

1 **The Grove PUD draft for 2nd Reading that reflects City Council action at 1st Reading.**

2
3 **ORDINANCE NO. _____**

4
5 **AN ORDINANCE ESTABLISHING INITIAL PERMANENT ZONING FOR THE**
6 **PROPERTY LOCATED AT 4205 BULL CREEK ROAD AND CHANGING THE**
7 **ZONING MAP FROM UNZONED (UNZ) DISTRICT TO PLANNED UNIT**
8 **DEVELOPMENT (PUD) DISTRICT ZONING.**

9
10 **BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

11
12 **PART 1.** The Grove at Shoal Creek Planned Unit Development (the Grove PUD) is
13 comprised of approximately 75.74 acres of land located at 4205 Bull Creek Road and more
14 particularly described by metes and bounds in **Exhibit A** incorporated into this ordinance.

15 **PART 2.** The zoning map established by Section 25-2-191 of the City Code is amended to
16 change the base district from unzoned (UNZ) district to planned unit development (PUD)
17 district zoning on the property described in Zoning Case No. C814-2015-0074, on file at
18 the Planning and Zoning Department and locally known as 4205 Bull Creek Road, in the
19 City of Austin, Travis County, Texas, and generally identified in the map attached as
20 **Exhibit B.**

21
22 **PART 3.** This ordinance and the attached **Exhibits A through H** are the land use plan
23 (Land Use Plan) for the Grove PUD created by this ordinance. Development of and uses
24 within the Grove PUD shall conform to the limitations and conditions set forth in this
25 ordinance and in the Land Use Plan. If this ordinance and the attached exhibits conflict,
26 this ordinance controls. Except as otherwise specifically modified by this ordinance, all
27 other rules, regulations, and ordinances of the City in effect at the time of permit
28 application apply to development within the Grove PUD.

29 **PART 4.** The attached exhibits are incorporated into this ordinance in their entirety as
30 though set forth fully in the text of this ordinance. The exhibits are as follows:

31 Exhibit A. Legal Description of the Grove PUD

32 Exhibit B. Zoning Map

33 Exhibit C. Land Use Plan

34 Exhibit D. Environmental Resource Exhibit

35 Exhibit E. Parks Plan Exhibit

1 Exhibit F. Roadway Framework Plan

2 Exhibit G. Project Design Guidelines

3 Exhibit H. Tree Disposition Plan

4 **PART 5. Land Use**

5 A. The following conditions shall be incorporated in the proposed **Exhibit C: Land**
6 Use Plan:

- 7 1. The total square footage of all development within the Grove PUD shall not
8 exceed 2.4 million square feet.
- 9 2. The total square footage of all office development within the Grove PUD
10 shall not exceed 115,000 square feet.
- 11 3. The total square footage of all retail/commercial development shall not
12 exceed 100,000 square feet.
- 13 4. The total number of congregate care beds shall not exceed 300.
- 14 5. At least 30,000 square feet of retail development shall be required once 700
15 units of residential development are constructed before any additional
16 residential development can occur on the property.
- 17 6. At least 35% of the total required affordable rental units shall be provided
18 once 325 multifamily residential units are constructed before any additional
19 multifamily residential units may be constructed. At least 35% of the total
20 required affordable for-sale residential units shall be provided once 100
21 condominium residential units are constructed in a “podium style”
22 condominium residential building before any additional condominium
23 residential units may be constructed.
- 24 7. One hundred thirty thousand square feet of development may be used for
25 Tier 2 affordable housing that is separate from and does not count against
26 the overall development cap of 2.4 million square feet.
- 27 8. The baseline for the property shall be 1.892 million square feet of
28 development.
- 29 9. Permit 250,000 square feet of additional residential units on the property.
- 30 10. Prohibit Single-Family Detached Residential uses on Tract B, with the
31 exception of within 150 feet from Tract A.

11. Prohibit Single-Family Detached Residential uses on Tracts F and G.
12. Revise Note 17b on the Land Use Plan to allow for eight (8) car-sharing parking spaces.
13. Revise Note 16a on the Land Use Plan to state that if the proposed bicycle and pedestrian bridge is not constructed across Shoal Creek, then funds shall be shall be utilized for pedestrian and bike improvements east of the site.
14. Provide a 25-foot building setback from homes along Bull Creek Road on Tract D.
15. Provide a trail connection from the greenbelt to Jefferson Street.
16. Add the Group Residential use to Tracts B, F and G as a permitted use.

Part 6. Open Space and Parkland.

The Grove PUD will provide a minimum of 19.88 acres of open space and parkland. The provision of open space and parkland within the Grove PUD, is generally shown on **Exhibit E: Parks Plan Exhibit**. The applicant shall provide for parkland for park and recreational purposes under the terms of the Grove at Shoal Creek Parks Plan and Parkland Improvement Agreement.

PART 7. Environmental.

A. Green Building Rating

All buildings in the Grove PUD will achieve a two stars or greater rating under the City's Austin Energy Green Building program or such buildings will achieve a reasonably equivalent rating under a program approved by the City, using the applicable rating version in effect at the time a rating registration application is submitted for the building.

B. Landscaping

1. Street trees shall be provided along Bull Creek Road and all internal roadways. Street trees shall be a minimum of three caliper inches in size, shall have an average spacing not greater than 30 feet on center, and shall be planted in a continuous planting zone at least seven feet wide. Street tree size above 1.5 caliper inches may count toward tree mitigation requirements if applicable.

2. At least 95 percent of all non-turf plant materials shall be included in or consistent with the City of Austin's "Grow Green Native and Adapted Landscape Plants" guide.
3. The Grove PUD shall exceed the requirements of City Code Section 25-2-1008 by irrigating 100 percent of the total required landscape area, or an equivalent landscaped area, with storm water runoff conveyed from impervious surfaces on the site.

C. Water Quality

1. The Grove PUD shall use a wet pond, green water quality controls as described in Environmental Criteria Manual (ECM) Section 1.6.7 (*Green Storm Water Quality Infrastructure*), or a combination of the two to treat at least 50% of the total water quality volume required by City Code. This requirement applies to the PUD as a whole and not on an individual subdivision or site plan basis. Each subdivision and site plan application shall document the portion of the required water quality volume treated by a wet pond or green water quality controls for both the application and the PUD as a whole.
2. Make-up water for a wet pond shall be provided by using air conditioner condensate from all commercial buildings within the PUD. Building permits for commercial buildings shall demonstrate that all air conditioner condensate shall be directed to the wet pond. Potable or well water may only be used for make-up water during buildout of the project.
3. A minimum of ten acres of impervious cover within the Grove PUD shall drain to and be treated by green water quality controls, as described in ECM Section 1.6.7 (*Green Storm Water Quality Infrastructure*), that infiltrate or reuse water, such as rain gardens and rainwater harvesting.

D. Tree Preservation

1. The Grove PUD shall preserve a minimum of 75 percent of the caliper inches associated with native protected trees. This requirement applies to the PUD as a whole and not on an individual site plan basis. All development permits, including building permits, shall demonstrate that the PUD is in compliance with this requirement.
2. Full tree mitigation, in the form for planting replacement trees, shall be provided within the subdivision or site plan proposing tree removal. Payment

1 into the tree fund is not an acceptable form of mitigation for tree removal
2 within the Grove PUD.

- 3 3. A tree care plan, prepared by a qualified arborist, shall be provided for all
4 preserved and protected trees on site, as described in **Exhibit H: Tree**
5 **Disposition Plan.**
- 6 4. The Critical Root Zones of the trees identified as “Signature Grove Trees”
7 shall be protected trees on site, as described in **Exhibit H: Tree Disposition**
8 **Plan.**

9 **E. Drainage**

- 10 1. Drainage analysis and flood mitigation shall be provided for the entire PUD
11 based on undeveloped conditions.
- 12 2. The Watershed Protection Department shall choose the most effective flood
13 mitigation option for the site, which may include onsite detention,
14 participation in the Regional Stormwater Management Program, or a
15 combination of the two, at the time of subdivision or site plan review. The
16 selected flood mitigation option shall be required to demonstrate no
17 downstream adverse impact to the confluence of Shoal Creek with Lady Bird
18 Lake.

19 **F.** Educational signage approved by the Watershed Protection Department shall be
20 installed at the wetland Critical Environmental Feature.

21 **G.** An integrated pest management (IPM) plan that complies with Section 1.6.9.2 (D)
22 and (F) of the ECM shall be submitted for approval with each site plan or single-
23 family residential subdivision application. The applicant shall provide copies of
24 the IPM plan to all property owners within the PUD.

25 **PART 8. Affordable Housing Program.**

26 In order to meet the City’s affordable housing goals, the applicant may request S.M.A.R.T.
27 Housing certification. A S.M.A.R.T. Housing development must comply with Chapter 25-1,
28 Article 15 (*S.M.A.R.T. Housing*) and affordable units must be in compliance with 25-9-347
29 (*Exemption for Certain Affordable Housing*) to be eligible for an impact fee exemption.

30 **PART 9. Transportation.**

- 1 A. Transportation network improvements through street construction, traffic signals,
2 pedestrian hybrid beacons, and pedestrian and bicycle facilities shall be funded by
3 the applicant.
- 4 B. Bicycle facilities, including bike storage and trails shall be provided within the
5 Grove PUD.
- 6 C. Development within the Grove PUD shall provide private street cross sections that
7 will meet the intent and purposes of providing context-sensitive design through the
8 proposed **Exhibit G: Project Design Guidelines**.

9 **PART 10. Art.**

10 The Grove PUD will participate in the Art in Public Places program. The applicant will
11 develop a Public Art Plan that will consist of a minimum of three (3) significant art pieces.
12 A minimum budget of \$60,000 shall be spent on public art within the Grove PUD. The
13 applicant will consult with and consider the City's Art in Public Places (AIPP) program for
14 implementing this program.

15 **PART 11. Code Modifications.** In accordance with Chapter 25-2, Subchapter B, Article 2,
16 Division 5 (*Planned Unit Development*) of the Code, the following site development
17 regulations apply to the Grove PUD instead of otherwise applicable City regulations:

18 A. General

- 19 1. Section 25-1-21(45) (*Definition of Gross Floor Area*) is modified to provide
20 that this term includes the addition of parking structures.
- 21 2. Section 25-1-21(104) (*Definition of Site*) is modified to provide that a site in
22 the Grove PUD may cross a public street or right-of-way.
- 23 3. Section 25-1-602(A) (*Dedication of Parkland*) and Section 25-4-211
24 (*Parkland Dedication*) are modified to provide that the subdivider or site plan
25 applicant shall provide for parkland for park and recreational purposes under
26 the terms of The Grove at Shoal Creek Parks Plan and Parkland Improvement
27 Agreement.

28 B. Zoning.

- 29 1. Section 25-2-492 (*Site Development Regulations*) shall be replaced by
30 **Exhibit C: Land Use Plan**.

