EXHIBIT P

The Grove at Shoal Creek Planned Unit Development

C814-2015-0074

April 4, 2016

List of Superiority Items:

Parks Superiority

1) The project exceeds the minimum amount of parkland by at least 1.55 acres. This is clearly superior to the minimum code requirements for parkland dedication as this represents a 13.66% increase above code requirements.

2) The developer will spend $1 million for the improvements to the Parks within the project whereas there is no code requirement for any monies to be spent on park improvements. This represents a 100% increase over Code requirements.

3) The developer will perpetually maintain the parkland. The estimate is over $200,000 per year and this is at no cost to the City of Austin or the taxpayers. This represents a 100% increase over Code requirements.

Transportation Superiority

1) Funding and Constructing all mitigation measures identified for Bull Creek Road. Mitigation measures include additional auxiliary lanes at Jackson Avenue and other Site Driveways, widening of Bull Creek Road between Driveway 1 and 45th Street, and the dedication of ROW from the subject Site to construct these improvements.

2) Funding and Constructing 100% of Intersection Improvements for 45th and Bull Creek when pro-rata share is 26.5%. Improvements will include eastbound and westbound left turn lanes on 45th Street, additional northbound left turn lane on Bull Creek Road, and additional northbound right turn lane on Bull Creek Road as well as improved pedestrian crossings and reconstruction of sidewalk at all four corners of the intersection.

3) Providing trail connectivity to Ridglea Greenbelt.

4) Constructing 12-foot Shared Use Path along Bull Creek Road.

5) Constructing 12-foot Shared Use Path along 45th Street Greenbelt.

6) Constructing protected southbound Bike Lane on Bull Creek Road in front of Site.

7) Installation of Pedestrian Hybrid Beacons on Bull Creek Road and 45th Street to facilitate pedestrian connectivity.

8) Post fiscal for, and if easement obtained, construction of Bike and Pedestrian Bridge across Shoal Creek and trail connection from Bridge to Shoal Creek Blvd.

9) Bike lanes on major internal street cross-sections.

10) Installation of racks to park 400 bicycles.

11) Require shower facilities in offices to help facilitate bicycle commuters.

12) Contribution of $100k in seed money for neighborhood multi-model improvements.

Environmental Superiority

1) The project will substantially exceed open space requirements (by more than 50%) and will cluster development away from Shoal Creek.

2) The project will provide water quality controls through the use of a wet pond and/or green infrastructure for a minimum of 50% of the required water quality volume on-site.

3) The project will provide that a minimum of 10 acres of impervious cover on the site will drain to and be substantially treated by Green Water Quality Controls such as rain gardens and biofiltration facilities.

4) The project will not modify the existing 100-year floodplain.

5) The project will preserve a minimum of 75% of protected quality native tree inches on site.

6) The project will provide a tree care plan for all preserved protected and heritage trees on site.

7) The project will direct stormwater runoff from impervious surfaces to a landscaped area at least equal to the total required landscape area.

8) The project will provide flood mitigation for the 9.39 acres of existing impervious cover on the site which is not currently detained. The existing State office development does not have any detention or flood control facilities and current code does not require new development to mitigate for existing impervious cover. If the project participates in the RSMP, the RSMP fee will be paid as if the current 9.39 acres of impervious cover does not exist.

9) The project will provide educational signage at the Wetland CEF.

10) The project will provide minimum 3" caliper street trees on all internal streets. Under conventional zoning, Tracts A, C, D, and E would be residential zoning districts and would not require street trees under Subchapter E. This area of additional street trees represents 34.24 acres or approximately 45% of the total project area.

11) The project will provide street trees along Bull Creek Road where they would not be required by Subchapter E.

12) The Project will provide an Integrated Pest Management Plan for all sites.

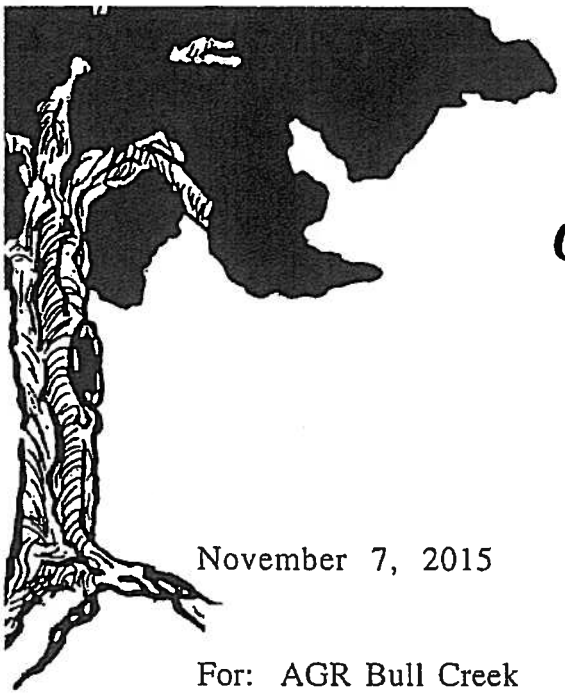
13) The Project will commit to 95% of non-turf plant species from Grow Green or equivalent per the Design Guidelines.

14) The project will provide additional protection for the ¾ critical root zone for all protected and heritage trees within the Signature Grove, which includes all trees around the proposed pond and the highest quality oak trees throughout the Signature Park.

Affordable Housing

1) At least 10% of the rental units affordable to 60% MFI of less with long term affordability provided.

2) At least 5% of for sale units affordable to 80% or less with long term affordability.



Don Gardner
Consulting Arborist

Registered Consulting Arborist #438
Certified Arborist TX0228

PECANS ON THE GROVE SITE

November 7, 2015

For: AGR Bull Creek

I examined all protected trees on this entire site in February and March, 2015.

The magnificent live oak groove is a natural wonder. How can trees this old be so healthy and vigorous? Now, the job is to make sure they stay healthy. Protecting 3/4 of the critical root zone, which I've heard is proposed, is one of the ways to do that.

Most of the pecans on the site, however, are an altogether different story. They are all planted pecan varieties, not native pecans.

Orchardists have been developing new pecan varieties for decades. None are as good a tree (i.e., hardy, strong structure, long-lasting) as the old, original native varieties. Some varieties are better than others, but some are truly horrendous and should have never gotten out into the landscape market.

These varieties are not good, strong pecan trees, but are weak with multiple structural issues. They have more in common with Arizona ash trees, with notorious flaws, than with native pecan trees.

The health of a tree can go bad, or the structure can go bad.

The structural issues with the pecans in question include, 1) poor branch attachment, 2) co-dominant trunks with one trunk growing laterally, not upward, and 3) included bark that holds water, and decays easily and rapidly.

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In addition, pecans have the reputation for branch breakage, which they deserve. And, it can be counted on, the newer varieties will break when they get a little size and weight on them.

Further, due to prolonged heat and drought, many of the pecans at this site, like pecans all over central Texas, have major crown dieback, with all the decay and structural issues that come with large dead wood.

Someone planted poor pecan varieties and they lasted a while. But now, the trees are coming apart. They should be removed.

Unfortunately, the pecans are not good, strong, long-lived natives like the live oaks in the groove.

Please contact me if you have any questions.

Don Gardner, RCA
Registered Consulting Arborist #438
Certified Arborist TX 0228

Don Gardner
Consulting Arborist

Registered Consulting Arborist #438
Certified Arborist TX0228

TREE CARE RECOMMENDATIONS FOR

LIVE OAK GROVE

ON FORMER TX DOT PROPERTY LOCATED NEAR THE INTERSECTION OF BULL CREEK ROAD AND 45TH STREET

SPRING, 2015

PRODUCED FOR
MILESTONE BUILDERS
NORRIS DESIGN

Produced By
Don Gardner, RCA
Registered Consulting Arborist #438
Certified Arborist TX0228

Post Office Box 340268, Austin, Texas 78734 · Telephone (512) 263-2586 · Fax (512) 263-0251

LEGEND FOR ABBREVIATIONS USED IN THE FIELD REPORT FORMS

By Don Gardner, RCA

RV: Remove volunteers. The areas around and between the trees has been mowed using a tractor and shredder for many years. Fortunately, the mowers stayed away from the bases of trees and did not regularly hit them, which is often the case. However, in the spaces between the mowed areas and the tree trunk bases, many young sapling trees have grown. They range from one-half inch to three inches in diameter. In many instances there are so many volunteer trees and shrubs around the bases, one can barely get to the tree. The volunteer tree root systems are becoming interwoven with the large tree's root system. All of these volunteers must be removed. This work must be done carefully and sensitively.

DW: Prune dead wood two inches in diameter and larger. Pruning large dead and decayed wood minimizes and prevents larger decay in trees, prevents many structural problems from happening, and preserves the tree many more years. Proper and skilled pruning, according to International Society of Arboriculture standards, is critical to preserving trees.

Rep.: Repair is a pruning term that means to prune broken branches (usually caused by high winds) properly so the wound will close and decay will be minimized.

Train: When tree crowns grow into each other, become tangled and branches interwoven, training prunes to separate the trees so they don't constantly rub wounds and cause broken and dead branches.

Vines: Wild grape vines and poison ivy vines are not good for trees. They eventually shade out and break canopy branches.

1=dead or dying 2-poor 3-fair 4-good 4-17-15 p1

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
							RV = remove volunteer trees around base
3211	C elm						RV, DW, repair, remove low branch over trail
3212	LO						DW, repair
3213	LO						remove chainsaw RV, close by
3215	LO						RV, DW, Repair
3214	C. elm						RV DW, repair
3608	LO			Tree 3 1/2 cm 1 tree leave if possible			RV Repair ends
3609	LO						Repair DW, leave
3216	LO						RV DW, repair
3926	LO						RV, DW, Rep
3217	LO		4 trees 1 crown				RV
3218	LO						RV DW, Rep.
3925	LO						RV

Tree ID	Tree Species	Vigor	Structure	Observations	Maint. Task	Maint. Priority	Tree Comment
3227	LO						Remove, trunk lateral and [illegible] crowns
3228	elm.		DW, repair		RV - Prep		
3219	LO						RV, DW, rep
3220	LO						RV, DW, rep
323	LO						RV, DW, rep, remove vine.
3234	LO						RV, DW, rep
3235	LO						RV, DW, rep
3236	LO		Crown	not right on survey			RV, DW, rep. poison ivy
3238	LO		1 crown				RV, DW, rep, remove
3237	LO						RV, DW, rep vines
3241	LO						RV, DW, rep, vines
3242	LO						RV, DW, rep.
3239	LO						RV, DW, rep, train
3240	LO						RV, DW, rep, train
3244	LO						RV, DW, rep, train
3245	LO						DW, Rep, train
3251	LO						RV, DW, Rep, vines

1=dead or dying 2-poor 3-fair 4-good P#3

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3252	LO						RV, DW, Rep., Vines, train
3253	LO						RV, DW, Rep, Vines, train
3254	LO						RV, DW, Rep., train
3255	LO						RV, DW, rep.
3246	LO	↘	1 crown				RV. DW, rep. train
3247	LO	↗					RV, DW, rep. train
3248	LO						RV, DW, rep, train
3249	LO						RV, DW, rep. train
3250	LO						RV, DW, rep, train
3224	LO						RV, DW, rep. Vines
3225	LO						RV, DW, rep., train, Vines
3226	LO						RV, DW, rep. train

1=dead or dying 2-poor 3-fair 4-good P4

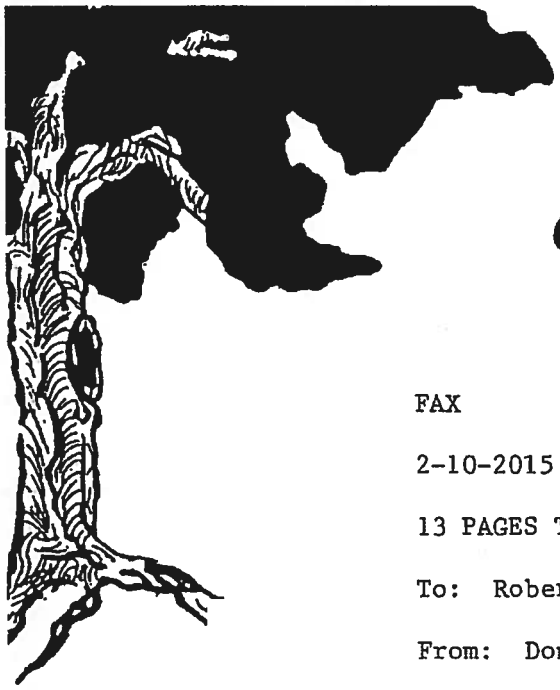
Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3221	LO						Dead - remove
3220	LO						RV, DW, Rep
3222	LO						RV, DW, Rep
3223	LO						RV, DW, Rep, Vines
3257	LO						RV, DW, Rep, Vines
3256	Elm						Remove - centr. leader, broke
3228	LO						RV, DW, Rep
3229	LO						RV, DW, Rep
3230	LO						RV, DW, Rep
3227	Elm						RV, DW, Rep
3258	LO						RV, DW, Rep
3259	LO						RV, DW, Rep

1=dead or dying 2-poor 3-fair 4-good

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3260	LO						RV, DW, Rep
3261	LO						RV, DW, Rep
3262	LO						RV, DW, Rep
3265	LO						RV, DW, Repair, Vine
3266	LO						RV, DW, Repair, Vine
3263	LO						RV, DW, repair
3264	LO						RV, DW, repair
3268	LO						RV, DW, rep
3269	LO						RV, DW, rep, Vine
3257	Oak						RV, DW
3295	LO						RV, DW, repair Remove trap Trapped tack
3293	Live Oak						~~RV~~ Deadcrown to sprout MT Tarrow

1=dead or dying 2-poor 3-fair 4-good

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3294	LO						RV, DW, rsp, Vine
3297	LO	no tree tag					RV, DW, rsp. elevate outside edge ornam
3298	LO						
3299	—	not here					
3292	LO						RV, DW, rsp, Vines
3290	LO						RV, DW, rsp, Vines
3288	LO						RV, DW, rsp, Vine
3289	LO						RV, DW, rsp, Vines
3291	LO						RV, DW, rsp, Vines
3300	LO						DW, rsp.



Don Gardner
Consulting Arborist

Registered Consulting Arborist #438
Certified Arborist TX0228

FAX

2-10-2015

13 PAGES TOTAL

To: Robert Deegan

From: Don Gardner, Consulting Arborist

Enclosed please find the 12 pages of completed evaluation forms for the Milestone project.

Post Office Box 340268, Austin, Texas 78734 · Telephone (512) 263-2586 · Fax (512) 263-0251

Bull Creek Project 2-4-15

1=dead or dying 2-poor 3-fair 4-good

2-4-15

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3065	Cotton wood			2			2 nectria cankers at base 15" high surface rot. Decay pockets from deadwood pruning
3064	live oak			3/4			planted 20-circle
3085	Tallow			3			is tallow protected?
3084	Tallow			3	DW repair		
3083	Tallow			3	"		
3082	C. elm			3	"		18" - not 20"
3081	Hack berry			2			trunk decay/ branch decay/ mistletoe
3080	ant elm			2			co-dom, hypoxt, crown 40% gone wet wood, decay pockets
3067	Pecan			3	DW repair		
3066	Tallow 33"			3	"		
3073	Ligustrum multi-trunk						Not protected
3072	dead cotton wood			1			

1=dead or dying 2-poor 3-fair 4-good

2-4-15

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3071	Crape myrtle			3			18.5 inches
3070	"			3			22 inches
3068	Pecan			3/4	DW repair		
3069	Hack berry Pecan			2			multiple co-dom, very weak structure
3073				3	DW repair		27 inches
3076	Pecan			3	"		~~Unusual form. low stem~~ goes 45°. Over extended
3074	Pecan			2			18" Very bad structure Weak. Trunk with bran
3077	Pecan			2/3			Been de-horned 27"
3078	Pecan			3			Over extended branch
3079	Pecan			3			Over extended branch

live oaks not on tree list

1=dead or dying 2-poor 3-fair 4-good

2-4-15 P3

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3283	live oak(LO)			3			
3284	"			3			
3285	"			3			
3270	"			4			
3281	"			4			
3280	"			3			old lightening strike or fire scar
3277	"			3			
3278	"			4			
3279	"			3			
3271	"			3			fire scar
3272	"			4			
3273	"			3			fire scar + 90° trunk bend

live oaks not on tree list 1=dead or dying 2-poor 3-fair 4-good 2-4-15 P4

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3274	live oak			3			
3275	"			2/3			fire scar. following trunks may be Indian marker tree
3276	"			3			fire scar - trunks closing

1=dead or dying 2-poor 3-fair 4-good 2-445 P5

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3205	C. elm			2			Crown filled w/ mistletoe
3206	"			2			storm removed crown - scaffold much mistletoe + dead wood
3207	Pecan			2			3 scaffolds - 1 w/ mushrooms + dead ere Crown weak in ~~ext~~ hypox
3208	Pecan			2			19" weak Crown
3209	Pecan			2/3			multiple co-doms/dead + broken branches. perhaps miligate
3204	Pecan			3			
3203	Pecan			3			26"
3202	Pecan			2			central leader 26" w/ hypox low
3201	Pecan			2/3			26" Crown dieback + 26" over extended branches

1=dead or dying 2-poor 3-fair 4-good

2-6-15

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3211	C elm			2/3			much mistletoe + old storm breaks
3212	LO			3			31"
3213	LO			3			18.5"
3215	LO			3			lightening strike closing
3214	C elm			3/4			neat tree
3216	LO			3			28" Big storm break
3218	LO			3			
3217	LO			3/4			30" FAB
3925	16" LO			3			
3926	18" LO			3/4			
3220	LO			3/4			Grand
3233	LO			3/4			33" Esti Poison ivy

1=dead or dying 2-poor 3-fair 4-good

2-6-15

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3234	LO			3/4			
3235	LO			3			
3238	LO			3/4			Twin trunks 40+" dbh 1 trunks is entirely lateral
3237	LO			3/4			25"
3243	LO			3			needs pruning/scaffold leads
3239	LO			3			"
3240	LO			3			
3241	LO			3/4			
3242	LO			3/4			
3236	LO			3			FAB
3226	LO			3/4			25" side stem doesn't count in dbh
3225	LO			4			Twin trunks 50"+ dbh FAB

1=dead or dying 2-poor 3-fair 4-good

2-6-15

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3255	LO			3			22" side stem decent crown
3257	LO			3/4			3 Trunks 60" Grand
3227	C elm			2	poor form		low scaffold broken lots of MT low scaffold decaying
3256	C elm			2			main leader broken at 12"+ decaying.
3221	LO			1			
3219	LO			3/4			old fire scar cavity closing
3210	LO			3			Big scaffold breaks
3222	LO			3			old fire scar cavity
3223	LO			3/4			35"
3228	LO			3			not counting big lateral 30"+ Crown-storm breaks
3229	LO			3/4			
3230	LO			3/4			

1=dead or dying 2-poor 3-fair 4-good

P3

2-6-15

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3224	LO			3			
3244	LO			3/4			
3251	LO			2/3			Primary scaffold broke.
3252	LO			3/4			
3253	LO			3			
3245	LO			4			Grand
3247	LO			3/4			
3246	LO			3/4			
3248	LO			3/4			3 together are grand
3249	LO			3/4			
3250	LO			3/4			
3254	LO			3/4			

1=dead or dying 2-poor 3-fair 4-good 2-9-15 P.10

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3232	Pecan			2/3			Poison Ivy! poor structure 26" bad co-dom - broken crown branches
3231	Pecan			2			18"-19" active decay at co-dom
3258	LO			3			
3259	LO			3			2 trunks 50+ inches
3265	LO			3			18-19" pecan sing
3266	LO			3			
3263	LO			3			
3262	LO			3			
3261	LO			3			
3260	LO			3			
3264	LO			3			
3267	Cedar (cable prestretch)			3			

P11
2-9-15

1=dead or dying 2-poor 3-fair 4-good

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3296	China berry			2			
3297	"			2			
3100	"			2			DW, decay
3200	LO			3			
3298	LO			3			poison ivy
3288	LO			3			
3289	LO			3			
3299	LO			1-2			storm tore it up
3290	LO			3			
3291	LO			3			
3292	LO						35" Homeless camp
no tree tag 3287	LO						40" Hackberry

PIZ
2-9-15

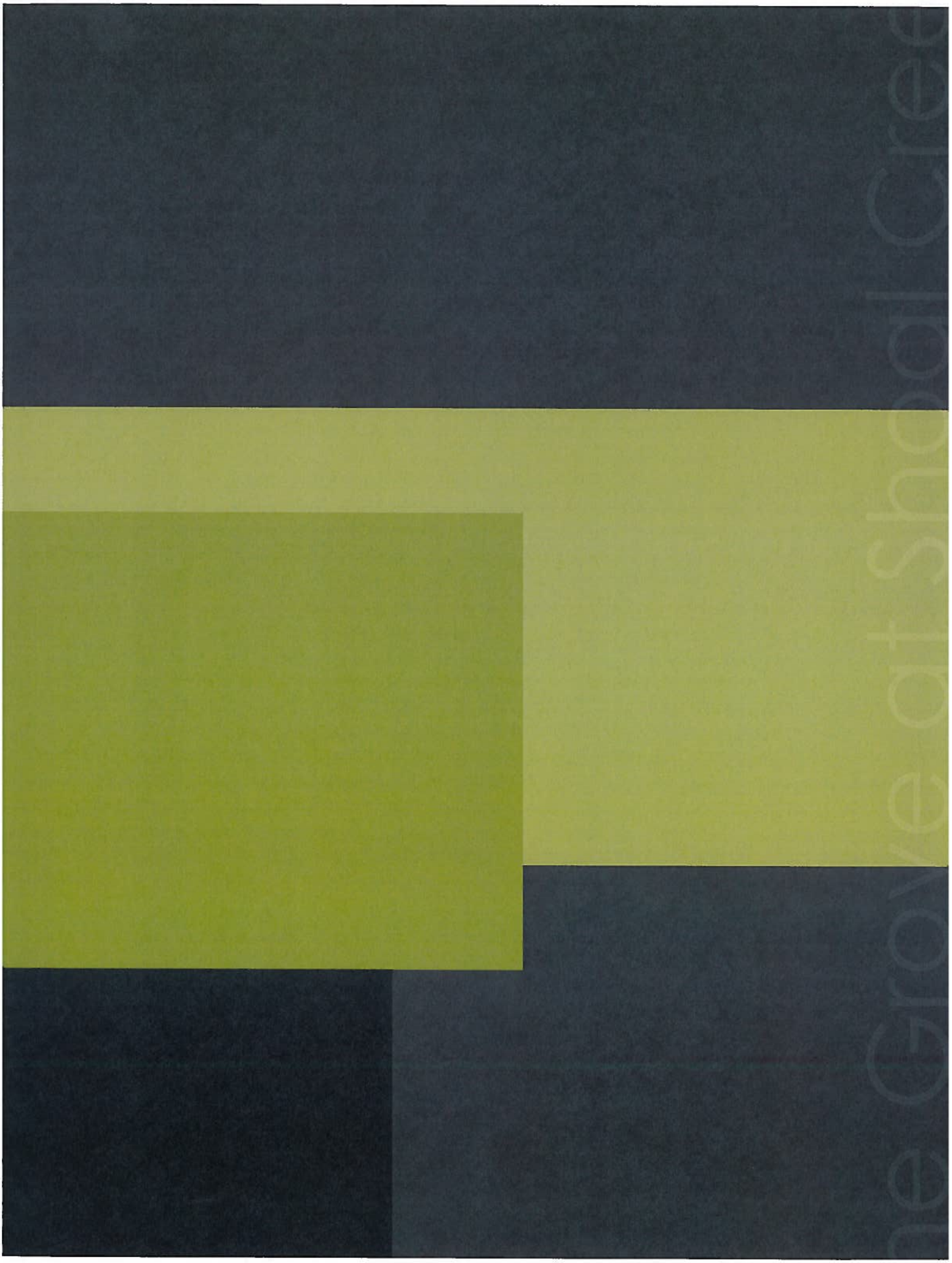
1=dead or dying 2-poor 3-fair 4-good

Tree ID	Tree Species	Vigor	Structure	RATING 1-4	Maint. Task	Maint. Priority	Tree Comment
3294	LO			3			old lid, stay
3293	C. dm			2			main leader dead. lots of T CO-dom
3292	LO			3			poison ivy large scaffold broke
3268	LO			3/4			
3269	LO			3			poison ivy

The Grove at Shoal Creek

Design Guidelines

March 28, 2016



Contents

1.0 BACKGROUND

1.1 The Site

The site for The Grove at Shoal Creek is an approximate 76-acre parcel in north-central Austin. The property was owned by TxDOT until ARG Bull Creek acquired the site in early 2015 and initiated the planning process that resulted in the Master Plan, Planned Unit Development (PUD) Zoning, and this document.

The Grove at Shoal Creek is surrounded by existing and established Central Austin neighborhoods including Allandale and Shoalmont to the north, Rosedale to the east, Ridgelea and Oakmont Heights to the south, and Westminster and the Post West Austin Apartments to the west. The site is accessed by Bull Creek Road to the west and 45th Street to the North, with the Mopac Freeway located just one block west of the site. There are existing CapMetro bus routes on Bull Creek Road with stops adjacent to the site. There are existing bike lanes on Bull Creek Road which are planned for improvement. The Shoal Creek Trail is also planned to eventually extend up to the project site along Shoal Creek.

Topography on the site falls from west to east, with the west end of the site occupied by existing 1-story office buildings and parking areas as well as relatively flat, undeveloped land. The east end of the site has slightly higher gradients and is dominated by a large grove of heritage oak trees as well as Shoal Creek, which is the site's eastern boundary. About 3.5 acres along Shoal Creek are in the 100-year floodplain.

