the proposed development. In exchange for PID bond financing, the developers have requested limited purpose annexation and a 15 year delay of full purpose annexation. The Agreement obligates the City to defer full purpose annexation of any part of the project for which the City issues PID bonds. This is designed to defer imposing City property taxes on the land at any time before the PID bonds assessments are paid in full. The developer has also filed the subject application for planned unit development (“PUD”) zoning for the area. The Agreement is consistent with the Council adopted policy regarding establishment of PIDs. Zoning can only be approved by City Council after annexation occurs.
The Agreement does not create PIDS, annex the property, or zone it, however, related items on the Council agenda will accomplish those things. In accordance with the Interim Agreement, if Council does not approve all of these by June 27, 2013, the City may proceed with full purpose annexation in accordance with applicable state law.

Approved Preliminary Plan and Subdivision Plats in Process
A Preliminary Plan for Estancia Hill Country was approved on August 16, 2011 (C8J-2009-0142). A final plat for Phase I and construction plans for Phase I improvements are in process (C8J-2009-0142.1A/1B). The remainder of the rezoning area is unplatted. Please refer to Exhibits J, K and L.

There are no related site plan cases on the subject property.

Development Assessment
A Development Assessment for Estancia Hill Country PUD was submitted on April 27, 2012 and in accordance with the revised regulations for PUDs, a briefing was presented to Council on June 28, 2012 (CD-2012-0006). On July 13, 2012, the Applicant made a formal application for PUD zoning.

ABUTTING STREETS:

<table>
<thead>
<tr>
<th>Name</th>
<th>ROW</th>
<th>Pavement</th>
<th>Class</th>
<th>Sidewalk?</th>
<th>Bus Route?</th>
<th>Bike Route?</th>
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<tbody>
<tr>
<td>IH 35</td>
<td>Varies</td>
<td>FWY 6</td>
<td>FWY</td>
<td>No</td>
<td>No</td>
<td>No</td>
</tr>
</tbody>
</table>

CITY COUNCIL DATE: May 9, 2013

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades
ph: 974-7719
e-mail: wendy.rhoades@austintexas.gov
SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant planned unit development (PUD) district zoning with the conditions of the Environmental Board Motion 20130403-6b, as shown in Attachment A, and as shown in the PUD Land Use Plan as provided in Exhibit B and supporting Exhibits C, D, H, H-1, I and also including the Headwaters Buffer and Construction on Slopes exhibits that are part of Attachment A.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated April 9, 2013, as provided in Attachment B.

BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)

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

   The Planned Unit Development (PUD) zoning district is intended for large or complex developments under unified control, planned as a single contiguous project. The PUD is intended to allow single or multi-use projects within its boundaries and provides greater design flexibility for development proposed within the PUD. Use of the PUD district should result in development superior to that which would occur using conventional zoning and subdivision regulations. PUD zoning is appropriate if the development enhances preservation of the natural environment; encourages high quality development and innovative design; and ensures adequate public facilities and services for development within the PUD.

2. *Zoning changes should result in a balance of land uses, provides an orderly and compatible relationship among land uses, and incorporates environmental protection measures.*

   Given the number and breadth of items offered in the PUD that exceed current code standards for townhouse and condominium residence (SF-6) district zoning (107.347 acres), community commercial – mixed use (GR-MU) district zoning, and general commercial services – mixed use – vertical mixed use building (CS-MU-V) district zoning, Staff believes the proposal can result in superior development at what will be significant intersection. Therefore, Staff recommends PUD zoning based on the following factors that make this project superior:

   - Located near the Regional Center of the Imagine Austin Comprehensive Plan
   - Dedicating all of the right-of-way for new bridge construction accommodating bikes and pedestrians
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   - Donation of land for a 2 acre fire station
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- Providing at least 25% of the landscape irrigation system for the ROW infrastructure project-wide from non-potable water sources (i.e. rainwater or condensate catchment, stormwater systems, etc. (EVB recommendation)
- Wet ponds maintained by master POA
- All buildings within the district will achieve an Austin Energy Green Building two star rating or equivalent agreed to by the City.
- Grow Green program participation
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- Providing for public and private parkland amenities exceeding standard requirement (69.4 dedicated acres provided and 23.5 acres required= 45.9 acres in excess).
- Required open space exceeds requirements (18% provided and 15% required).
- Private parks with amenities to be owned, operated and maintained by POA.
- Providing for public parkland dedication of 33 gross acres along Onion Creek to connect with nearby City parkland.
- Connecting parks and trails to regional trail plan connection points.
- Parks will be within ¼ mile of any proposed residence.
EXISTING CONDITIONS

Site Characteristics

The subject property consists of two tracts, and both are undeveloped. Tract 1 is bordered by Onion Creek on the north, IH-35 on the east, Puryear Road on the south and Old San Antonio Road on the west. Vegetation on Tract 1 is characterized by densely wooded areas including riparian vegetation in proximity to Onion Creek, an uplands area containing fields of native and non-native grasses, and clumps of woody areas, and unmaintained crop land. Tract II, located on the west side of Old San Antonio Road is largely characterized by unmaintained historic cropland with vegetation including intermittent clumps of Mesquite trees within fields of native and non-native grasses.

The northern portion of Tract 1 and the western portion of Tract II are defined by Onion Creek and contain the critical water quality zone (CWQZ) and the water quality transition zone (WQTZ).

Impervious Cover

The overall impervious cover proposed is 60.12 percent (356.9 acres). The Applicant is seeking a modification to Section 25-8-394 (Uplands Zone), Subsection (C) to allow a maximum impervious cover limit for 70 percent for multifamily residential uses, and 90 percent for commercial developments.

Environmental

Please refer to Attachment A.

Transportation

Please refer to Attachment B.

Water and Wastewater

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at his own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required. The water and wastewater utility plan must be reviewed and approved by the Austin Water Utility for compliance with City criteria and the approved service extension request (1473). All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.
Subdivision

Applications for subdivision preliminary plan(s) and final subdivision plat(s) will be need to be approved prior to approval of any site plan or issuance of any development permit.

Site Plan

Site plans will be required for any new development other than single-family or duplex residential.
Estancia Hill Country
City of Austin Parkland Dedication Summary
Date Prepared: 04/18/2013
Owner: Strafford III, LLC
Location: Austin Texas
Bury + Partners Job Number: 103652 10008

### Public Parkland Dedication - Required

<table>
<thead>
<tr>
<th>Description</th>
<th>Equation</th>
<th>Calculated</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 x (737 Single Family Units) x (2.8 Residents Per Unit)</td>
<td>10.3</td>
<td>Acres of Parkland</td>
</tr>
<tr>
<td>5 x (1550 Multi Family Units) x (1.7 Residents Per Unit)</td>
<td>13.2</td>
<td>Acres of Parkland</td>
</tr>
<tr>
<td>Total</td>
<td>23.5</td>
<td>Acres of Public Parkland Required</td>
</tr>
</tbody>
</table>

### Public Parkland Dedication - Policy for MUD/PID Superiority

<table>
<thead>
<tr>
<th>Description</th>
<th>Equation</th>
<th>Calculated</th>
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<tbody>
<tr>
<td>10 x (737 Single Family Units) x (2.8 Residents Per Unit)</td>
<td>20.6</td>
<td>Acres of Parkland</td>
</tr>
<tr>
<td>10 x (1550 Multi Family Units) x (1.7 Residents Per Unit)</td>
<td>26.4</td>
<td>Acres of Parkland</td>
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<tr>
<td>Total</td>
<td>47.0</td>
<td>Acres of Public Parkland Required</td>
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### Total Open Space, Private, Public, Floodplain, Ponds and CEF's (setback and mitigation)

<table>
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<tr>
<th>Description</th>
<th>Acres</th>
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<tbody>
<tr>
<td>Proposed Park Areas - Excludes Ponds and CEF's (setback and mitigation)</td>
<td>141</td>
</tr>
<tr>
<td>Open Space/ Private Park/ Public Park</td>
<td>74.8</td>
</tr>
<tr>
<td>50% Private Park</td>
<td>-5.4</td>
</tr>
<tr>
<td>Total Area Dedicated Open Space/ Public Park/ Credited Private</td>
<td>69.4</td>
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</table>

### Parkland Dedication - Provided

<table>
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<tr>
<th>Description</th>
<th>Acres</th>
<th>Credit</th>
<th>Acres</th>
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<tbody>
<tr>
<td>Open Space</td>
<td>64.0</td>
<td>100%</td>
<td>64.0</td>
</tr>
<tr>
<td>Private Park (contains no floodplain or setback)</td>
<td>10.6</td>
<td>50%</td>
<td>4.4</td>
</tr>
<tr>
<td>Total Area</td>
<td>74.8</td>
<td></td>
<td>69.4</td>
</tr>
<tr>
<td>Less Parkland Required</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Excess Parkland</td>
<td></td>
<td></td>
<td>23.5</td>
</tr>
</tbody>
</table>

1 Private Park proposed is privately maintained and City allows 50% credit for privately maintained parks which are open to the public.

### Estancia Hill Country PUD

<table>
<thead>
<tr>
<th>Description</th>
<th>Site Area</th>
<th>Percent of OS</th>
<th>Acres</th>
</tr>
</thead>
<tbody>
<tr>
<td>Open Space Required</td>
<td>594</td>
<td>15.0%</td>
<td>89</td>
</tr>
<tr>
<td>Open Space Provided</td>
<td>594</td>
<td>18.0%</td>
<td>107</td>
</tr>
</tbody>
</table>

2 Open space requirement based on PUD Tier 1C requirement to provide open space at 10% Residential, 15% Industrial and 20% Commercial. We have assumed land use is 50% commercial and 50% residential.

Note: All Amounts are approximate and subject to change.
City of Austin Parkland Dedication
25-1-400(D) and 30-2-014.C Formula for Acreage Calculation

<table>
<thead>
<tr>
<th>Public Parkland Dedication - Required</th>
</tr>
</thead>
<tbody>
<tr>
<td>5 x (275 Single Family Units)</td>
</tr>
<tr>
<td>6.25 Acres of Parkland</td>
</tr>
<tr>
<td>6 x (1500 Multi Family Units)</td>
</tr>
<tr>
<td>9.0 Acres of Parkland</td>
</tr>
<tr>
<td>Total</td>
</tr>
<tr>
<td>15.25 Acres of Public Parkland</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Public Parkland Dedication - Policy of MUD/PUD Supriority</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 x (275 Single Family Units)</td>
</tr>
<tr>
<td>10.0 Acres of Parkland</td>
</tr>
<tr>
<td>10 x (1500 Multi Family Units)</td>
</tr>
<tr>
<td>14.0 Acres of Parkland</td>
</tr>
<tr>
<td>Total</td>
</tr>
<tr>
<td>24.0 Acres of Public Parkland</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Open Space, Private, Public, Floodplains, Ponds and CEFs (setback and mitigation)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Area</td>
</tr>
<tr>
<td>139 Acres</td>
</tr>
</tbody>
</table>