2. Section 25-2-1006(A) (*Visual Screening*) is modified so that water quality or storm water drainage facilities that serves as an amenity are not features that must be partially or periodically obscured from view from the street.
3. Section 25-2-1006(C) (*Visual Screening*) is modified so that it shall not apply between uses or sites that are both located within the Grove PUD boundaries. Section 25-2-1006 (C) shall still apply at the boundaries of the Grove PUD.
4. Subsection 3.2.3.D. (*Nonresidential Uses*) of Chapter 25-2, Subchapter B, Article 2, Division 5, Subpart C (*Planned Unit Development Regulations*) , is modified to provide that the minimum front yard and street side yard setbacks shall not apply within the Grove PUD.
5. Section 25-2-1051 (*Applicability*) of Chapter 25-2, Article 10 (*Compatibility Standards*) is modified so that compatibility standards do not apply within the Grove PUD, except where development outside of the Grove PUD triggers these standards for development within the Grove PUD.
6. Section 25-2-1063(C)(2) (*Height Limitations and Setbacks for Large Sites*) of Chapter 25-2, Article 10 (*Compatibility Standards*) is modified so that it shall not apply within Tract B.
7. Section 25-2-1063(C)(3) (*Height Limitations and Setbacks for Large Sites*) of Chapter 25-2, Article 10 (*Compatibility Standards*) is modified to allow a structure height up to 60 feet by providing for structures more than 50 feet but not more than 300 feet from property zoned SF-5 or more restrictive.
8. Section 25-2-1067(G) and (H) (*Design Regulations*) of Chapter 25-2, Article 10 (*Compatibility Standards*) are modified so that the regulations shall not apply to Tract A for the construction of an alley, public road, trails, or sidewalks.
9. Chapter 25-2, Subchapter E (*Design Standards and Mixed Use*) shall be replaced with **Exhibit G: Project Design Guidelines**.

C. Subdivision.

1. Section 25-4-132(B) (*Easements and Alleys*) is modified to provide that loading and unloading may also occur in any alley that also serves as a fire lane.

2. Section 25-4-151 (*Street Alignment and Connectivity*) is modified to allow private drives or streets within the Grove PUD to be aligned to connect to existing or future streets on adjoining property without a land use commission determination.
3. Section 25-4-152(A) (*Dead-End Streets*) is modified to allow a street to terminate in a connection with private drives or private streets within the Grove PUD.
4. Section 24-4-153 (*Block Length*) is modified to waive the block length restriction within the Grove PUD without director approval.
5. Section 24-4-157 (*Subdivision Access Streets*) is modified to waive the requirement for a second access street in (B)(1) and (2) within the Grove PUD without director approval.
6. Section 24-4-171(A) (*Access to Lots*) is modified to provide that each lot in a subdivision may also abut a private street subject to a permanent access easement.
7. Section 25-4-211 (*Parkland Dedication*) is modified to replace the platting requirement for parkland dedication with the Grove at Shoal Creek Parks Plan and Parkland Improvement Agreement.

D. Transportation.

1. Section 25-6-171(A) (*Standards for Design and Construction*) is modified to allow a roadway, private drive street, or alley to be designed and constructed in accordance with **Exhibit G: Project Design Guidelines** within the Grove PUD. The Transportation Criteria Manual, City of Austin Standards and Standard Specifications shall apply to the extent they do not conflict with **Exhibit G: Project Design Guidelines**.
2. Subpart B.2. (*Collector Street*) of the Transportation Criteria Manual, Section 1, Subsection 1.3.2. (*Classification Design Criteria*) is modified to provide that the extension of Jackson Avenue in the Grove PUD as identified on the Roadway Framework Plan shall be considered a neighborhood collector and shall be designed per **Exhibit G: Project Design Guidelines**. The cross section and any other design information contained in those design guidelines shall replace the requirements of the Transportation Criteria Manual. All other circulation routes within the Grove PUD shall be considered as private

1 driveways and intersection with these driveways shall be subject to the 50'
2 minimum spacing for neighborhood collectors.

- 3 3. Subpart F. (*Single Outlet Streets*) of the Transportation Criteria Manual,
4 Section 1, Subsection 1.3.2. (*Classification Design Criteria*) is modified to
5 provide that the Jackson Avenue extension shall not be considered a single
6 outlet street upon the connection of any public access that is open to the
7 public and connects Jackson Avenue to Bull Creek Road.

8 E. Environmental.

- 9 1. Section 25-8-282 (*Wetland Protection*) is modified to approve the wetland
10 protection methods described in **Exhibit D**: Environmental Resource Exhibit,
11 including the proposed wetland setback and mitigation measures.
- 12 2. Section 25-8-641 (*Removal Prohibited*) is modified to allow the removal of
13 trees identified as tag numbers 3076, 3077, 3078, 3079, 3080, 3201, 3202,
14 3203, 3204, 3207, and 3232 on **Exhibit H**: Tree Disposition Plan.
- 15 3. A mitigation rate of 100 percent shall be required for removal of the trees
16 identified as tag numbers 3080, 3202, 3207, and 3232 on **Exhibit H**: Tree
17 Disposition Plan. A mitigation rate of 300 percent shall be required for the
18 other heritage trees identified to be removed on **Exhibit H**.
- 19 4. Section 25-8-642 (*Administrative Variances*) is modified to prohibit granting
20 a variance under Subsection (C) to remove any heritage tree identified as
21 “trees to be saved” on **Exhibit H**: Tree Disposition Plan.

22 F. Sign Regulations.

- 23 1. Section 25-10-1 (*Applicability*) of Chapter 25-10 (*Sign Regulations*) is
24 modified such that to the extent that code provisions of 25-10-1 conflict with
25 those in **Exhibit G**: Project Design Guidelines, the signage standards set forth
26 in **Exhibit G**: Project Design Guidelines shall govern.
- 27 2. Section 25-10-103 (*Signs Prohibited in the Public Right-of-Way*) is modified
28 so that it shall not apply to the public right-of-way dedicated for the Jackson
29 Avenue extension within the boundaries of the Grove PUD as identified on
30 the Roadway Framework Plan.
- 31 3. Section 25-10-191 (*Sign Setback Requirements*) is modified so that it shall not
32 apply to setbacks from the public right-of-way dedicated for the Jackson

Avenue extension within the boundaries of the Grove PUD as identified on the Roadway Framework Plan.

PART 12. This ordinance takes effect on _____, 2016.

PASSED AND APPROVED

ssss

Steve Adler
Mayor

APPROVED: _____

Anne L. Morgan
City Attorney

ATTEST:

Jannette S. Goodall
City Clerk

Exhibit " "
Page 1 of 3
January 14, 2015

75.746 ACRES

DESCRIPTION OF A 75.746 ACRE TRACT OF LAND LOCATED IN THE GEORGE W. SPEAR SURVEY, ABSTRACT NO. 697, TRAVIS COUNTY, TEXAS, BEING A PORTION OF A 100 ACRE TRACT OF LAND DESCRIBED IN VOLUME 76, PAGE 225, OF THE DEED RECORDS OF TRAVIS COUNTY, TEXAS AND BEING THE SAME TRACT OF LAND CALLED 75.79 ACRES CONVEYED BY THE TEXAS BOARD OF MENTAL HEALTH AND MENTAL RETARDATION TO THE STATE OF TEXAS, STATE DEPARTMENT OF TRANSPORTATION IN A DEED RECORDED IN VOLUME 10806, PAGE 452, OF THE REAL PROPERTY RECORDS OF TRAVIS COUNTY, TEXAS, SAID 75.746 ACRE TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING, at a brass capped concrete monument stamped "Texas Department of Transportation" found at the intersection of the easterly right of way line of Bull Creek Road (no recording data found to date)(right of way width varies) and the southerly right of way line of W. 45th Street (right of way width varies) as dedicated by SHOAL VILLAGE, Section Two, according to the map or plat thereof recorded in Plat Book 5, Page 150, of the Plat Records of Travis County, Texas, said brass capped concrete monument being the northwest corner of said 75.79 acre tract, the northwest corner of a 44.07 acre tract of land described in a License Agreement between Texas Department of Transportation and The City of Austin recorded in Document No. 2013075371, of the Official Public Records of Travis County, Texas, and the westernmost corner of said SHOAL VILLAGE, Section Two;

THENCE, South 62°04'56" East (record South 60°43'37" East), along the northerly line of said 75.79 acre tract, the northerly line of said 44.07 acre tract, the southerly line of said SHOAL VILLAGE, Section Two, and southerly line of SHOAL VILLAGE, Section Three, according the map or plat thereof recorded in Plat Book 6, Page 71, of said Plat Records, a distance of 919.16 (record 956.52) feet to a brass capped concrete monument stamped "Texas Department of Transportation" found for an angle corner in the southerly line of said SHOAL VILLAGE, Section Three and said 44.07 acre tract;

THENCE, South 63°02'39" East (record South 62°04'30" East), along the northerly line of said 44.07 acre tract and said 75.79 acre tract, and the southerly line of said SHOAL VILLAGE, Section Three, and southerly line of SHOAL VILLAGE, Section Five, according to the map or plat thereof recorded in Plat Book 6, Page 72, and SHOAL VILLAGE, Section Six, according to the map or plat thereof recorded in Plat Book 7, Page 7, both of said Plat Records, passing a brass capped concrete monument stamped "RM5 1970 EL. 634.07" 3.0 feet south of line at a distance of 37.32 feet, a continuing for a total distance of 306.61 feet to a 1/2 inch iron rod found for the southeast corner of said SHOAL VILLAGE, Section Six and the southwest corner of SHOAL VILLAGE, Section Seven, according to the map or plat thereof recorded in Plat Book 14, Page 80, of said Plat Records, and an angle point in the northerly line of said 79.75 acre tract and said 44.07 acre tract;

THENCE, South 63°11'51" East (record South 62°04'30" East), along the northerly line of said 44.07 acre tract and said 75.79 acre tract, the southerly line of said SHOAL VILLAGE, Section Seven, and OAK HAVEN, Section Three, according to the map or plat thereof recorded in Plat Book 11, Page 40, of said Plat Records, passing a 5/8 inch iron pipe found for the southeast corner of said SHOAL VILLAGE, Section Seven and southwest corner of said OAK HAVEN, Section Three, at a distance of 198.54 feet, passing the northeast corner of said 44.07 acre tract at a distance of 327.57 feet, and continuing for a total distance of 358.38 feet to a point in Shoal Creek for the northeast corner of said 75.79 acre tract;

THENCE, along the easterly line of said 75.79 acre tract, the following six (6) courses and distances:

1. South 01°03'01" West (record South 02°43'06" West), a distance of 61.77 (record 61.92) feet to a point;
2. South 34°01'00" East (record South 32°24'52" East), a distance of 148.14 feet to a point;
3. South 23°10'38" West (record South 24°46'46" West), a distance of 151.23 feet to a point in the approximate center meander line of Shoal Creek;
4. South 07°43'12" East (record South 06°07'04" East), a distance of 163.80 feet to a point in the approximate center meander line of Shoal Creek;
5. South 12°37'00" West (record South 14°13'08" West), a distance of 281.04 feet to a point in the approximate center meander line of Shoal Creek;
6. South 01°22'52" West (record South 02°59'00" West), a distance of 514.51 feet to a point in the approximate center meander line of Shoal Creek and in the north line of that tract of land conveyed to the City of Austin in a Deed recorded in Volume 5154, Page 2230, of the Deed Records of Travis County, Texas;

THENCE, continuing along the easterly line of said 75.79 acre tract and the easterly line of said 44.07 acre tract, and the north line of said City of Austin tract and along the northerly and westerly line of RIDGELEA, according to the map or plat thereof recorded in Plat Book 4, Page 258, of said Plat Records, the following three (3) courses and distances:

1. North 62°12'19" West (record North 60°36'11" West), passing a 1/2 inch iron rod found for the most northeasterly corner of said RIDGELEA and northwest corner of said City of Austin Tract at a distance of 42.01 feet and continuing for a total distance of 396.56 feet, to a 1/2 inch iron rod found for the northern most corner of said RIDGELEA;
2. South 31°30'27" West (record South 32°46'32" West), passing the southeast corner of said 44.07 acre tract at a distance of 609.87 feet and continuing for a total distance of 972.58 (record 974.01) feet to a calculated point, from which a brass capped concrete monument stamped "RM9 1970 EL. 624.66" found bears North 27°08' West (record North 25°59' West), a distance of 1.41 (record 1.77) feet;
3. South 28°08'46" West (record South 29°29'34" West), a distance of 369.86 feet to a brass capped concrete monument stamped "Austin State School Annex No. 1 1970" found in the

easterly right of way line of said Bull Creek Road for the westernmost corner of said RIDGELEA and the southeast corner of said 75.79 acre tract;

THENCE, along the said easterly right of way line of Bull Creek Road and westerly line of said 75.79 acre tract, the following three (3) courses and distances:

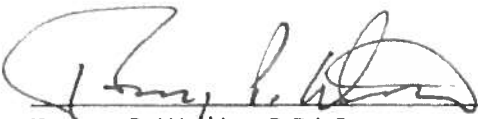
1. North 23°46'51" West (record North 22°26'02" West), a distance of 2035.83 (record 2035.22) feet to a brass capped concrete monument stamped "Texas Department of Transportation" found at the beginning of a non-tangent curve to the right;
2. With said curve to the right having a radius of 199.11 feet, an arc length of 175.61 (record 175.11) feet, a delta angle of 50°32'01" (record 50°30'59"), and a chord which bears North 01°24'51" East (record North 02°49'28 East), a distance of 169.97 (record 169.92) feet to a brass capped concrete monument stamped "Texas Department of Transportation" found at the end of said curve;
3. North 26°42'40" East (record North 27°56'08" East), passing a brass capped concrete monument stamped "Texas Department of Transportation" found for the southwest corner of said 44.07 acre tract at a distance of 559.26 feet and continuing for a total distance of 1055.60 (record 1055.89) feet to the POINT OF BEGINNING containing 75.746 acres of land within these metes and bounds.

Reference is herein made to the map of this tract accompanying this description.

Bearing Basis: Texas Coordinate System of 1983, (Central Zone (NAD_83 (2011))). All distances and coordinates were adjusted to the surface using a surface adjustment factor of 1.000074449. (SURFACE = GRID X SURFACE ADJUSTMENT FACTOR)

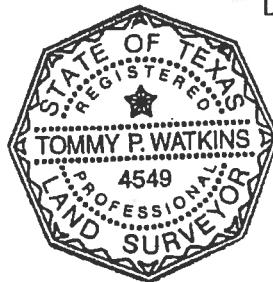
I certify that this description was prepared from a survey made in January, 2015, on the ground under my supervision.

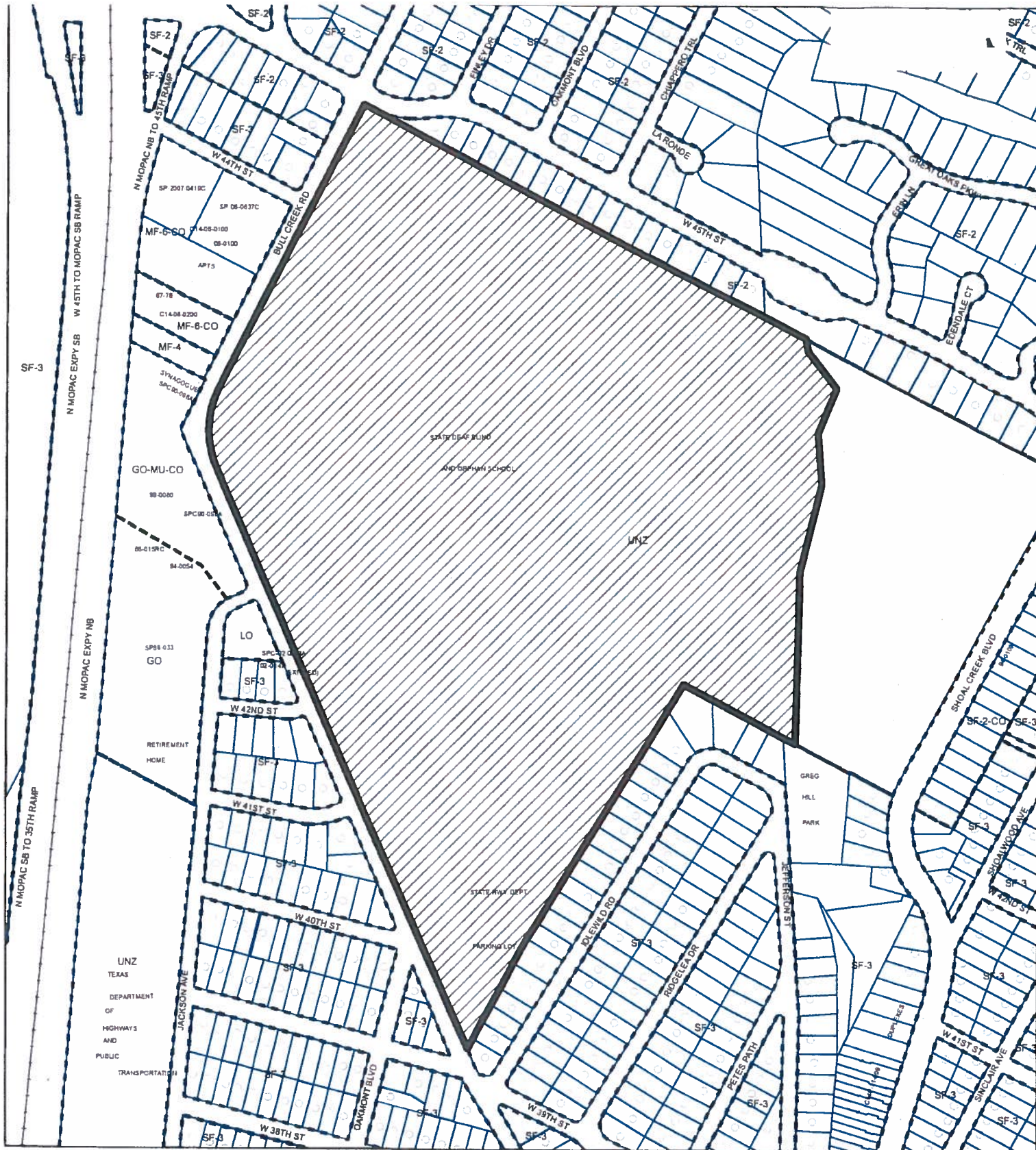
CUNNINGHAM-ALLEN, INC.



Tommy P. Watkins, R.P.L.S.
Texas Registration No. 4549
3103 Bee Caves Rd., Ste. 202
Austin, TX 78746
512.327.2946




01/14/2015
Date





PLANNED UNIT DEVELOPMENT

ZONING CASE#: C814-2015-0074

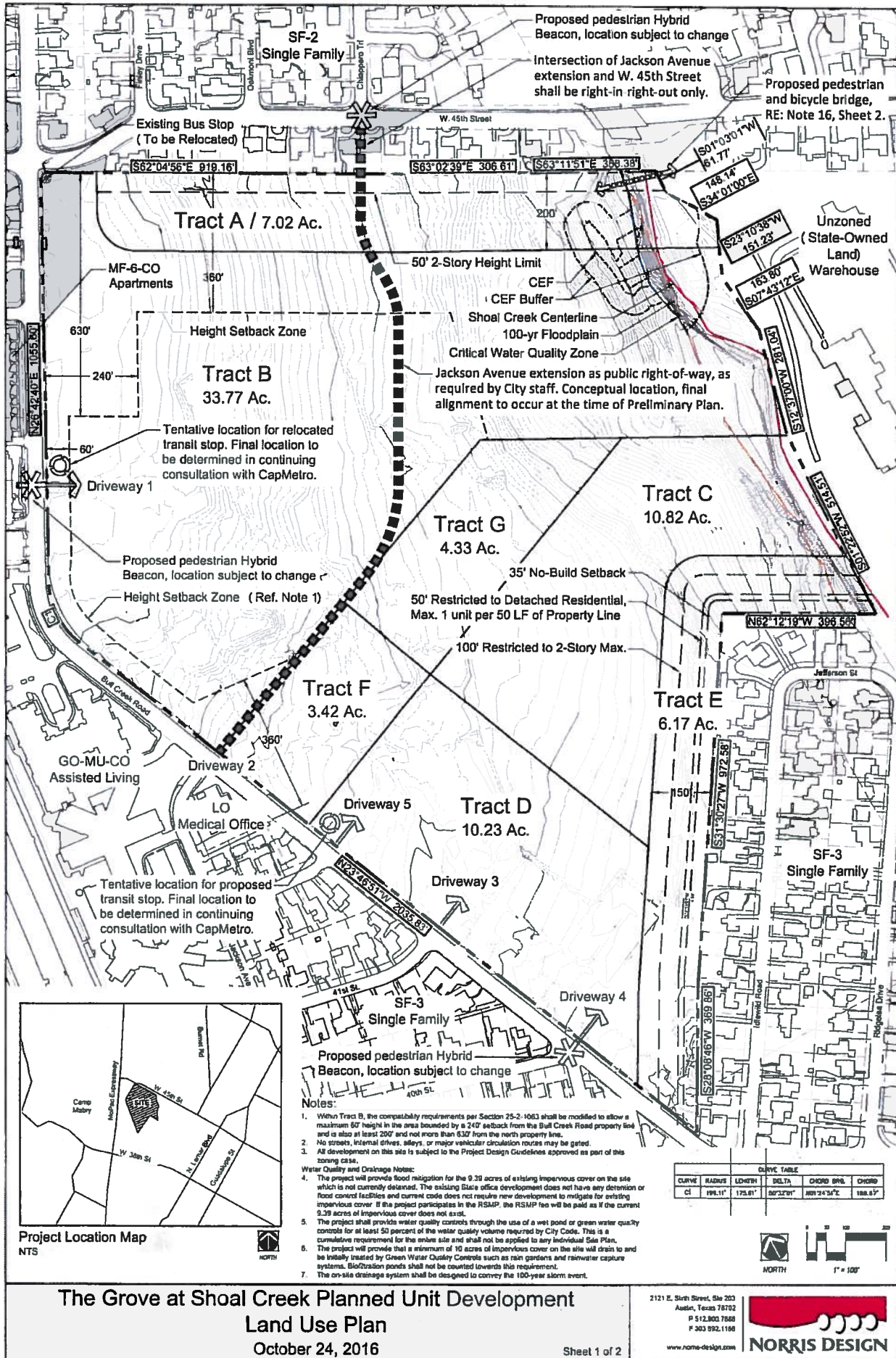
-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