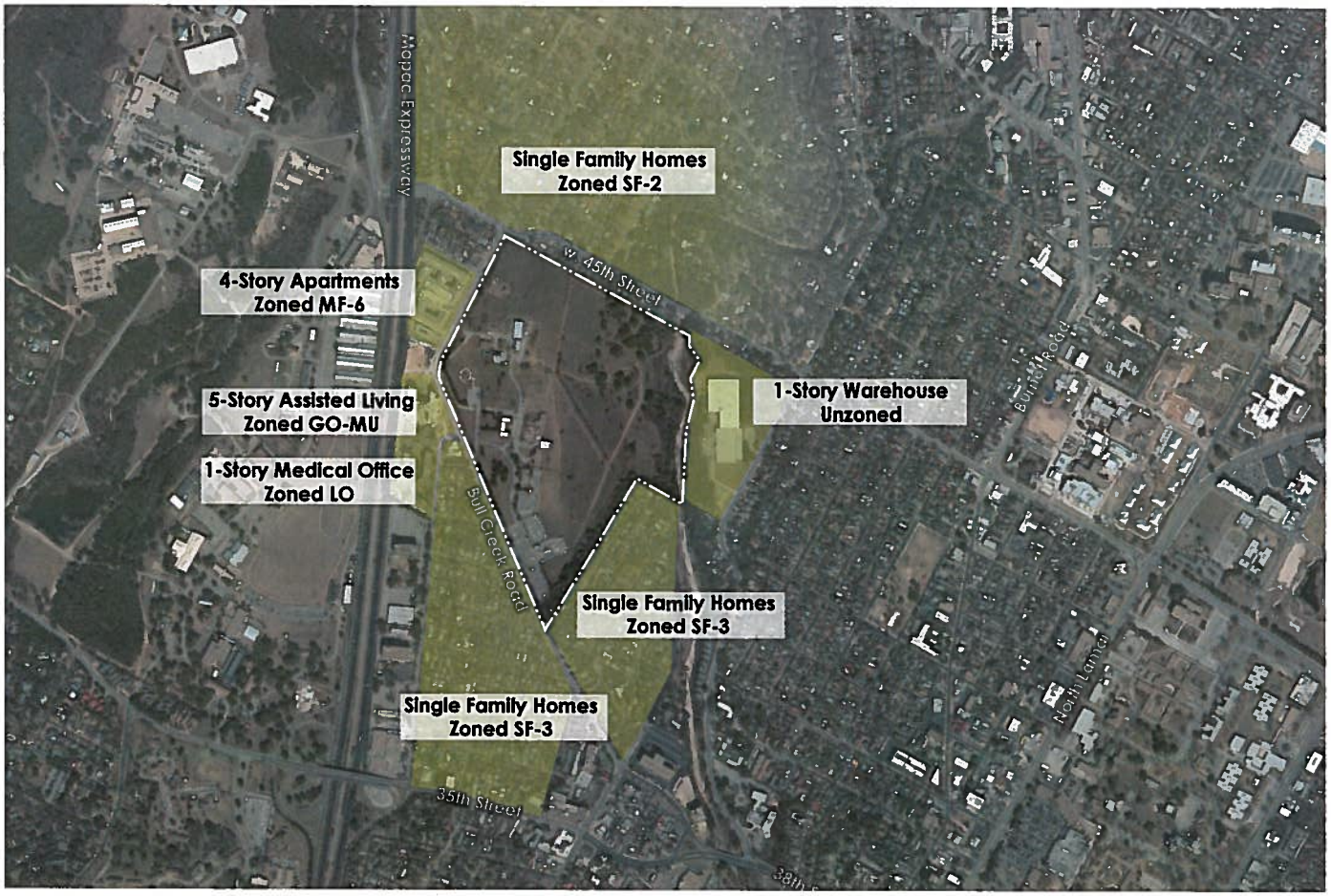


Figure 1.1: Context Map

1.2 Project History

ARG Bull Creek has put considerable effort into building a shared vision for The Grove at Shoal Creek through an inclusive and productive process. To achieve that vision, the project team has conducted an energetic community outreach program for The Grove.

The process began in January 2015 by surveying residents in Allandale, Bryker Woods, Highland Park West/ Balcones, Oakmont Heights, Ridgelea, Rosedale, and Westminster at two workshops, and also online. Approximately 216 surveys were collected at the workshops, and 488 were taken online for a total of 704 surveys. Using these survey results, the team developed a vision for The Grove that reflects the community's collective vision in terms of its residential and commercial character, open space and the density of the development.

The team also engaged in dozens of formal meetings with various community groups and neighborhood leaders. Among these groups is the Bull Creek Road Coalition, a group formed in 2012 to help craft a vision and voice for sustainable development on the land ARG Bull Creek purchased from the State of Texas in late 2014, as well as the more recently formed Friends of The Grove.

The effort to publicize these meetings, events, and activities has included hundreds of signs and thousands of pieces of direct mail. The team has also maintained a website (www.TheGroveAtShoalCreek.com).

1.3 Using This Document

This document sets forth Design Guidelines for the design of the built environment within The Grove at Shoal Creek and is incorporated as part of the Planned Unit Development with the City of Austin. These guidelines are intended to supplement the zoning provisions of The Grove at Shoal Creek Planned Unit Development (PUD), which was adopted by the City of Austin on XXXX. The Design Guidelines will be administered by the City of Austin, through the Site Development Permit review process, and are subject to the final recommendations of the Traffic Impact Analysis (TIA).

The Design Guidelines are not intended to be prescriptive solutions that dictate a particular style, but rather performance criteria that can encourage diversity, creativity, and innovation within the framework established here. The Design Guidelines are organized into 5 Sections. This, the first Section, provides an introduction to the property and the document. Section 2 provides an overview of the overall vision and PUD Requirements. Section 3 establishes a framework of streets and transportation corridors that will form the structure of the community. This is the foundation off of which Sections 4 and 5 are built, and many of the guidelines in the other Sections are provided in relation to the framework established in Section 3. Section 4 establishes the architectural character of the community that will develop within that framework, and Section 5 establishes the landscape and open space character and establishes guidelines for lighting and signage. The NACTO Urban Street Design Guide was used as a reference in formulating the street designs in these guidelines and may be a useful guide in determining appropriate solutions for conditions not specifically addressed here.

2.0 THE PLAN

2.1 Vision

The Grove at Shoal Creek is envisioned as a legacy-quality neighborhood and model for innovative mixed-use urban infill development. This vision of community has three primary components: equity, economy, and ecology:

Shift the conventional interaction between developer + neighborhood towards a shared purpose relationship. As joint stakeholders building community, Bull Creek shares its amenities with the broader community to becomes a natural extension of the surrounding neighborhoods.

Create a financially viable and profitable development model that includes a range of market-rate housing typologies and catalyzes urban transformation beyond the boundaries of the site.

Utilize the site's relationship to Shoal Creek as an opportunity to establish a restorative approach to the development of the site that sets new standards in sustainable landscape and urban design place making strategies.

Build Bull Creek as a legacy-quality neighborhood; a model for sustainable and innovative mixed-use urban infill development.

Figure 2.1: Vision Diagram

2.2 Guiding Principles

Based on that vision, the development team for The Grove at Shoal Creek developed the following Guiding Principles for the project. These principals where considered in developing the Master Plan and this document.

2.2.1 Create an inviting and integrated project that enhances the experience of the site and its surroundings

2.2.2. Develop a comprehensive built environment with high-quality parks and open spaces shaped by massing and appropriately scaled to their context

2.2.3 Establish a vibrant, people-oriented development pattern that promotes connectivity and prioritizes pedestrian and bicycle circulation over cars

2.2.4 Establish a restorative approach to the development of the site by integrating sustainable strategies and honoring the history and natural character of the land

2.2.5. Create an economically viable development model that maximizes the mix of uses and captures the essence of Austin living.

2.2.6 Shift the conventional interaction between developer and neighborhood to a shared-purpose relationship

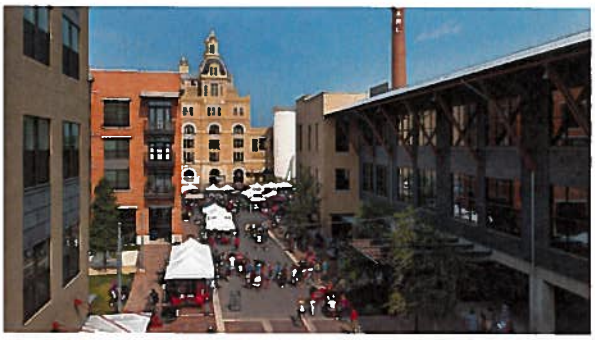
2.3 Development Districts

The project is composed of two development districts and a number of park and open space elements. The Development District Map below shows the conceptual layout of these districts on the site. For each building or project on the site, the applicant may select the most appropriate district for the desired use. As described in Section 4, the Architectural Design Guidelines for that building will be based on the selected district.

The Development District Map shown here is conceptual in nature and is not intended as a regulating document. Land Use regulations shall be governed by the approved Land Use Plan in the PUD zoning ordinance approved by the city of Austin on XXXX. Each building or project may select the most appropriate district for the desired project if the project is located in a Tract where that district is allowed, as described in 2.3 below.

Figure 2.3: Development District Map

2.4 Description of Development Districts



2.4.1 The Mixed-Use District. The heart of the master plan, this district contains a vibrant mix of uses which may include retail, office, high-density residential, live/work, and/or congregate care. This district is allowed in Tracts B, F, and G of the Land Use Plan.

2.4.2 The Residential District. This district contains a mix of for-sale and rental housing products including detached residential, townhomes, row houses, live-work units, stacked flats, and apartments. This district is allowed in all Tracts of the Land Use Plan.

2.4.3 Parks and Open Space. The parks and open space component of The Grove at Shoal Creek shall consist, at a minimum, of the Signature Park, Pocket Park, Greenbelt, Plaza, and Bull Creek Road Trail, with approximate locations and sizes as depicted in Figure 2.3.

2.5 Planned Unit Development Land Use Plan

The Land Use Plan, shown here for reference, as adopted in the City's zoning ordinance, provides the land use regulations for the project and asserts the site development regulations for each tract, including height, FAR, setbacks, and impervious cover limitations for each parcel.

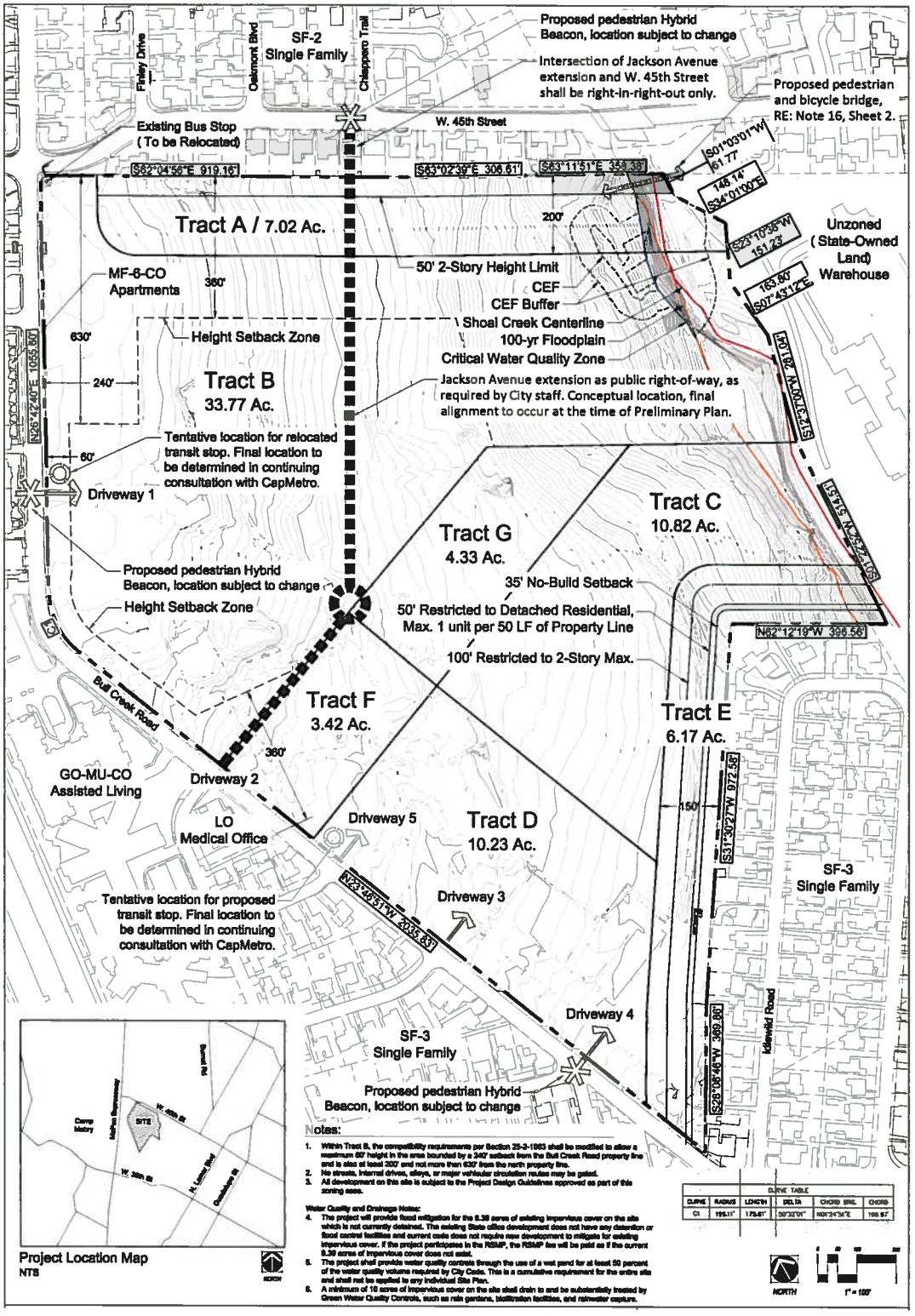


Figure 2.5: Planned Unit Development Land Use Plan

TRACTS A & E
Condominium Residential
Duplex Residential
Family Home
Group Home, Class I (Limited)
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Townhouse Residential
Two-Family Residential

TRACT B
Administrative & Business Offices
Art Gallery
Art Workshop
Automotive Rentals
Automotive Sales (max. 3000 SF)
Automotive Washing (accessory only)
Business or Trade School
Business Support Services
Cocktail Lounge
College & University Facilities
Commercial Off-Street Parking
Community Garden
Community Recreation (Private)
Community Recreation (Public)
Condominium Residential
Congregate Living
Consumer Convenience Services
Consumer Repair Services
Counseling Services
Cultural Services
Day Care Services (Commercial)
Day Care Services (General)
Day Care Services (Limited)
Duplex Residential
Family Home
Financial Services
Food Preparation
Food Sales
General Retail Sales (Convenience)
General Retail Sales (General)
Group Home, Class I (Limited)
Hospital (General)
Hospital Services (Limited)
Hotel-Motel
Indoor Entertainment
Indoor Sports & Recreation
Liquor Sales
Medical Offices (all sizes)
Mobile Food Establishments
Multifamily Residential
Off-Site Accessory Parking
Outdoor Sports & Recreation
Personal Improvement Services
Personal Services
Pet Services
Printing & Publishing
Private Primary Education Facilities
Private Secondary Education Facilities
Professional Office
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Research Services
Restaurant (General)
Restaurant (Limited)
Retirement Housing (Small Site)
Safety Services
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Software Development
Theater
Townhouse Residential
Two-Family Residential
Urban Farm

TRACT C
Community Garden
Condominium Residential
Congregate Living
Duplex Residential
Family Home
Group Home, Class I (Limited)
Multifamily Residential
Off-Site Accessory Parking
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Townhouse Residential
Two-Family Residential
Urban Farm

TRACT D
Community Garden
Condominium Residential
Congregate Living
Duplex Residential
Family Home
Group Home, Class I (Limited)
Multifamily Residential
Off-site Accessory Parking
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Townhouse Residential
Two-Family Residential
Urban Farm

TRACT F&G
Administrative & Business Offices
Art Gallery
Art Workshop
Community Garden
Condominium Residential
Congregate Living
Counseling Services
Cultural Services
Day Care Services (Commercial)
Day Care Services (General)
Day Care Services (Limited)
Duplex Residential
Family Home
Financial Services
Group Home, Class I (Limited)
Hospital (General)
Medical Offices (all sizes)
Multifamily Residential
Off-site Accessory Parking
Personal Services
Pet Services
Private Primary Education Facilities
Private Secondary Education Facilities
Professional Office
Public Primary Education Facilities
Public Secondary Education Facilities
Religious Assembly
Retirement Housing (Small Site)
Short-Term Rental
Single-Family Attached Residential
Single-Family Residential
Small Lot Single-Family Residential
Software Development
Townhouse Residential
Two-Family Residential
Urban Farm

OPEN SPACE
Drainage, Detention & Water Quality Facilities
Park (Private Ownership, Privately Maintained, Publicly Accessible)

Notes:

1. Impervious cover, number of dwelling units, and building coverage are not listed per individual Tracts in the Site Development Regulations table and shall be dealt with via a "bucket" system. Individual Tracts and/or Site Plans may vary above or below the listed limits, as long as the calculation for the overall 75.76 acre site does not exceed the limit. Applicants shall add a tabulation table (as adopted per this PUD ordinance) to each site plan and subdivision application submittal which will show the current standing of of the overall Site Development Regulations. City Staff shall review the table provided with each application and verify that it is in accordance with the Site Development Regulations outlined in the PUD Land Use Plan.
2. Total residential units on the site is capped at 1515 dwelling units (affordable housing units are included in this cap). Congregate living does not count towards this 1515 unit cap, and is limited to a maximum of 600 beds.
3. Total multi-family residential units, that are not also condominium residential units, on the site are capped at 650 dwelling units. Congregate living and the first 250 affordable housing units do not count towards this 650 unit cap.
4. Total office uses on site, including Administrative and Business Office, Medical Office, and Professional Office, are capped at 225,000 square feet.
5. Total non-office commercial uses on the site are capped at 158,000 square feet and a maximum size of 47,500 square feet for any one tenant space.
6. Overall project impervious cover is capped at 65% and overall project building coverage is capped at 55%.
7. The FAR maximums listed in the Site Development Regulations table apply to individual Tracts within the PUD and the FAR shall not be exceeded on an individual Tract basis but may be exceeded on an individual site plan within a Tract. Tacking the allotted and remaining FAR within each Tract is the responsibility of the Applicant.
8. Parks and open space are allowed uses in all Tracts.
9. Cocktail lounge uses are capped at 15,000 SF total and a maximum size of 7500 SF for any one tenant space. Additionally, cocktail lounge uses are not permitted within 300' of an SF-5 or more restrictive zoning district or properties on which uses permitted in an SF-5 or more restrictive zoning district are located.
10. Liquor sales uses are capped at 15,000 SF total and a maximum size of 10,000 SF for any one tenant space.
11. Hospital (General) uses are allowed only in association with Congregate Living, on the same site as Congregate Living, and are limited to a total of 65,000 SF.
12. Live-work units are defined as residential units which are similarly configured to residential row houses or townhomes but are distinguished by a workspace, studio, storefront, or business that is flush with street frontage. The non-residential portion of the unit shall be located on the ground floor only and the residential and non-residential areas must be used and occupied by the same owner or occupant.
13. Driveway and trail locations shown on the Land Use Plan are approximate and will be determined at the time of Site Plan.
14. Public art shall be installed in a minimum of three (3) locations throughout the project. A minimum budget of $60,000 shall be spent on public art within the PUD site.
15. Off-site Parking per 25-6-501 may be provided for a use located in any Tract within the PUD so long as the off-site parking is located in a Tract where Off-site Accessory Parking is a permitted use.
16. Proposed Pedestrian and Bicycle Bridge over Shoal Creek:
    - 16.a. The applicant will post fiscal with the City of Austin for the construction of a bicycle and pedestrain bridge crossing Shoal Creek enabling a trail connection from the site to Shoal Creek Blvd. The amount of the fiscal shall be based on the Applicant's approved engineering cost estimate. Subject to City approval of the proposed bridge location (the City considering environmnetal, connectivity and other factors) the Applicant will construct the bridge and trail. If the City of Austin or the applicant is unable to secure an easement to allow for the construction of said bridge, the posted fiscal may be utilized by the City to complete other bicycle and pedestrian improvements in the area. The Applicant further agrees to provide easements for future bicycle and pedestrian bridge crossings at both the northern and southern portions of Shoal Creek, whether or not the bridge described above is constructed.
    - 16.b. Bridge location shown is approximate and subject to change. Bridge may be located elsewhere on site with City approval so long as it does not impact the wetland CEF or the portion of the wetland CEF buffer that is outside the 100-year flood plain.
17. The project shall provide the following benefits to encourage alternative transportation options:
    - 17.a. A minimum of one location shall be set aside for a B-cycle station, as coordinated with B-cycle (station to be installed by B-cycle when network is expanded to encompass project).
    - 17.b. A minimum of 5 car-sharing parking spaces will be reserved on the site, subject to inclusion of the site in the coverage area of a car-share service.
    - 17.c. All office buildings that are 10,000 SF of greater will provide shower and changing facilities meeting the requirements of Austin Energy Green Build Commercial Ratings (2013).
    - 17.d. Bike parking will be provided for a minimum of 10% of all required vehicular parking spaces. Private garages serving a residential unit are considered to meet this requirement.
    - 17.e. A minimum of two bus stops will be provided on Bull Creek Road. Each stop shall feature improvements including, at a minimum: a bench, a trash receptacle, and some form of shade located nearby (shade structure, bus shelter, trees, etc.). Bus stops should be approximately 25 feet in length by 10 feet in width and incorporated into the sidewalk. A larger area of approximately 15 feet in width (perpendicular to the road by 50 feet in length (parallel to the road) surrounding the stop should maintain a level slope to ensure that all ADA slope requirements are met.
    - 17.f. All multi-family developments shall incorporate bicycle cage parking for residents.

SITE DEVELOPMENT REGULATIONS

	TRACT A	TRACT B	TRACT C	TRACT D	TRACT E	TRACT F	TRACT G
Minimum Lot Size in s.f.	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Minimum Lot Width	30'	30'	30'	30'	30'	30'	30'
Maximum Height	40'	65' [1]	40' [2]	40' [2]	35'	40' [2]	60'
Minimum Setbacks from Public Streets [4]							
Front Yard	10'	0'	10'	0'	10'	0'	0'
Street Side Yard	10'	0'	10'	0'	10'	0'	0'
Minimum Interior Yard Setbacks							
Interior Side Yard	0'	0'	0'	0'	0'	0'	0'
Rear Yard	0'	0'	0'	0'	0'	0'	0'
Maximum Floor Area Ratio [5]	0.75:1	1.5:1	0.75:1	1:1	0.75:1	1:1	1:1
Impervious Cover Maximum [5]	55%	NA [3]	NA [3]	NA [3]	55%	NA [3]	NA [3]
Building Coverage Maximum [5]	45%	NA [3]	NA [3]	NA [3]	45%	NA [3]	NA [3]
Maximum Residential Units	87	NA [3]	NA [3]	NA [3]	77	NA [3]	NA [3]

(1) Up to 5% of Tract B is permitted to be up to 75' in height. This additional height is permitted only within the Height Setback Zone, as shown on the LUP Plan. Height on Tract B may not exceed 5-stories.

(2) Within 100 feet of Tract G, height may be increased to a maximum of 60' for an Affordable Housing development with the project's Affordable Housing Program. A minimum of 25% of the residential units in a building must be affordable under the project's Affordable Housing Program in order for that building to qualify for this height exception. Building height will be required to comply with City of Austin Compatibility Standards.

(3) Tracts B, C, D, F, and G do not have individual Impervious Cover, Building Coverage, or Unit Caps, but they are subject to the overall IC, Building Coverage, and Unit Cap as stated in notes 2 and 6, above.

(4) The minimum setback from Bull Creek Road is 15' for all tracts.

(5) Right-of-Way dedicated from a given tract shall still be included in the total site area to calculate Site Development Regulations including FAR, Impervious Cover, Building Coverage, and Dwelling Units.

Figure 2.5.1: PUD Regulation

3.0 FRAMEWORK

3.1 Intent

Section 3 of The Grove at Shoal Creek Design Guidelines establishes standards and requirements for the framework of streets, sidewalks, paths, trails, alleys, and other circulation routes. These Framework Elements will organize the site and define not only the site's transportation system, but also some of its most important public spaces ad pedestrian environments. The intent of this Section is to:

3.1.1 Create a basic framework for organizing the site and ensuring that buildings and other elements can relate appropriately to the street to create a cohesive visual identity and attractive street scene;

3.1.2 Ensure efficient pedestrian, bicycle, and vehicular circulation that is people-oriented, promotes connectivity, and prioritizes pedestrian and bicycles circulation over cars;

3.1.3 Create a high-quality street environment with street trees and properly scaled roadways and sidewalks;

3.1.4 Add urbanity to the street by providing opportunities for pedestrian friendly uses within and adjacent to the street;

3.1.5 Ensure that adequate vehicular parking is accommodated and well integrated into the street environment;

3.1.6 Provide opportunities for the integration of green infrastructure into the street environment;

3.1.7 Ensure that The Grove at Shoal Creek is developed as a comprehensive built environment.

3.2 Using This Section

This Section provides a Master Framework Plan indicating the overall layout of streets and other circulation patterns on the site. Each street, alley, or trail indicated on the Master Framework Plan is keyed to a specific cross section defining its dimensions, characteristics, and features.

Jaskcon Avenue will be a publicly dedicated street within The Grove at Shoal Creek. All other streets in The Grove at Shoal Creek will be privately owned and maintained but permanently accessible to the public. This means there is no public right-of-way, except for Bull Creek Road and Jackson Avenue. Instead, this document defines a "Street Zone" for each street, as well as supplemental "Greenway Zones" in certain instances. These zones establish the area in which the Framework Section sets the design standards. Other Sections of this document will set the Design Standards for spaces and elements outside the Street Zone, and may set standards for how those elements shall relate to the street using the Street Zone as a boundary line.