**Parkland Dedication - Total Proposed Area - Excludes Ponds and CEFs (setback and mitigation)**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Acres Outside 100 Year Floodplain</th>
<th>Acres Outside 100 Year Floodplain</th>
<th>Phase 1</th>
<th>Acres Outside 100 Year Floodplain</th>
<th>Acres Outside 100 Year Floodplain</th>
<th>Phase 1</th>
<th>Acres Outside 100 Year Floodplain</th>
<th>Acres Outside 100 Year Floodplain</th>
</tr>
</thead>
<tbody>
<tr>
<td>Phase I</td>
<td>5.9</td>
<td>5.9</td>
<td>Phase I</td>
<td>5.9</td>
<td>5.9</td>
<td>Phase I</td>
<td>5.9</td>
<td>5.9</td>
</tr>
<tr>
<td>Phase II</td>
<td>13.2</td>
<td></td>
<td>Phase II</td>
<td>13.2</td>
<td></td>
<td>Phase II</td>
<td>13.2</td>
<td></td>
</tr>
<tr>
<td>Phase III</td>
<td>27.4</td>
<td></td>
<td>Phase III</td>
<td>27.4</td>
<td></td>
<td>Phase III</td>
<td>27.4</td>
<td></td>
</tr>
<tr>
<td>Phase I</td>
<td>7.2</td>
<td></td>
<td>Phase I</td>
<td>7.2</td>
<td></td>
<td>Phase I</td>
<td>7.2</td>
<td></td>
</tr>
<tr>
<td>Phase II</td>
<td>0.5</td>
<td></td>
<td>Phase II</td>
<td>0.5</td>
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<td>Phase II</td>
<td>0.5</td>
<td></td>
</tr>
<tr>
<td>Phase III</td>
<td>1.34</td>
<td></td>
<td>Phase III</td>
<td>1.34</td>
<td></td>
<td>Phase III</td>
<td>1.34</td>
<td></td>
</tr>
<tr>
<td>Phase I</td>
<td>7.5</td>
<td></td>
<td>Phase I</td>
<td>7.5</td>
<td></td>
<td>Phase I</td>
<td>7.5</td>
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<tr>
<td>Phase II</td>
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<td>Phase II</td>
<td>6.0</td>
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<td>Phase II</td>
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<tr>
<td>Phase III</td>
<td>6.0</td>
<td></td>
<td>Phase III</td>
<td>6.0</td>
<td></td>
<td>Phase III</td>
<td>6.0</td>
<td></td>
</tr>
</tbody>
</table>

**Floodplain Area**

Per 25-1-306(C): Fifty percent of acreage in the 100 year floodplain that is dedicated as parkland may be credited toward fulfilling the requirements of this article if the adjoining land within the 25 year floodplain, if any, is also dedicated as parkland. The land within the 25 year floodplain may not be credited toward fulfilling the requirements of this article.

**Rimrock and Wetland Setback Area**

Per 25-1-404(A), the Director of the Parks and Recreation Department may allow up to 50 percent of the setback area to be used for the purposes of the water treatment and recreational facilities.

**PUD Parkland**

Per PUD Sec 1.100, any open space that equals or exceeds 10 percent of the residential tract, 10 percent of the industrial tracts, and 10 percent of the commercial tracts within the PUD 2.7 Subchapter A defines a minimum of 5% open space defined as Private Common Area and/or Private Common Facilities. *PUD Parkland can include a park if the park is an amenity feature.*
**Parkland Investment - Policy for MUD/PID Superiority**

**Improvements**
Phase I: Trail/Bike Path along OSR and interior to PUD $448,858.25  
Phase II and III: Trail/Bike Path and trail along Onion Creek Park $560,000.00  
**TOTAL IMPROVEMENTS** $1,008,858.25

**LUEs**

<table>
<thead>
<tr>
<th>Type</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>SF Units</td>
<td>737</td>
</tr>
<tr>
<td>MF Units</td>
<td>775</td>
</tr>
<tr>
<td><strong>TOTAL LUEs</strong></td>
<td><strong>1512</strong></td>
</tr>
</tbody>
</table>

**Required Parkland Investment**

$200 x 1512 LUE of Improvements $302,400

**Parkland Investment Provided** $1,008,858.25  
**Minus Parkland Investment Required** $302,400  
**Excess Parkland Investment Provided** $706,458.25
Estancia Hill Country
PUD
C814-2012-0085

PUD SUMMARY

Location:
Located in Austin’s ETJ at the northwest corner of IH-35 and SH-45. Identified in the Imagine Austin Comprehensive Plan as a Regional Center.

The Project contains approximately 594 acres of high quality mixed use including:
- 737 single family residential units
- 1,550 multifamily units
- 1.65 million square feet of office/commercial
- 400,000 square feet of retail
- Over 100 acres of parks and open space

Overall Project Request:
- Annexation –Limited Purpose
- PUD Zoning
- PID Financing for the construction or public infrastructure such as roads, drainage and utilities

Project Superiority
- High quality mixed use project
- Located in the Desired Development Zone and near the Regional Center of the Comp Plan
- Coordinating development with surrounding neighborhoods and landowners in the ETJ
- Providing for an extensive trail and bicycle network including Old San Antonio Road
- Working with Travis County to provide 6 foot bike lanes on either side of Old San Antonio Road
- Donation of land for a 2 acre fire station
- Donation of land for a 9 acre multi modal transportation facility
- Preserving existing historical context of the Old San Antonio Road route of the Camino Del Rio De Las Tejas and archaeological areas onsite.
- Providing for upgraded Commercial Design Standards within
- Providing for employment opportunities with corporate campus sites
- Providing for a public art master program
- Providing for affordable housing for rental and ownership units
- Providing headwaters stream buffers for creeks between 64 and 320 acres of drainage (additional 100 feet provided in excess of 50 foot required setback)
- Providing volumetric flood control detention where feasible and beneficial as reasonably determined by the City.
If full or partial volumetric flood detention is not feasible and beneficial, then the owner agrees to a minimum of 50% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls (options from ECM 1.6.7).

If the 50% standard decided above is not required, the owner agrees to a minimum of 30% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls (options from ECM 1.6.7). Includes wet ponds for multifamily, garden homes, commercial and roads.

Providing for compliance with the Commercial Landscape Ordinance, which applies to irrigation, landscaping and use of innovative water management options such as directing stormwater to on-site uses (e.g., landscaping) and rainwater harvesting, etc.

Providing at least 25% of the landscape irrigation system for the ROW infrastructure project-wide from non-potable water sources (i.e. rainwater or condensate catchment, stormwater systems, etc. (EVB recommendation)

Wet ponds maintained by master POA

All buildings within the district will achieve an Austin Energy Green Building two star rating or equivalent agreed to by the City.

Grow Green program participation

Implementing the Commercial Landscape Ordinance for 100% of required landscaping.

Adhering to an IPM plan

Providing for tree protection that is more stringent than what is required in the ETJ (Heritage Tree Ordinance does not apply) or full purpose annexation (project has grandfathering protection from the Heritage Tree Ordinance).

Providing for public and private parkland amenities exceeding standard requirement (116.9 dedicated acres provided and 23.5 acres required= 93.4 acres in excess).

Required open space exceeds requirements (18% provided and 15% required).

Private parks with amenities to be owned, operated and maintained by POA.

Providing for public parkland dedication of 33 acres along Onion Creek to connect with nearby city parkland.

Connecting parks and trails to regional trail plan connection points.

Parks will be within ¼ mile of any proposed residence.

Code Modifications
(reference modification chart for details)

- 25-1-21(98) Definition of Site
- 25-2, Subchapter C, Article 10 (Compatibility Standards)
- 25-2-243 Proposed District Boundaries
- 25-2-491 Permitted, Prohibited and Conditional Uses
- Subchapter E Commercial Design Standards
- 25-8, Subchapter A, Article 7, Division 3 (Construction on Slopes)
  - 25-8-301(A) and 25-8-302(A)(2)
- 25-8-394 (C) (Suburban Watershed Uplands Zone) - Impervious Cover
- 25-8-643 Heritage Trees
- 25-10-82 Determination of Applicable Sign District
<table>
<thead>
<tr>
<th>Item</th>
<th>Code Requirement</th>
<th>PUD Proposal/Superiority</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>TIER 1</strong></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| **General** | **PUD: Tier1A**  - Meet the objectives of the City Code  
**PUD: Tier1B**  - Provide for development standards that achieve equal or greater consistency with general PUD intent and exceed standard Code regulations | 1. Providing for environmental, community, design and regional goals that meet or exceed Code standards and encourages high quality mixed use in the Desired Development Zone along I-35 and SH-45 with a public facility and open space.  
2. Providing for preservation of the natural and historical environment, encouraging high quality development with extensive open space areas.  
3. Provides for a dense, mixed-use project that is identified near a Regional Center that is in line with the Imagine Austin Plan |
| **Open Space/Parkland** | **PUD Tier 1C**  - Provide open space at: Residential  
10% Residential  
15% Industrial  
20% Commercial  
**Commercial Design Standards**  - 5% Open Space | 1. Providing for public and private parkland amenities exceeding standard requirement (116.9 dedicated acres provided and 23.5 acres required= 93.4 acres in excess).  
2. Required open space exceeds requirements (18% provided and 15% required).  
3. Private parks with amenities to be owned, operated and maintained by POA. |
| **Green Building Program** | **PUD Tier 1D**  - Comply with Green Building Program | 1. Providing for 2-Star Green Building for all development with some minor exceptions for data centers.  
2. Working with Austin Energy (AE) to provide a comparable green building standard to the out of AE service areas. |
| **Neighborhood Plans and Historic** | **PUD Tier 1E**  - Be consistent with neighborhood plans, | 1. The proposed design meets the requirements of compatibility with adjacent land uses and preserving |
| Compatibility | historic and surrounding uses | historic features and monuments  
2. Have been in communications with surrounding neighborhoods in the county and obtained support for the preliminary plan.  
3. A 100 foot buffer was provided with the preliminary plan along the project side adjacent to existing residences |
| Water Quality /Environmental | PUD Tier 1F  
* Provide for environmental preservation  
Sed/Fill Pond  
* Standard water quality requirement | 1. Providing headwaters stream buffers for creeks between 64 and 320 acres of drainage (additional 100 feet provided in excess of 50 foot requirement)  
2. Providing volumetric flood control detention where feasible and beneficial as reasonably determined by the City.  
3. Providing for compliance with the Commercial Landscape Ordinance, which applies to irrigation, landscaping and use of innovative water management options such as directing stormwater to on-site uses (e.g., landscaping) and rainwater harvesting, etc.  
4. Wet ponds maintained by master POA  
5. Integrated Pest Management Plan (IPM) plan to be provided in DDZ when not required.  
6. Providing for tree protection that is more stringent than what is required in the ETJ (Heritage Tree Ordinance does not apply) or full purpose annexation (project has grandfathering protection from the Heritage Tree Ordinance). The Protected Tree Ordinance will be followed for 8” and greater and Heritage Trees will have additional review regarding prioritization and preservation. |
| Public Facilities | PUD Tier 1 G  
* Provide for public facilities and services | 1. Water and Wastewater utilities will be extended to this area and funded by the proposed PID.  
2. Will forgo Council authorized wastewater cost participation and cost reimbursement agreement for $2Million.  
3. Will adhere to the proposed sizing and route of infrastructure noted in the current SER’s and will design and construct in accordance with the City’s Utility Criteria Manual. |
<table>
<thead>
<tr>
<th>Grow Green Landscaping</th>
<th>PUD Tier 1H</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Exceed minimum landscaping requirements</td>
<td>1. Applying Exhibit C, Grow Green Native and Adapted Landscape Plants List and Exhibit C-1, Invasive Species/Problem Plants List when not required</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Connectivity</th>
<th>PUD Tier 1i</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Provide appropriate transportation connections and mitigate impacts</td>
<td>1. Working with Travis County on a commitment to provide 6 foot bike lanes on Old San Antonio Road</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Commercial Design Standards</th>
<th>2. Donated ROW for wider shoulders and dedicated trail along Old San Antonio Road – up to 10 feet on east side for commercial collector - 5 feet wider than required</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Suburban Standards</td>
<td>3. Puryear Road ROW dedication west of Old San Antonio road of 150 feet (reservation area f 250 feet)</td>
</tr>
<tr>
<td></td>
<td>4. Future ROW dedication for Old San Antonio bridge per Transportation Phasing Agreement with Travis County (11-7-11).</td>
</tr>
<tr>
<td></td>
<td>5. Commit to contact Capital Metro every 5 years about transit services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Gated Roadways</th>
<th>PUD Tier 1J</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Gated Roadways Prohibited</td>
<td>1. Gated roadways are prohibited on public roadways. Gated private roads will be allowed for condominium, multifamily, garden home, corporate campus and data center uses.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Architectural, historical, cultural and archaeological areas</th>
<th>PUD Tier 1K</th>
</tr>
</thead>
<tbody>
<tr>
<td>* Protect areas of significance</td>
<td>1. Preservation of well-known archaeological areas for Native American artifacts and history for cultural resource education.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>PUD Size and Uniqueness</th>
<th>PUD Tier 1L</th>
</tr>
</thead>
<tbody>
<tr>
<td>* 10 acre size unless special issues</td>
<td>1. The PUD encompasses 594 acres</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><em>ADDITIONAL</em></th>
<th>Commercial Design Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>PUD Additional Tier</td>
</tr>
<tr>
<td></td>
<td>* Comply with CDS</td>
</tr>
<tr>
<td></td>
<td>* Comply with Core Transit Corridor if in Urban Area</td>
</tr>
</tbody>
</table>