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

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



EXHIBIT B



TRACTS A & E
Condominium Residential
Quintessence 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 D
Community Garden
Condominium Residential
Congregate Living
Quintessence Residential
Family Home
Group Home, Class I (Limited)
Multi-Family 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 C
Community Garden
Condominium Residential
Congregate Living
Quintessence Residential
Family Home
Group Home, Class I (Limited)
Multi-Family 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)
Daycare Residential
Family Home
Financial Services
Group Home, Class I (Limited)
Group Residential
Hospital (General)
Live-Work Units
Medical Offices (All sizes)
Multi-Family 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
Software Development
Townhouse Residential
Two-Family Residential
Urban Farm

OPEN SPACE (Permitted in all Tracts)
Drainage, Detention & Water Quality Facilities
Trails (hiking trails, multi-use trails, pedestrian/bicycle bridges) and Related Improvements
Open Space (privately owned and maintained)
Parkland (City owned, may be privately maintained)
Community Recreation (Public and Private)
Parks and Recreation Services (General)

TRACT B
Administrative & Business Offices
Art Gallery
Art Workshop
Automotive Rentals
Automotive Sales (max. 3000 SF)
Automotive Washings (accessory only)
Business or Trade School
Business Support Services
Cocktail Lounge
College & University Facilities
Commercial Off-Site 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)
Group Residential
Hospital (General)
Hospital Services (Limited)
Hotel/Motel
Indoor Entertainment
Indoor Sports & Recreation
Liquor Sales
Live-Work Units
Medical Offices (All sizes)
Mobile Food Establishments
Multi-Family 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)
Restaurant (Small Site)
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

*Single-family detached uses permitted only within 150' of the boundary of Tract A

Notes:

- Impervious cover, number of dwelling units, and building coverage are not listed per individual Tracts in the Site Development Regulations table and shall be determined 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 75.78 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 submitted which will show the current standing 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.
- Total residential units on the site is capped at 1335 dwelling units (affordable housing units are not included in this cap). Affordable housing units are defined as rental or for-sale units that are restricted to 120% MFI or below. Congregate living does not count towards this 1335 unit cap, and is limited to a maximum of 300 beds.
- 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.
- Total office uses on site, including Administrative and Business Office, Medical Office, and Professional Office, are capped at 115,000 square feet.
- Total non-office commercial uses on the site are capped at 450,000 square feet and a maximum size of 47,500 square feet for any one tenant space.
- Overall project impervious cover is capped at 65%, and overall project building coverage is capped at 55%.
- 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. Testing the allotted and remaining FAR within each Tract is the responsibility of the Applicant.
- Parks and open spaces are allowed uses in all Tracts.
- 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-3 or more restrictive zoning district or properties on which uses permitted in an SF-3 or more restrictive zoning district are located.
- Liquor sales uses are capped at 15,000 SF total and a maximum size of 10,000 SF for any one tenant space.
- 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.
- Live-work units are defined as residential units which are similarly configured to residential row houses or townhomes but are distinguished by a workspace, storage, or business that is flush with the 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.
- Driveway and trail locations shown on the Land Use Plan are approximate and will be determined at the time of Site Plan.
- 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.
- Off-site parking per 25-4-501 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.
- Proposed Pedestrian and Bicycle Bridge over Shoal Creek.
 - The applicant will post fiscal with the City of Austin for the construction of a bicycle and pedestrian 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 environmental, 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 east of the property. The Applicant further agrees to provide easements, if needed, 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.
 - 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.
 - The project shall provide the following benefits to encourage alternative transportation options:
 - 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).
 - A minimum of 8 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.
 - All office buildings that are 10,000 SF or greater will provide shower and changing facilities meeting the requirements of Austin Energy Green Building Commercial Ratings (2013).
 - 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.
 - A minimum of two bus stops will be provided on Bull Creek Road for any bus route located along 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.
 - All multi-family developments shall incorporate bicycle cage parking for residents.
 - The total square footage of all development in the PUD shall not exceed 2.65 million square feet.
 - At least 30,000 square feet of retail development shall be required once 700 units of residential development are constructed before any additional residential development can occur on the property.
 - At least 35% of the total required affordable rental units shall be provided once 325 multi-family residential units are constructed before any additional multi-family units may be constructed. At least 35% of the total required affordable for-sale residential units shall be provided once 100 "podium style" condominium residential units are constructed before any additional "podium style" condominium residential units may be constructed.
 - 130,000 square feet of development may be used for Tier 2 affordable housing that is separate from and does not count against the overall development cap of 2.65 million square feet.