For the Retail Main Street, Green Streets, Secondary Retail Streets, and Residential Streets, the following additional standards apply:

1. Public access and utility easements (where needed) shall be provided for the entirety of the private street lengths, granting control to the City of Austin of all traffic elements for intersections between public right-of-way and any private streets/driveways within the development.
2. These streets shall be designed to include 50 feet minimum tangent for intersection approaches and a 100 feet minimum centerline radius for horizontal curves. Horizontal geometry for these streets may be varied with approval of the Director.

Dimensions are provided in the roadway sections that follow. These dimensions are labeled as follows:

- Min: Represents the minimum allowable dimension for this feature or space
- Max: Represents the maximum allowable dimension for this feature or space
- Approx: This dimension is approximate and may be modified as needed by the design team

Tree spacing is also provided within the roadway sections. In all areas, tree spacings are meant to represent an average spacing, and this average applies only to the length of the street between intersections. Tree spacing may be regular or irregular as appropriate to the individual design of the street and the limitations of utility locations, driveway locations, existing trees, and other existing or planned obstacles that may interfere with tree placement. Street trees are generally located in a planting zone that is a mimium of 7' wide. The planting zone shall be continuous and located adjacent to the curb. Utility compatible trees may be substituted for shade trees where utility conflicts exist. In some cases, trees may be provided adjacent to the Street Zone where utility and/or driveway conflicts prevent the placement of the tree within the street zone.

Rain gardens and biofiltration facilities are also shown in many of these sections. The feasibility of these features is subject to a number of engineering factors outside of the scope of these Design Guidelines including slope, utility conflicts, etc. While the PUD ordinance requires a certain amount of these facilities, and these facilities are generally allowable as shown and desired where feasible, they are not required in any given Street Zone or street section. Rather, the commitments made in the zoning ordinance to provide a certain percentage of the site's water quality through innovative water quality controls and to drain a certain percentage of the site's streets directly into rain gardens or other landscape features will dictate the minimum requirements for these features.

3.3 Master Framework Plan

The Master Framework Plan provides an overview of the possible layout of streets and other framework elements. Certain elements of the Master Framework Plan are considered Primary Framework Elements. The general location and orientation of these Primary Framework Elements should be followed only minor variations as appropriate to improve alignments or traffic performance and optimize building parcels. By contrast final alignment and orientation of the Secondary Framework Elements is flexible and may vary from the Master Framework Plan so long as the final arrangement still creates a well-connected framework consistent with the Intent of this Section.

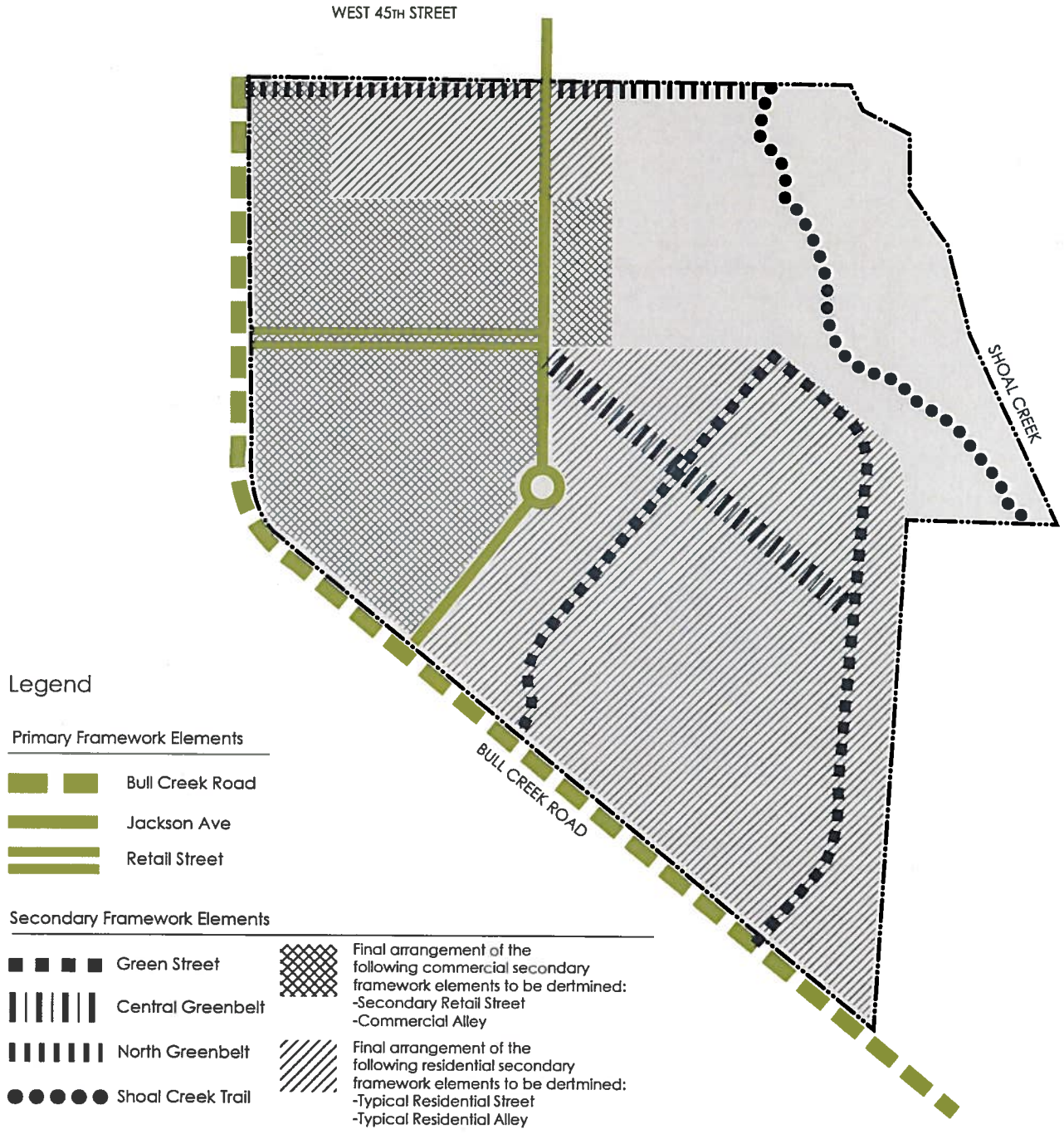
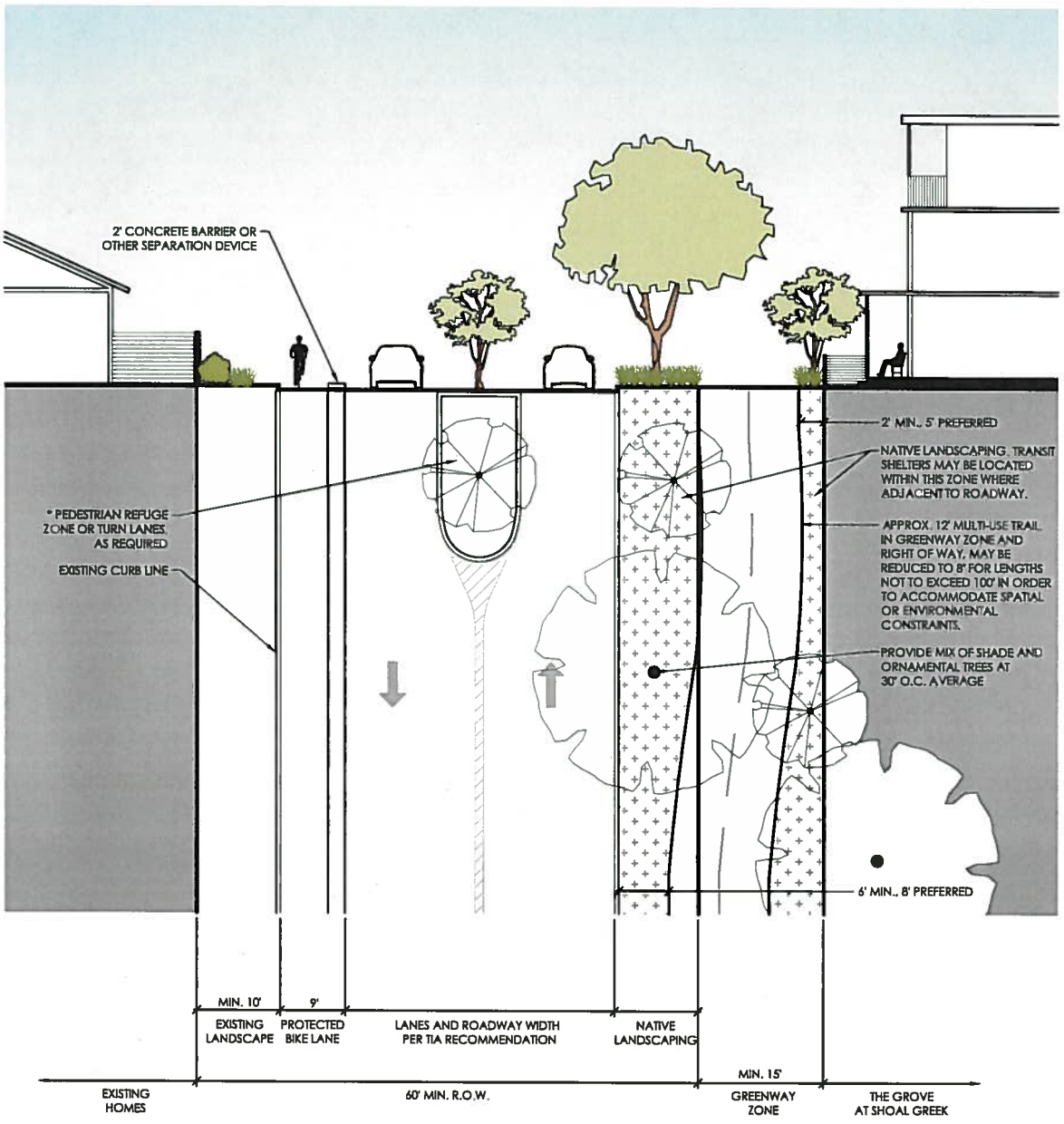


Figure 3.3: Master Framework Plan

3.4 Primary Framework Elements

3.4.1 Bull Creek Road

The intent of Bull Creek Road is to create a high-quality edge for the project that is inviting and provides exceptional facilities for pedestrians and bicyclists. These standards define the relationship of the site and the Bull Creek Road Trail to Bull Creek Road. The final design of the roadway within the right-of-way will be determined by the project's Traffic Engineer and is not governed by this document.



* MAY BE REDUCED TO 0' WHERE NOT NEEDED

NOTES:
1. TRAIL SEGMENTS LESS THAN 12' IN WIDTH FOR LENGTHS OF GREATER THAN 100' MAY BE ALLOWED WITH APPROVAL FROM PUBLIC WORKS .
2. THE EXISTING CURB ALONG THE WESTERN SIDE OF BULL CREEK ROAD MAY REQUIRE REALIGNMENT IF A 10' MINIMUM PLANTING ZONE CANNOT BE ACHIEVED.
3. THE MULTI USE TRAIL SHALL BE LOCATED WITHIN A PUBLIC ACCESS EASEMENT.

Figure 3.4.1: Bull Creek Road

3.4.2 Retail Main Street

The intent of the Retail Main Street is to create a wide, comfortable pedestrian environment that is conducive to successful retail uses and promotes interaction between users.

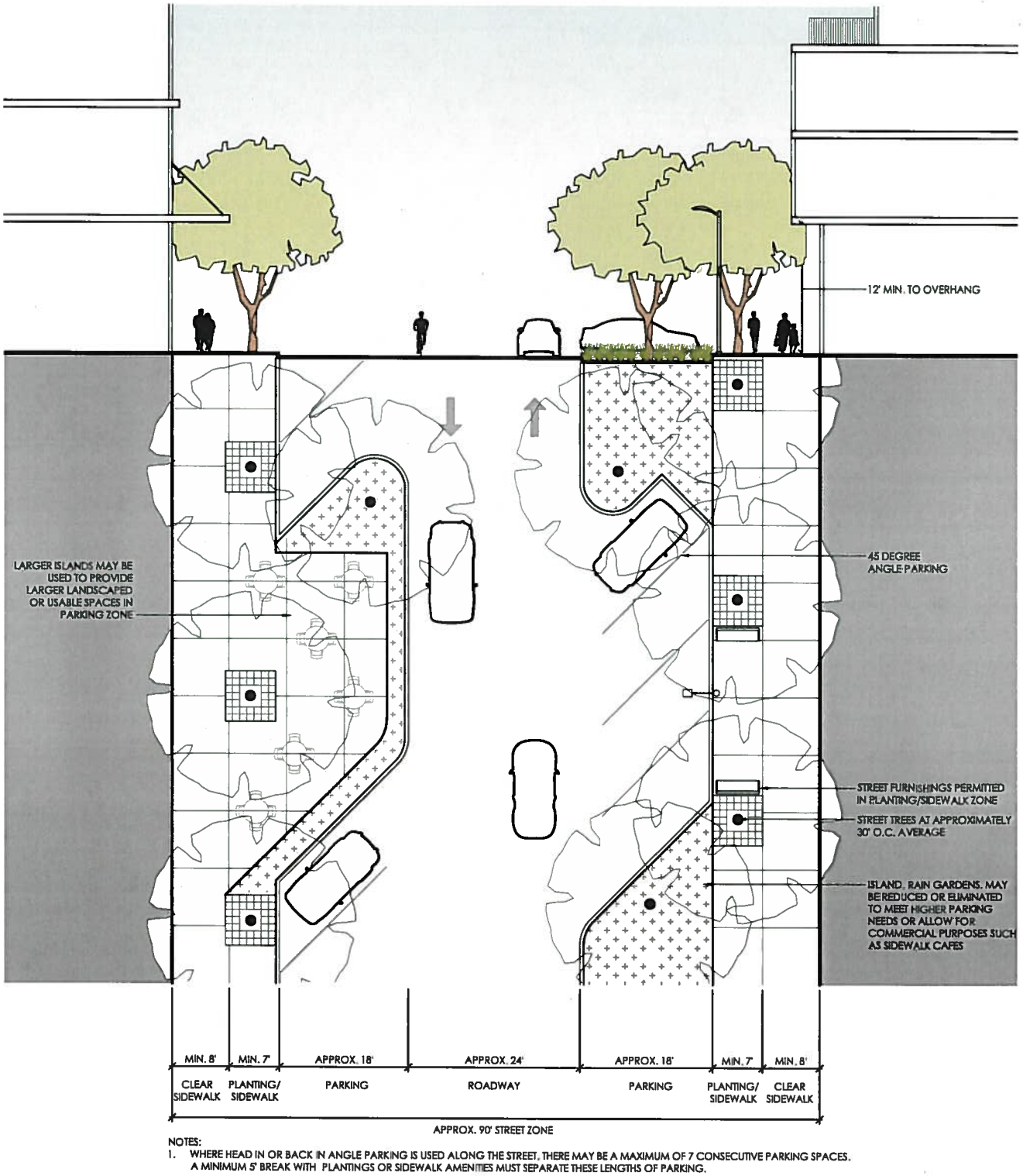
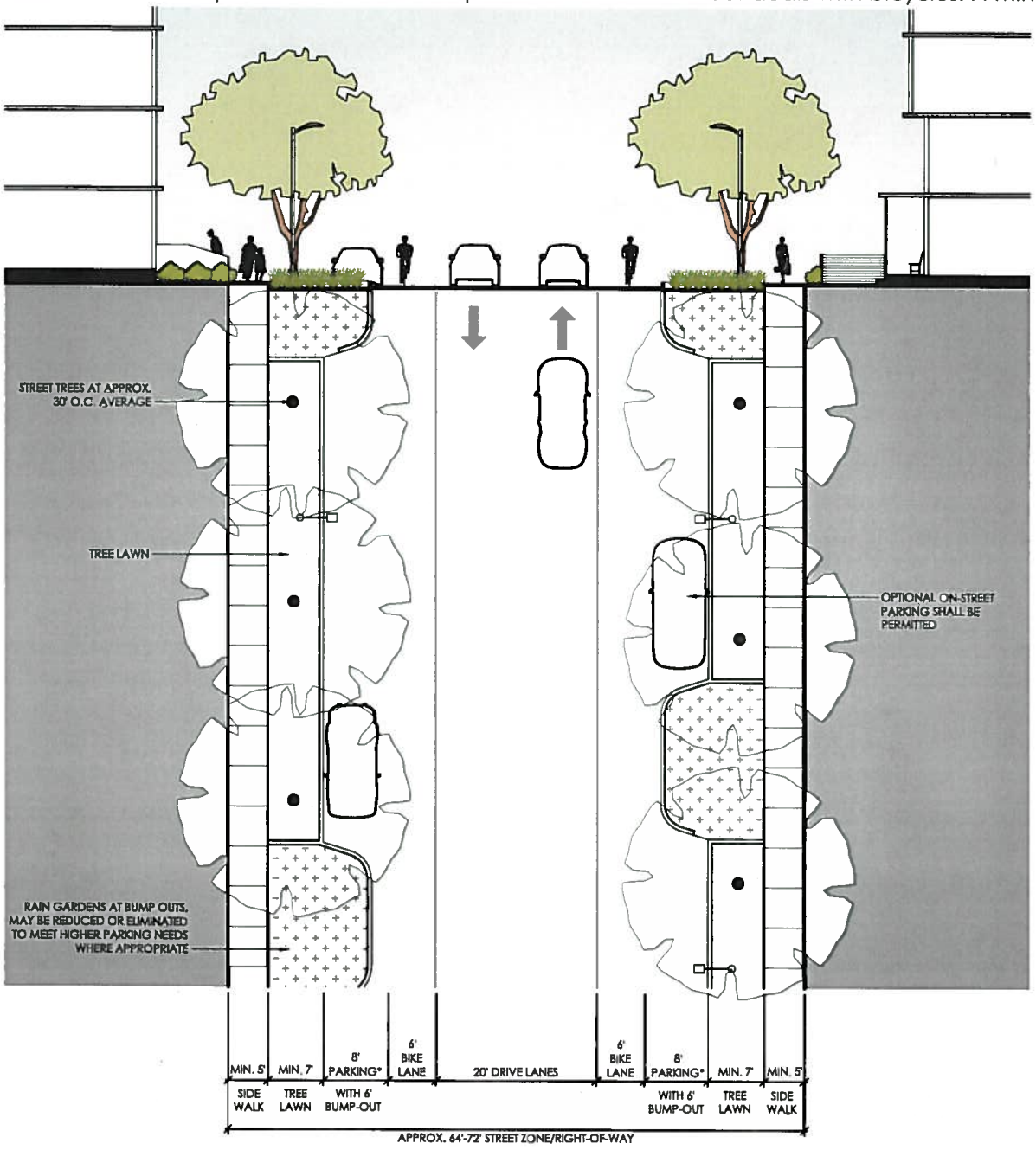


Figure 3.4.2: Retail Main Street

3.4.3 Jackson Avenue Extension

The Jackson Avenue Extension is the site's primary collector road. The intent is to accommodate a larger volume of vehicular traffic than the site's other roadways while still promoting a high quality pedestrian environment. Two potential sections are provided to allow for options with how this street deals with bicycles. A minimum of

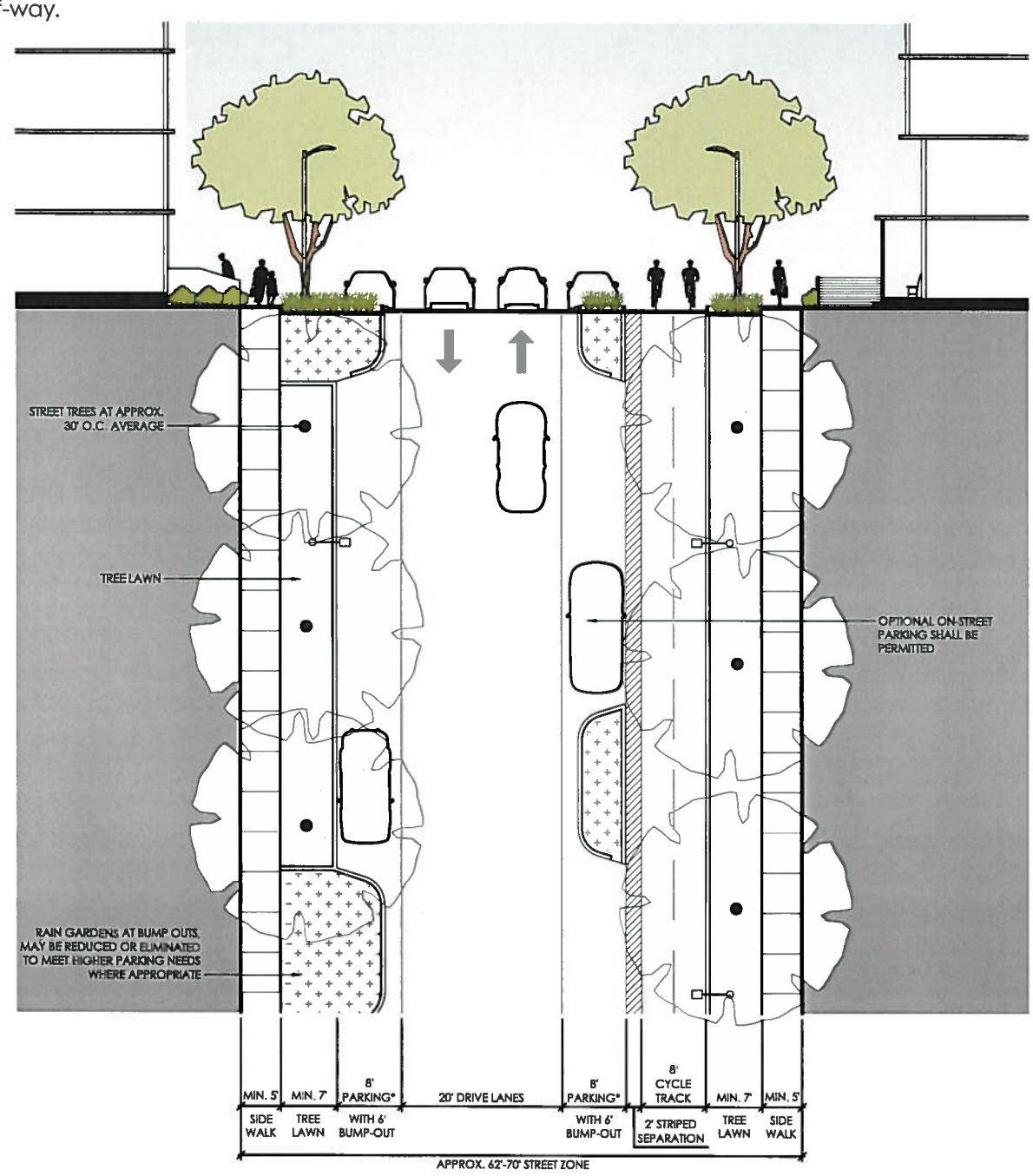


*SEE NOTE 1, BELOW

NOTES:
1. PARKING ZONE IS OPTIONAL AND MAY BE REMOVED FROM SECTION. IF PARKING IS REMOVED, BIKE LANE MAY BE REDUCED TO 5' WIDTH. THIS WILL REDUCE THE OVERALL WIDTH OF THE STREET ZONE BY 9'.
2. DEDICATED RIGHT-OF-WAY SHALL BE A MINIMUM OF 64'. IF OVERALL STREET ZONE IS LARGER THAN 64' THE ADDITIONAL WIDTH MAY BE INCLUDED IN THE RIGHT-OF-WAY OR THROUGH EASEMENTS.
2. ELEMENTS OF THE STREET ZONE INCLUDING SIDEWALKS, TREE LAWN, AND CYCLE TRACK MAY OCCUR OUTSIDE OF THE DEDICATED RIGHT- OF-WAY SO LONG AS AN APPROPRIATE EASEMENT IS PROVIDED.

Figure 3.4.3.a: Jackson Avenue Extension

62' of right-of-way shall be dedicated for Jackson Avenue. If the total Roadway Zone exceeds 62' of width, the applicant may choose to dedicate additional right-of-way or to dedicate public access easements for the remainder of the street zone. All roadway paving and bike lane / cycle track paving must be contained within the right-of-way.