<p>|                                          | 1. The CS-MU-V and GR-MU sections of the PUD will comply with Suburban Standards of Subchapter E. |
|                                          | 2. The CS-MU-V section of the PUD will be upgraded to comply with Core Transit Corridor Standards of |</p>
<table>
<thead>
<tr>
<th>TIER 2*</th>
</tr>
</thead>
</table>
| **Open Space/Parkland** | PUD Tier 2  
- Provide 10% above minimum or enhancements to trails and open space  
**Commercial Design Standards**  
- 5% Open Space | 1. Providing for public parkland dedication of 33 acres along Onion Creek to connect with nearby City parkland.  
2. Connecting parks and trails to regional trail plan connection points.  
3. Parks will be within ¼ mile of any proposed residence. |
| **Environment** | PUD Tier 2  
- Provide various environmental options | 1. Providing a minimum of 30% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls (options from ECM 1.6.7). Includes wet ponds for multifamily, garden homes, commercial and roads  
2. If full or partial volumetric flood detention is not feasible and beneficial, then the developer agrees to a minimum of 50% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls (options from ECM 1.6.7).  
3. Providing at least 25% of the landscape irrigation system for the ROW infrastructure project-wide from non-potable water sources (i.e. rainwater or condensate catchment, stormwater systems, etc. (EVB recommendation) |
| **Community Amenities** | PUD Tier 2  
- Provide for various community services and amenities such as plazas and space for community meetings | 1. Providing for extensive community amenities throughout the PUD such as open space, trails and plazas, etc. |
| **Transportation** | PUD Tier 2  
- Provide bicycle facilities that connect | 1. Providing a 9 acres site for an intermodal transportation facility |
<table>
<thead>
<tr>
<th>Category</th>
<th>Requirements</th>
<th>Notes</th>
</tr>
</thead>
</table>
| Art                      | 2. Providing for an appropriate network of roads, bicycle lanes, trails and sidewalks connections will connect through project to internal parks and Onion Creek (multi-use 8' trail at AASHTO standards)  
3. Providing for shower facilities for office development | 4. Providing for a public art master plan, which will be developed and managed by the developer and master POA.                                                                                       |
| Affordable Housing       | 2. Providing for affordable housing onsite or in programs                                                                                                                                                      | 5. Providing for 10% at 60% MFI for rental housing.                    |
|                          | 6. Providing for 10% at 80% MFI for owner occupied housing.                                                                                                                                                   | 6. Providing for 10% at 80% MFI for owner occupied housing.           |
|                          | 7. Working with the housing office on a solution for retaining long term affordability.                                                                                                                       | 7. Working with the housing office on a solution for retaining long term affordability. |
| Historic Preservation    | 2. Incorporating a plaza and plaque to honor the OSR route.                                                                                                                                                     | 1. Incorporating a plaza and plaque to honor the OSR route. Working with the US government to incorporate roadway markers along the Camino route for educational purposes. |
| New PUD Ordinance Summary| 2. Meets 1 of 3 Tier 1 additional items                                                                                                                                                                       | 3. Meets 7 of 13 Tier 2 sections                                     |
|                          | 3. Meets 7 of 13 Tier 2 sections                                                                                                                                                                             |                                                                     |
Code Requirements for PUD

Tier 1 (2.3.1)

a) Meet the objectives of the City Code

b) Provide for development standards that achieve equal or greater consistency with the goals in Section 1.1 than development under the regulations in the Land Development Code:

c) Provide for a total amount of open space that equals or exceeds 10 percent of the residential tracts, 15 percent of the industrial tracts and 20 percent of the nonresidential tracts within the PUD, except that a detention or filtration area is excluded from the calculation unless it is designed and maintained as an amenity, and 2) the required percentage of open space may be reduced for urban property with characteristics that make open space infeasible if other community benefits are provided:

d) Comply with the City's PUD Green Building Program:

e) Be consistent with applicable neighborhood plans, neighborhood conservation combining district regulations, historic area and landmark regulations, and compatible with adjacent property and land uses:

f) Provide for environmental preservation and protection relating to air quality, water quality, trees, buffer zones and greenbelt areas, critical environmental features, soils, waterways, topography, and the natural and traditional character of the land:

g) Provide for public facilities and services that are adequate to support the proposed development including school, fire protection, emergency service and police facilities:

h) Exceed the minimum landscaping requirements by the City Code:

i) Provide for appropriate transportation and mass transit connections to areas adjacent to the PUD and mitigation of adverse cumulative transportation impacts with sidewalks, trails and roadways:

j) Prohibit gated roadways:
k) Protect, enhance and preserve areas that include structures or sites that are of architectural, historical, archaeological, or cultural significance:

l) Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints:

**Additional Tier 1 (2.3.2)**

a) Comply with Chapter 25-3, Subchapter E (Design Standards and Mixed Use):

b) Inside the urban roadway boundary depicted in Figure 2, Subchapter E, Chapter 25-2 (Design Standards and Mixed Use), comply with the sidewalk standards in Section 2.2.2, Subchapter E, Chapter 25-2 (Core Transit Corridors, Sidewalks and Building Placement)

c) Contain pedestrian-oriented uses as defined in Section 25-2-691(C) (Waterfront Overlay District Uses) on the first floor of a multi-story commercial or mixed use building:

**Tier 2 (2.4)**

**Open Space**

Provides open space at least 10% above the requirements of Section 2.3.1. A *(Minimum Requirements)* Alternatively, within the urban roadway boundary established in Figure 2 of Subchapter E of Subchapter 25-2 (Design Standards and Mixed Use), provide for proportional enhancements to existing or planned trails, parks, or other recreational common open space in consultation with the Director of the Parks and Recreation Department.

**Environment**

Does not request exceptions to or modifications of environmental regulations. Provides water quality controls superior to those otherwise required by code. Uses innovative water quality controls that treat at least 25 percent additional water quality volume and provide 20 percent greater pollutant removal, in addition to the minimum water quality volume required by code.

Provides water quality treatment for currently untreated, undeveloped off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code. Provides minimum 50-foot setback for unclassified waterways with a drainage area of five acres or greater. Provides at least a 50 percent increase in the minimum waterway and critical environment feature setbacks required by code. Clusters impervious cover and disturbed areas in a manner that
preserves the most environmentally sensitive areas of the site that are not otherwise protected. Provides pervious paving for at least 50 percent or more of all paved areas in non-aquifer recharge areas. Prohibits uses that may contribute to air or water quality pollutants.

**Austin Green Builder Program**
Provides a rating under the Austin Green Builder Program of three stars or above.

**Art**
Provides art approved by the Art in Public Places Program in open spaces, either by providing the art directly or by making a contribution to the City’s Art in Public Places Program or a successor program.

**Great Streets**
Complies with City’s Great Streets Program, or a successor program. Applicable only to commercial, retail, or mixed-use development that is not subject to the requirements of Chapter 25-2, Subchapter E (Design Standards and Mixed Use)

**Community Amenities**
Provides community or public amenities, which may include spaces for community meetings, day care facilities, non-profit organizations, or other uses that fulfill an indentified community need.

**Transportation**
Provide bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation features not required by code.

**Building Design**
Exceeds the minimum points required by the Building Design Options of Section 3.3.2 of Chapter 25-2, Subchapter E (Design Standards and Mixed Use)

**Parking Structure Frontage**
In a commercial or mixed-use development, at least 75 percent of the building frontage of all parking structures is designed for pedestrian-oriented uses as defined in Section 25-2-691(C) (Waterfront Overlay District Uses) in ground floor spaces.
Affordable Housing
Provides for affordable housing or participation in programs to achieve affordable housing.

Historic Preservation
Preserves historic structures, landmarks, or other features to a degree exceeding applicable legal requirements.

Accessibility
Provides for accessibility for persons with disabilities to a degree exceeding applicable legal requirements.

Local Small Business
Provides space at affordable rates to one or more independent retail or restaurant small businesses whose principal place of business is within the Austin metropolitan statistical area.
# Proposed Code Modifications to Development Regulations

**Estancia Hill Country PUD C814-2012-0085**

<table>
<thead>
<tr>
<th>Category</th>
<th>Code Section</th>
<th>Code Section Description</th>
<th>Proposed PUD Regulations</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General</strong></td>
<td>25-1-21(98) Definition of Site</td>
<td>Defines site as a contiguous area.</td>
<td>To amend the definition of site to allow impervious cover to be calculated based on the entire PUD.</td>
</tr>
<tr>
<td><strong>Zoning</strong></td>
<td>25-2, Subchapter C, Article 10 (Compatibility Standards)</td>
<td>Outlines standard compatibility regulations between uses and zoning.</td>
<td>Allow for a specific set of compatibility standards to be applicable for the PUD that provide for a better mix of uses and densities while maintaining compatibility between uses and zoning districts proposed on the Compatibility Regulations Exhibit.</td>
</tr>
<tr>
<td><strong>Zoning</strong></td>
<td>25-2-243 Proposed District Boundaries</td>
<td>Requires boundaries of zoning application to be contiguous.</td>
<td>To allow for the PUD boundaries to not be contiguous.</td>
</tr>
<tr>
<td><strong>Zoning</strong></td>
<td>25-2-491 Permitted, Prohibited and Conditional Uses</td>
<td>Outlines standard permitted, conditional and prohibited uses for GR and CS zoning districts.</td>
<td>Allow for a specific set of permitted, conditional and prohibited uses to be applicable per the Zoning Use Summary Table Exhibit.</td>
</tr>
</tbody>
</table>
| **Zoning**     | Subchapter E Commercial Design Standards          | Outlines design standards applicable to certain zoning and uses. | - The GR-MU and CS-MU-V portions of the PUD will comply with the Suburban Roadway Standards.  
- The CS-MU-V portion of the PUD will comply with the Core Transit Corridor Standards of Subchapter E for road standards.  
- Multifamily development over 5 acres that is without separate uses on the ground floor is exempt from the ICR requirements of 2.2.5, but must provide the following:  
  1. Sidewalks or pedestrian paths are required connecting all buildings and all amenities and  
  2. Internal circulation for vehicular connectivity is required with no maximum block size or shape.  
- Data Centers and Corporate Campus are exempt from Commercial Design Standards. |
25-8-301(A): A person may not construct a roadway or driveway on a slope with a gradient of more than 15 percent unless the construction is necessary to provide primary access to:

1) at least two contiguous acres with a gradient of 15 percent or less; or
2) building sites for at least five residential units.