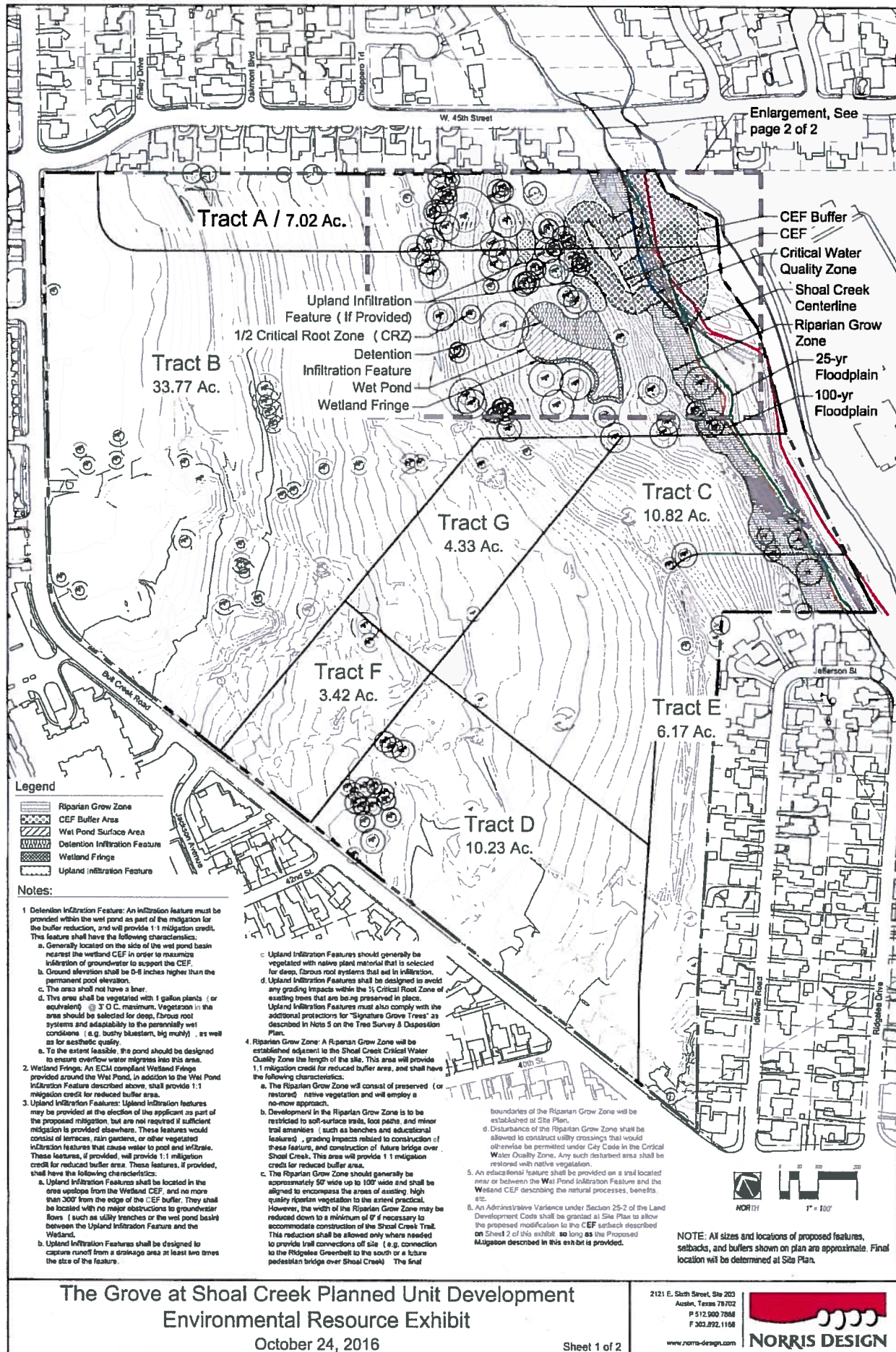
100,000 SF

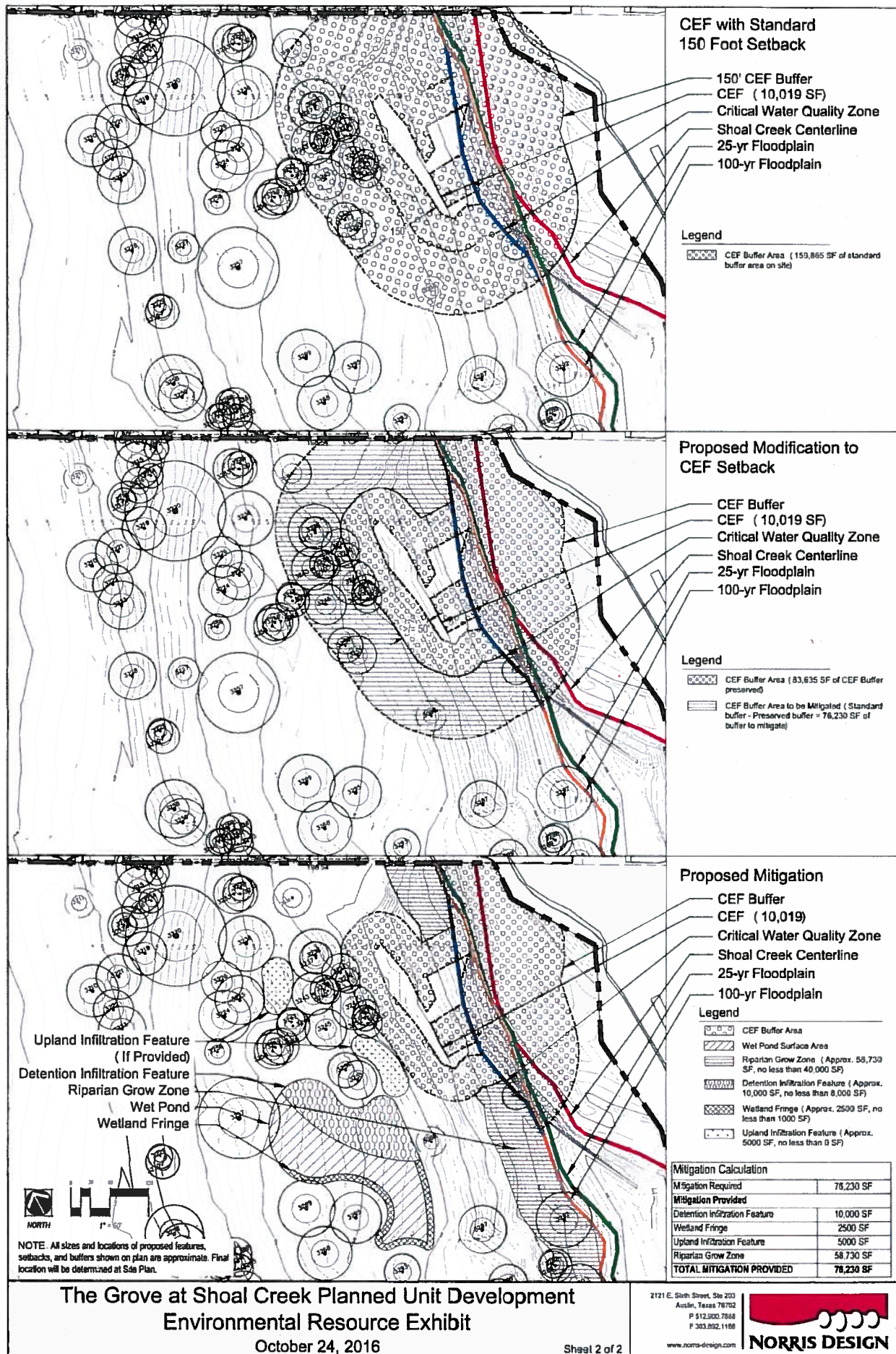
SITE DEVELOPMENT REGULATIONS							
	TRACT A	TRACT B	TRACT C	TRACT D	TRACT E	TRACT F	TRACT G
Minimum Lot Size in s.f.	3,000	3,000	3,000	3,000	3,000	3,000	3,000
Minimum Lot Width	30'	30'	30'	30'	30'	30'	30'
Maximum Height	40'	65' ⁽¹⁾	40' ⁽²⁾	40' ⁽²⁾	35'	40' ⁽²⁾	60'
Minimum Setbacks from Public Streets ⁽⁴⁾							
Front Yard	10'	0'	10'	0' ⁽⁵⁾	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 ⁽⁶⁾	0.75:1	1.5:1	0.75:1	1:1	0.75:1	1:1	1:1
Impervious Cover Maximum ⁽⁴⁾	55%	NA ⁽²⁾	NA ⁽⁴⁾	NA ⁽²⁾	55%	NA ⁽²⁾	NA ⁽²⁾
Building Coverage Maximum ⁽⁴⁾	45%	NA ⁽²⁾	NA ⁽⁴⁾	NA ⁽²⁾	45%	NA ⁽²⁾	NA ⁽⁴⁾
Maximum Residential Units	87	NA ⁽²⁾	NA ⁽²⁾	NA ⁽²⁾	77	NA ⁽²⁾	NA ⁽²⁾

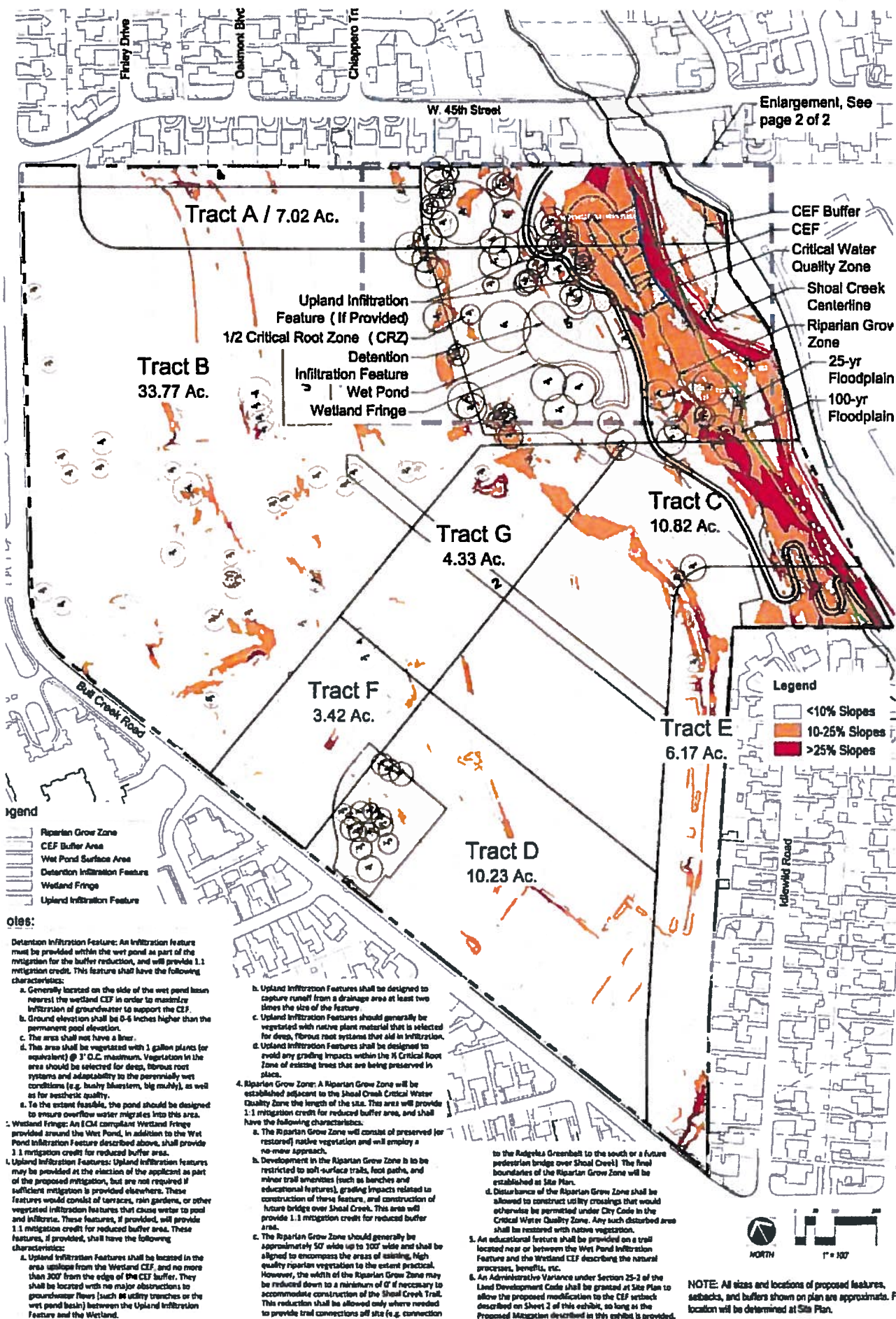
DEVELOPMENT ENTITLEMENTS SUMMARY	
Reference Notes 1-18 and Site Development Regulations for additional information.	
Total Impervious Cover	65%
Total Building Coverage	55%
Total Square Footage (Not including Affordable Housing)	2.65 million SF
Additional Square Footage for Affordable Housing Only	130,000 SF
Total Retail Square Footage	450,000 SF
Total Office Use Square Footage	115,000 SF
Total Residential Units (Not including Affordable Housing)	1335 units
Total Apartment Units (Not including Affordable Housing)	650 units
Total Congregate Care Beds	300 beds
Maximum Cocktail Lounge Use Square Footage	15,000 SF
Maximum Liquor Sales Use Square Footage	15,000 SF
Maximum Hospital (General) Use Square Footage	65,000 SF

100,000 SF
115,000 SF

- 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.
- 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.
- 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.
- The minimum setback from Bull Creek Road is 15' for all tracts.
- 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.
- The minimum building setback from Bull Creek Road ROW in Tract D is 25'.