*SEE NOTE 1, BELOW

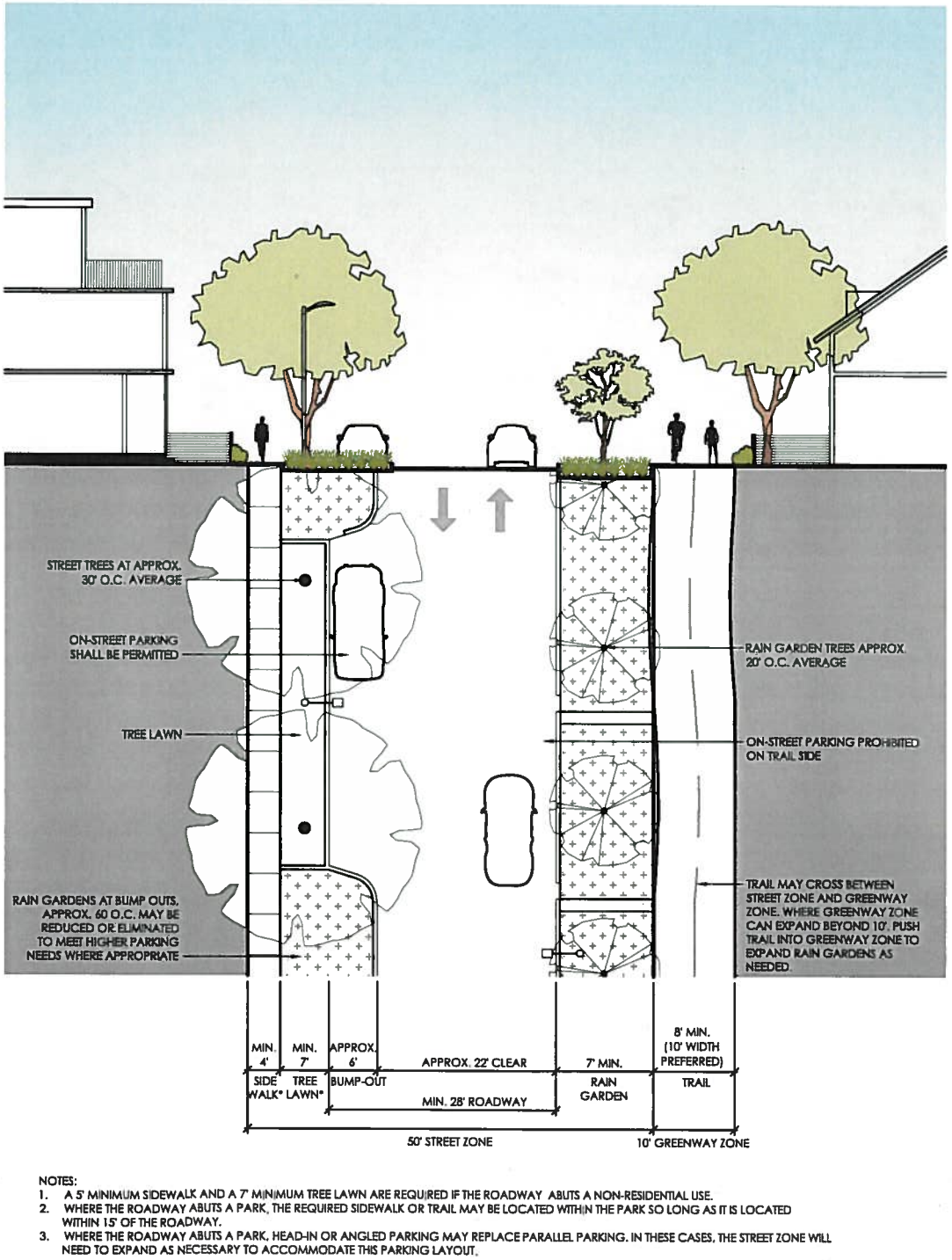
NOTES:
1. PARKING ZONE IS OPTIONAL AND MAY BE REMOVED FROM SECTION. IF PARKING IS REMOVED, BIKE LANE MAY BE REDUCED TO 5' WIDTH. THIS WILL REDUCE THE OVERALL WIDTH OF THE STREET ZONE BY 9'.
2. DEDICATED RIGHT-OF-WAY SHALL BE A MINIMUM OF 62'. IF OVERALL STREET ZONE IS LARGER THAN 62' THE ADDITIONAL WIDTH MAY BE INCLUDED IN THE RIGHT-OF-WAY OR THROUGH EASEMENTS.
2. ELEMENTS OF THE STREET ZONE INCLUDING SIDEWALKS, TREE LAWN, AND CYCLE TRACK MAY OCCUR OUTSIDE OF THE DEDICATED RIGHT- OF-WAY SO LONG AS AN APPROPRIATE EASEMENT IS PROVIDED.

Figure 3.4.3.b: Jackson Avenue Extension

3.5 Secondary Framework Elements

3.5.1 Green Streets

The sites Green Streets are designed to accommodate safe movement through the site and to the park for pedestrians and cyclists in particular. They also form a key element in the site's green infrastructure system.



NOTES:
1. A 5' MINIMUM SIDEWALK AND A 7' MINIMUM TREE LAWN ARE REQUIRED IF THE ROADWAY ABUTS A NON-RESIDENTIAL USE.
2. WHERE THE ROADWAY ABUTS A PARK, THE REQUIRED SIDEWALK OR TRAIL MAY BE LOCATED WITHIN THE PARK SO LONG AS IT IS LOCATED WITHIN 15' OF THE ROADWAY.
3. WHERE THE ROADWAY ABUTS A PARK, HEAD-IN OR ANGLED PARKING MAY REPLACE PARALLEL PARKING. IN THESE CASES, THE STREET ZONE WILL NEED TO EXPAND AS NECESSARY TO ACCOMMODATE THIS PARKING LAYOUT.

Figure 3.5.1: Green Streets

3.5.2 Central Greenbelt

The Central Greenbelt links the pedestrian and mixed-use zones of the site, and is designed to promote casual interaction between residents and visitors to the site.

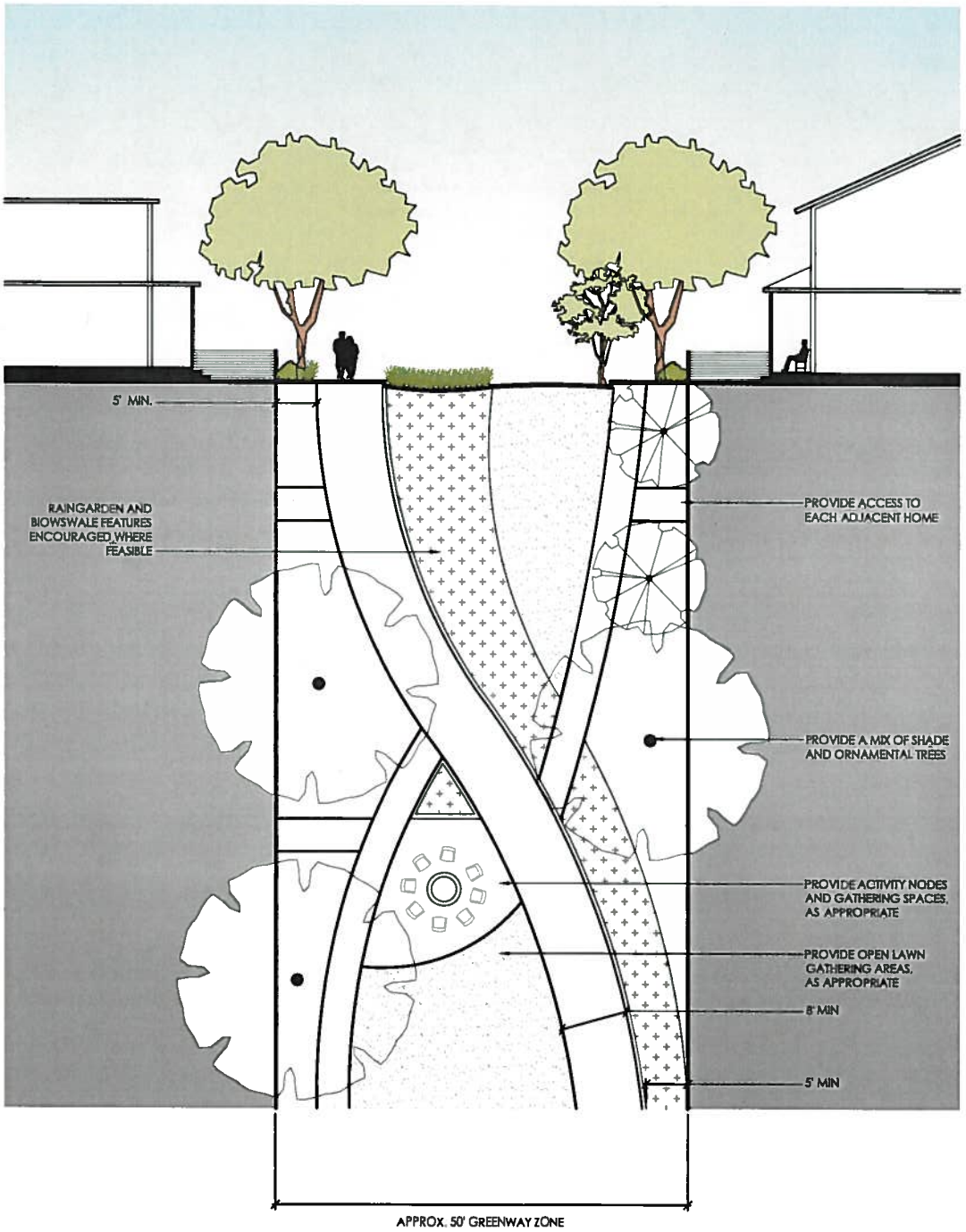
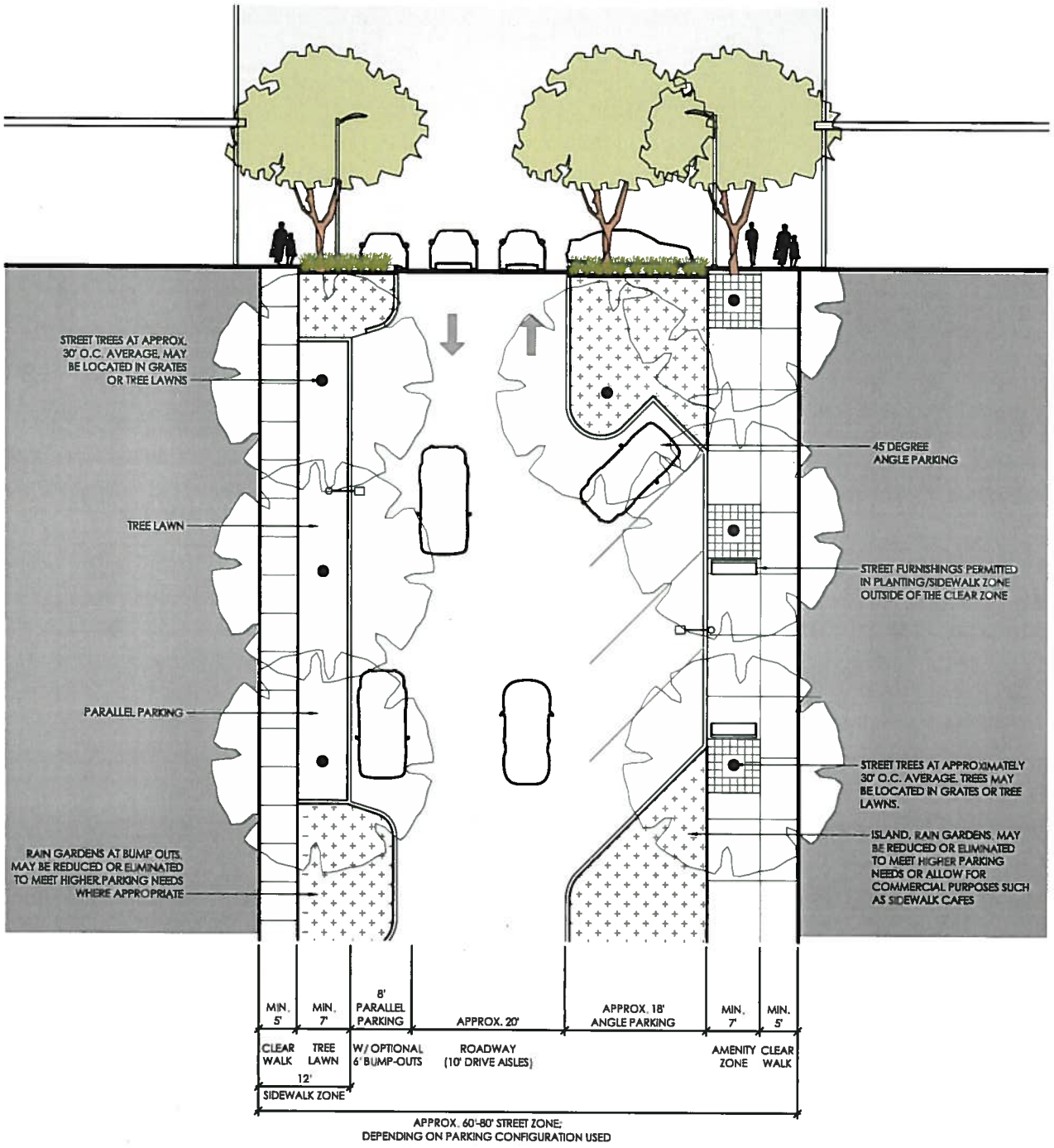


Figure 3.5.2: Central Greenbelt

3.5.3 Secondary Retail Street

The Secondary Retail Street is designed to accommodate a higher volume of parking within the Street Zone while still maintaining a street-like character. Either head-in angled or parallel parking options may be used on either side of the street.

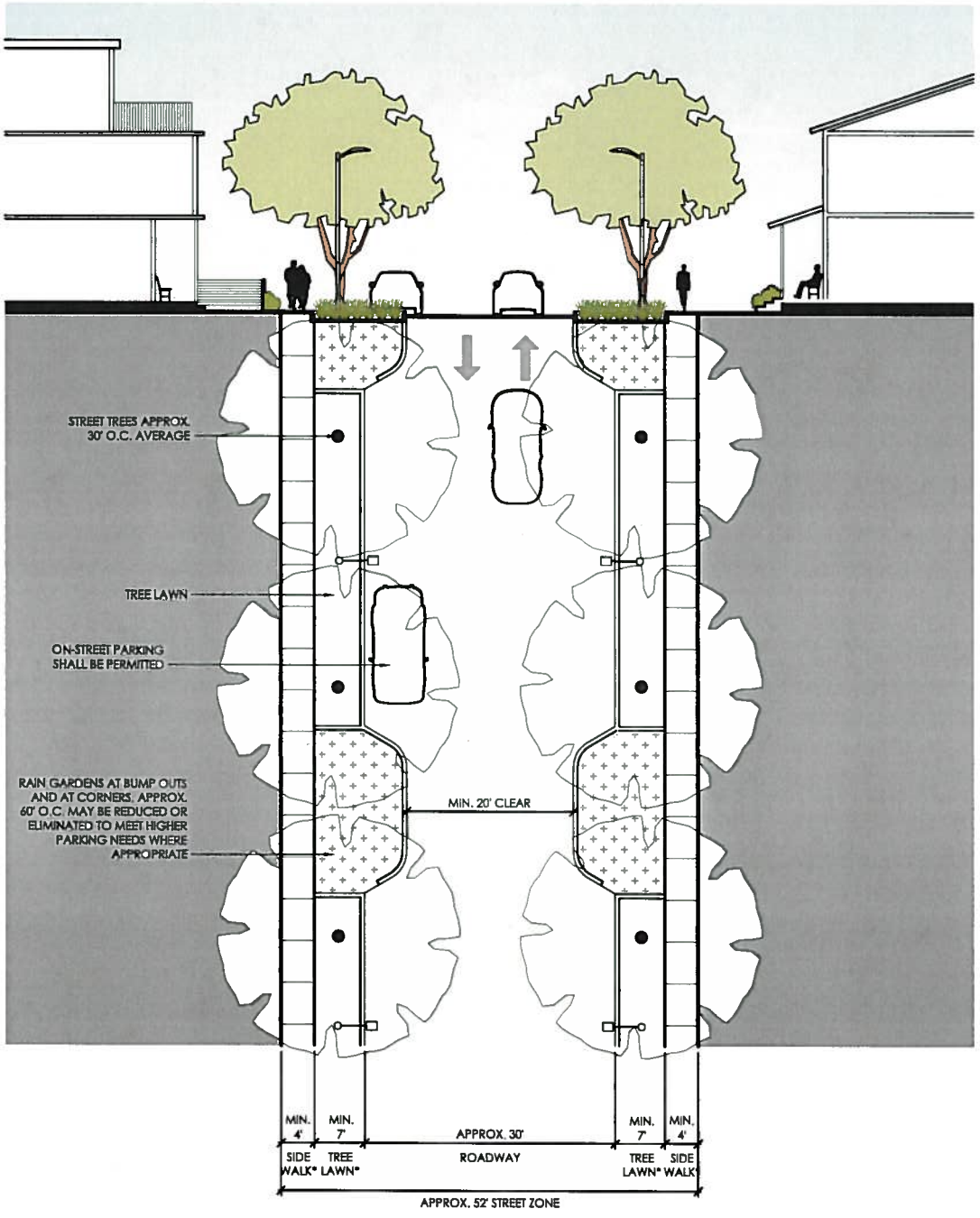


NOTES:
1. ANY COMBINATION OF THE TWO PARKING CONFIGURATIONS (PARALLEL OR ANGLED) AND TWO SIDEWALK CONFIGURATIONS (TREE LAWN OR TREE GRATES) SHOWN ABOVE MAY BE USED.

Figure 3.5.3: Secondary Retail Street

3.5.4 Residential Streets

The residential streets are designed to create a high quality residential street that will moderate traffic speeds, allow for convenient guest parking, and integrate street trees and green infrastructure into the streetscape.



NOTES:
1. A 5' MINIMUM SIDEWALK AND A 7' MINIMUM TREE LAWN ARE REQUIRED IF THE ROADWAY ABUTS A NON-RESIDENTIAL USE.
2. WHERE THE ROADWAY ABUTS A PARK, THE REQUIRED SIDEWALK OR TRAIL MAY BE LOCATED WITHIN THE PARK SO LONG AS IT IS LOCATED WITHIN 15' OF THE ROADWAY.
3. WHERE THE ROADWAY ABUTS A PARK, HEAD-IN OR ANGLED PARKING MAY REPLACE PARALLEL PARKING. IN THESE CASES, THE STREET ZONE WILL NEED TO EXPAND AS NECESSARY TO ACCOMMODATE THIS PARKING LAYOUT.
4. THERE SHALL BE A MAXIMUM OF 200' BETWEEN BUMP-OUTS WHERE THERE IS ON STREET PARKING.

Figure 3.5.4: Residential Streets

3.5.5 Typical Residential Alley

The intent of the typical alley is to provide a functional alley that maximizes the visual appeal and integrates as much landscaping as possible. The smaller pavement section should be used wherever feasible and expanded where necessary for fire access.

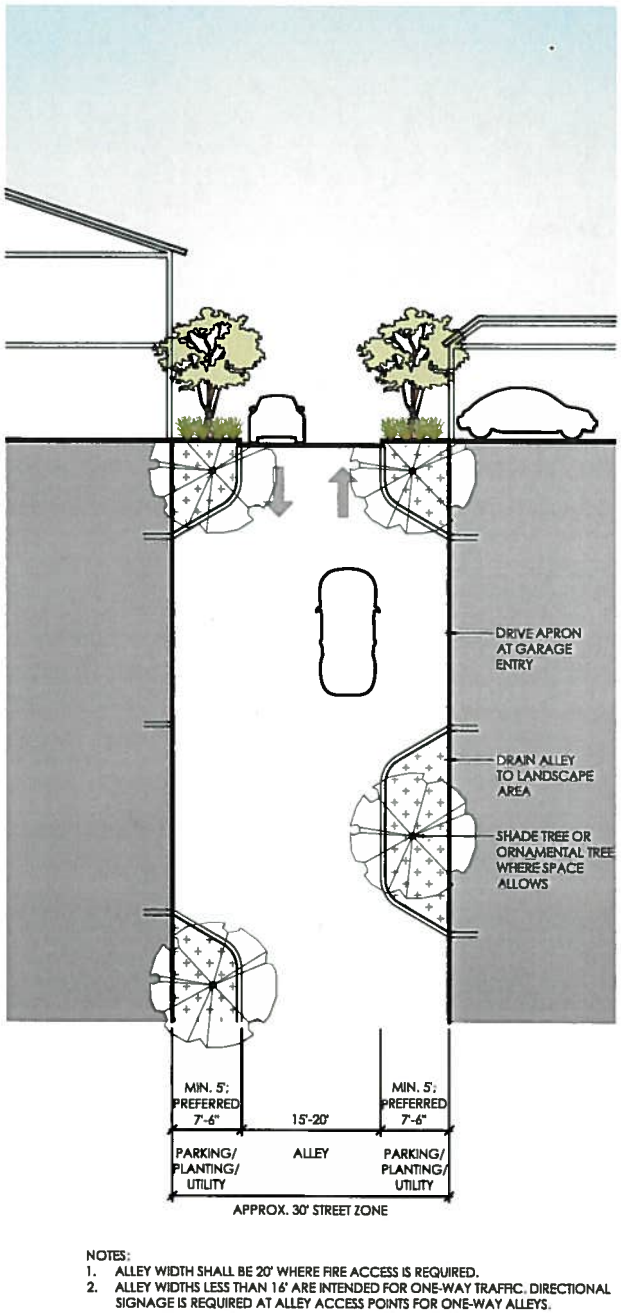


Figure 3.5.5: Typical Residential Alley

3.5.6 Commercial Alley

Commercial Alleys are allowable at The Grove at Shoal Creek and are generally encouraged where they would minimize the conflicts and visual impacts created by the service functions and utility requirements of retail and other commercial buildings. A specific section is not provided for Commercial Alleys, but they should generally be designed similar to the residential alleys to include as much landscaping as feasible.

3.5.7 North Greenbelt Trail

The North Greenbelt trail will provide convenient access to the Signature Park and function as an east/west prdestrian and bicycle path on the south side of 45th Street (south of the existing homes). An optional 12' wide alley may be provided along the north property line to provide access to the existing homes which front on 45th Street at the developer's discretion and may be constructed only if allowed by the City of Austin. If the alley is constructed additional building setback from the north property line may be required to ensure the greenway zone still meets the minimum acreage designated in the Parks Plan for the North Greenbelt.

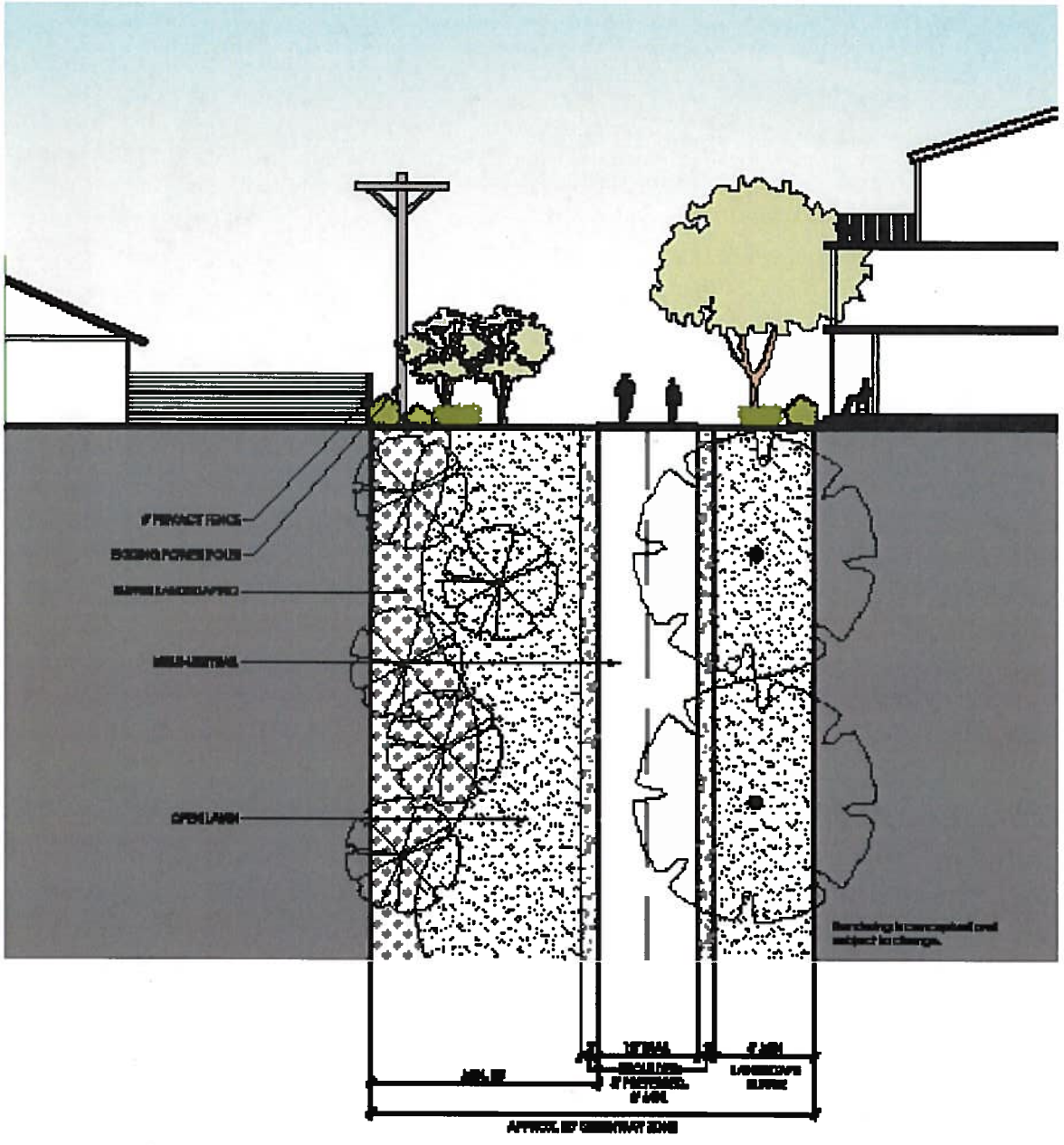


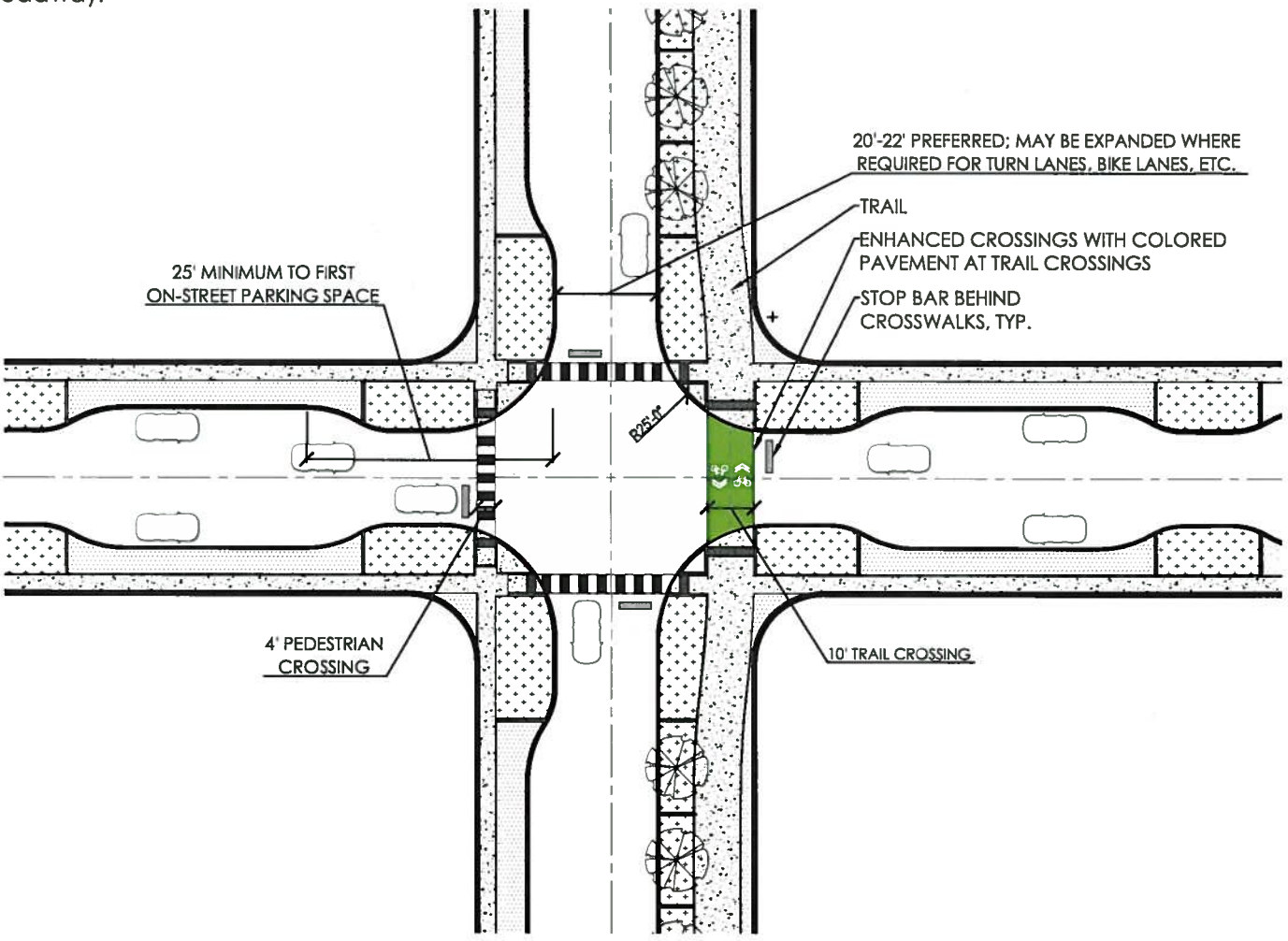
Figure 3.5.7.: North Greenbelt Trail

3.6 Typical Intersection Design

Intersections will take many distinct forms throughout The Grove at Shoal Creek as different street types intersect, additional turn lanes may occasionally be appropriate, some skew may be required, and bike lanes, trails, traffic controls, and other elements all impact the final design of an intersection. The typical intersections shown here are intended to set a general standard for intersections within The Grove that move traffic calmly but efficiently, provide for safe interactions between various modes of transportation, and contribute to the overall creation of a high quality, safe, and walkable urban environment.