25-8-302(A): A person may not construct:

1) except for a parking structure, a parking area on a slope with a gradient of more than 15 percent.

Modify 25-8-41 (Land Use Commission Variances); 25-8-301 (Construction of a Roadway or Driveway), Subsection(A); and 25-8-302 (Construction of a Building or Parking Area), Subsection (A)(2) to authorize the Director to grant administrative variances--after making the determinations required under 25-8-41--for the following areas as shown on a separate exhibit:

1) North of Estancia Parkway: allow for an administrative variance for construction on slopes up to 25% for parking (302(A)(2)), private driveways and public rights-of-way (301(A)); and
2) South of Estancia Parkway: allow for an administrative variance for construction on slopes up to 25% for private driveways and public rights-of-way (301(A)).

There are not many steep slopes on the site and they are sporadic and spread out due to rock outcroppings. The design of dense nodes results in the need to construct on some areas of steep slope for development including high density residential and corporate campus and these are the only areas requested, which also leaves more open space in other areas. As such, a modification to allow for a certain amount of acres for 0-25% is requested.

25-8-394(C) (Suburban Watershed Uplands Zone) - Impervious Cover

Outlines impervious cover limitations in an uplands zone outside of the Lake, Rattan and Brushy Creek watersheds.

Modify 25-8-394(C) to allow for the following impervious cover limits for Multifamily and Commercial development:

70% (Code = 60%) for multifamily residential and 90% (Code = 80%) for commercial.

The impervious cover proposed is essentially the same as what would be allowed by Code if development occurred in the parkland and significantly more parkland is being dedicated than required by Code. The proposal does not increase the overall impervious cover on the project and results in less impervious cover than what could be developed with standard zoning:

**Allowable IC**

ETJ: 330.4 acres  
City: 368.7 acres  
PUD: 356.9 acres
| Environmental | 25-8-643 Heritage Trees (Land Use Commission Variance) | Outlines approval process for removal of Heritage Trees | Modify 25-8-643 (*Land Use Commission Variance*) to allow for the Director without consideration by the Environmental Board or Urban Forestry Board to grant a variance to allow removal of a heritage tree with at least one stem that is 30" or larger in diameter – after making the determinations required under 25-8-643 (provided that a determination that the tree prevents a reasonable use of the property pursuant to Subpart (A)(2) of 25-8-624 will include an analysis based on preserving those trees that are in the most sound condition. Appeal of the director’s decision will follow the process in 25-8-644. |

Tree protection is being provided that is more stringent than what is required in the ETJ (*Heritage Tree Ordinance does not apply*) or full purpose annexation (project has grandfathering protection from the Heritage Tree Ordinance). Specially, the PUD will follow the Protected Tree Ordinance for 8” and greater. *Heritage Trees will be prioritized for preservation and will be reviewed and approved administratively.*

| Signage (all signage needs to be reviewed for need) | 25-10-82 Determination of Applicable Sign District | Defines regulations for signs in certain districts. | - Signage within 200 feet of the IH-35 ROW will be governed by the Expressway Corridor Sign District. All project entry signage along IH-35 shall be allowed a maximum of 55 feet in accordance with the design of the sign specifications included in the PUD.  
- Signage along Puryear Road will be governed by the Commercial Sign District (when upgraded to SH-45, the Expressway Corridor Sign District will apply)  
- Signage along Old San Antonio Road will be governed by the Neighborhood Commercial Sign District or the Multifamily Sign District Regulations. All project entry signage along Old San Antonio Road shall be allowed a maximum of 35 feet in accordance with the design of the sign specifications included with the PUD.  
- Signage along internal roadways to the PUD will be governed by the Commercial, Neighborhood Commercial or Multifamily Sign District Regulations |
A. Compatibility Standards

Within the boundaries of the Estancia PUD, Subchapter C, Article 10 (Compatibility Standards) does not apply, except as modified below:

1. When a use that is permitted in a SF-6 or less restrictive zoning district (i.e., a multifamily, commercial, or industrial use) is across the street or adjoining property on which a use permitted in a SF-5 or more restrictive zoning district is located (i.e., a single family residential use), the massing and scale of such multifamily, commercial or industrial use shall be appropriate in relationship to the single family residential use. The massing of buildings and the appropriate scale relationship of a building to another building may be accomplished by:

   (1) avoiding the use of a continuous or unbroken wall plane;

   (2) using an architectural feature or element that:

      (a) creates a variety of scale relationships;

      (b) creates the appearance or feeling of a residential scale; or

      (c) is sympathetic to a structure on an adjoining property; or

   (3) using material consistently throughout a project and that is human in scale; or

   (4) using a design technique or element that:

      (a) creates a human scale appropriate for a residential use; or

      (b) prevents the construction of a structure in close proximity to a single family residential use that is:

          (i) significantly more massive than the single family residential use; or

          (ii) antithetical to an appropriate human scale; and

      (c) allows the construction of a structure, including a multi-family structure, that exhibits a human scale and massing that is appropriate for a residential use.
2. A 25-foot vegetative buffer area shall be provided and maintained between single family residential uses and any commercial, civic, industrial, or multifamily uses. However, the amenity center proposed in the SF-6 area shall be exempt from the 25 foot setback. The buffer is measured from the property line of a single family residential use to a building developed with a commercial, civic, industrial, or multifamily use. (Figure 1). Mixed use buildings are excluded provided they contain residential uses.

Improvements permitted within the 25-foot vegetative buffer zone are: hike and bike trails, pedestrian trails, sidewalks, solid fences, utility easements and improvements, or those improvements that may otherwise be required by the City of Austin or specifically authorized in this ordinance.

**FIGURE 1:** 25 foot vegetative buffer between a Residential Use and Commercial and Civic Use buildings.
3. A 100 feet wide buffer area measured from a property line of a single family residential use or a multifamily use (including a vertical mixed use) to an industrial use building shall be provided and maintained. (Figure 2):

i. To the extent any of the 25 foot vegetative buffer described in subpart 2 above is contained within the 100 foot buffer described in the subpart 3, then the provisions of subpart 2 shall control with respect to that 25 feet (i.e., a total of 100’ buffer with the first 25’ being vegetative).

ii. Improvements permitted within the 100-foot wide buffer zone are: hike and bike trails, pedestrian trails, sidewalks, solid fences, detention, water quality and drainage facilities consisting primarily of earthen structures, utility easements and improvements, streets, alleys, driveways, surface parking facilities limited to 12 parking spaces or fewer, or those improvements that may otherwise be required by the City of Austin or specifically authorized in this ordinance.

FIGURE 2: 25 foot vegetative buffer with an additional 75-foot wide buffer area for a total of 100 feet between a Residential Use and Industrial Use buildings.
4. Height restrictions between Land Use Categories are as follows:
   
i. Within 70 feet of a single family detached residential lot, a multifamily, commercial or industrial building may not exceed a height of 40 feet.

ii. Between 70 feet and 120 feet from a single family detached residential lot, a multifamily, commercial or industrial building may not exceed a height of 50 feet.

iii. Beyond 120 feet of a single family detached residential lot may be constructed to the permitted height as specified in Section ___ of the LDC.

![Diagram of Residential and Commercial Districts]

**FIGURE 3: Height Restrictions between Single Family Detached Residential Use and Multifamily, Industrial or Commercial Use Building.**

5. Screening Requirements
   
i. Each area on a property that is used for a following activity shall be screened from the view of adjacent property that is used for a single family or multifamily residential use (including a vertical mixed use):

   1. off-street parking containing more than 12 spaces;
   2. the placement of mechanical equipment;
   3. storage; or
Estancia PUD

(4) refuse collection.

ii. A person may comply with this subsection by providing a yard, fence, berm, or vegetation. If a fence is provided, the height of the fence may not exceed six feet, except as otherwise permitted by Section 25-2-899 (Fences As Accessory Uses) of the LDC.

iii. The owner must maintain a fence, berm, or vegetation provided under this such section.

6. The noise level of mechanical equipment may not exceed 70 decibels at the property line.

7. The use of highly reflective surfaces, including reflective glass and reflective metal roofs with a pitch of more than a run of seven to a rise of 12, is prohibited. This prohibition does not apply to solar panels and copper or painted metal roofs.

8. Dumpsters and permanently placed refuse receptacles must be located at least 25 feet from adjacent residential uses. The location of and access to dumpsters or any other refuse receptacles must comply with the Transportation Criteria Manual.

9. Subsection C of Section 25-2-1006 (A) (1) (2) (Visual Screening) of the LDC does not apply to the PUD.

10. General Restaurant uses in GR-MU Mixed Use Districts

General Restaurant use located will be (i) at the intersection of two collector streets or a collector and an arterial or solely on an arterial; or at the intersection of a collector and a neighborhood street, and (ii) have a minimum lot size of 40,000 square feet, with a 55 feet building setback as measured from any single family detached lot. In any event a General Restaurant use adjacent to a single family detached residential lot will not have outdoor music.
FIGURE 4: General Restaurant Uses

B. Additional Regulations

1. A commercial off-street parking use may not exceed one acre in site size within 100 feet of a single family detached residential lot and must be screened from the street by low hedges or walls not less than three feet and not more than four feet in height.

2. A telecommunications tower must be located on top of a building or be an architectural component of the building. Free standing towers are prohibited.

3. Parking Areas

   a. Parking lots and cars should not be dominant visual elements of the site.

   b. Parking areas should be buffered from public view through the use of berming, landscaped hedges, and/or decorative low walls.

4. Pedestrian and Vehicular Circulation
Estancia PUD

a. Where feasible, establish off-street open space/greenway links between commercial districts and adjacent neighborhoods and public facilities.

b. Whenever pedestrian and vehicular traffic meet, paving and signage need to alert drivers to the presence of pedestrians.

c. Streets and pathways should lead directly to visual anchors and/or focal points.

5. Urban Design for commercial areas

a. Pedestrian activities such as “al fresco” dining along the sidewalk should be promoted to enhance the character of the commercial area.

b. Where appropriate, use formal streetscape treatments such as parkway strips between street and sidewalk, regularly spaced canopy trees, and special paving to denote pedestrian zones.

c. Create pedestrian areas that encourages pedestrian activity while accommodating vehicular requirements.

d. The use of pedestrian promenades characterized by outdoor plaza elements between commercial buildings should create unity, cohesiveness and a sense of space while promoting walkable pedestrian activity centers.

e. Commercial building entries should incorporate pedestrian elements and amenities such as seating, lighting, and hardscape elements that help create or enhance special pedestrian areas.

6. Architectural Character in Commercial Areas

a. Modern vernacular shall be promoted within the commercial areas.

b. Varying facade elements, such as insetting window areas, entries and/or projections of building volumes should be considered.