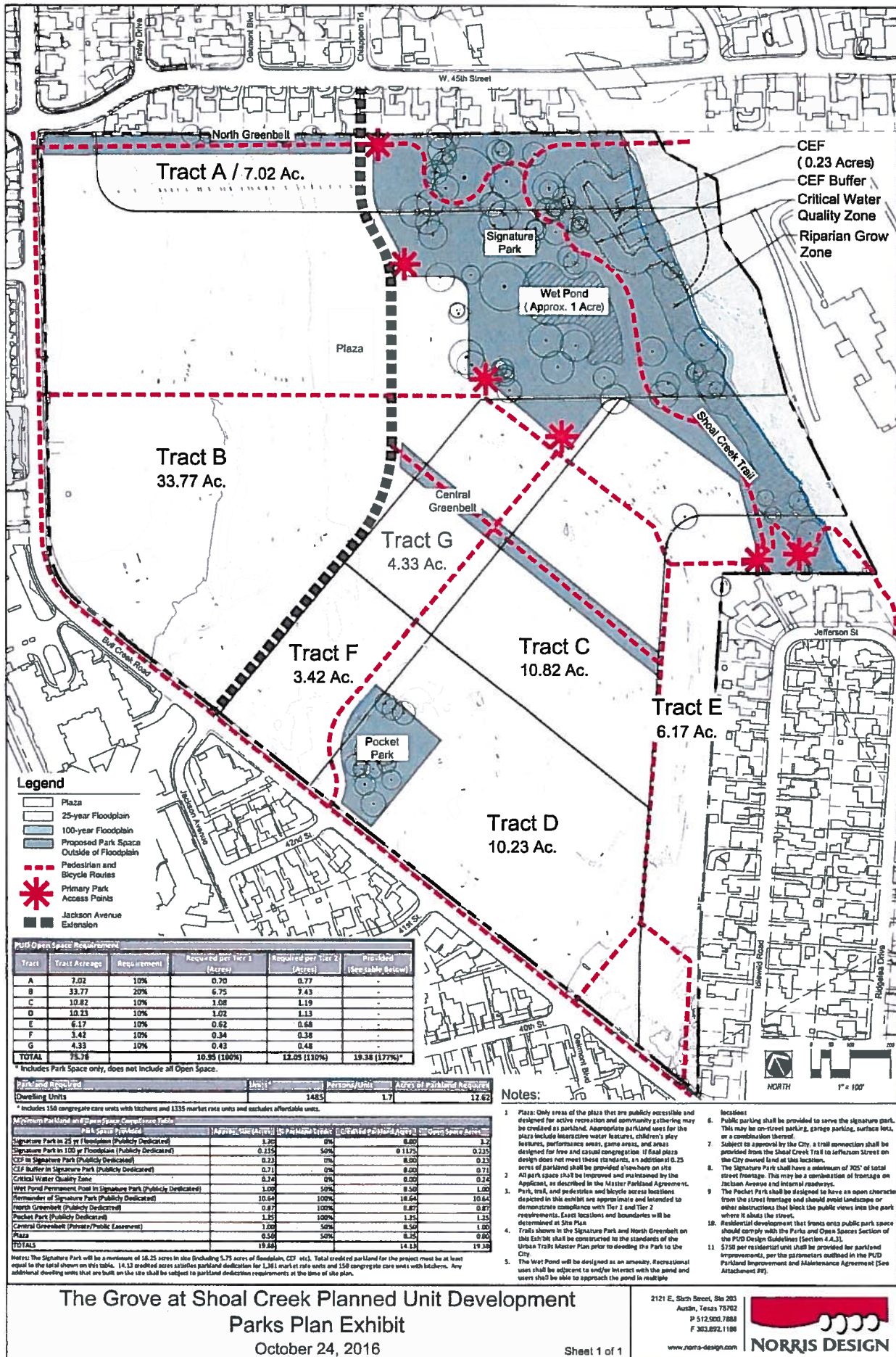


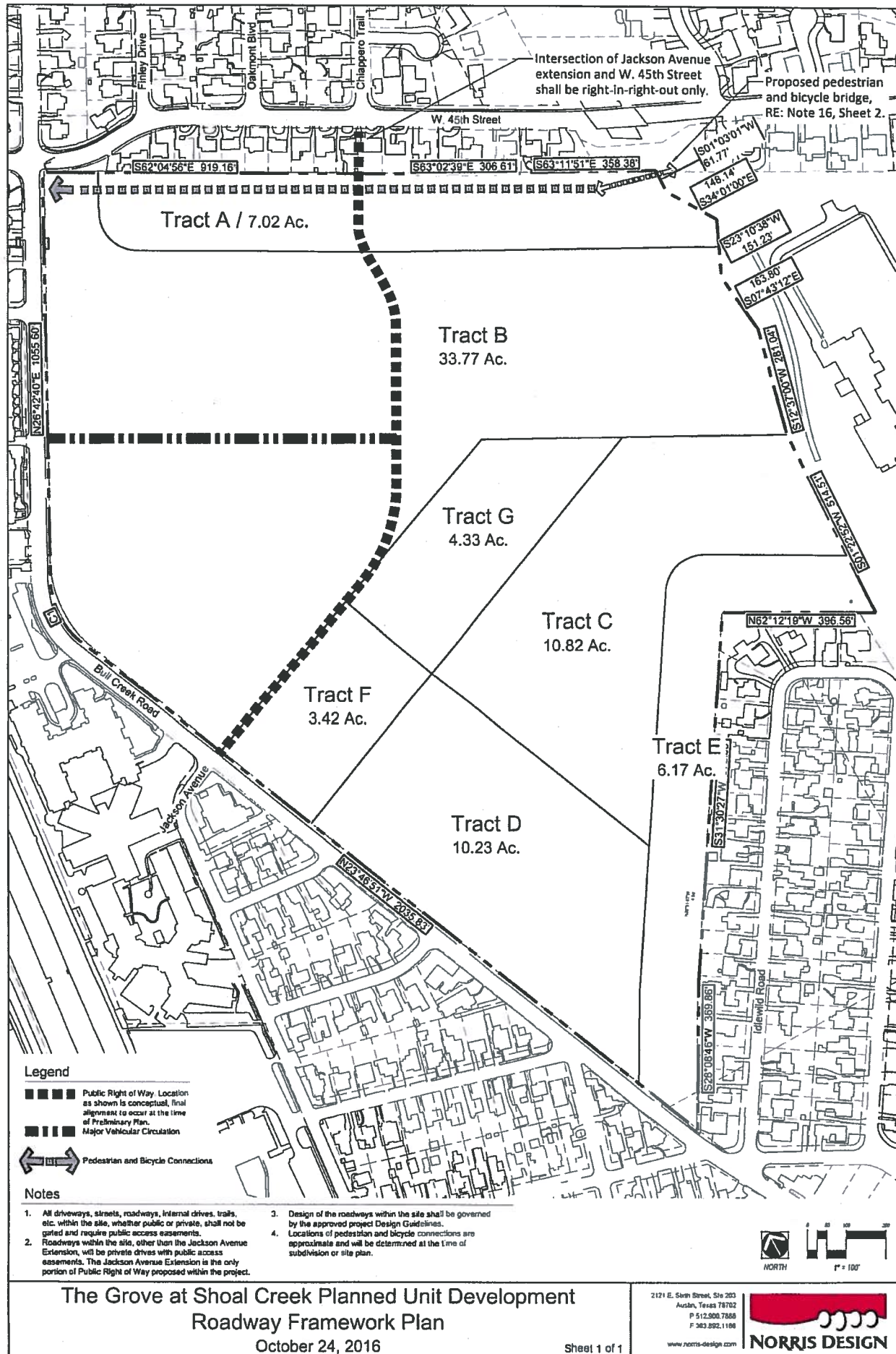


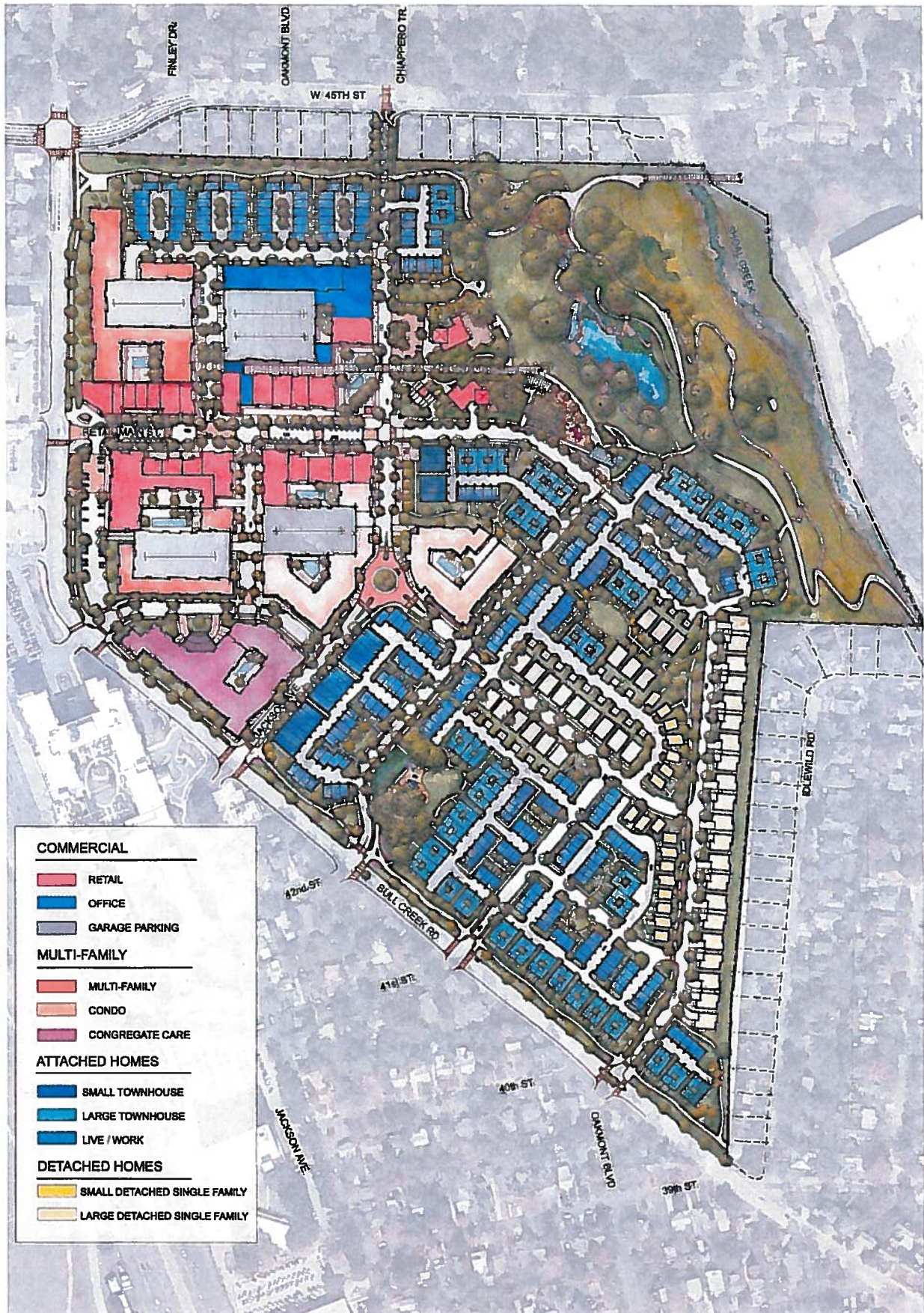


The Grove at Shoal Creek Planned Unit Development Environmental Resource Exhibit







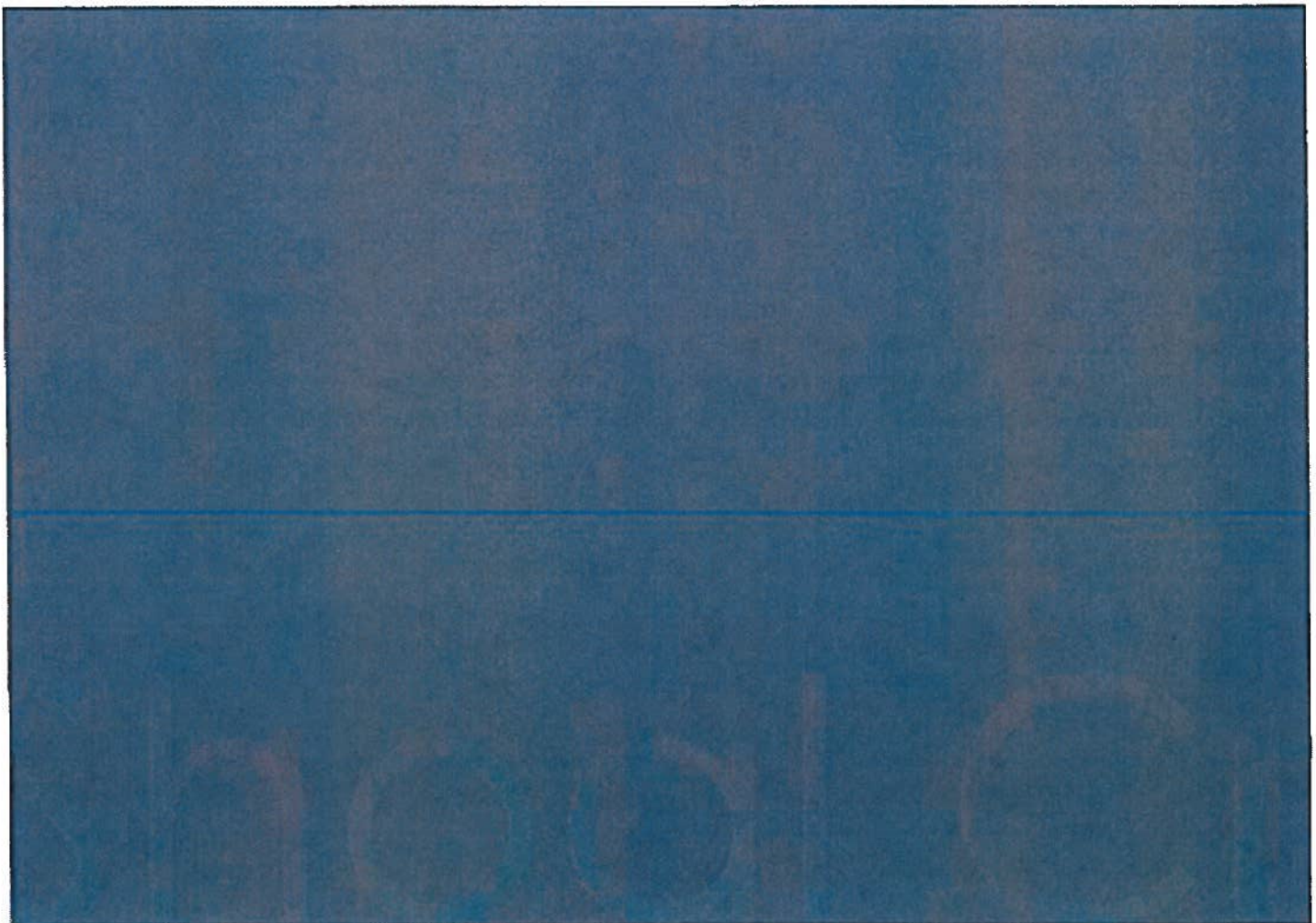


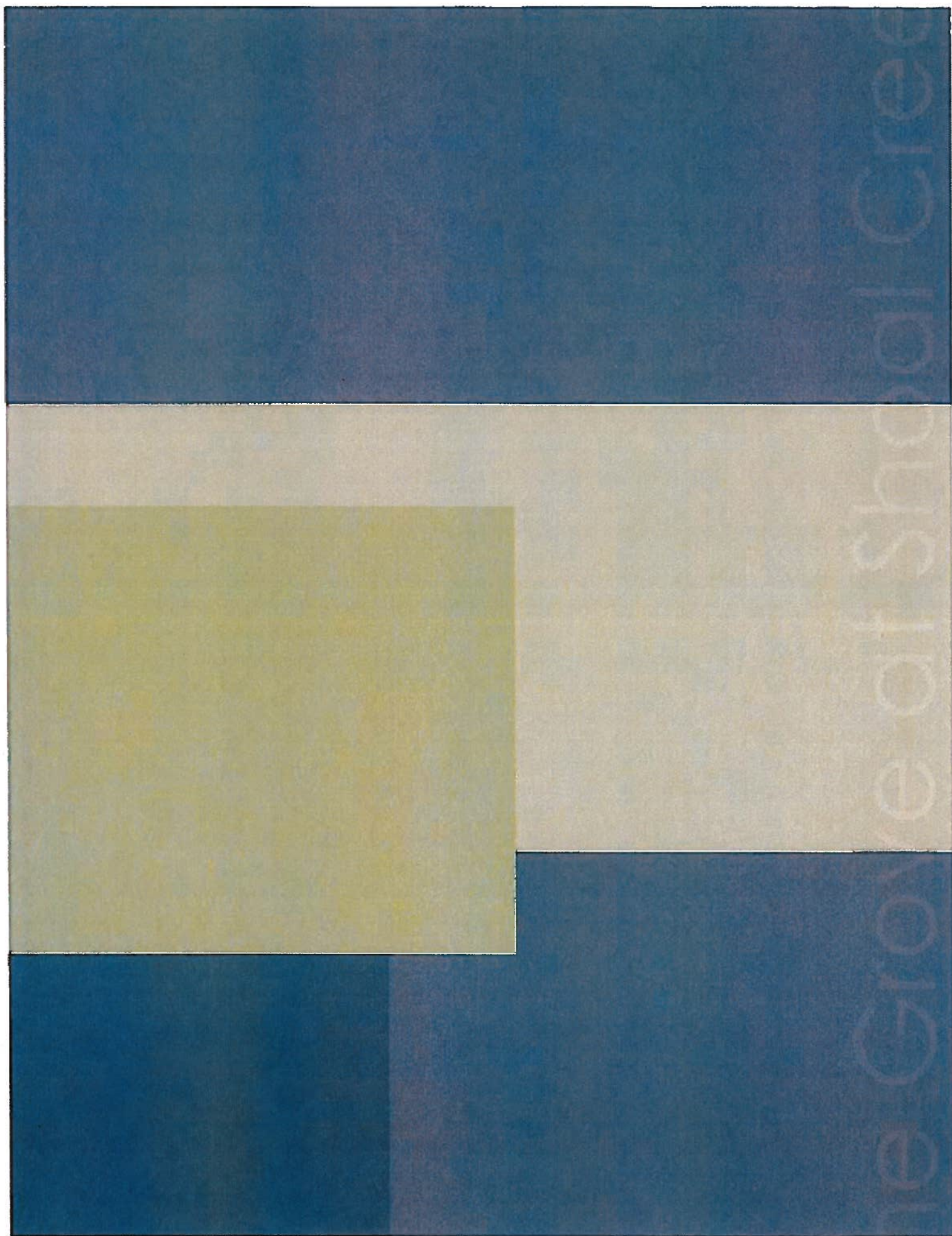
The Grove at Shoal Creek Austin, Texas

The Grove at Shoal Creek

Design Guidelines

October 24, 2016