3.6.1 Typical Intersection

The intersection shown here is between a Green Street and a typical residential street, but it reflects many of the qualities desired for all of the intersections at The Grove including minimal turning radii, bump-outs to shorten pedestrian crossings, clearly marked crosswalks, and clean integration of landscape, sidewalk, and roadway.



NOTES:
1. REFERENCE STREET STANDARDS FOR REQUIREMENTS FOR ROADWAYS, SIDEWALKS, STREET TREES, ETC.
2. ACCESSIBLE CURB RAMPS SHALL BE PROVIDED FOR ALL SIDEWALKS AT INTERSECTIONS UNLESS AN ACCESSIBLE ROUTE IS NOT POSSIBLE DUE TO SITE CONSTRAINTS. AN ACCESSIBLE ROUTE IS REQUIRED ON AT LEAST ONE SIDE OF ALL STREETS.

Figure 3.6.1: Typical Intersection Layout

3.6.2 Typical Traffic Circle

The roundabout is envisioned as the terminus for the extension of Jackson Avenue, and will function to distribute traffic into The Grove at Shoal Creek, while also performing an important aesthetic function. The design below is conceptual and intended to communicate design intent, rather than to lock in specific dimensions, and may be modified based on final street design, etc. Because this facility is designed for relatively low vehicular speeds, the safest solution for cyclists is to merge with the vehicular lane and traverse the roundabout in the same manner as a vehicle. Cyclists who chose may dismount at the pedestrian ramp and instead traverse the roundabout as a pedestrian.

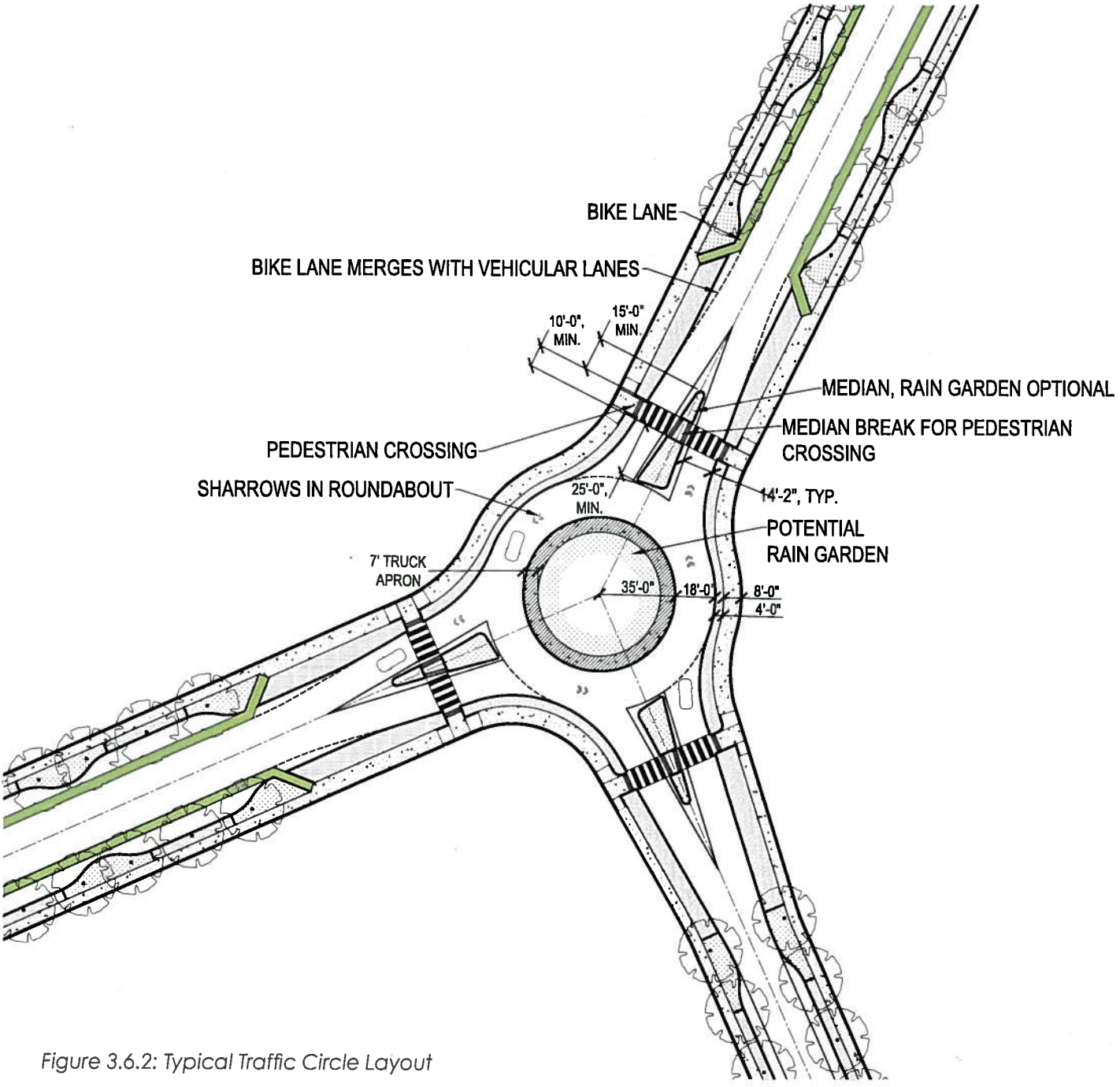


Figure 3.6.2: Typical Traffic Circle Layout

3.7 Trail Requirements

Trails at The Grove at Shoal Creek include the Shoal Creek Trail and North Greenbelt Trail as well as the trails along Bull Creek Road and the Green Streets, which are described in Sections 3.4 and 3.5. Section 3.7.1 defines requirements for the trails listed above, while 3.7.2 provides additional requirements for the Shoal Creek Trail. These requirements are intended to apply only to the urban trails on the site and do not apply to soft-surface trails, sidewalks, paths, and secondary trails within the park

3.7.1 The following requirements apply to all urban trails on the site:

- Unless specifically noted otherwise, these trails shall follow the requirements of the City of Austin Urban Trail Master Plan.
- While a 12' width is desired for all trails, a width of 8' is acceptable for trails, other than the Shoal Creek Trail and Bull Creek Road Trail. The width of any trail may be reduced to 8' for a length of up to 100' to accommodate spatial or environmental constraints.
- All trails within the development shall include wayfinding elements that describe distance, direction, and destination, at intervals of ¼ to ½ mile. The purpose of these wayfinding elements is to orient users and visitors to the trail's destination, provide educational or informational background on the site, and facilitate recreational use (e.g. mile markers).
- Multi-use Trails should have a minimum centerline radius of 100'. Centerline radii where approaching curb ramps at intersections, road crossings, street islands, etc. should be no less than 10'.
- Raised street crossings should have a level surface that is the same width as the multi-use trails. The crossing surface should be 3" above the adjacent roadway with a 6' long transition to the road surface on either side. Where site drainage patterns do not allow for raised crossings, this geometry may be adjusted with approval from the City of Austin.

3.7.2 Requirements for the Shoal Creek Trail

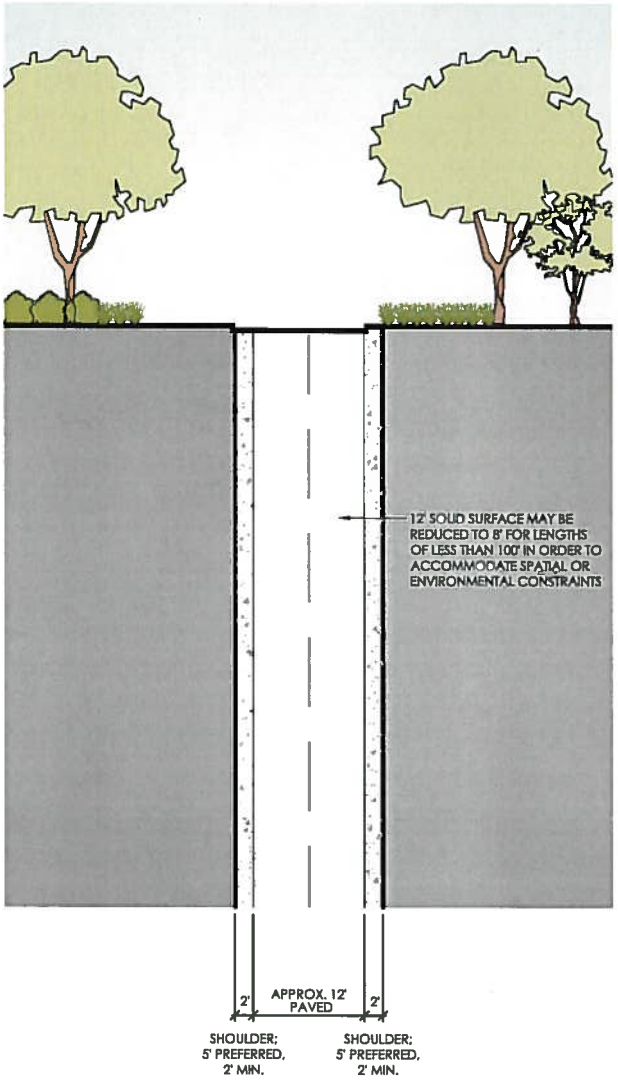


Figure 3.7.2: Shoal Creek Trail

3.8 Parking Requirements

It is important that The Grove at Shoal Creek provide ample parking to meet the needs of the project's users. The majority of the site's parking needs will be met in parking garages, residential garages, and with on-street parking within the site. Some off-street surface parking may be necessary to ensure the viability of specific retail uses. Off-street surface parking is defined as a vehicle parking lot consisting of at least 10 spaces where neither the parking space themselves nor the drive isle serving the spaces is located within the street zone. Off Street Surface Parking does not include parking in residential driveways. Parking for the Grove shall meet the following standards:

3.8.1 Off-street surface parking may not cumulatively exceed 400 spaces for the entire site. Compliance with this standard shall be determined at final site plan and shall not apply to prior site plans.

3.8.2 Off-street surface parking should generally be located beside or behind buildings and should not occur between a building section and its Primary Frontage as described in Section 4 of this document.

3.8.3 Off-street surface parking shall be constructed to meet or exceed City of Austin requirements for parking lot landscaping.

3.8.4 Off-street surface parking lots are encouraged to be designed such that the paved surface drains into landscaped parking islands and peninsulas.

3.8.5 Required ADA parking shall be no more than 250' from the site it is serving.

3.8.6 Parking on the site shall not cumulatively exceed the parking requirements of Appendix A of the LDC. Where a site plan includes a structured parking facility intended to serve future phases, the portion of that facility that exceeds parking requirements for that site plan must be barred from use until the future phase which it serves comes on-line.

3.8.7 Unless otherwise noted in this document, requirements of the City of Austin Land Development Code and Transportation Criteria Manual shall apply to parking in the project, including requirements regarding ADA parking, off-site parking, and design and construction standards.

4.0 ARCHITECTURE

4.1 Intent

Section 4 of The Grove at Shoal Creek Design Guidelines establishes standards and requirements for placement and design of buildings within the site. They are meant to ensure that buildings contribute to creating a walkable/ pedestrian scaled neighborhood and to establish the relationship/placement of buildings to the variety of streets within the Grove at Shoal Creek. It is not the intent of this section to mandate any particular architectural style or character or to unduly limit creative expression. The intent of this section is to:

4.1.1 Ensure that buildings relate appropriately to surrounding uses and streets and create a cohesive visual identity and attractive pedestrian friendly streetscape.

4.1.2 Provide appropriate architectural direction to create a high-quality community development and streetscape environment.

4.1.3 Provide for a strong physical relationship between buildings and adjacent streets and sidewalks. Provide for convenient and easy pedestrian access to buildings

4.1.4 Provide design flexibility in building placement standards to allow for unique and diverse architectural expressions as well as for pedestrian-scaled uses such as outdoor dining terraces, porches, patios, and landscape features to enliven and enrich the streetscape environment.

4.1.5 Encourage buildings with appropriate human and pedestrian scale that create a sense of community. Building Architectural elements will be encouraged to help create gateways and public spaces and identify key intersections.

4.1.6 Encourage appropriate use of glazing, shading, and shelter to ensure that buildings contribute to the creation of a pedestrian-friendly environment with an active ground-floor experience.

4.1.7 Provide the flexibility necessary for diverse and well-articulated buildings throughout the site. Standards should encourage rather than hinder architectural creativity and expression.

4.2 Using This Section

Standards in this section are provided for the two Development Districts identified in Section 2: The Mixed-use District and the Residential District. If designing a building within a Tract where both districts are allowable, it will be up to the design team to determine which district is most appropriate for each building or site. For buildings where 10% or more of the gross square footage is dedicated to retail or office uses, and buildings where the primary frontage is the Retail Street, the Mixed-Use District must be used. Otherwise, this decision is fully at the discretion of the design team.

Standards for building placement are given in relationship to the Street Zone, Greenway Zone, or adjacent Park Space. Many building sites will be surrounded on three or more sides by such zones. For each building or site, it will be at the discretion of the design team to determine which of these is the Primary Frontage for the project. A Street Zone, Greenway Zone, or Park Space, may be selected to serve as the Primary Frontage. However, for sites bounded by the Retail Street, the Retail Street must serve as the Primary Frontage.

Bull Creek Road is the only public roadway abutting the project. Some standards are given in relationship to the Bull Creek Road right-of-way that will apply regardless of whether that is selected as the project's Primary Frontage.

4.3 Building Placement

4.3.1 Mixed-Use District

a. Buildings may be constructed immediately adjacent to the Street Zone, Greenway Zone, or Park Space. There is no minimum setback.

b. The maximum setback for buildings along their Primary Frontage is 30'.

c. At least 50% of a site's Primary Frontage must consist of continuous building façade constructed within the maximum setback described in 4.3.1.b.

d. Shade structures and canopies are permitted to encroach into the Street Zone or Greenway Zone above 12 feet of height to provide shade and architectural interest. There is no limitation to the distance which shade structures and canopies may encroach into the Street Zone or Greenway Zone, and support posts are allowed within the Street Zone or Greenway Zone as long as they do not interfere with the required sidewalk. Shade structures and canopies shall not interfere with street trees at maturity.

e. Occupied space in buildings above the first floor is permitted to encroach into the Street Zone or Greenway Zone above 12 feet of height to increase the developable area of the structure and provide architectural interest. This type of encroachment may be a maximum of 7' or 10% of the width of the combined Street and Greenway Zone, whichever is smaller. Buildings in the street zone shall not interfere with street trees at maturity.

f. Buildings may not encroach into Park Space.

g. Off-street surface parking is not permitted between the building and the Primary Frontage. (Note: off-street surface parking is allowed between the building and other Street Zones, Greenway Zones, or Park Spaces not selected as the Primary Frontage).

h. Off-street surface parking is not permitted between any building and the Bull Creek Road right-of-way regardless of whether Bull Creek Road is the Primary Frontage of the site.

i. For sites bounded by Bull Creek Road at least 50% of the site's Frontage on Bull Creek Road must consist of continuous building façade constructed within the maximum setback described in 4.3.1.b, regardless of whether Bull Creek Road is selected as the Primary Frontage.

4.3.2 Residential District

a. Buildings in the Residential District may not encroach into the Street Zone, Greenway Zone, or Park Zone.

b. Detached residences:

1. The minimum setback from the Primary Frontage is 10'. The minimum setback for porches or stoops is 5'.
2. The minimum setback for front-facing garages is 18'. Parking is allowed in the driveway of a front-facing garage.
3. The maximum setback for the Primary Frontage is 25'.

c. Attached Residences (e.g. Townhomes, Row Homes, Duplexes, Multifamily Buildings)

1. The minimum setback from the Primary Frontage is 5' for the first floor only to allow for porches and stoops. There is no minimum setback above the first floor.

2. There is no minimum setback for porches, stoops, balconies, etc.

3. The maximum setback from the Primary Frontage is 30'.

4. At least 50% of a site's Primary Frontage must consist of continuous building façade constructed within the maximum setback described above.

5. Front-facing garages are generally discouraged but will be allowed where necessary. There is no minimum setback for front-facing garages is 5'. Parking is allowed in the driveway of a front-facing garage so long as that garage is set back a minimum of 18' from the Street Zone.

6. Tandem parking is permitted.

7. Off-street surface parking is not permitted between the building and the Primary Frontage. (Note: off-street surface parking is allowed between the building and other Street Zones, Greenway Zones, or Park Spaces not selected as the Primary Frontage).

8. Off-street surface parking is not permitted between any building and the Bull Creek Road right-of-way regardless of whether Bull creek Road is the Primary Frontage of the site.

9. For sites bounded by Bull Creek Road at least 50% of the site's Frontage on Bull Creek Road must consist of continuous building façade constructed within the maximum setback described in 4.3.2.c.3 regardless of whether Bull Creek Road is selected as the Primary Frontage.

4.4 Building Design Standards

4.4.1 General Design Standards

All buildings at The Grove shall meet the following standards:

a. Generally, pedestrian entries to the buildings are encouraged as frequently as practical along all Street Zones, Greenway Zones and Park Space frontages. At least one major pedestrian entry must occur along the Primary Frontage.

b. Ground floor residential units that are oriented toward the street should have direct access from the street where practical, via porch, stoop, or other entries. At a minimum, 50% of such units shall have direct entries from the street. Where feasible, Elevation of ground floor units should be slightly elevated above the sidewalk elevation. A range of 12-36 inches is considered optimal and should be utilized where feasible. However, site grading constraints may result in a wider range of acceptable ground floor elevations. Where these conditions exist, the building or first floor should generally be set back sufficiently from the Street Zone to allow for a porch, stoop, terrace, or other pedestrian access.

c. Ground floor retail uses shall generally have a height and depth sufficient to support the intended use and shall have at least one pedestrian entry along the street they are oriented towards.

d. Parking structures, when utilized, should be designed to not dominate the built environment, and should be visually screened from the street through use of architectural treatment or green screens. Where possible, wrapping parking structures with buildings is encouraged.

e. Building cladding materials shall be high quality and attractive. Preferred materials include Texas limestone or sandstone, smooth horizontal bevel or lap-siding fiber-cementous siding with mitre corners, smooth finish or painted brick, smooth finish stucco; or other similar or special materials where appropriate and complimentary to the overall context and character.

4.4.2 Mixed-Use District Standards

a. Medium Density residential and commercial mixed-use building are strongly encouraged – they should be designed to extend and enliven the fabric of the streets. These mixed- use buildings and uses are not intended to be stand-alone buildings but an integral part and core of the Grove at Shoal Creek community creating ground level activity and neighborhood oriented uses. They will provide a scale transition to adjacent Townhomes and Single family districts of the master plan.

b. For buildings whose primary frontage is the Retail Street, at least 70% of the primary frontage shall consist of pedestrian oriented uses, including retail, lobbies serving office uses, and lobbies, sales centers, or amenity areas serving residential uses. Buildings facades along the Retail Street that exceed 200ft in length shall have a building entrance at least every 100ft.

c. Mixed-use buildings are encouraged to be designed with pedestrian friendly outdoor elements such as extended/projecting eaves for shade and the use of loggias, porches, terraces, and/or courtyards.

d. For all uses in a Mixed-Use building, the minimum off-street parking requirement shall be 60 percent of that prescribed by the City of Austin Off-Street Parking and Loading Requirements. This reduction may not be used in combination with any other parking reduction.

e. Glazing

1. For non-residential uses on the ground floor along a building's Primary Frontage, at least 30% of the wall area of the first floor between 0 and 12' must consist of glazing.
2. For residential uses on the ground floor along a building's Primary Frontage, at least 10% of the wall area of the first floor between 0 and 12' must consist of glazing.
3. Along a building's Primary Frontage, at least 10% of the wall area for the second floor (if provided) must consist of glazing.
4. Where a building faces any Street Zone, Greenway Zone, or Park Space that is not its Primary Frontage, at least 10% of the wall area of the first two floors must consist of glazing unless building code prevents windows on such facades.

4.4.3 Residential District Standards

a. Detached Residence

1. On the front façade, at least 10% of the wall area of the first floor of detached residences must consist of glazing. The area of a front facing garage door is not counted in this calculation.

2. Use of porches, terraces, and other front-facing outdoor spaces is strongly encouraged.

3. Homes on corner lots should be designed so that architecturally attractive elevations are presented to both sides by using such elements as wrap-around porches, landscape design elements, massing, façade composition, and other design elements. If necessary when a garage faces a side elevation on a corner it shall be designed as an extension of the primary elevation.

b. Attached Residences / Multi-family Buildings

1. Grouping of townhomes/row homes shall have a minimum separation of 10ft every 180 ft or 8 units whichever is less. This separation shall allow for pedestrian access and circulation to/from alleys and through the neighborhood.

2. Townhomes/Row Houses on corner lots shall be designed and situated so that both street frontages are front facades; with corner elements and architectural compositions encouraged to create handsome facades on both sides.

3. Multi-family buildings are encouraged to be designed with pedestrian friendly outdoor elements such as extended/projecting eaves for shade and the use of loggias, porches, terraces, and/or courtyards.

5. Where a building faces any Street Zone, Greenway Zone, or Park Space, at least 10% of the wall area of the first two floors must consist of glazing unless building code prevents windows on such facades. The area of a garage door is not counted in this calculation.

5.0 Site, Landscape, and Open Space

5.1 Intent

Section 5 of The Grove at Shoal Creek Design Guidelines establish standards to ensure that the landscape , park space, and open space elements within the project support the overall Guiding Principles of The Grove. Landscape elements throughout the project will be implemented in ways that enhance experience of the urban spaces, create high quality parks, and support environmental sustainability. The intent of this section is to:

5.1.1 Ensure the creation of high quality parks and common open spaces for the enjoyment of residents and visitors alike.

5.1.2 Ensure that the landscape within the streetscapes of The Grove provide shade as well as a quality environment.

5.1.3 Ensure screening of equipment and utilities.

5.1.4 Provide standards for lighting within The Grove to minimize off-site impacts.

5.1.5 Provide standards for signage within The Grove, allow signage as advertisement to support economic sustainability, and encourage signage that is pedestrian scaled and supportive of the urban vision for The Grove.