6. Building Scale and Massing in commercial areas

a. Building mass should be broken down where possible. Horizontal breaks and vertical projections will effectively reduce the perceived scale of buildings.

b. Consider the use of “stepped-down” buildings to break up larger structures, particularly those over 3 stories in height.

c. Buildings should contribute to pedestrian comfort and enjoyment. Buildings adjacent to sidewalks should provide human scale and relationships.
8. Service, Loading and Special Equipment Commercial Areas

   a. All storage areas shall be located on the side or rear portions of commercial buildings.

   b. No service, storage, maintenance, or loading areas shall extend into a setback area.

   c. Loading areas shall be entirely located on-site. Off-site vehicle loading is not permitted.
## ESTANCIA HILL COUNTRY PUD C814-2012-0085
### ZONING USE SUMMARY TABLE

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Residential District (Low Density) SF-6</th>
<th>Mixed Use District (Low-Med Density) GR-MU</th>
<th>Mixed Use District (Med-High Density) CS-MU-V</th>
<th>Open Space/Parks/Detention District</th>
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<td><strong>RESIDENTIAL USES</strong></td>
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### General Notes:
- Civic Uses will follow the GR-MU site development regulations if located within open space.
- Industrial Uses are subject to LDC 25-2-648.
- Single-Family Residential, Duplex Residential, Townhouse Residential and Small Lot Residential will be part of a condo regime.

### Specific Notes:
1. Refer to Compatibility Standards and Regulations exhibit for compatibility requirements related to this use.
2. If gross building area of project is greater than 50,000 square feet, then the building is not allowed within 200 feet of a single family detached lot.
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4. A building is not allowed within 150 feet of a detached single family lot.
5. 25-3-105(A) An automotive rental use may keep not more than 20 vehicles on site.
6. 25-3-105(B) An automotive repair services use may not exceed 2,400 square feet of gross building area.
7. Only in an enclosed structure.
8. Buildings cannot be located within 250 feet of a residential lot.
9. 25-3-105(H) A service station use may have the capability of fueling not more than 12 vehicles at one time and cannot be located within 200 feet of a single family detached residential lot.
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<td>Food Sales</td>
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<tr>
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<td>Group Home, Class II</td>
<td>NP</td>
<td>C</td>
<td>C</td>
<td>NP</td>
</tr>
<tr>
<td>Guidance Services</td>
<td>NP</td>
<td>C</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Hospital Services (General)</td>
<td>NP</td>
<td>P²</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Hospital Services (Limited)</td>
<td>NP</td>
<td>P²</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Local Utility Services</td>
<td>C</td>
<td>P²</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Maintenance and Service Facilities</td>
<td>NP</td>
<td>C</td>
<td>C</td>
<td>NP</td>
</tr>
<tr>
<td>Major Public Facilities</td>
<td>NP</td>
<td>P²</td>
<td>P²</td>
<td>NP</td>
</tr>
<tr>
<td>Major Utility Facilities</td>
<td>NP</td>
<td>C</td>
<td>C</td>
<td>NP</td>
</tr>
<tr>
<td>Military Installations</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>Park and Recreation</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
</tbody>
</table>

**P = Permitted**  
**NP = Not Permitted**  
**C = Conditional Use**

**General Notes:**
- Civic Uses will follow the GR-MU site development regulations if located within open space.
- Industrial Uses are subject to LDC 25-2-648.
- Single-Family Residential, Duplex Residential, Townhouse Residential and Small Lot Residential will be part of a condo regime.

**Specific Notes:**
1. Refer to Compatibility Standards and Regulations exhibit for compatibility requirements related to this use.
2. If gross building area of project is greater than 50,000 square feet, then the building is not allowed within 200 feet of a single family detached lot.
3. If gross building area of project is greater than 10,000 square feet, then the building is not allowed within 100 feet of a single family detached lot.
4. A building is not allowed within 150 feet of a detached single family lot.
5. 25-3-105(A) An automotive rental use may keep not more than 20 vehicles on site.
6. 25-3-105(B) An automotive repair services use may not exceed 2,400 square feet of gross building area.
7. Only in an enclosed structure.
8. Buildings cannot be located within 250 feet of a residential lot.
9. 25-3-105(H) A service station use may have the capability of fueling not more than 12 vehicles at one time and cannot be located within 200 feet of a single family detached residential lot.
<table>
<thead>
<tr>
<th>Land Use</th>
<th>Residential District (Low Density) SF-6</th>
<th>Mixed Use District (Low-Med Density) GR-MU</th>
<th>Mixed Use District (Med-High Density) CS-MU-V</th>
<th>Open Space/Parks/Detention District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Services (General)</td>
<td></td>
<td></td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>Park and Recreation Services (Special)</td>
<td></td>
<td></td>
<td></td>
<td>P</td>
</tr>
<tr>
<td>Postal Facilities</td>
<td>NP</td>
<td>P</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Private Primary Education Facilities</td>
<td></td>
<td></td>
<td></td>
<td>NP</td>
</tr>
<tr>
<td>Private Secondary Education Facilities</td>
<td></td>
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<td></td>
<td>NP</td>
</tr>
<tr>
<td>Public Primary Education Facilities</td>
<td></td>
<td></td>
<td></td>
<td>NP</td>
</tr>
<tr>
<td>Public Secondary Education Facilities</td>
<td></td>
<td></td>
<td></td>
<td>NP</td>
</tr>
<tr>
<td>Railroad Facilities</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>Religious Assembly</td>
<td>P</td>
<td>P^3</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Residential Treatment</td>
<td>NP</td>
<td>C</td>
<td>C</td>
<td>NP</td>
</tr>
</tbody>
</table>

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<th>Mixed Use District (Low-Med Density) GR-MU</th>
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<th>Open Space/Parks/Detention District</th>
</tr>
</thead>
<tbody>
<tr>
<td>Safety Services</td>
<td>C</td>
<td>P³</td>
<td>P</td>
<td>NP</td>
</tr>
<tr>
<td>Telecommunication Tower</td>
<td>C</td>
<td>P¹</td>
<td>P¹</td>
<td>C</td>
</tr>
<tr>
<td>Transitional Housing</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
<td>NP</td>
</tr>
<tr>
<td>Transportation Terminal</td>
<td>NP</td>
<td>P⁴</td>
<td>P⁴</td>
<td>NP</td>
</tr>
<tr>
<td>All other Civic Uses</td>
<td>NP</td>
<td>P⁴</td>
<td>P⁴</td>
<td>C</td>
</tr>
</tbody>
</table>

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ENVIRONMENTAL BOARD MOTION 20130403 6b

Date: April 3, 2013
Subject: Estancia Hill Country PUD C814-2012-0085
Motioned By: Bob Anderson
Seconded By: Mary Ann Neely

Recommendation

The Environmental Board recommends approval conditions for the Estancia Hill Country PUD C814-2012-0085 as described in background documents with exception of deleting a portion of variance No. 3 regarding Heritage Tree review. (Delete sentence will include an analysis based on preserving those trees that are in the soundest condition)

Staff Conditions:
- Providing headwaters stream buffers for creeks between 64 and 320 acres of drainage (additional 100 feet provided in excess of 50 foot required setback)
- Providing volumetric flood control detention where feasible and beneficial as reasonably determined by the City.
- If full or partial volumetric flood detention is not feasible and beneficial, then the developer agrees to a minimum of 50% of the required water quality volume to be managed by bio-filtration or other green infrastructure water quality controls (options from ECM 1.6.7).
- Agrees to a minimum of 30% of the required water quality volume to be managed by biofiltration or other green infrastructure water quality controls (options from ECM 1.6.7). Includes wet ponds for multifamily, garden homes, commercial and roads.
- Providing for compliance with the Commercial Landscape Ordinance, which applies to irrigation, landscaping and use of innovative water management options such as directing stormwater to on-site uses (e.g., landscaping) and rainwater harvesting, etc.
- All buildings within the district will achieve an Austin Energy Green Building two star rating or equivalent agreed to by the City.
- Grow Green program participation
- Implementing the Commercial Landscape Ordinance for 100% of required landscaping.
- Adhering to an IPM plan
- Providing for tree protection beyond ETJ and full purpose requirements by following the Protected Tree Ordinance for 8" and greater. Heritage Trees will be prioritized and preserved with administrate review and approval.
- Providing for public and private parkland amenities exceeding standard requirement (116.9 dedicated acres provided and 23.5 acres required = 93.4 acres in excess).
- Required open space exceeds requirements by (18%).

Staff recommends approval of the environmental superiority of the proposed PUD and the exceptions to the Land Development Code sections as defined in the PUD documents because:

- It will provide buffer protection, (30 additional acres) for the unclassified waterways on-site that current code does not require.
- It will use preferred water quality methods (i.e. bio-filtration and wet ponds) that provide a greater overall pollutant removal than the minimum code required sedimentation filtration method.
- It will comply with the current commercial landscape requirements.
- Providing for tree protection beyond ETJ requirements by following the Protected Tree Ordinance for 8" and greater. Heritage Trees will be prioritized and preserved with administrate review and approval.
- It will be providing for public and private parkland amenities exceeding standard requirement (116.9 dedicated acres provided and 23.5 acres required = 93.4 acres in excess).

Board Conditions:

1. Provide at least 25% of the water for landscape irrigation project-wide from non-potable water sources (rainwater, condensate water, or catchment of storm water).

Vote 4-0-0-3

For: Anderson, Neely, Perales and Schissler

Against:

Abstain:

Absent: Gary, Maxwell and Walker

Approved By:

James Schissler, Secretary, Acting Chair
ITEM FOR ENVIRONMENTAL BOARD AGENDA

BOARD MEETING DATE REQUESTED: APRIL 3, 2013

NAME & NUMBER OF PROJECT: ESTANCIA HILL COUNTRY PLANNED UNIT DEVELOPMENT C814-2012-0085

NAME OF APPLICANT OR ORGANIZATION: Metcalfe Wolf Stuart & Williams, LLP
Michele Rogerson Lynch – Phone (512) 404-2251

LOCATION: 12814 S IH 35 SVRD SB

PROJECT FILING DATE: July 13, 2012

PDR/ENVIRONMENTAL STAFF: Jim Dymkowski, 974-2707
james.dymkowski@austintexas.gov

PDR/ CASE MANAGER: Wendy Rhoades, 974-7719
wendy.rhoades@austintexas.gov

WATERSHED: Onion Creek (Suburban)
Desired Development Zone

ORDINANCE: Comprehensive Watershed Ordinance (current Code)

REQUEST:
Review and consider for recommendation the proposed Planned Unit Development. The following environmental code exceptions are requested.

1. Modify 25-8-41 (Land Use Commission Variances); 25-8-301 (Construction of a Roadway or Driveway), Subsection(A); and 25-8-302 (Construction of a Building or Parking Area), Subsection (A)(2) to authorize the Director to grant administrative variances—after making the determinations required under 25-8-41.

2. Modify 25-8-394 (Uplands Zone), Subsection (C) to allow a maximum impervious cover limit of 70% for multifamily residential and 90% for commercial developments.

3. Modify 25-8-643 (Land Use Commission Variance) to allow the Director without consideration by the Environmental Board or Urban Forestry Board to grant a
variance to allow removal of a heritage tree with at least one stem that is 30" or larger in diameter —after making the determinations required under 25-8-643 (provided that a determination that a tree prevents a reasonable use of the property pursuant to Subpart (A)(2) of 25-8-624 will include an analysis based on preserving those trees that are in the most sound condition. Appeal of the director's decision will follow the process in 25-8-644.

**STAFF RECOMMENDATIONS:**

Recommend for approval.

**REASONS FOR RECOMMENDATION:**

The proposed PUD is environmentally superior to the development that could otherwise be built under current applicable regulations.
Date: April 9, 2013
To: Wendy Rhoades, Case Manager
CC: Alex Reyna, P.E., PTOE, Bury and Partners, Inc.
Reference: Estancia Hill Country PUD TIA, C814-2012-0085

The Estancia Hill Country PUD site is located near the intersection of IH 35 and SH 45 within the 2-mile ETJ of Austin, Travis County, Texas. The development is planned to consist of single and multifamily residential, general office, shopping center, and general light industrial uses. Access to the site will be provided by IH 35, SH 45/Puryear Road, Estancia Parkway (proposed), Camino Vaquero (proposed), Avenida Mercado (proposed) and Old San Antonio Road.