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The Grove at Shoal Creek

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.

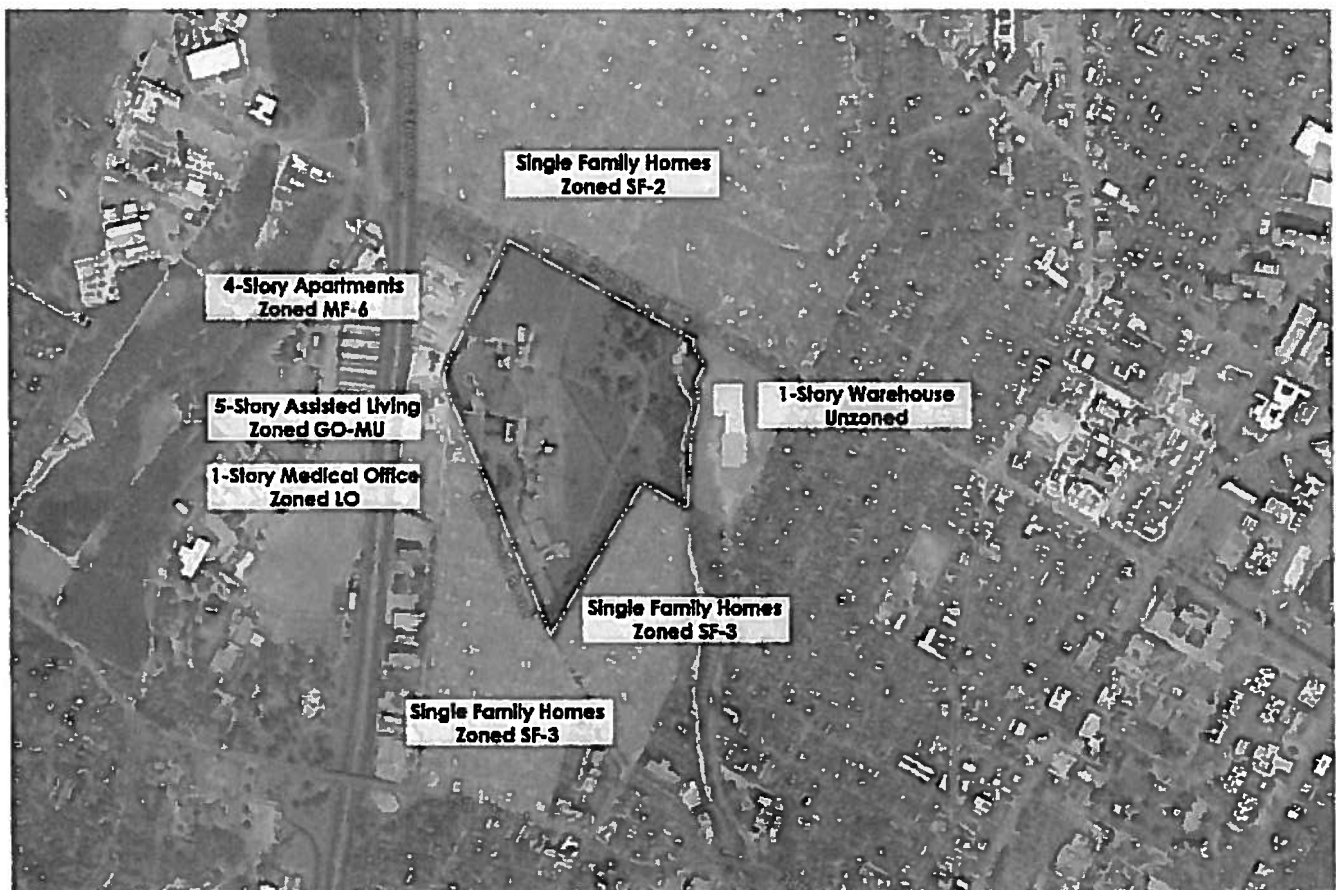


Figure 1.1: Context Map

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:



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 inviling 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 Section 2.4.