5.2 Parks and Open Spaces

5.2.1 Introduction

The park spaces throughout the site are meant to provide a variety of uses and activities to serve the area neighborhoods and create space for multi-modal and sustainable infrastructure. Park Space includes both publicly dedicated and privately owned but publicly accessible open spaces. As shown on the PUD Park Space Exhibit, the park spaces will consist of:

- The Signature Park (13 acres minimum) along Shoal Creek
- A public plaza within the Mixed-Use District
- A Greenbelt connecting the districts (ref. Framework section for guidelines)
- A trail corridor along Bull Creek Road (ref. Framework section for guidelines)
- A Neighborhood Park on Bull Creek Road

5.2.2 Signature Park

The Signature Park will be the largest park at The Grove and will house most of the site's mature oak trees. The following guidelines should be used in developing plans for the Signature Park:

- The park character should evolve from an urban, active edge on its west end with restaurants and townhomes to a restored natural area with trails and enhanced native prairie and grow zone on its east end as it approaches Shoal Creek.

Figure 5.2: Required Park Spaces

- Amenities within the Signature Park should include, at a minimum, a children's playscape, paved trails, soft-surface trails, a wet pond with overlooks and picnic areas, an open lawn area and the Shoal Creek Trail on the east end of the project.
- Outside of trails and necessary parking, large areas of paving should generally be avoided in the Signature Park.
- Great care should be taken in preserving the existing trees in the Signature Park. While it is important to provide park users with access to the trees and the shade they provide, care should be taken when planning or constructing improvements within the critical root zone of existing trees.

5.2.3 Central Plaza

The Central Plaza will be the central urban gathering place within the project. The following guidelines should be used in developing plans for the Central Plaza:

- Provide plenty of shade with shade structures and shade trees.
- While heavy use will dictate large paved areas in the plaza, ensure green spaces are integrated as frequently as practical.
- Outdoor dining should be encouraged for restaurant uses surrounding the plaza. Kiosks are also encouraged.
- An interactive water feature is encouraged within the plaza.

5.2.4 Bull Creek Road Neighborhood Park

Situated around a grove of mature live oaks, the Bull Creek Road Neighborhood Park will provide a welcoming entrance into the residential portion of the site off of Bull Creek Road as well as a neighborhood amenity for the site and nearby neighbors. The following guidelines should be used in developing plans for the Bull Creek Road Neighborhood Park:

- Open lawn space for passive uses should predominate the park
- Amenities may include a picnic pavilion, a small children's play area, a garden area, sidewalks, and trails.
- Great care should be taken in preserving the existing trees in the Neighborhood Park. While it is important to provide park users with access to the trees and the shade they provide, care should be taken when planning or constructing improvements within the critical root zone of existing trees.

5.2.5 Pocket Parks

Pocket parks may be included throughout the site to provide small amenity and garthering spaces near homes and places of business. Where included, these pocket parks should generally be at least 10,000 SF in size and should include a range of passive amenities which may include:

- Open lawn
- Gardens
- Seating and picnic areas
- Small gazebos or shade structures
- Small gathering spaces

5.2.6 Other Green Spaces

Throughout the site there will be additional, dispersed green spaces. These spaces should take a form and character that complements the context in which they lie. Raingardens and other green infrastructure are encouraged to be included where feasible and appropriate within the overall drainage of the site.

5.2.7 Greenbelt and Trails

Reference Section 3


WEST 45TH STREET
North Greenbelt
Signature Park
SHOAL CREEK
Plaza
Central Greenbelt
Neighborhood Park
BULL CREEK ROAD
Legend
Mixed-Use District
Residential District
Park Space
*Plan is conceptual and subject to change per PUD Regulations

5.3 Landscape and Streetscape

5.3.1 Landscape Character and Plant Selection

a. Landscape applications should complement the context in which they are located. For example, landscape in an urban setting may include more intensive treatments. Landscape in the parks and green spaces should have a natural look with lawns and organic planting patterns among the existing trees. Landscape in the residential areas should focus on creating a sense of safety and community with well maintained and diverse plantings.

b. Native and drought tolerant plant species should be used as much as possible in order to support to the project's sustainability goals. A minimum of 95% of non-turf plant materials on any project should be from the Austin Grow Green Guide or should demonstrate equal appropriateness to the Austin environment.

5.3.2 Street Trees

a. Street trees shall be provided as specified in the Framework Section. Spacings specified are intended to be approximate and may vary based on infrastructure, intersections, driveways, utilities, etc.

b. Street trees shall be a minimum of 3" caliper measured 6" above the base at the time of planting. Street trees may be counted toward requirements for mitigation of existing trees.

c. Street tree species should vary throughout the site. While a single street or project may contain a monoculture of trees, no single species should represent more than 25% of street trees planted at The Grove. This requirement is intended to apply to the site as a whole and should not apply to any one street, project, or site plan.

5.3.3 Green Infrastructure

a. Raingardens, Bioswales, and other green infrastructure elements shall be designed and landscaped to create a well-maintained and visually appealing character.

b. Green infrastructure elements shall be planted in accordance with the City of Austin Environmental Criteria Manual, in effect on the date of approval of these guidelines.

5.3.4 Tree preservation and replacement

a. Tree preservation for this project is dictated by the approved PUD Ordinance.

b. All healthy, non-invasive trees on site should be preserved to the extent feasible, unless those trees are creating a negative impact on higher value trees (e.g. located too closely together causing competition for space and nutrients). Removal and mitigation of these trees is governed by the Tree Disposition Plan attached to the PUD.

c. Preservation of trees shall be in accordance with the City of Austin Code and Environmental Criteria Manual.

5.3.5 Street Furniture and Paving

a. Furnishings such as benches, trash and recycling receptacles, etc should be placed within the high pedestrian traffic areas and transit stops at intervals which ensure convenience and comfort.

b. The aesthetics of the site furnishings should create a cohesive theme throughout the project. But may vary depending on context. For example, furnishings may be a more contemporary style in the urban plaza and a more classic style along trails in the signature park.

c. Special pavement applications are encouraged in plaza areas, other specialty pedestrian areas, and may be used to help delineate pedestrian crossing. Permeable pavers or porous pavements may be considered where possible.

5.3.6 Screening of Equipment and Utilities

a. All mechanical equipment and utilities, with the exception of solar panels, will be screened from view from the streets by either landscaping or decorative enclosure.

b. Loading docks, truck parking, outdoor storage, trash collection, trash compaction, and other service functions shall be incorporated into the overall design of the building and landscape so that the visual impacts of these functions are contained and out of street-level view from adjacent streets and street zones. Screening materials for solid waste collection and loading areas shall be the same as, or of equal quality to, the materials used for the principal building. These functions may be placed along commercial alleys without the necessity of screening from the alley.

5.3.7 Walls and Fences

Fencing is allowed on site and is generally encouraged where necessary to define private spaces and create necessary boundaries between uses. Fencing in the residential zone shall meet the following standards:

a. Fences or walls located at the sides or backs of buildings are permitted and may be up to 7 feet in height. These fences shall be constructed of wood, decorative metal, masonry, or other quality materials.

b. Fences located between the front of buildings and the street zone are allowed in the Residential Zone only to define private front yard spaces. These fences must be no greater than 4' in height and must be constructed of wood, decorative metal, masonry, or similar quality material. Height limit is not inclusive of any retaining walls.

5.4 Exterior Lighting

5.4.1 Street and Area Lighting

Lighting is an important component to site safety. Street lighting should provide light for both the vehicular lanes and pedestrian sidewalks. Lighting along pedestrian paths and within parks should meet minimum safety standards in all locations where night use is expected.

All site and area lighting shall limit off-site impacts by meeting the following requirements based on the International Dark-Sky Association / Illuminating Engineering Society Joint Model Lighting Ordinance published in 2011, and utilizing the BUG rating system. The BUG rating system consists of three components: B (Backlight), U (Uplight), and G (Glare). The following requirements are for all site and area lighting fixtures on site:

a. The maximum allowable Uplight rating shall be U2. Fixtures that do not have a BUG rating but are rated as Full Cut-off shall be assumed to be in compliance with this requirement.

b. For fixtures located less than 2 mounting heights from the boundary of the The Grove at Shoal Creek, the maximum Backlight rating shall be B2.

c. For fixtures located less than 2 mounting heights from the boundary of The Grove at Shoal Creek, the maximum Glare rating shall be G1.

d. Where the site abuts Bull Creek Road, the centerline of the road shall be considered the boundary of The Grove at Shoal Creek for the purposes of determining compliance with the above requirements.

5.4.2 Accent Lighting

Lighting is also a useful tool for enhancing architectural and landscape aesthetics and enjoyment of a site. Accent lighting should be utilized to highlight trees, architectural elements, landscape elements, artwork, and other unique features as appropriate, especially in the public plaza and along the Retail Street. The following regulations will govern accent lighting:

a. Directional Luminaires
Directional Luminaires may be used to illuminate signs and flagpoles. Such luminaires shall be installed and aimed so that they illuminate only the specific object or area and do not shine directly onto neighboring properties or roadways.

b. Landscape Lighting
Uplighting and downlighting of trees, artwork, kiosks, and other landscape features shall be allowed. Landscape lighting fixtures must be 24 volts or less unless they are directed downward and shielded.

c. Lighting of Building Facades

1. Downlighting of buildings and structures is permitted if fixtures are fully shielded or full cut-off or if they meet the requirements below for Uplighting.

2. Uplighting of building facades should only be used to highlight specific architectural features such as principal entrances, corners, terminus elements, and towers, and allowed in the Mixed-use District only. Luminaires used for uplighting are limited to 100 Lumens per linear foot of façade to be lit (measured horizontally), unless the fixture is 24 volts or less.

3. Direct view fixtures are permitted in the Mixed-use District on building facades and are limited to 250 lumens per linear foot of fixture.

d. Festoon Lighting

String lights and festoon lighting are permitted over roadways and in outdoor use areas within the Mixed Use District as temporary or permanent installations.

5.5 Signage

5.5.1 Free Standing Signs

a. Community Identity Signs
For each major entry to The Grove, two permanent subdivisions identification signs with combined sign area of not more than 128 square feet and height not exceeding 6 feet are permitted.

b. Commercial Multi-tenant Signs
Up to two (2) multi-tenant signs are allowed for The Grove at Shoal Creek development. These signs are subject to the following standards:

- A maximum are of 250 square feet
- A maximum height of 20'

c. Project Identity Signs
For each building containing a non-residential use or more than one residence, a free standing sign is permitted on the same lot. This sign shall not exceed 35 sf in area or 6' in height.

5.5.2 Building Signs

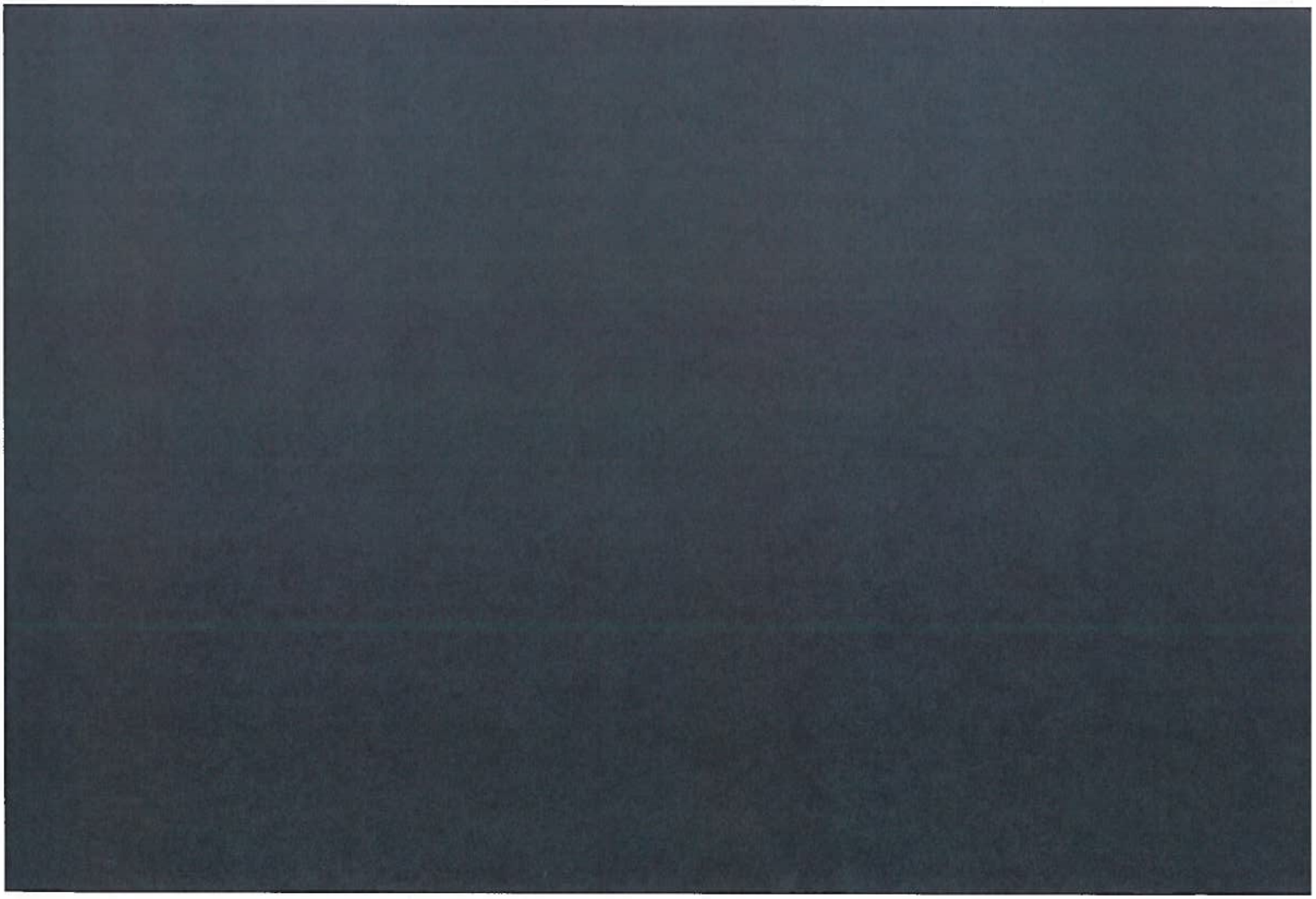
Building signs are permitted on all buildings within The Grove except detached single family residences. Blade signs, awning signs, under-canopy signs, heraldic signs, and letter-mounted signs are encouraged. The total sign area on any building shall not exceed 20 percent of the façade area of the first 15 feet of the building.

5.5.3 Non-permanent Signs

Signs such as commercial flags and street banners add vibrancy and character to the street scene and reinforce community events and programs. These temporary signs are permitted within the borders of The Grove without restriction.

NORRIS DESIGN

JHP
Architecture/Urban Design



NORRIS DESIGN
Planning | Landscape Architecture | Project Promotion

CONCEPTUAL PARKS PLAN

THE GROVE AT SHOAL CREEK

05.03.2016

EV Commission Progress:

1. *Obtain superiority in regards to parkland by working with the Parks and Recreation Board and the Parks and Recreation Department*

Update: The applicant is in a continued dialogue with PARD on this subject. An updated proposal was provided to PARD on 6/7/16. The applicant is committed to working with PARD to achieve this superiority and anticipates that further discussions will be warranted.

2. *Comply with at least three star green building requirements*

Update: Austin Energy prefers a 2-star requirement for logistical, permitting and process reasons, as explained in its memo. A 3-star determination is typically made ***after*** a building is occupied and operating. This creates an implementation challenge if that rating is a requirement for approval of the building. The project team will endeavor to achieve a 3-star rating where practical, but agrees with Austin Energy's request that a 2-Star rating be the PUD requirement.

3. *Create a drainage plan to ensure the safety of the surrounding properties.*

Update: The drainage concerns seem to be most specifically in regards to the homes on Idlewild that back to the project. While the applicant has already carefully considered these homes in our preliminary drainage studies, we are willing to make the following additional commitments:

a. No stormwater from any surface north / west of the existing berm will be allowed to drain to the property boundary of the Idlewild homes in a 100-year storm.
b. The surface area of land south / east of the existing berm that currently drains to Idlewild (approximately .89 acres) will be reduced, and will be comprised of building setback area, thereby decreasing the amount of drainage area that currently drains to the property boundary of the Idlewild homes.
c. At least 50% of the existing drainage area that drains to the existing berm and swale system (approximately 20 acres) will be captured and diverted upgradient from the new roadway that parallels the Idlewild property line, thereby significantly reducing the drainage area that is currently draining to this area.
d. Drainage system on site will be designed to convey the 100-year storm to the water quality pond or existing storm sewers and away from the Idlewild homes.

4. *Draft a contingency plan to ensure the safety of the surrounding properties.*

Update: The proposed drainage plan and City code are adequate to ensure the safety of surrounding properties. The additional design commitments set forth above will further ensure this safety.

The applicant would also point out that the drainage system will be designed to the City's current, rigorous drainage standards, and also extensively reviewed and inspected by the City. The drainage system will be located within easements and subject to restrictive covenants that will both allow for and require the repair, replacement and upgrading of the drainage system as needed. Once designed, reviewed, permitted, constructed, and inspected, in the very, very unlikely event that the drainage system encounters problems, both the City and a property owners association (with the

ability to levy assessments) will have all means necessary to address any such problems through these easements and restrictive covenants.

5. *Remove Flex Space from the Parkland*

Update: This is a component of our ongoing discussions with PARD, and was included in our updated proposal on 6/7/16.

6. *Evaluate the impact that increased traffic to the site would have on air quality and noise pollution.*

Update: While the City has not established standards or criteria for evaluating these impacts, Environmental Staff has asked that Air Quality staff evaluate the proposal and specifically the data and analysis provided by the applicant in its June 1 presentation. Unfortunately, ATD declined to have the Air Quality Program staff review the potential air quality impacts of the project. The analysis provided by the applicant in its June 1 presentation is attached.

7. *Protect 100% of the critical root zone of all trees.*

Update: There are two components to this request. Protecting 100% of all trees on site is not feasible on this site and would work directly against the goals of providing the maximum possible protection for the highest quality trees and most environmentally sensitive areas of the site by clustering development away from these areas. We have committed to protecting at least 75% of the protected size trees on site, which is established in the code as a Tier 2 Superiority item, and exceeds the standard met by the vast majority of development projects in Austin.

Protecting 100% of the CRZ of trees that are being protected on site is a standard that unnecessarily and infeasibly exceeds both the already far superior Tier 2 PUD item and best established practices for tree protection. It is an excessive standard that exceeds what is needed to protect the health of existing trees. We have committed to protecting at least the ¾ CRZ of many key trees on site, a standard which far exceeds code requirements, Tier 2 PUD items and the health requirements of the existing trees, as established through arborist review of specific trees on site.

Austin's Heritage Tree Foundation applies a very high standard for the protection of trees and spoke in favor of the proposed Tree Plan at the prior commission meeting. The conditions for their support, which the applicant has agreed to, include:

a. Prioritizing air spading, root pruning, and other best practices for the required tree care plans.
b. Requiring that any cuts within the ¾ CRZ be made with air spades in the Signature Grove.
c. Preventing utilities from the full CRZ of the Signature Grove.
d. Requiring decks or root spanning constructions in high use areas around trees.

These conditions will be included in the final zoning document. Updated Tree Disposition Plan, Code Modification Table, and Tier Compliance Table are attached here with proposed revisions to meet these conditions.

8. *List all the trees on the property including those 8-19".*

Update: A full survey is attached including 8-19" trees.

9. *Evaluate the potential to tie in public transit to the site and develop other incentives to significantly reduce the number of car trips per day.*

Update: The applicant has been in discussions with Capitol Metro since the early stages of the project. The #19 bus route currently serves the site and the project will greatly improve the viability and ridership of this underutilized route. We are also examining options for shuttles to the BRT routes on North Lamar and other Transportation Demand Management strategies. A letter from Capitol Metro regarding our ongoing dialogue is attached.

In addition, the applicant contends that trip reduction is an already inherent feature of this mixed-use, urban infill project that has not been recognized by City in the traffic generation assumptions. The traffic generation assumptions imposed by the City staff as part of a very conservative analysis, provide a far smaller credit (very, very little actually) for internal capture and bicycle and pedestrian trips than the City's own Transportation Criteria Manual and accepted standards would allow. As a result, the applicant believes the trip generation numbers assumed by the City are already as much as 50% higher than they should be. Higher density, mixed-use urban infill development in and of itself is a recognized and established method of reducing trip generation.

10. *Reduce the total development to 2.1 millions square feet.*

Update: The reduction in square footage was not discussed or requested by staff or public speakers during the commission meeting and the applicant is unclear as to the purpose of the request. A reduction in total square footage is not a position item sought by the BCRC and would result in a reduction in residential units. As such, a reduction of this magnitude would dramatically decrease both affordable housing and parkland requirements for the site per code. Specifically, a 300,000 square foot reduction in density bonus (from the staff's recommendation of 2.4 million square feet) equates to a reduction of 42 affordable housing units that could be required under the PUD density bonus requirements. The staff recommended reduction in square footage already greatly impacts the project, and the additional massive reduction being proposed by the commission's motion would frankly so greatly reduce any benefit of PUD zoning to the applicant so as to make PUD zoning infeasible. Furthermore, it is unclear as to how this is an environmental consideration. We look forward to discussing the overall density of the project and corresponding benefits with the Land Use Commission and City Council.

11. *Work with staff to develop a plan to conduct an erosion control study along the entire length of the development's Shoal Creek frontage.*

Update: Preliminary mapping of the erosion hazard zone and ECM requirements for armoring and erosion hazard zone impacts have been considered in the applicant's proposals. In addition, we are working on a more detailed study of the erosive conditions along the creek with staff.

However, it should be noted that the applicant is not responsible or the cause of any current or future erosion of the Shoal Creek frontage as confirmed by staff. The erosion in Shoal Creek is due to un-detained runoff upstream of the site, including runoff from existing development where no detention was ever established. Even if the entire 76 acre site owned by the applicant were turned in to a park or a detention pond, erosion and its impacts in this area would still occur. Given that the project will neither cause nor contribute to erosion, the applicant is simply not responsible for addressing erosion

caused by existing up stream development as a matter of current code or in order to be superior to current code as has already been established by City staff.

In addition, erosion in a creek caused by the flow of water in the creek is a natural consequence of that flow. City staff has indicated that a creek will naturally find its channel and, once it does, further erosion will be limited especially if natural riparian areas are maintained. As the applicant understands Texas law, the City will have no liability for such erosion, whether to a private owner or to PARD upon dedication, unless that erosion is the result of an intentional and deliberate act of the City to cause unnatural erosion. As a result, merely accepting land that the City desperately wants as parkland would not appear to trigger some liability on the City to perform expensive erosion mitigation.

Here, while staff's preliminary analysis is ongoing, initial information from the City indicates that most (if not all) of the erosion will occur in the 25-year floodplain and 100-year floodplain (especially where there is a bend in the centerline of the creek) – areas where no and almost no parkland credit is given. In fact, the riparian "grow zone" established by the project will actually help protect the creek from further erosion once the channel is established. To the extent, there is minor erosion caused by upstream properties within the CEF buffer or CWQZ, these areas have also been excluded from parkland calculations. Finally, even if there is minor erosion caused by upstream properties in the "grow zone" area, that erosion is likely to have a minimal (if any) impact on that area's use for passive recreation and for soft trails and benches to support hiking in the area. In any case, PARD staff has consistently and significantly minimized this area's importance to the overall park.

Air Quality Data for The Grove

Regional Air Quality benefits for the Grove should be considered in light of the transportation benefit of mixed use, connected, infill developments as well as locating housing supply close to job centers. The Grove development plans meets the following guidance from various environmental agencies:

Washington State Department of Ecology

- Development patterns that locate jobs, housing, and recreation in close proximity increase the use of alternative forms of travel, such as walking, biking, and mass transit.

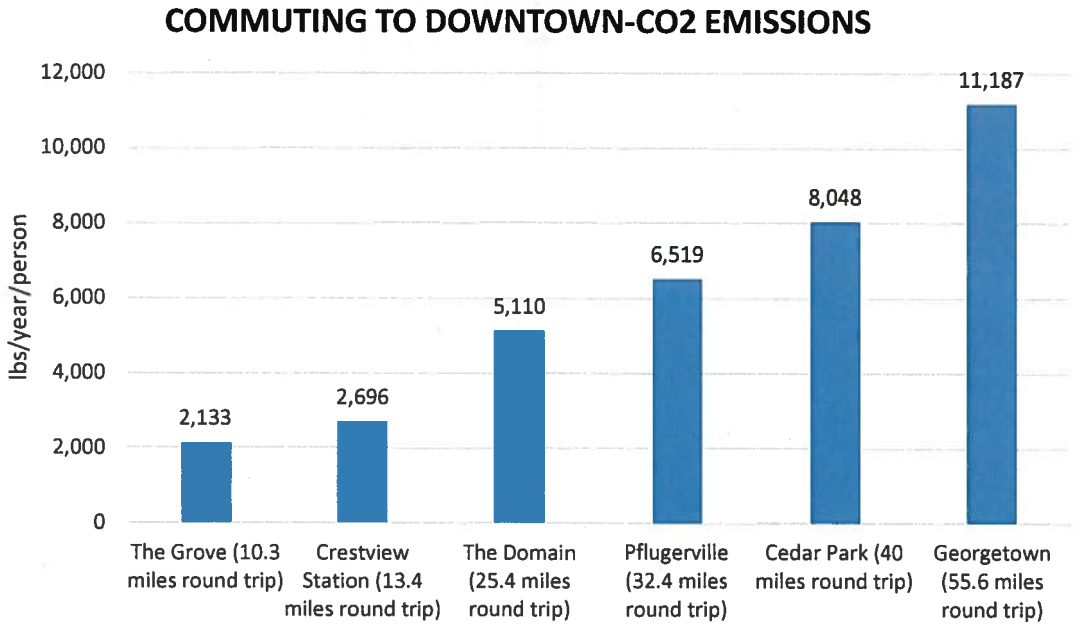
Transportation Benefits

- Internal Capture Trip – Trip made between land uses in a mixed use development. Trips do not use the street network outside the development.
- EPA Smart Growth Strategies – "Research Consistently shows that neighborhoods that mix land uses, make walking safe and convenient, and are near other development, allow residents and workers to drive significantly less if they choose. In fact, in the most centrally located, well designed neighborhoods, residents drive as little as half as much as residents of outlying areas."