Transportation Review staff has reviewed the traffic impact analysis that was prepared for the Estancia Hill Country PUD site in April 2012 (revised March 2013), and offers the following comments:

TRIP GENERATION

Based on the standard trip generation rates established by the Institute of Transportation Engineers (ITE), the proposed development will generate approximately 49,816 unadjusted daily weekday trips at full build in 2018. Of these, 3,840 trips will occur during the AM peak-hour and 5,282 will occur in the PM peak-hour. The planned construction phasing for the development spans from 2012 to 2018, however, the trips associated with the development have been broken down by 2014, 2016 and 2018 build-out dates.

The table below shows the trip generation by land use for the proposed development:

<table>
<thead>
<tr>
<th>Phase</th>
<th>Land Use</th>
<th>Size</th>
<th>Weekday 24-Hour Two-Way Volume</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Enter</td>
<td>Exit</td>
<td>Enter</td>
</tr>
<tr>
<td>2014</td>
<td>Apartments</td>
<td>700 units</td>
<td>4,655</td>
<td>70</td>
<td>287</td>
</tr>
<tr>
<td></td>
<td>Single-Family Detached</td>
<td>382 units</td>
<td>3,656</td>
<td>73</td>
<td>214</td>
</tr>
<tr>
<td></td>
<td>General Office</td>
<td>750,000 SF</td>
<td>8,258</td>
<td>1,020</td>
<td>143</td>
</tr>
<tr>
<td></td>
<td>2014 Sub-Total</td>
<td></td>
<td>16,569</td>
<td>1,163</td>
<td>644</td>
</tr>
</tbody>
</table>

ESTANCIA HILL COUNTRY PUD
C814-2012-0085

ATTACHMENT B
TIA MEMO
<table>
<thead>
<tr>
<th>Phase</th>
<th>Land Use</th>
<th>Size</th>
<th>Weekday 24-Hour Two-Way Volume</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Enter</td>
<td>Exit</td>
<td>Enter</td>
</tr>
<tr>
<td>2016</td>
<td>Apartments</td>
<td>250 units</td>
<td>1,663</td>
<td>25</td>
<td>103</td>
</tr>
<tr>
<td></td>
<td>Single-Family Detached</td>
<td>132 units</td>
<td>1,263</td>
<td>25</td>
<td>74</td>
</tr>
<tr>
<td></td>
<td>General Office</td>
<td>155,000 SF</td>
<td>1,707</td>
<td>211</td>
<td>29</td>
</tr>
<tr>
<td></td>
<td>Shopping Center</td>
<td>402,000 SF</td>
<td>17,262</td>
<td>245</td>
<td>157</td>
</tr>
<tr>
<td></td>
<td>2016 Sub-Total</td>
<td></td>
<td>21,895</td>
<td>506</td>
<td>383</td>
</tr>
<tr>
<td>2018</td>
<td>Apartments</td>
<td>600 units</td>
<td>3,990</td>
<td>60</td>
<td>246</td>
</tr>
<tr>
<td></td>
<td>Single-Family Detached</td>
<td>223 units</td>
<td>2,134</td>
<td>42</td>
<td>125</td>
</tr>
<tr>
<td></td>
<td>General Light Industrial</td>
<td>750,000 SF</td>
<td>5,228</td>
<td>608</td>
<td>83</td>
</tr>
<tr>
<td></td>
<td>2018 Sub-Total</td>
<td></td>
<td>11,352</td>
<td>710</td>
<td>454</td>
</tr>
<tr>
<td></td>
<td>Future Development Total</td>
<td></td>
<td>49,816</td>
<td>2,379</td>
<td>1,461</td>
</tr>
</tbody>
</table>

**ASSUMPTIONS**

1. Traffic growth rates for the area were determined using traffic counts conducted by Gram Traffic Inc. and from TxDOT and CAMPO projected daily volumes. Based on the available information, a 2 percent annual growth rate was applied to the study area roadways.

2. A pass-by reduction of 34 percent was assumed in the PM peak hour for the shopping center land use.

3. An internal capture reduction of ten (10) percent was assumed for all uses during both the AM and PM peak periods.

4. No transit reduction was assumed for the analysis.

Table 2 below shows the adjusted trip generation by land use for the proposed development.

**Table 2. Adjusted Weekday Peak Hour Trip Generation**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Land Use</th>
<th>Size</th>
<th>Weekday 24-Hour Two-Way Volume</th>
<th>Weekday AM Peak Hour</th>
<th>Weekday PM Peak Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Enter</td>
<td>Exit</td>
<td>Enter</td>
</tr>
<tr>
<td>2014</td>
<td>Apartments</td>
<td>700 units</td>
<td>4,190</td>
<td>63</td>
<td>258</td>
</tr>
<tr>
<td></td>
<td>Single-Family Detached</td>
<td>382 units</td>
<td>3,290</td>
<td>66</td>
<td>193</td>
</tr>
<tr>
<td></td>
<td>General Office</td>
<td>750,000 SF</td>
<td>7,432</td>
<td>918</td>
<td>129</td>
</tr>
<tr>
<td></td>
<td>2014 Sub-Total</td>
<td></td>
<td>14,912</td>
<td>1,047</td>
<td>580</td>
</tr>
<tr>
<td>2016</td>
<td>Apartments</td>
<td>250 units</td>
<td>1,497</td>
<td>23</td>
<td>93</td>
</tr>
<tr>
<td>Phase</td>
<td>Land Use</td>
<td>Size</td>
<td>Weekday 24-Hour Volume</td>
<td>Weekday AM Peak Hour Enter</td>
<td>Weekday AM Peak Hour Exit</td>
</tr>
<tr>
<td>------------------------</td>
<td>---------------------</td>
<td>------------</td>
<td>------------------------</td>
<td>---------------------------</td>
<td>--------------------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Two-Way</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Volume</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-Family Detached</td>
<td>132 units</td>
<td>1,137</td>
<td>23</td>
<td>67</td>
<td>76</td>
</tr>
<tr>
<td>General Office</td>
<td>155,000 SF</td>
<td>1,536</td>
<td>190</td>
<td>26</td>
<td>35</td>
</tr>
<tr>
<td>Shopping Center</td>
<td>402,000 SF</td>
<td>12,601</td>
<td>221</td>
<td>141</td>
<td>412</td>
</tr>
<tr>
<td></td>
<td></td>
<td>16,771</td>
<td>457</td>
<td>327</td>
<td>613</td>
</tr>
<tr>
<td>2018</td>
<td>Apartments</td>
<td>600 units</td>
<td>3,591</td>
<td>221</td>
<td>216</td>
</tr>
<tr>
<td></td>
<td>Single-Family Detached</td>
<td>223 units</td>
<td>1,921</td>
<td>113</td>
<td>129</td>
</tr>
<tr>
<td></td>
<td>General Light Industrial</td>
<td>750,000 SF</td>
<td>4,705</td>
<td>75</td>
<td>81</td>
</tr>
<tr>
<td></td>
<td></td>
<td>10,217</td>
<td>639</td>
<td>409</td>
<td>426</td>
</tr>
<tr>
<td>2018 Sub-Total</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Future Development Total</td>
<td></td>
<td>41,900</td>
<td>2,143</td>
<td>1,315</td>
<td>1,679</td>
</tr>
</tbody>
</table>

Table 3 below provides a summary of the area transportation system:

**Table 3. Existing and Planned Roadways**

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>Classification</th>
<th>Future Improvements</th>
<th>Bike Plan?</th>
</tr>
</thead>
<tbody>
<tr>
<td>IH 35</td>
<td>Slaughter to FM 1327</td>
<td>FWY 6</td>
<td>FWY 8</td>
<td>Yes</td>
</tr>
<tr>
<td>SH 45</td>
<td>Loop 1 to US 183</td>
<td>Toll PWY 6</td>
<td>Existing</td>
<td>Yes</td>
</tr>
<tr>
<td>FM 1626</td>
<td>IH 35 to Travis County Line</td>
<td>MAD 4/MAU 2</td>
<td>MAD 4</td>
<td>Yes</td>
</tr>
<tr>
<td>FM 1327</td>
<td>US 183 to Pleasant Valley Rd</td>
<td>MAU 2</td>
<td>Existing</td>
<td>Yes</td>
</tr>
<tr>
<td>Old San Antonio Road</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camino Vaquero</td>
<td></td>
<td>Collector</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Avenida Mercado</td>
<td></td>
<td>Collector</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Estancia Parkway</td>
<td></td>
<td>Collector</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

**TRAFFIC ANALYSIS**

The impact of site development traffic on the existing area roadways was analyzed. Four time periods and three travel conditions were evaluated:

- 2012 Existing Conditions
- 2014, 2016, and 2018 Forecasted Conditions
- 2014, 2016, and 2018 Forecasted Conditions with Site Generated Traffic
**Intersection Level of Service (LOS)**

The TIA analyzed 13 intersections, three (3) of which are currently signalized. Table 4 shows the existing (2012) and projected (2014) levels of service results. The build-out condition LOS assumes that all roadway and intersection improvements recommended in the TIA for the respective years are constructed.

**Table 4. Intersection Level of Service**

<table>
<thead>
<tr>
<th>Intersection</th>
<th>2012 Existing</th>
<th></th>
<th>2014 Forecasted</th>
<th></th>
<th>2014 Site + Forecasted</th>
<th></th>
<th>2016 Forecasted</th>
<th></th>
<th>2016 Site + Forecasted</th>
<th></th>
<th>2018 Forecasted</th>
<th></th>
<th>2018 Site + Forecasted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
<td>PM</td>
<td>AM</td>
</tr>
<tr>
<td>IH 35 NBFR and FM 1327</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
</tr>
<tr>
<td>IH 35 SBFR and Puryear Parkway</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>C</td>
<td>D</td>
</tr>
<tr>
<td>IH 35 NBFR and EB SH 45</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>B</td>
<td>C</td>
<td>B</td>
<td></td>
</tr>
<tr>
<td>IH 35 SBFR and EB SH 45</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>C</td>
<td></td>
</tr>
<tr>
<td>Old San Antonio Road and Puryear Parkway</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>C</td>
</tr>
<tr>
<td>Old San Antonio Road and Twin Creeks Road</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Old San Antonio Road and FM 1626</td>
<td>D</td>
<td>B</td>
<td>F</td>
<td>F</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>C</td>
<td>D</td>
<td>D</td>
<td>D</td>
</tr>
<tr>
<td>IH 35 SBFR and Camino Vaquero Parkway</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>A</td>
<td>D</td>
<td>A</td>
<td>D</td>
<td>A</td>
<td>E</td>
<td>A</td>
<td>E</td>
<td>A</td>
</tr>
<tr>
<td>Old San Antonio Road and Estancia Parkway</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>IH 35 SBFR and Avenida Mercado Street</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
</tr>
<tr>
<td>Puryear Parkway and Driveway B</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>B</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Old San Antonio Road and Avenida Mercado Street</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td>A</td>
<td></td>
</tr>
</tbody>
</table>

ESTANCIA HILL COUNTRY PUD
C814-2012-0085 4
**Roadway Capacity Analysis**

A roadway capacity analysis was performed for Old San Antonio Road between Onion Creek Parkway and Puryear Road within the vicinity of the proposed development. The analysis was performed for the 2012 existing conditions and the 2014, 2016 and 2018 site + forecasted scenarios. The results of this analysis are summarized in the table below.

Table 5. Traffic Flow Rates and Roadway Capacity LOS for Old San Antonio Road

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Segment</th>
<th>2012 Existing</th>
<th>2014 Site + Forecasted</th>
<th>2016 Site + Forecasted</th>
<th>2018 Site + Forecasted</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Flow Rate</td>
<td>LOS</td>
<td>Flow Rate</td>
<td>LOS</td>
</tr>
<tr>
<td></td>
<td></td>
<td>pcp/hpl</td>
<td></td>
<td>pcp/hpl</td>
<td></td>
</tr>
<tr>
<td>Old San Antonio Road</td>
<td>Onion Creek Parkway and Puryear Road</td>
<td>302</td>
<td>B</td>
<td>536</td>
<td>B</td>
</tr>
</tbody>
</table>

**RECOMMENDATIONS**

1) Due to the size of this proposed development and the extended build-out period, a traffic phasing agreement is required to be recorded prior to final reading of zoning to ensure that each of the recommended roadway improvements listed in Table 6 are implemented prior to the corresponding phase of development. Prior to final reading of the zoning, the applicant shall provide a signed and sealed engineering cost estimate for each improvement recommended in Table 6 below, and post pro rata share in accordance with the traffic phasing agreement. Note: An advanced funding agreement between the applicant, the City of Austin and the Texas Department of Transportation may be required for the proposed ramp reversal project along IH 35 between Onion Creek and SH 45.
<table>
<thead>
<tr>
<th>Year</th>
<th>Intersection</th>
<th>Improvement</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014</td>
<td>IH 35 SBFR at Puryear Pkwy</td>
<td>Restripe WB</td>
</tr>
<tr>
<td></td>
<td>IH 35 SBFR at Camino Vaquero</td>
<td>SBRT</td>
</tr>
<tr>
<td></td>
<td>Old San Antonio at FM 1626</td>
<td>Signal</td>
</tr>
<tr>
<td></td>
<td>Old San Antonio at Estancia Pkwy</td>
<td>NBLT</td>
</tr>
<tr>
<td></td>
<td>IH 35 NBFR at SH 45</td>
<td>EBLT</td>
</tr>
<tr>
<td></td>
<td>IH 35 Ramp Reversal</td>
<td>EBRT</td>
</tr>
<tr>
<td></td>
<td>Old San Antonio at Estancia Pkwy</td>
<td>SBLT</td>
</tr>
<tr>
<td></td>
<td>2016 IH 35 NBFR at FM 1327</td>
<td>WBLT</td>
</tr>
<tr>
<td></td>
<td>Old San Antonio at Puryear Pkwy</td>
<td>NBRT</td>
</tr>
<tr>
<td></td>
<td>Old San Antonio at Twin Creeks Road</td>
<td>Restripe/NBRT</td>
</tr>
<tr>
<td></td>
<td>I H 35 SBFR at Drwy A</td>
<td></td>
</tr>
<tr>
<td></td>
<td>I H 35 at Avenida Mercado</td>
<td>SBLT</td>
</tr>
<tr>
<td></td>
<td>Puryear Parkway at Drwy B</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Old San Antonio at Avenida Mercado</td>
<td></td>
</tr>
<tr>
<td></td>
<td>2018 Old San Antonio at Puryear Pkwy</td>
<td></td>
</tr>
</tbody>
</table>

* Improvement will be funded via a Public-Private Partnership with TxDOT

NBRT  Northbound Right Turn Deceleration Lane
SBRT  Southbound Right Turn Deceleration Lane
EBRT  Eastbound Right Turn Deceleration Lane
WBRT  Westbound Right Turn Deceleration Lane

NBLT  Northbound Left Turn Lane
SBLT  Southbound Left Turn Lane
EBLT  Eastbound Left Turn Lane
WBLT  Westbound Left Turn Lane
2) Right of way dedication and/or reservation will be required during the subdivision process in accordance with the Austin Metropolitan Area Transportation Plan and the Transportation Criteria Manual. Fiscal may be required at that time for any boundary or internal street improvement.

3) Development of this property should be limited to uses and intensities which will not exceed or vary from the projected traffic conditions assumed in the TIA, including peak hour trip generations, traffic distribution, roadway conditions, and other traffic related characteristics. This site shall not exceed 4,244 unadjusted PM peak hour trips per day. A PUD TIA PHT Tracking Table shall be established by the applicant that summarizes allocation of PHT’s from the PUD TIA.

4) Appropriate pedestrian and bicycle linkages between the proposed mixed residential developments and the proposed parkland and community recreational amenity areas should be emphasized to ensure readily visible relationships between the uses and available amenities. Sidewalks should be designed to accommodate pedestrian safety, reduced walking distances, convenience, and comfort. Convenient and secure bicycle facilities are also recommended. Bicycle trails or "routes" should be designated with proper signage and markings.

5) Approval of the TIA from the Texas Department of Transportation and Travis County is required prior to 1st reading.

6) All driveways shall comply with current City of Austin Type II Commercial Driveway standards and shall meet minimum requirements for driveway width; throat length, driveway spacing, offset, and curb return radii. The owner will be responsible for obtaining permit approval for the driveways prior to site plan approval.

If you have any questions or require additional information, please contact me at 974-2628.

Ms. Shandrian Jarvis
Senior Planner
Planning and Development Review Department
# Educational Impact Statement

**Project Name:** Estancia Hill Country PUD  
**Address/Location:** IH-35/Puryear Road  
**Case #:** C814-2012-0085  
**City Council Date:** Pending

- **New Single Family**
- **New Multifamily**
- **Demolition of Multifamily**
- **Tax Credit**

<table>
<thead>
<tr>
<th># SF Units</th>
<th># MF Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>385 (estimated within AISD boundaries)</td>
<td>700 (estimated within AISD boundaries)</td>
</tr>
</tbody>
</table>

| Students Per Unit Assumption | 0.4 | 0.2 |

## Elementary School: Menchaca  
**Rating:** Academically Acceptable  
**Address:** 12120 Manchaca Road  
**% Qualified for Free/Reduced Lunch:** 42%

<table>
<thead>
<tr>
<th>Elementary School Students</th>
<th>Current Population</th>
<th>5-Year Projected Population</th>
<th>5-Year Projected Population (w/ proposed development)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>726</td>
<td>712</td>
<td>859</td>
</tr>
<tr>
<td>% of Permanent Capacity</td>
<td>120%</td>
<td>117%</td>
<td>142%</td>
</tr>
</tbody>
</table>

- **Increase**
- **Decrease**
- **No Impact**

## Middle School: Paredes  
**Rating:** Recognized  
**Address:** 10100 S Mary Moore Searight  
**% Qualified for Free/Reduced Lunch:** 76%

<table>
<thead>
<tr>
<th>Middle School Students</th>
<th>Current Population</th>
<th>5-Year Projected Population</th>
<th>5-Year Projected Population (w/ proposed development)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>1,232</td>
<td>1,334</td>
<td>1,397</td>
</tr>
<tr>
<td>% of Permanent Capacity</td>
<td>107%</td>
<td>115%</td>
<td>121%</td>
</tr>
</tbody>
</table>

- **Increase**
- **Decrease**
- **No Impact**

## High School: Akins  
**Rating:** Recognized  
**Address:** 10701 S. 1st Street  
**% Qualified for Free/Reduced Lunch:** 67%

<table>
<thead>
<tr>
<th>High School Students</th>
<th>Current Population</th>
<th>5-Year Projected Population</th>
<th>5-Year Projected Population (w/ proposed development)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Number</td>
<td>3,256</td>
<td>3,530</td>
<td>3,614</td>
</tr>
<tr>
<td>% of Permanent Capacity</td>
<td>136%</td>
<td>147%</td>
<td>151%</td>
</tr>
</tbody>
</table>

- **Increase**
- **Decrease**
- **No Impact**
EDUCATIONAL IMPACT STATEMENT

IMPACT ON SCHOOLS

At the district average rates of 0.2 students per multi-family unit and 0.4 students per single family unit, the proposed development is projected to add approximately 294 AISD students over all grade levels to the current projected student population. It is estimated that of the 294 students, 147 will be assigned to Menchaca Elementary School, 63 to Paredes Middle School and 84 to Akins High School. These additional students would increase the percentage of permanent capacity to 142%, 121% and 151% respectively.

The additional students from the development will have a negative impact on the operating capacity at Menchaca Elementary School and Akins High School. The addition of 147 students at Menchaca would increase its percent of functional capacity taking into consideration the number of students who typically transfer out of their home schools, from 92% to 119%. This increase in functional capacity is above the target range of 75% - 115% and will stress the core facilities (cafeteria, gym, and library) of the school. Although the additional 84 high school students at Akins does not increase its functional capacity beyond its target range (below 115%), it is important to note that this school currently has a large number of portable classrooms on site and the additional students will stress the core facilities. Paredes Middle School will be able to accommodate the additional students with a functional capacity of 105%.

TRANSPORTATION IMPACT

Menchaca Elementary School and Paredes Middle School are located more than 2-miles away from the proposed development and would qualify for transportation. Although Akins High School is within 2-miles, all students would be eligible for transportation. AISD provides transportation to all students who live south of FM1526 and east of IH-35 due to the hazard of crossing and walking along those roads.

According to the difference between the 5-year projected population with the proposed development and without it, a cost of up to $120,000 for three additional bus routes would be incurred by the District for school bus transportation. This would accommodate at least two, possibly three new bus trips with tiered routes coordinated among the three schools.

SAFETY IMPACT

All students within the proposed development qualify for transportation, and there are no known safety impacts.

Date Prepared: 1/6/2013

Director’s Signature: [Signature]

[2]
April 16, 2011

Dear Chair and Commissioners:

The Onion Creek Meadows Property Owners Association would like to voice their support regarding the Estancia Hill Country PUD to be heard before Zoning Approval Board meetings set for this evening.

I attended the City Council meeting on October 18th and spoke against full purpose annexation citing neighbors' concerns that we would be next on the list and our taxes would skyrocket. I also said our neighborhood (Onion Creek Meadows) along with the Arroyo Doble and Arroyo Doble Estates neighborhoods have worked for the last several years with the developer and have been pleased with the project they are proposing as well as their commitment to working with us. We had worked out some agreements to enhance development and your proposed full annexation would ruin all those negotiations. I had over a dozen e-mails from supporting neighbors which I waved at city council members. Currently, the developer is proposing a PUD with a PID financing district that relates to limited purpose annexation.

If the City were to disapprove the PUD and PID, full purpose annexation would occur and both the neighborhood and the City would lose the many items of superiority committed to by the developer. It is the loss of these superior items that concerns me. We have worked hard with the developer for a quality development that will be a gateway to our city and we are tired of the typical haphazard development that springs up along major highway corridors (read the new Volkswagen dealership under construction to the north on IH35). Some of the superiority items that are most impactful include:

- Heritage Tree protection
- Affordable Housing
- Green Building
- Volumetric Drainage
- Preservation of Headwaters of Onion Creek
- Regional bike and hike connections
- Large amounts of open space and parkland
- Elements designating the national historic trail "El Camino Real de los Tejas"
- Preservation of three significant archeological sites

Please consider the importance of the PUD to the quality of the Estancia project and vote to recommend the PUD.

Your consideration for this request is appreciated. Please do not hesitate to contact me if you have any questions.