EPA: Improving Air Quality Through Land Use Action

- Encourage pedestrian and transit travel by creating nodes of high density mixed use development.
- Infill and Densification – Encourage pedestrian and transit travel by locating new development in already developed areas, so activities will be closer together.
- Interconnected Street Network: Encourage pedestrian and bicycle travel by providing more direct routes between locations.
- Pedestrian and Bicycle Facilities.

The chart below assumes a round trip drive commuting to work downtown, the densest employment center for Austin, for a year from different housing locations:

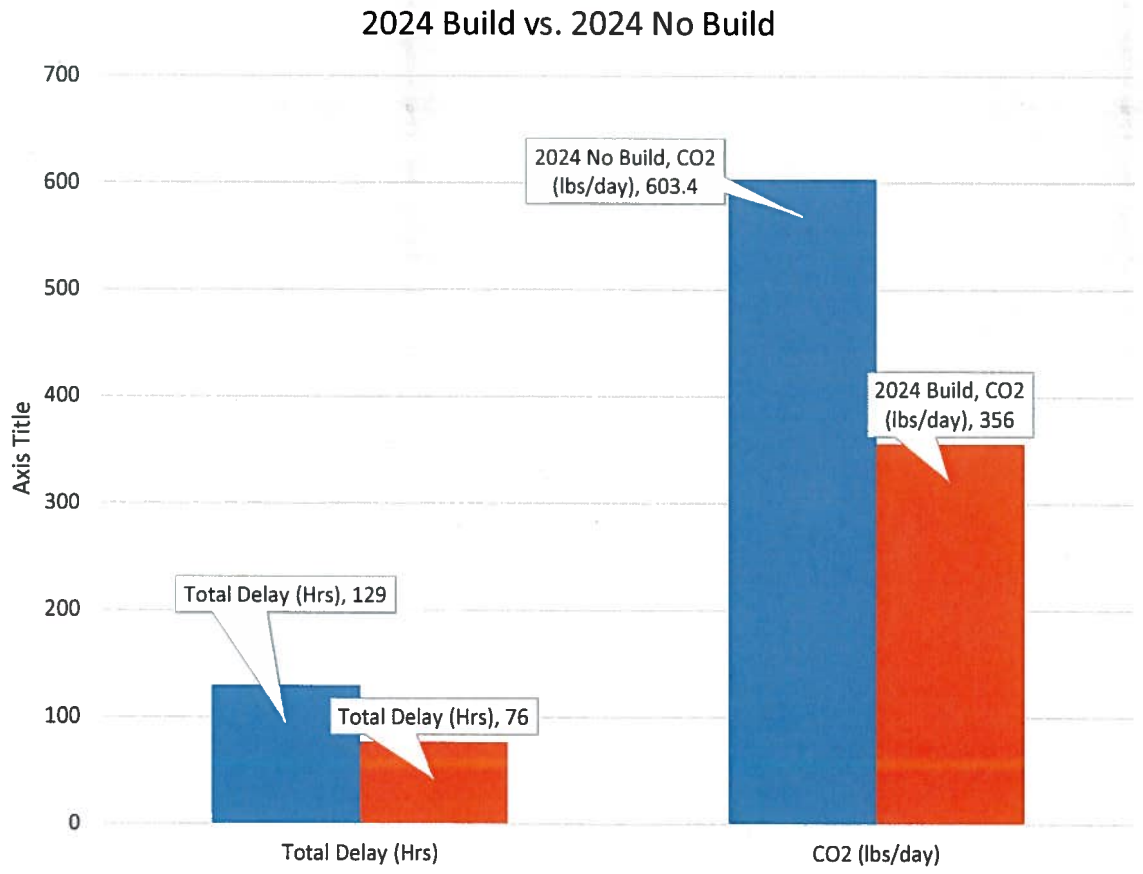


Besides the benefits of the type and location of the Grove, improvements are proposed to the intersection of Bull Creek Road and 45th Street which will decrease delay and overall vehicle idle time at the intersection. The chart and table below shows the reduction in CO2 emission of idling cars at the intersection due to intersection improvements.

Trips and delay time data are taken from the TIA performed for the Grove at Shoal Creek

45th Street/Bull Creek Intersection Comparison					
PM Peak Hour					
	Vehicles	Avg Delay (sec)	Total Delay (Hrs)	CO2 (lbs/day)*	CO2 (lbs/yr)*
2024 No Build	2,615	95.7	69.5	324	
2024 Build	3,536	36.2	35.6	166	
		Delta Subtotal:	34.0	158	
AM Peak Hour					
	Vehicles	Avg Delay (sec)	Total Delay (Hrs)	CO2 (lbs/day)*	CO2 (lbs/yr)*
2024 No Build	2,332	92.3	59.8	279	
2024 Build	3,198	45.8	40.7	190	
		Delta Subtotal:	19.1	89	
		Delta Total:	**53.1**	**248**	**90,386**

* CO2 rate of 0.588 g/s based on emissions of 2011 Ford Fusion mid sized sedan, 2.5 L 4-Cylinder



METRO | MEMORANDUM

To: Garrett Martin, Milestone Community Builders & Caitlin Admire, Norris Design

From: Louis Alcorn, Capital Metro Planning

Date: 9 November 2015

Subject: RESPONSE - Site Evaluation for Potential Future Bus Stop Placement (*The Grove at Shoal Creek*)

Mr. Martin and Ms. Admire:

This is a follow up to our conversation regarding your project proposed along Bull Creek Road south of West 45th Street, *The Grove at Shoal Creek*. As you know Capital Metro currently operates one bus route, bi-directionally along Bull Creek Road, with fully accessible bus stops already located within the vicinity of your project's extent. Currently, Capital Metro is conducting a holistic service plan update (*Connections 2025*) during which all routes will be evaluated in terms of productivity, efficiency, and equity with respect to Austin's rapidly changing urban environment in order to recommend service changes and/or expansions to be implemented in the next five to ten years. The 19-Bull Creek route will be evaluated in this process and staff remains optimistic that transit-supportive densities in the form of new development should lead to increased ridership along this corridor.

Regarding your question concerning the flexibility of moving or redesigning certain bus stops to better serve future residents, we would be interested in working with you to identify suitable areas for new and improved bus stops. Our current stops within proximity to the project extent (identified on the attached map) exist in the following locations:

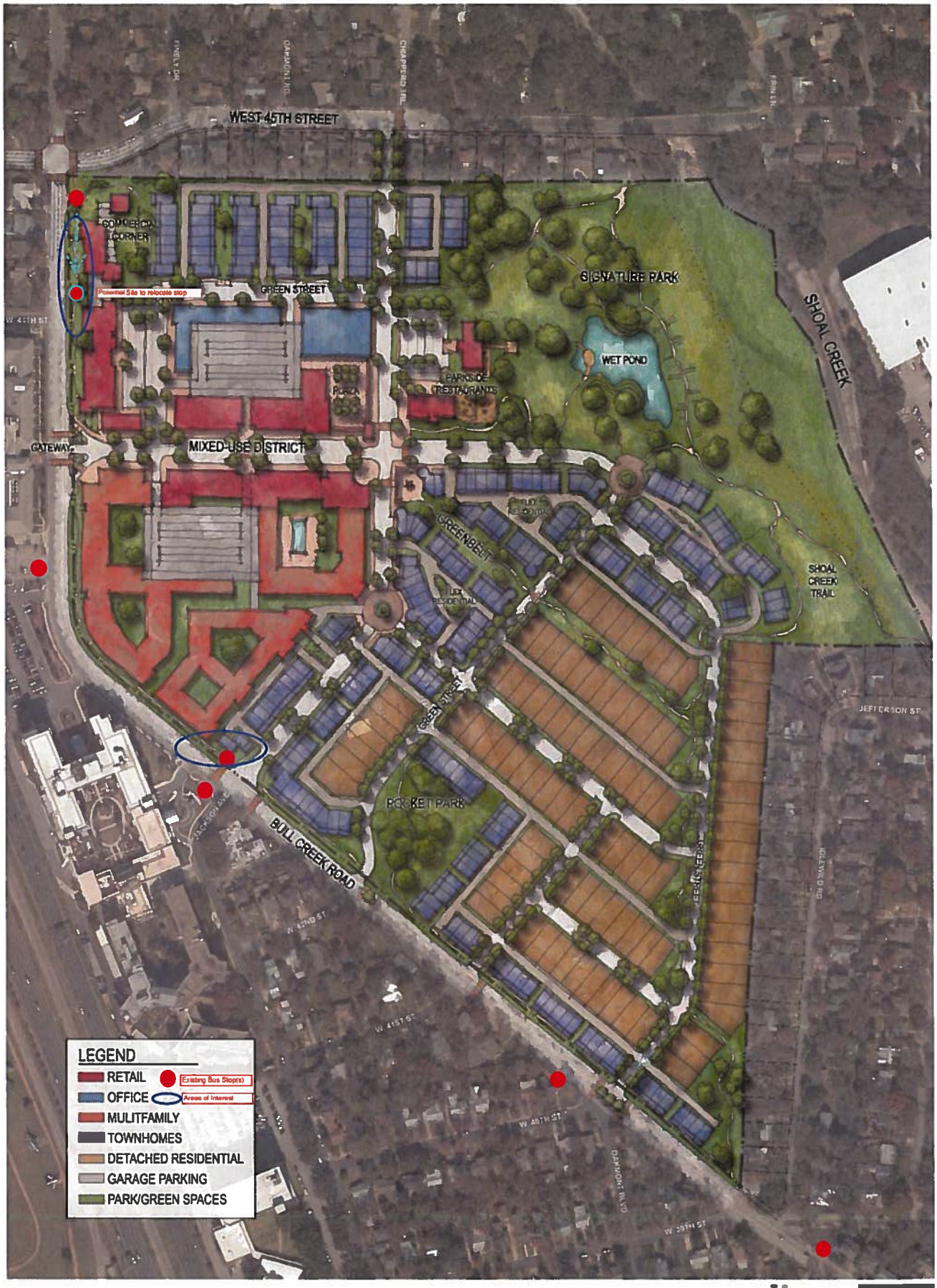
- Northbound (NB): Along Bull Creek Rd. at West 45th St., Jackson Ave., and West 39th Street
- Southbound (SB): Along Bull Creek Rd. at West 44th St., Jackson Ave., and West 40th Street

As per the Fall 2015 Update to our Service Guidelines and Standards, stop spacing in an area with medium density should generally be a minimum of 1,200 feet. This being said, the following map depicts our proposed bus stop placements, including the potential to relocate the W 45th & Bull Creek NB stop up to 300 feet south of its current location.

Bus stops should be approximately 25 feet in length by 10 feet in width and incorporated into the sidewalk. A larger area of approximately 15 feet in width (perpendicular to the road by 50 feet in length (parallel to the road) surrounding the stop should maintain a level slope to ensure that all ADA slope requirements are met.

What I have suggested here is based on what we know today and what is depicted in your site plan. We would want to continue to work with you as you develop your plans to help in refining these suggestions as you move forward.

Louis Alcorn
Capital Metro – Planning
(512) 389-7491



OVERLAND JHP NORRUS DESIGN

The Grove at Shoal Creek

Austin, Texas

NORTH SCALE 1"=100'

*Not a final site plan

EXHIBIT Q

Sirwaitis, Sherri

From: Ryder Jeanes [redacted]
Sent: Tuesday, May 10, 2016 3:27 PM
To: Perales, Marisa - BC; Creel, Andrew - BC; Gooch, Erin - BC; Grayum, Richard - BC; Maceo, Peggy - BC; Moya, Michael - BC; Neely, Mary Ann - BC; Smith, Brian - BC; Smith, Hank - BC; Thompson, Pam - BC; Guerrero, Linda.h - BC
Cc: Adler, Steve; Houston, Ora; Garza, Delia; Renteria, Sabino; Casar, Gregorio; Kitchen, Ann; Zimmerman, Don; Troxclair, Ellen; Tovo, Kathie; Gallo, Sheri; Pool, Leslie; Goodman, Jackie - BC; Lavani, Sunil - BC; Kiolbassa, Jolene - BC; Harris, Susan - BC; Weber, Thomas - BC; Flores, Yvette - BC; Evans, Bruce - BC; Denkler, Ann - BC; Rojas, Gabriel - BC; Breithaupt, Dustin - BC; Aguirre, Ana - BC; Rojas, Gabriel - BC; Greenberg, Betsy - BC; Smith, Taylor; Bollich, Eric; Linseisen, Andrew; Golden, Bryan; James, Scott; Derr, Gordon; Carvell, Kyle; Brinsmade, Louisa; Ryder Jeanes; Catherine Jeanes [redacted] Sirwaitis, Sherri; Adams, George; Doug Caroom [redacted] Patricia Caroom [redacted]
Subject: My home - Grove PUD - please read

Importance: High

Dear Commission Members:

My wife, Cat Caroom Jeanes, and I live at 2629 W.45th Street with our two small children - mere feet away from the 2627 W. 45th home the Grove PUD applicant (ARG Bull Creek, Ltd) is proposing be razed and dedicated to the City of Austin as public Right Of Way for project access. That home (like ours) has been deed restricted to only be a single family home since the 1950s. With those expectations in mind we have made significant investments in our home over the past 10 years never imagining we'd be having to explain the following. **We ask you, what would you do if you lived in our home?**

By pursuing a public roadway through the single family home next to ours, the applicant is implying that our family's safety, quality of life, and property value should come at the expense of access to their desired mixed use project. The PUD applicant cannot accomplish this access through a private drive because that use is prohibited by those deed restrictions, for good reason. Only a ROW dedication for a public street would potentially allow the applicant to circumvent these purposeful restrictions meant to protect adjacent property owners.

The applicant's own traffic impact analysis (TIA) says this project is expected to generate 19,000+ vehicles per day entering and leaving the project (almost equal to the current 45th Street daily traffic count). Yet, that same TIA is woefully light on the details of the proposed Jackson Ave extension through the home next to ours. The only small reference to any traffic on the proposed Jackson Ave extension directly next door to our home is on page 41 of the most recent Feb 2nd TIA:

Additional Analysis – Access to 45th Street

Per City Staff's request analysis was completed that took into consideration a potential acces point at 2627 45th Street. The access point is proposed as a right-in/right-out driveway. The analysis assumes 150 of the estimated 279 right turning site traffic vehicles from eastbound 4 to southbound Bull Creek will instead travel straight through the intersection and use the new access point. The analysis also assumes that 100 of the estimated 151 right turning site traffi vehicles from northbound Bull Creek to eastbound 45th will exit the new access point. The analysis can be seen in Appendix J.

This small section implies that if the Jackson Ave extension were to exist, over 1/2 of the development's traffic that enters the project driving eastbound on 45th Street (a majority of traffic entering the project) would drive past Bull Creek Road and turn in front of our home to use the Jackson Ave right-in to access the project. It also says, that 2/3 of traffic leaving the project to head eastbound on 45th would use the Jackson right-out rather than Bull Creek Road. **This proposed road has not been engineered, designed, or had any feasibility study. So, how can it possibly be recommended?** The TIA also doesn't take into consideration additional traffic generated by altering regional traffic patterns by effectively connecting 35th/Mopac traffic past our home. I take every short-cut in Austin. Why won't everyone else do the same and use this Jackson Ave extension as a cut-through to Shoal Creek, Burnet Road, & Lamar Blvd to avoid the disaster that will be the 45th/Bull Creek intersection?

It is the City's responsibility to take my family's safety into account. The prospects of seeing thousands of cars, trucks, and emergency vehicles use this proposed roadway next to my home creates a veritable nightmare for my family. The noise generated from cars and trucks accelerating and braking next to my home 24/7/365, feet away from our bedrooms, is not acceptable or fair to impose on my or anyone's family. This road calls for emergency vehicle access, which means police cars, fire trucks, & ambulances with lights and sirens driving past our bedrooms to reach thousands of residents, commercial traffic, and congregate care facilities at any hour of the day or night. This means hundreds if not thousands of headlights shining directly into the front, back, and side of my home at all hours of the night, in perpetuity. This means tons of vehicle exhaust pouring into our home, should we ever hope to open our windows again.

This is insane. This is unnecessary. Even the developer thinks so, saying in a recent Austin Business Journal story on The Grove at Shoal Creek that "this road is not critical to the project." **If this road is unnecessary, why then is the possibility of a roadway through an existing SF-2 home even being discussed in this PUD application?** We would love to see a great project eventually come to fruition within walking distance of our home, but this PUD has a very long way to go. This PUD doesn't need this road. This road would be a disaster for my family in every conceivable way possible, the damages impossible to calculate.

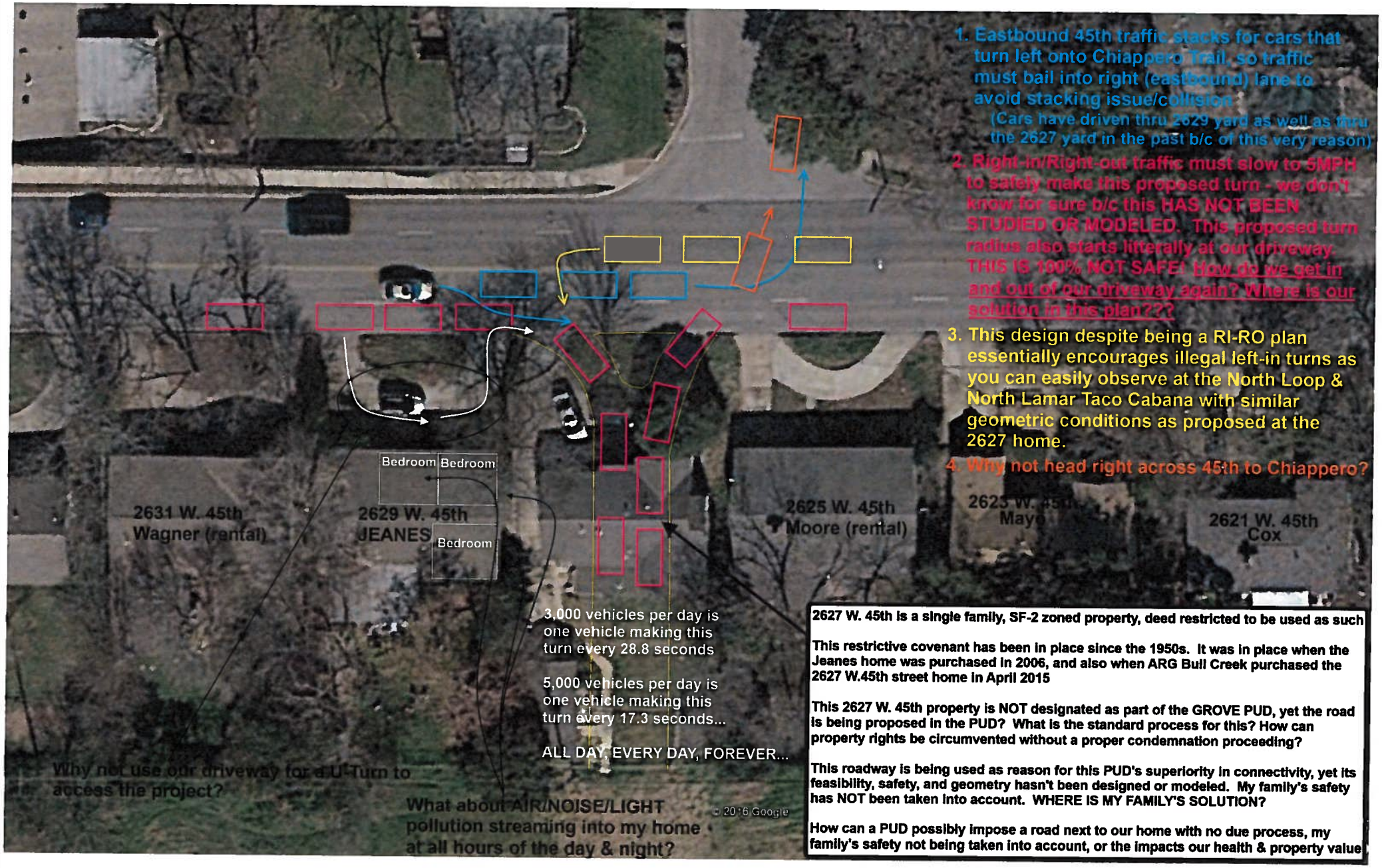
Please take this into account when deliberating your recommendations on where this PUD goes next. Please understand what is at stake. My kids are 6th generation Austinites. We don't want our family to be in a serious accident or have our health & safety compromised in order for everyone to understand why this is such a bad idea. Real estate development is all about having reasonable expectations and compatibilities for the property you want to develop given the natural constraints that exist. I think not wanting a road to be punched through next to your home is a pretty reasonable expectation.

Thank you for your time,

Ryder & Cat Jeanes
2629 W.45th Street

Ryder Jeanes
Senior Vice President | Austin

512-485-0888 | main
512-485-0830 | fax
512-485-0792 | direct
221 W. 6th Street
Suite 1030
Austin, TX 78701
rjeanes@theretailconnection.net
www.theretailconnection.net



2627 W. 45th is a single family, SF-2 zoned property, deed restricted to be used as such

This restrictive covenant has been in place since the 1950s. It was in place when the Jeanes home was purchased in 2006, and also when ARG Bull Creek purchased the 2627 W.45th street home in April 2015

This 2627 W. 45th property is NOT designated as part of the GROVE PUD, yet the road is being proposed in the PUD? What is the standard process for this? How can property rights be circumvented without a proper condemnation proceeding?

This roadway is being used as reason for this PUD's superiority in connectivity, yet its feasibility, safety, and geometry hasn't been designed or modeled. My family's safety has NOT been taken into account. WHERE IS MY FAMILY'S SOLUTION?

How can a PUD possibly impose a road next to our home with no due process, my family's safety not being taken into account, or the impacts our health & property value

Sirwaitis, Sherri

From: Margaret Powis [redacted]
Sent: Monday, September 21, 2015 8:25 AM
To: Sirwaitis, Sherri
Subject: Development at Bull Creek Road and 45th Street

21 September 2015

Dear Ms Sirwaitis,

Could you please put my letter in the back-up for the Zoning and Platting Commissioners and the City Council?

I am a resident of Rosedale and I'm writing to express my concern about the upcoming development of the old Tx Dot property at the corner of 45th and Bull Creek Road. Specifically I am concerned about the following:

a) Development density
b) Park space
c) Drainage

The proposed population of the new development will put a huge strain on the existing roads. There is only one street (Bull Creek Road) that the development (The Grove) will be able to use for an exit and entrance. Bull Creek Road is a two lane road in a residential neighborhood that was never intended to carry the proposed amount of traffic. The Grove is going to create a huge strain on the existing roads, and the traffic will inevitably spill into the residential neighborhoods. Additionally there has been a request for a large number of cocktail lounges at the development. This would not fit the existing neighborhood residential character and would create even more problems.

The park space as proposed by the developer is inadequate. Much of the area is unusable as park (or building) space. The portion abutting Shoal Creek is steeply sloped and not viable as a park. The proposed wet pond covers one acre, and (unless you walk on water) is likewise unusable. The remainder is a much smaller space, far less than the thirteen acres the developers claim to be setting aside.

The area abutting the Ridgelea neighborhood, roughly on the western side of Ridgelea has a berm I would estimate to be approximately five feet high. Because the Bull Creek property slopes down to Shoal Creek the run off from the Oakmont neighborhood moves towards Shoal Creek and Ridgelea. Without that berm Ridgelea will be inundated when heavy rains occur. At present the developer proposes putting in a row of houses right up to the Ridgelea boundary, presumably destroying the berm. The inevitable result will be flooding in Ridgelea. The amount of run off is going to be considerably increased with additional impervious cover and great care needs to be exercised to ensure that the drainage issues are resolved in order not to exacerbate the existing flood issues.

I request the Planning and Zoning Commission review the developer's plans very carefully and make the necessary adjustments to avoid future problems

Sincerely
Margaret Powis

Sirwaitis, Sherri

From: Lynn Boswell [redacted]
Sent: Tuesday, July 14, 2015 9:30 AM
To: info@thegroveatshoalcreek.com
Cc: Sirwaitis, Sherri
Subject: off-leash area at The Grove

Dear Milestone:

I am writing to share my strong interest in an off-leash area at The Grove, your new development in central Austin. I have lived in the area for about 15 years and have always enjoyed walking my dogs on the property and using the area for recreation with my family and two children. While I understand that development is inevitable, I also hope that the longstanding use of the park as an area for recreation — and specifically as an area for dogs — will find a place within your new development.

Austin has a major shortage of off-leash areas for dogs — especially fenced off-leash areas of substantial size — and including that in your plans for development would add a major amenity. I also believe strongly that it would serve as a draw for Austin dog owners, bringing them to The Grove, introducing them to other amenities there and giving them a reason to patronize businesses there when they come with their dogs and at other times, as well.

If there were a fenced off-leash area of at least a couple of acres, I would be there regularly. And I would likely often include errands and dining in my trips to The Grove as a result. With an off-leash dog park, I am confident that both I and many other area dog owners will be drawn to the other amenities you are developing there. Without a substantial off-leash area, I suspect it will not be a development I use often. (The Triangle is near my home, as well, and I almost never patronize businesses there other than the farmer's market because it misses the mark in almost every way — difficult parking, an idea of mixed use that requires you to drive to it, an odd mix of businesses and virtually no green space. By contrast, I spend a great deal of time and money at the development where Central Market is located, shopping at almost every store there at one point or another and spending many hours with my kids in the beautiful and large park there.)