Sincerely,

Ron Ralph

Ron Ralph, Chair
Estancia Development Committee
(Six-year resident: 13101 Wild Turkey Drive)
From: Blayne Stansberry <blaynes@gmail.com>
Date: April 16, 2013, 6:24:38 PM CDT
To: <pbaker5@austin.rr.com>, <bc-Gabriel.Rojas@austintexas.gov>, <bc-Cynthia.Banks@austintexas.gov>, <bc-Jason.Meeker@austintexas.gov>, <bc-Patricia.Seezer@austintexas.gov>, <bc-Sean.Compton@austintexas.gov>, <bc-Rahm.McDaniel@austintexas.gov>
Cc: Michele Lynch <MLynch@mwsftexas.com>
Subject: Estancia

Hello Commissioners,

I am resident of the Arroyo Doble Estates neighborhood. We do not have a formal association so I cannot speak for the neighborhood as a whole. I am in support of the PUD zoning for the Estancia Hill County project. As I understand, the PUD specifies additional conditions such as green infrastructure, AEGB ratings, tree preservation, historic signage, and bike trails.

Thank you,
Blayne Stansberry
PUBLIC HEARING INFORMATION

This zoning/rezoning request will be reviewed and acted upon at two public hearings: before the Land Use Commission and the City Council. Although applicants and/or their agent(s) are expected to attend a public hearing, you are not required to attend. However, if you do attend, you have the opportunity to speak FOR or AGAINST the proposed development or change. You may also contact a neighborhood or environmental organization that has expressed an interest in an application affecting your neighborhood.

During its public hearing, the board or commission may postpone or continue an application’s hearing to a later date, or may evaluate the City staff’s recommendation and public input forwarding its own recommendation to the City Council. If the board or commission announces a specific date and time for a postponement or continuation that is not later than 60 days from the announcement, no further notice is required.

During its public hearing, the City Council may grant or deny a zoning request, or rezone the land to a less intensive zoning than requested but in no case will it grant a more intensive zoning.

However, in order to allow for mixed use development, the Council may add the MIXED USE (MU) COMBINING DISTRICT to certain commercial districts. The MU Combining District simply allows residential uses in addition to those uses already allowed in the seven commercial zoning districts. As a result, the MU Combining District allows the combination of office, retail, commercial, and residential uses within a single development.

For additional information on the City of Austin’s land development process, visit our website:
www.austintexas.gov

Written comments must be submitted to the board or commission (or the contact person listed on the notice) before or at a public hearing. Your comments should include the board or commission’s name, the scheduled date of the public hearing, and the Case Number and the contact person listed on the notice.

Case Number: C814-2012-0085
Contact: Wendy Rhoades, 512-974-7719
Public Hearing: January 15, 2013, Zoning and Platting Commission

JOHN COPE
Your Name (please print)
13009 BEN MILAM DR. MANCHACA, TX
Your address(es) affected by this application
Signature
Daytime Telephone: 512-850-7927
Date

Comments: OLD SAN ANTONIO ROAD IS THE PRIMARY MEANS TO ENTER AND EXIT OUR NEIGHBORHOOD. THE ESTANCIAS DEVELOPMENT WILL OVERRUN OLD SAN ANTONIO ROAD, WHICH IS ONLY TWO SMALL LANES, AND MAKE IT EXTREMELY HARD TO EXIT OUR NEIGHBORHOOD WITHOUT IMPROVEMENT TO THE ROAD. I JUST DON'T SEE HOW YOU COULD AVOID A SIGNIFICANT TRAFFIC PROBLEM.

If you use this form to comment, it may be returned to:
City of Austin
Planning & Development Review Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810
PUBLIC HEARING INFORMATION

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Case Number: C814-2012-0085
Contact: Wendy Rhoades, 512-974-7719
Public Hearing: April 16, 2013, Zoning and Platting Commission
May 9, 2013, City Council

Larry & Audrey John
Your Name (please print)
701 Green Meadows Dr. Manor, TX 78652
Your address(es) affected by this application

Audrey J. John
Signature
April 8, 2013
Date
Daytime Telephone: 512-507-3554
goal reasons!

Comments: Until enough water has been secured for our area and the Old San Antonio Bridge at Twin Creeks, widened enough for two vehicles, I vote NO. Our fire hydrants have been useless for years. For this and the low water pressure is not enough to support further development.

Thank You.

If you use this form to comment, it may be returned to:
City of Austin
Planning & Development Review Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810
PUBLIC HEARING INFORMATION

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Case Number: C814-2012-0085
Contact: Wendy Rhoades, 512-974-7719
Public Hearing: April 16, 2013, Zoning and Platting Commission
May 9, 2013, City Council

Your Name (please print)
J ohn AND CoRA CoPc

Your address(es) affected by this application
13009 BEN MILAM DR 78682 TX

I am in favor [ ]
[ ] I object

Signature

Date
12APR2013

Daytime Telephone: 512-850-7927

Comments:
THE ROADS SURROUNDING THIS PROPOSED DEVELOPMENT ARE WHOLLY INADEQUATE TO SUPPORT THE AMOUNT OF TRAFFIC THAT THIS DEVELOPMENT WILL PRODUCE. OLD SAN ANTONIO ROAD IS THE PRIMARY MEANS OF EGRESS FROM OUR HOUSE TO I-35/FM 1626. IT IS ALREADY CONGESTED AND PROBLEMATIC AT TIMES, ESPECIALLY WITH THE INCREASE IN RECREATIONAL CYCLING/BICYCLING. THIS DEVELOPMENT WILL MAKE IT IMPOSSIBLE TO LEAVE.

If you use this form to comment, it may be returned to:
City of Austin
Planning & Development Review Department
Wendy Rhoades
P. O. Box 1088
Austin, TX 78767-8810
Dear Ms. Roahdes,
I had hope to attend the meeting tonight regarding the above case number, but I have a sick daughter so I am sending you this email.

I live across the street from the proposed rezoning at 702 Blackwell Ave.

My family and I have owned this duplex for 21 years. Even though it is a duplex it is our family home. My elderly parents live on one side and me and my 4 children and my grandchild live on the other side of the duplex.

This is a quiet neighborhood with very little crime and a wonderful place to raise children. I have been a widow for 18 years and have felt very safe here in this home.

I do hope that the City of Austin will take our current neighborhood into consideration when they allow this property to be developed.

I am against putting another shopping mall since we have both Southpark Meadows and Buda within a very short distance with plenty of shopping.
I am **against** putting apartment complexes since we have 2 new complexes very near us at the corner of 1626 and Old San Antonio Road.

Nicely built single family homes would be the best development.

A widened road might also be considered since the traffic is bad already along Old San Antonio Road.

I trust you will share my thoughts and comments with the commission this evening. Thank you for your time.

Sincerely,

Bonnie Nava
512 736 9146
Erick E. Benz  
10620 Chestnut Ridge Road  
Austin, TX 78726

April 8th, 2013

Wendy Rhoades  
Case Manager  
Planning Department  
City of Austin

Dear Wendy,

I would like to be listed as an interested party regarding Old San Antonio Road and the potential changes to the traffic volume and infrastructure. I would also like to know when the first opportunity for public input might be. Is there a Zoning and Platting Commission meeting this month to address this issue and if so when and where?

I am a long term resident of the City of Austin who commutes to work daily by bicycle. If a significant increase in the number of cars is allowed to happen on Old San Antonio Road I have a good understanding of the inevitable consequences to traffic congestion that will result if major infrastructure improvements are not made. One of these improvements needed is a full width shoulder dedicated to bicycle traffic along the length of this road. Please help improve the safety of Old San Antonio Road as a vital corridor for cyclists and make these improvements before automobile traffic congestion is significantly increased because of the conflict created.

Old San Antonio Road is a critical artery for bicycle transportation both for commuting and for recreational cyclists. There are NO OTHER viable options for cyclists to get out of the city to the south on the way to Buda and then San Marcos. Old San Antonio Road is the main road for cyclists. One of the reasons that cyclists have established this as a route is the relatively low number of cars and because it is a straight shot to the outskirts of Buda. While there is a pinch point at the water crossing bridge and very little area outside the white lines for cyclists, Old San Antonio is the safest and most used road south out of Austin. There are commuters to and from points south of Buda who use this route to get to Austin. Also nearly every large group ride that heads south out of Austin uses this road as part of their route. There are at least four large structured group rides and many, many smaller and individual rides that use this route on a weekly basis. Because there is a pattern of high use by cyclists and because there is no other viable alternative these cyclists will be on this road even if the number of cars is allowed to significantly increase. If nothing is done both decreased safety for the cyclists and traffic congestion will result.

The roads to the west of Old San Antonio that head south are Manchaca/307/1626 and 1826. These roads are NOT viable alternatives primarily because of the constant high car and truck traffic speed and volume. Manchaca has areas of no shoulder due to crumbling pavement. It also has narrow crossing for significant distances with very little pavement outside the white lines leaving no exit for a cyclist to escape two large trucks coming in opposite directions or
passing. The next road over from that is 1826 which has the same high traffic, no or little shoulder, and multiple narrow guard rail crossings. Even if 1826 was used as an alternative, a cyclist would have to cut over just short of Driftwood and this is over 13 miles almost directly west of Buda. These roads, unlike Old San Antonio are used by motorized vehicles heavily to travel through and beyond. There are no other southbound roads that go through this area. Clearly there are no viable alternatives west of 35 to Old San Antonio Road. I would add that even if a cyclist were to try going east of 35 the alternatives are also limited.

If the traffic increases significantly on Old San Antonio Road and there are not major improvements to the infrastructure for cyclists then there will be no other alternative then for cyclists to take a full lane on this road. Clearly there are no other viable alternatives so cyclists must use Old San Antonio Road. An ideal solution would be to make a full width shoulder on Old San Antonio Road and designate this as a permanent bike route. Please make full consideration of the traffic problems that will be created if the infrastructure is not improved before the number of automobiles is allowed to increase dramatically.

Thank you for taking the time to appreciate the consequences of increasing the number of car trip along Old San Antonio Road without taking appropriate actions.

Sincerely,

Erick E. Benz
10620 Chestnut Ridge Road
Austin, TX 78726

Included copies:
Old San Antonio Road Needed 2013 Apr 8
No Alts to SA Road 2013 Apr 8
Manchaca Road:
Really high speeds, lots of traffic. Multiple intersections.

No shoulder outside the white line in many areas.

Safety reasons why Manchaca and 1826 are NOT viable alternatives.

Broken, missing shoulder
Manchaca Road:
Really high speeds, lots of traffic. Multiple intersections.
Guards rails without adequate shoulder.
Includes larger trucks, horse trailers and commercial freight liners.
Manchaca Road:
Really high speeds, lots of traffic. Multiple intersections.

No shoulder outs de the white line in many areas.
1826:
Really high speeds, lots of traffic. Multiple intersections.

Guards rails without adequate shoulder.
Semi tractor trailer traffic coming both directions.
No escape route for cyclists.
1826:
Really high speeds, lots of traffic. Multiple intersections.

Guards rails without adequate shoulder.
Large and wide loads.
1826:
Really high speeds, lots of traffic. Multiple intersections.

Guards rails without adequate shoulder both sides of the road. High traffic of large truck use.
Old San Antonio Road:

Currently low traffic and moderate car speeds.
Not much truck travel.
Both cars and trucks use I35.
As you can see most of the route is green space on either side of the road.
13288 Old San Antonio Road, Texas, United States

Address is approximate

Old San Antonio Road:
Some issue like limited and crumbling shoulder.

Shoulder too small to ride

Shoulder lost
Old San Antonio Road:
Shoulder not adequate and then disappears.
Old San Antonio Road:
Shoulder not adequate and then disappears.
These are the only 3 through roads south of Austin.