I spent many years living in Manhattan (with two big dogs) and saw the community that dog parks help build there. New York's dog parks are routinely fenced — a feature that is rare in Austin. Fences enhance safety for both dogs and people, and create a draw for parents and young children who often enjoy watching the dogs play from outside the fence. I would suggest, as a possible model, the off-leash area at Hardberger Park in San Antonio. Hardberger Park is a relatively new park in an affluent area of San Antonio. It is across the street from a large shopping center that includes an HEB, shops, restaurants and office space. And it has been a major success. I know people who travel from other parts of the city to spend time at the park's off-leash area. You can see more about their dog park here: http://www.philhardbergerpark.org/visit/play-here/dog-park

Thank you for your time. I hope you will consider this request on behalf of me, my dogs and the thousands of other Austin dog owners who would love to have an off-leash area included in your new development.

Truly,

Lynn

Lynn Boswell
512 694-2896

July 10, 2015

Carolyn Mixon
4616 Chiappero Trail
Austin, Texas 78731

RE: The Grove at Shoal Creek; City File No. C814-2015-0074;
Initial Response to Letter from Certain Shoalmont Property Owners dated June 26, 2015

Dear Ms. Mixon:

Thank you for your letter dated June 26, 2015. We want you and your neighbors to know that we greatly respect the concerns and priorities referenced in your letter, and we would be very happy and grateful for the chance to meet with you all further to discuss the issues you raise. Please know that we will carefully consider each of the items you mention.

While we can certainly discuss the contents of your letter further in such a meeting, I would like to clarify and respond to a few comments made in your letter now for the record, especially since some in the community have made some similar comments.

1. You mention in your letter that our plan is similar to or more intensive than the Mueller development in its retail and office component, and is similar to the Triangle development with respect to residential. With all due respect, that is not factually correct for several reasons. Although, the Mueller and Triangle Projects are also mixed-use, urban infill projects, they actually have entitlements for a lot more intensity than The Grove at Shoal Creek, while The Grove will have comparable amounts of park space as a percentage of site area (actually more than Mueller) and will have better quality park space than the Triangle (much of which is not useable and was not donated but bought by the City for $3.2 million). Mueller is entitled for more than 5.3 million square feet of non-residential uses. It is also entitled for 6,450 residential units. It is nearly 700 acres and is a regional power center that is appropriately located on major arterials adjacent to I-35. Mueller is unlikely to use those entitlements, as they entitle more building area than Mueller will be able to fit within the project, much like the case will be at The Grove. The table below is based on the entitlements approved for Mueller and the Triangle according to City records and the entitlements proposed for The Grove at Shoal Creek:

	Mueller	**The Triangle**	**The Grove**
Commercial and Non-Residential Development (Office/ Retail/ Hospital, etc.)	5,300,000 sf/ 7,728 sf per acre	170,000 sf/ 7,343 sf per acre	375,000 sf/ 4,951 sf per acre **(35.5% *less* than Mueller and 32.5% *less* than the Triangle)**
Residential Development	6,450 units/ 9.35 units per acre	859 units/ 37.11 units per acre	1515/ 20 units per acre **(46.1% *less* than the Triangle)**
Park Space	140 acres/ 20.2%	6.02 acres/ 26% (but only limited usability and paid for by the City)	17.00 acres/ 22.45%

As you can see, The Grove at Shoal Creek will have entitlements for ***far less*** commercial development per acre than Mueller and ***far less*** residential units per acre than the Triangle.

Incidentally, both the Triangle and Mueller were heavily subsidized by the City of Austin. Mueller is being developed with City owned land that has been *contributed* to that project, and has had 100% of the taxes generated from the site to date (and for the immediate future) being used to fund infrastructure for the project that a developer usually pays. The Triangle received $6,683,957.00 in fee waivers (without providing *any* affordable housing on-site or fees in lieu thereof), cost re-imbursement for *on-site* utility facilities (as opposed to off-site), City funded improvements, fund transfers from the City, and City general fund transfers for the streets in the Triangle and the park space provided by the Triangle. The Grove proposes less intensity with a comparable amount of high quality park space, *without* these City subsidies. In fact, the City paid $3,200,000.00 just for the Triangle's park space, whereas The Grove proposes its park space to be fully public space at no cost to the City.

2. We do feel that the amount and quality of the park space that will be provided in the project is very, very substantial, especially (1) when compared to the heavily City subsidized projects described above, (2) when compared to the size of other area parks, (3) considering the fact that most new central city developments (because of size) simply pay a parkland fee instead of actually providing parkland, and (4) considering the fact that high quality park improvements here will be fully funded and maintained by the project and not the City. We also feel that we have planned excellent access to the park space through the green streets program detailed in our public presentations and through the future connection to the Shoal Creek Trail to the Ridglea Neighborhood. Having said that, we are *very* willing to work with the community to improve our park space plan and we look forward to doing so.

I do disagree with you, however, on the analogy to the Mueller Greenways buffer. We feel that buffer is not at all comparable. The Mueller buffer was provided in a highly City subsidized project and was relatively easy to provide and plan for when you consider that Mueller is 700 acres in size (the buffer is relatively insignificant given the size of the tract). The Grove does not have the benefit of massive City subsidies and is smaller and is proportionately less able to set aside such a large buffer. More importantly, the Mueller buffer buffered existing single-family homes from very intense regional, commercial development and large, dense 4 and 5 story apartment buildings – uses that are not generally considered to be compatible adjacent to single-family. Since our site is smaller, we chose instead to develop the area along the northern boundary with *compatible* uses instead of incompatible uses. Our plan is to provide compatible townhome or detached single-family units along our northern property line. In fact, we would actually ***exceed*** City compatibility standards in the first 200 feet for townhomes. Such compatible uses and developments do not need large buffers as evidenced in neighborhoods throughout the City and in the City's Code. As to this buffer providing accessibility to the park space, again we believe that we have provided excellent accessibility, but we are always willing to discuss further how to improve accessibility in an economically viable way that is of benefit to the broader neighborhood and not just a select few.

3. Please know that we understand your concerns with respect to the proposed vehicular access to 45th Street and we are willing to discuss this further with you all. This access came to be included because we sought a way to get pedestrians and bicyclists across 45th Street safely as near to Shoal Creek as we could and in response to community input that we had received, especially from Rosedale and their desire to have better access to the project. In order to do so, we had to acquire a home which was never part of our original plans. That home was very expensive. In order to justify this new land

cost which was not planned for, we need the access to provide more utility to the project than just serving pedestrians and bicyclists. We believe that we can improve circulation and develop a design that is sensitive to the existing neighborhood. We were hoping that we were doing a good thing for the community in response to input we received by acquiring that land, which we did not own and was not part of our original plans. If the vehicular access is objectionable and cannot be made acceptable, then we are willing to consider abandoning our plans to use this lot for any form of access (including bike and pedestrian) and simply allow the lot to continue to be used as a home. In that case, we will continue to work with the community on other ways to maximize and enhance pedestrian and bicycle access to the project. We would, however, like to discuss this further with you and your neighbors before ultimately concluding to eliminate this access point.

4. As to the corner parcel, please know that we are willing to discuss this further with you all. Our intention was not necessarily to use this site as restaurant but more as a high quality, architecturally interesting building that really introduces the public to the project. We are happy to entertain suggestions of uses on this parcel that would be viable from a market perspective and less intensive from a neighborhood perspective.

We remain excited about The Grove at Shoal Creek because it represents a chance to fulfill the community expressed vision for the property and meet the goals of Imagine Austin by providing compact and connected development that increases both the supply and diversity of housing options in the central city. We know there are still important details to be addressed and we hope that these can be addressed through collaboration. In that regard, we very much appreciate both your comments and your willingness to meet and work on the issues you have raised.

We will be contacting you soon to set up a meeting. Thank you for your thoughtful attention to and consideration of this matter.

Sincerely,

Garrett Martin, Manager/ Member
ARG Bull Creek, LTD

cc: Mayor and Council Members, City of Austin
Greg Guernsey, Jerry Rusthoven and Sherri Sirwaitis, City of Austin Planning & Zoning Department
Bull Creek Road Coalition

June 26, 2015

To: Jerry Rusthoven, COA Department of Planning and Zoning

From: Shoalmont Property Owners (includes all houses on the following streets which are owner-occupied)
2600-2607 LaRonde
4500-4713 Chiappero
4500-4707 Oakmont
4500-4807 Finley
2600-2615 W. 48th

Neighborhood Contact: Carolyn Mixon
4616 Chiappero Trl
Austin, TX 78731
[redacted] 512-423-0650

Re: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case # CD-2015-0009

PUD Application # C814-2015-0074

We are sending you a copy of our neighborhood letter outlining our concerns and priorities regarding the proposed Milestone project at 45th and Bull Creek. We would greatly appreciate it if you would take these into consideration as you make decisions regarding the development plans submitted by Milestone. We are not opposed to the development of the property, but the scope of the development is too large for the streets serving it and does not fit with the character of the surrounding neighborhoods.

Of 107 owner-occupied houses on the surveyed streets, owners (1-2) of 50 houses have signed this letter in support of greatly reducing the density of Milestone's project and increasing greenspace and buffer zone. Prior to signing, all owners received information about the development compared to other similar central Austin developments and copy of letter. Most of those who wished to sign contacted me (Carolyn Mixon) while others were obtained by knocking on doors. Due to time constraints, approximately 57 doors were not approached for signing, and it cannot be assumed that they are not in favor of the letter's content. On the contrary, those approached who had not previously contacted me were overwhelmingly in favor of a reduction of this project.

Thank you for your time and consideration.

June 26, 2015

To: Sherri Sirwaitis, COA Department of Planning and Zoning

From: Shoalmont Property Owners (includes all houses on the following streets which are owner-occupied)
2600-2607 LaRonde
4500-4713 Chiappero
4500-4707 Oakmont
4500-4807 Finley
2600-2615 W. 48th

Neighborhood Contact: Carolyn Mixon
4616 Chiappero Trl
Austin, TX 78731
pcmom54@yahoo.com 512-423-0650

Re: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case # CD-2015-0009

PUD Application # C814-2015-0074

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Thank you for your time and consideration.

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009, PUD Application # C814-2015-0074

Mr. Martin,

As homeowners in the Shoalmont neighborhood and specifically as homeowners on Chiappero, W. 48th, Oakmont, Finley, and La Ronde, we are contacting you about our priorities regarding Milestone's proposed multi-use development "The Grove at Shoal Creek". Many of us have attended your public meetings and provided input via your surveys. We appreciated your attendance at our neighborhood meeting at NW Recreation Center but would like to more clearly outline our concerns and priorities as residents of the aforementioned streets which connect to W. 45th.

We have similar concerns and priorities as the W. 45th St. homeowners who have been in communication with you, and we would appreciate your careful consideration of these:

1. While your conclusion from the collected surveys is that 67% of residents prefer high-density and more open space, we oppose your plan to put 150,000 SF of retail (more than 1.5x Mueller), 225,000 SF of offices (roughly equivalent to Mueller), and 1010 apartments/condos (similar to Triangle) in addition to a hotel, hospital, and single-family housing in the middle of our neighborhoods. Mueller and the Triangle are not surrounded by single-family neighborhoods immediately adjacent to the properties (with the exception of Delwood) as is The Grove. They are served by major, multi-lane arterial streets which have long handled commercial, delivery and office traffic. Your proposal to widen the 45th/Bull Creek intersection at the expense of trees and residents' yards/homes will do little to help the extraordinary amount of car and delivery truck traffic that your project will generate both day and night on our residential part of W. 45th between Burnet Rd. and Bull Creek. We believe that the proposed office and retail density should be cut at least in half.

2. Regarding open space, it is clear that you believe the 12-acre signature park together with plazas and curbside beds is more than adequate compensation for the commercialization of our neighborhoods and the traffic problems that we will experience. We strongly support a greenbelt buffer of similar scope as that of the Mueller Greenways which separate the Delwood neighborhood from the development. This would also make the open space more accessible to our neighborhood as the currently proposed "signature" park is buried behind the whole project. This is not unprecedented or unacceptable in the urban core as the Mueller Greenways are a prime example of how quiet, long-time neighborhoods can be buffered from a larger, high-density development with positive effects for all.

3. We strongly oppose any access other than walking/biking to The Grove from midpoints on W. 45th and in particular, a street through the 2627 W. 45th property that your company has purchased for that purpose. This property would best be suited for pedestrian and bicycle connectivity between the previously-described greenway , Rosedale and our neighborhood to the north. Any car access/exit at midpoints of W.45th between the Shoal Creek bridge and Bull Creek together with the increased volume of traffic that your development will produce will exacerbate the already dangerous situation that we have at peak rush hours in attempting to exit our neighborhood onto W. 45th and entering our streets from W. 45th.

4. We understand from your presentations that you envision a restaurant or other commercial establishment at the corner of Bull Creek and W. 45th. We would urge you to reconsider this plan as it will only increase the traffic congestion at the intersection and increase noise levels for neighbors. Again, the previously discussed greenway buffer would be a better choice for this section as it would also provide neighborhood access to the open space without having to navigate through the proposed residential and commercial development.

In the public meetings, you have spoken frequently of the need for compromise. We believe that your company could compromise with us to make our priorities a reality while still realizing an economically-viable project for your company. We would appreciate your genuine consideration of our priorities and look forward to constructive communication. We would like to request a meeting with you in the near future to discuss these topics further.

Sincerely,

The Undersigned Shoalmont Property Owners of Chiappero, W. 48th, Oakmont, Finley, and La Ronde

Shoalmont Property Owners (includes all houses on the following streets which are owner-occupied)

2600-2607 LaRonde
4500-4713 Chiappero
4500-4707 Oakmont
4500-4807 Finley
2600-2615 W. 48th

Neighborhood Contact: Carolyn Mixon
4616 Chiappero Trl
Austin, TX 78731
pcmom54@yahoo.com 512-423-0650

NOTE:
Of 107 owner-occupied houses on the surveyed streets, owners (1-2) of 50 houses have signed this letter in support of greatly reducing the density of Milestone's project and increasing greenspace and buffer zone. Prior to signing, all owners received information about the development compared to other similar central Austin developments and copy of letter. Most of those who wished to sign contacted me (Carolyn Mixon) while others were obtained by knocking on doors. Due to time

constraints, approximately 57 doors were not approached for signing, and it cannot be assumed that they are not in favor of the letter's content. On the contrary, those approached who had not previously contacted me were overwhelmingly in favor of a reduction of this project.

cc: Sheri Gallo, Council Member, City of Austin District 10
Leslie Pool, Council Member, City of Austin District 7
Steve Adler, Mayor, City of Austin
Kathie Tovo, Mayor Pro-tem and Council Member, City of Austin District 9
Ora Houston, Council Member, City of Austin District 1
Delia Garza, Council Member, City of Austin District 2
Sabino "Pio" Renteria, Council Member, City of Austin District 3
Gregorio Casar, Council Member, City of Austin District 4
Ann Kitchen, Council Member, City of Austin District 5
Don Zimmerman, Council Member, City of Austin District 6
Ellen Troxclair, Council Member, City of Austin District 8
Sherri Sirwaitis, Case Manager, City of Austin Department of Planning and Zoning
Jerry Rusthoven, Case Manager, City of Austin Department of Planning and Zoning
Kathleen Fox, City of Austin Comprehensive Planning
Marilyn Shashoua, City of Austin PARD Planning and Design Review
Bryan Golden, City of Austin Transportation
Bull Creek Road Coalition (via listserv email distribution)

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD # C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Chiappero Trl and W. 48th, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
Jan Tridett		4605 Chiappero Tr
Dow Dixon		4603 Chiappero Tr
STEPHAN MICHIES		4702 — 4 —
R. Robillard		4703 —
Tracy Vaught	Tracy Wright	4707 Chiappero
Jimmy Vaught		11
Tracy Whitley		4502 Chiappero Trail
Max Jones	Max Jones	4502 Chiappero Trail
A.S. McNEILL		4504 CHIAPPERO 4506 - rental owned by
Scott A. Samuelson	DDS	465 Chiappero
Donna Samuelson	Donna Samuelson	" "
MIHAI SIRBU	M Sirbu	4711 CHIAPPERO TRL

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD # C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Chiappero Trl and W. 48th, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
Carolyn Mixon	Carolyn Mixon	4616 Chiappero Trl.
Eddie Mixon	Eddie Mixon	4616 Chiappero Tr
Susan Jarrett	Susan Jarrett	4701 Chiappero Trl.
Mary Holman	Mary Holman	2604 West 48th St
Jim Lyons	Jim Lyons	2604 W. 48th St
Julia C. Willhoite	Julia C. Willhoite	4601 Chiappero Trail
Mary Blackstock	Mary Blackstock	2607 La Ronda
Todd Thompson	Todd Thompson	2602 La Ronda St.
Ashley Thompson	Ashley Thompson	2602 La Ronda st
Inga Overstreet	Inga Overstreet	2603 La Ronda St

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD # C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***La Ronde, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
MARY ROBBINS	Mary Robbins	2600 La Ronde St.
Carl Brockman	Carl Brockman	2600 La Ronde S
John Ribble	John Ribble	2601 La Ronde
STEPHEN SCHOTTMAN	Stephen Schottman	2605 LA RONDE

COA Case Number CD-2015-0009 PUD # C814-2015-0074

Sincerely,
The Undersigned Shoalmont Property Owners of ***Chiappero Trl and W. 48th, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
JAIRAM KALYANA-SUNDARAM		4508 CHIAPPERO TRAIL, AUSTIN, TX 78731
NANDINI JAIRAM		4508 CHIAPPERO TRL AUSTIN, TX 78731

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD #C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Chiappero Trl and W. 48th, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
DAVID MORRIS		2606 W 48TH, AUSTIN TX 78731
Latha Joyce		2612 W 48th St., 787
Dan Joyce		2612 W. 48th St. 78
Cara Mueller		2615 W. 48th St 787
Raúl Madrid		4704 Chiappero Tr. 73

In the public meetings, you have spoken frequently of the need for compromise. We believe that your company could compromise with us to make our priorities a reality while still realizing an economically-viable project for your company. We would appreciate your genuine consideration of our priorities and look forward to constructive communication. We would like to request a meeting with you in the near future to discuss these topics further.

Sincerely,

The Undersigned Shoalmont Property Owners of Chiappero, Oakmont, Finley, and La Ronde

2601 W. 48th 78731 Jeff Rowes
Anne Vargas
Anne Vargas

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD # C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Oakmont, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
MELISSA MONROE		4613 OAKMONT BLV
Kathryn Wahlers		4702 Oakmont Blv
JONATHAN WAHLERS		4702 OAKMONT BLVD
Suzanna Barber		4500 Oakmont
LEA SANDOZ	LEA SANDOZ	4616 OAKMONT
Tim Sorrells		4507 Oakmont
L J Richard	L J Richard	4504 Oakmont
Molly Birrell		4509 Oakmont
Laurie Kertz		4601 Oakmont
BRANDON GREER		4612 OAKMONT

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD #C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Oakmont, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
Sarah Angulo	Sarah K. Angulo	4703 Oakmont
Jorge Angulo		4703 Oakmont
Holly Atlas	Holly Atl	4705 Oakmont
Mary Cone	Mary Cone	4605 Oakmont
Bill Lane	Bill Lane	
Leila Thomas Osgood	Leila Thomas Osgood	4607 Oakmont
Damon Osgood		4607 Oakmont
Malin Lindelow	Malin Lindelow	4508 Oakmont
JAYSON COOK		4548 OAKMONT
SUSAN HILLMAN		4706 Oakmont Blvd

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD # C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Finley, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
Lillian Kay Cowan	Lillian Kay Cowan	4611 Finley Drive
Erin Friedman	Erin Friedman	4806 Finley Dr.
Craig Friedman	Craig Friedman	4806 Finley Dr.
KAREN GATTO	Karen Gatto	4503 Finley Dr
James Gatto		4503 Finley Dr.
GERI MALDONADO		4707 Finley Dr.
Eddie Russ	Eddie Russ	4703 Finley Dr.
Jessica Glorieux		4700 Finley Dr.
Jessica Statler	Jessica Statler	4410 Finley Dr
Ryan Statler	Ryan Statler	4410 Finley Dr

June 26, 2015

ATTN: Garrett Martin, President and CEO
Milestone Community Builders, LLC
ARG Bull Creek, LTD
9111 Jollyville Road, Suite 111
Austin, Texas 78759

RE: Milestone Community Builders Proposed Development "The Grove at Shoal Creek"
COA Case Number CD-2015-0009
PUD # C814-2015-0074

Sincerely,

The Undersigned Shoalmont Property Owners of ***Finley, 78731***

PRINT NAME	***SIGNATURE***	***ADDRESS***
Ryann Rathbone		4510 Finley Drive
ANDREY SOKOLOV		4610 FINLEY DRI
Barbara Sulgrove		4504 ~~4504~~ Finley Drive
CHRISTOPHER KIRK		4710 FINLEY DR
Tracey Kirk		4710 Finley Dr.
Joe Reloff		4505 Finley Dr.

BULL CREEK ROAD COALITION

Allandale Neighborhood Association ▪ Bryker Woods Neighborhood Association
Highland Park West / Balcones Area Neighborhood Association
Oakmont Heights Neighborhood Association ▪ Ridgelea Neighborhood Association
Rosedale Neighborhood Association ▪ Westminster Manor Association

TO: Mayor and Council
Mr. Rodney Gonzales, Director, Development Services Department
Mr. Rob Spillar, Director, Austin Transportation Department

RE: The Grove PUD Traffic Impact Analysis

The Bull Creek Road Coalition ("BCRC") sincerely appreciates the work of all City staff reviewing The Grove at Shoal Creek PUD zoning application ("Grove PUD"). Mr. Gonzales and Mr. Spillar provided a memo update on the traffic review to the Mayor and Council on May 9, 2016. This memo appears to be intended to address questions and concerns regarding the traffic review from the BCRC and residents surrounding the proposed development. However, we believe this memo fails to address the substance of these various concerns.

First and foremost, The Grove PUD is unprecedented in its traffic impacts and, therefore, deserves an unprecedented level of review. These traffic impacts include an unprecedented amount of traffic on Bull Creek Road. This 2-lane neighborhood street currently has about 7,000 trips per day, and with The Grove PUD it will have to handle over 26,000 vehicle trips per day. This congested residential street has a maximum desirable operating level of 4,000 trips per day per the City Code.

> The Grove PUD proposes over **600%** of the maximum traffic level prescribed in City Code for residential collector streets like Bull Creek Road, and over **400%** of the maximum operating level per City Code on Jackson Avenue.

For these reasons alone, the TIA should be rejected by the Austin Transportation Department as City Code requires. Per the Land Development Code §25-6-141, "the council or director SHALL deny an application if the traffic impact analysis or neighborhood traffic analysis demonstrates that: (1) the projected traffic generated by the project, combined with existing traffic, exceeds the desirable operating level established in Section 25-6-116 (*Desirable Operating Levels for Certain Streets*)..."

However, after the March 22nd meeting between the applicant and department managers, the traffic review was apparently ended and the TIA was approved in contradiction with City Code requirements and with unresolved City traffic comments. This approval violates City Code, which specifically states that only the City Council has authority to override the Code limits, and even then only under specific circumstances.

Extension of Jackson Avenue Thru 2627 W 45th

The most significant outcome of the March 22nd meeting was the recommendation by City staff to demolish a single family home at 2627 W 45th for the extension of a new street. This extension of Jackson Avenue to 45th was unexpected to neighbors since, only a month earlier, City staff claimed "there is no direct vehicular connection planned or proposed at 2627 W 45th Street."

BULL CREEK ROAD COALITION

This street extension was also described by City staff as having "profound implications for the site's traffic," and "any proposal for this direct access would need to be proposed by the applicant and analyzed in the Traffic Impact Analysis in order to be approved with the PUD zoning application." To this date, The Grove PUD's TIA has not evaluated the impacts and implications of constructing this new street between 35th/Mopac and 45th.

The May 9th memo states that the "applicant provided an analysis of the 45th Street connection, and staff was able to determine this provided measurable improvement for traffic circulation." The May 9th memo also compares the proposed street extension to "other local streets in the area." We don't believe this explanation is entirely accurate for the following reasons:

- The applicant's TIA data – the basis of a traffic network analysis – indicates that the extension of Jackson Ave to 45th has *not* been properly studied for full network impacts.

  City staff characterized the traffic model as "incomplete" the *same day* as the meeting between the applicant and department managers that resulted in the end of the traffic review and approval of the TIA.

- The cursory analysis provided in the applicant's TIA shows that the only measurable benefit to the 45th Street connection is to the developer's private driveways. In fact, the priority intersection of 45th Street and Bull Creek Road sees a *13% increase in vehicle delays* with the addition of the 45th Street connection.

- This street extension is anticipated to carry thousands of vehicles per day from a 3 million square foot mixed-use development. Surrounding local streets carry only hundreds of vehicles per day and serve mostly single-family homes, so the comparison of right-of-way requirements in the May 9th memo is not appropriate.

If the applicant's cursory analysis indicates possible negative effects of the 45th Street extension and the TIA data file shows an incomplete network study, why would The Grove PUD's TIA be approved and the traffic review ended based simply on the March 22nd meeting between the applicant and department managers?

The feasibility, safety, and geometric considerations of the street connection to 45th through the 2627 W 45th property has also been a significant concern of neighbors around The Grove PUD. City staff has recommended a "right-in/right-out" only approach to the new intersection with 45th. However, the proper due diligence has not been performed to ensure the feasibility and safety of such an intersection approach.

Industry guidance on right-in/right-out intersection approaches discourages this design when proper channelization cannot be achieved. City staff stated that the "preliminary design still needs to be submitted by the Applicant and reviewed by the City," and they are "awaiting a response from the Applicant regarding these issues." How can City staff approve the TIA and recommend this street extension through an existing home when nearly all aspects and consequences of this proposal remain unknown? We believe continued review and due diligence is absolutely warranted.