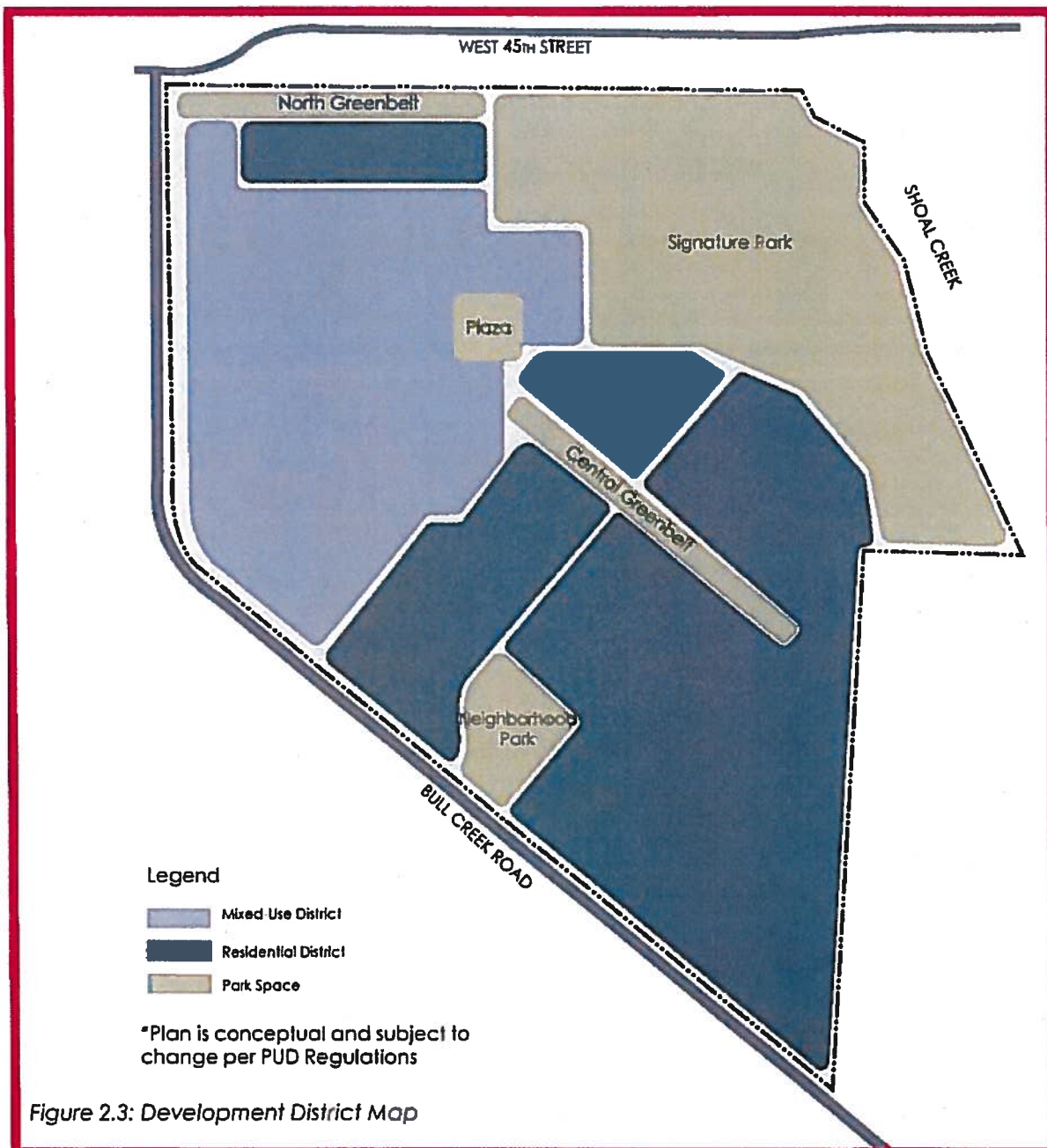


Figure 2.3: Development District Map

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.



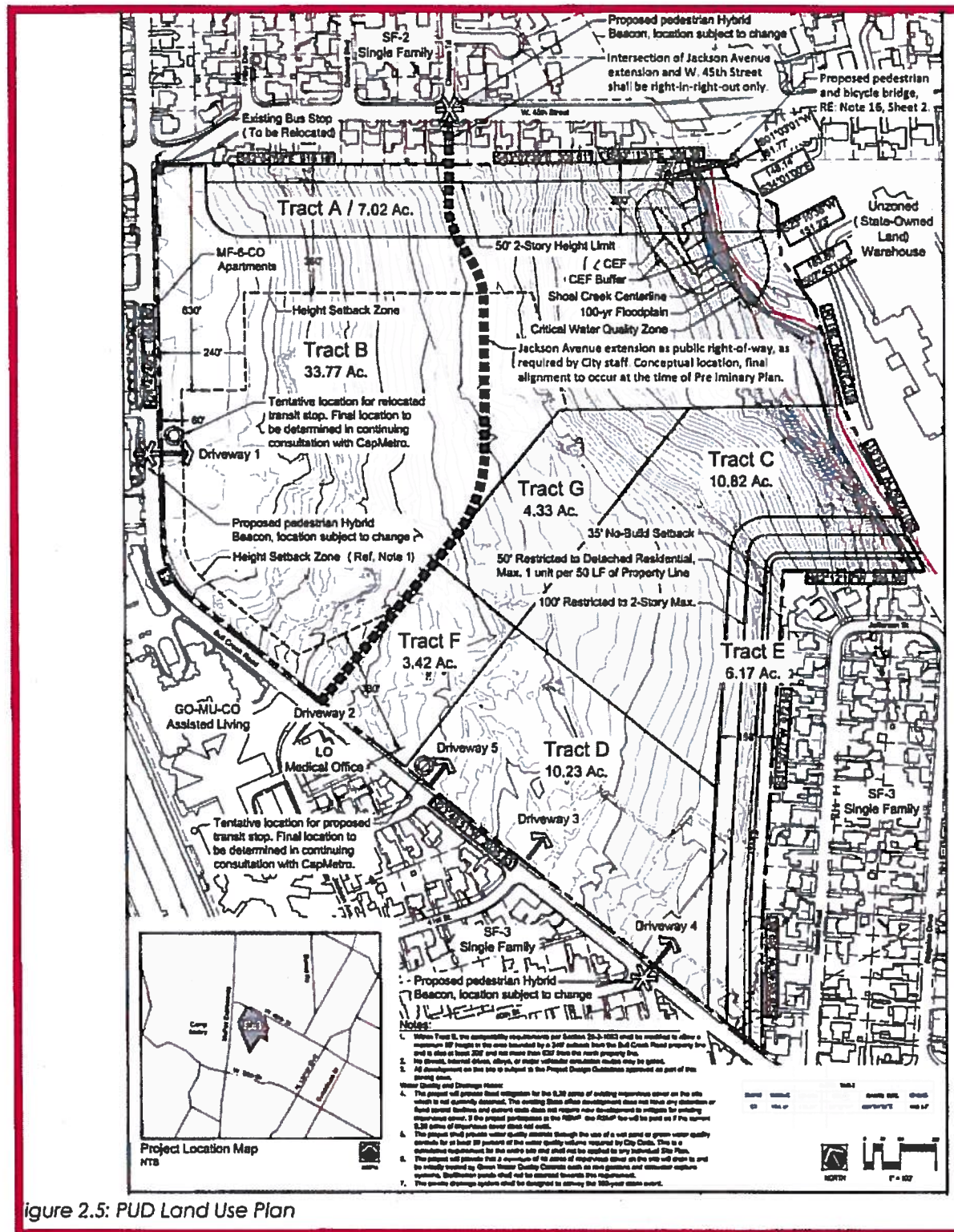
2.4.2 The Residential District. This district contains a mix of for-sale and rental housing products including detached residential, townhomes, row houses, live-work units, stacked flats, and apartments. This district is allowed in all Tracts of the Land Use Plan.



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, Central Greenbelt, North Greenbelt, and Plaza. Approximate locations and sizes are depicted in Figure 2.3. Park buildings and park structures are premitted in parks and open space.

2.5 Planned Unit Development (PUD) 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.





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 and 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.

Jackson 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 minimum 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 as shown, only minor variations should be made 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.

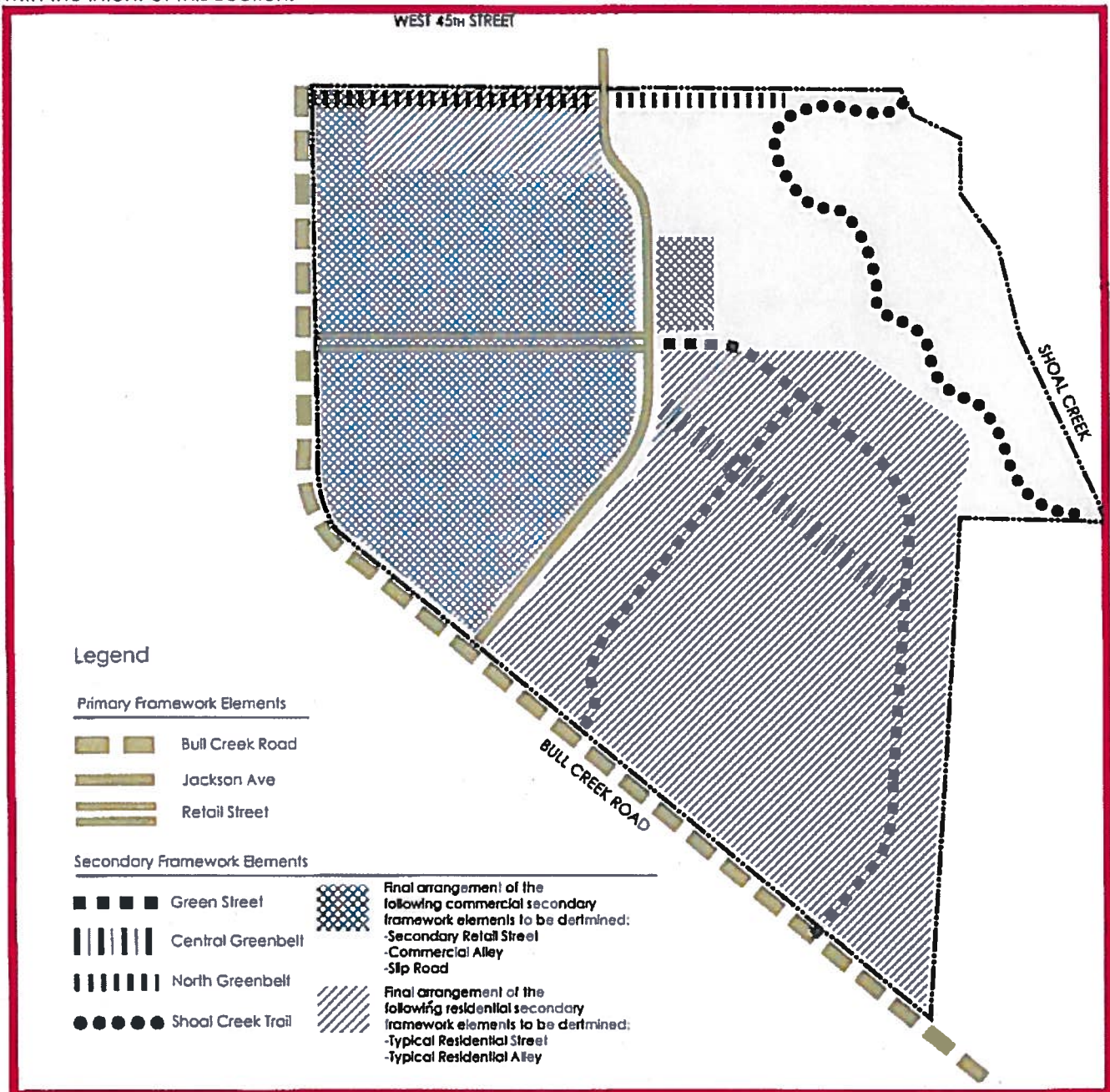


Figure 3.3: Master Framework Plan

The Grove at Shoal Creek

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.

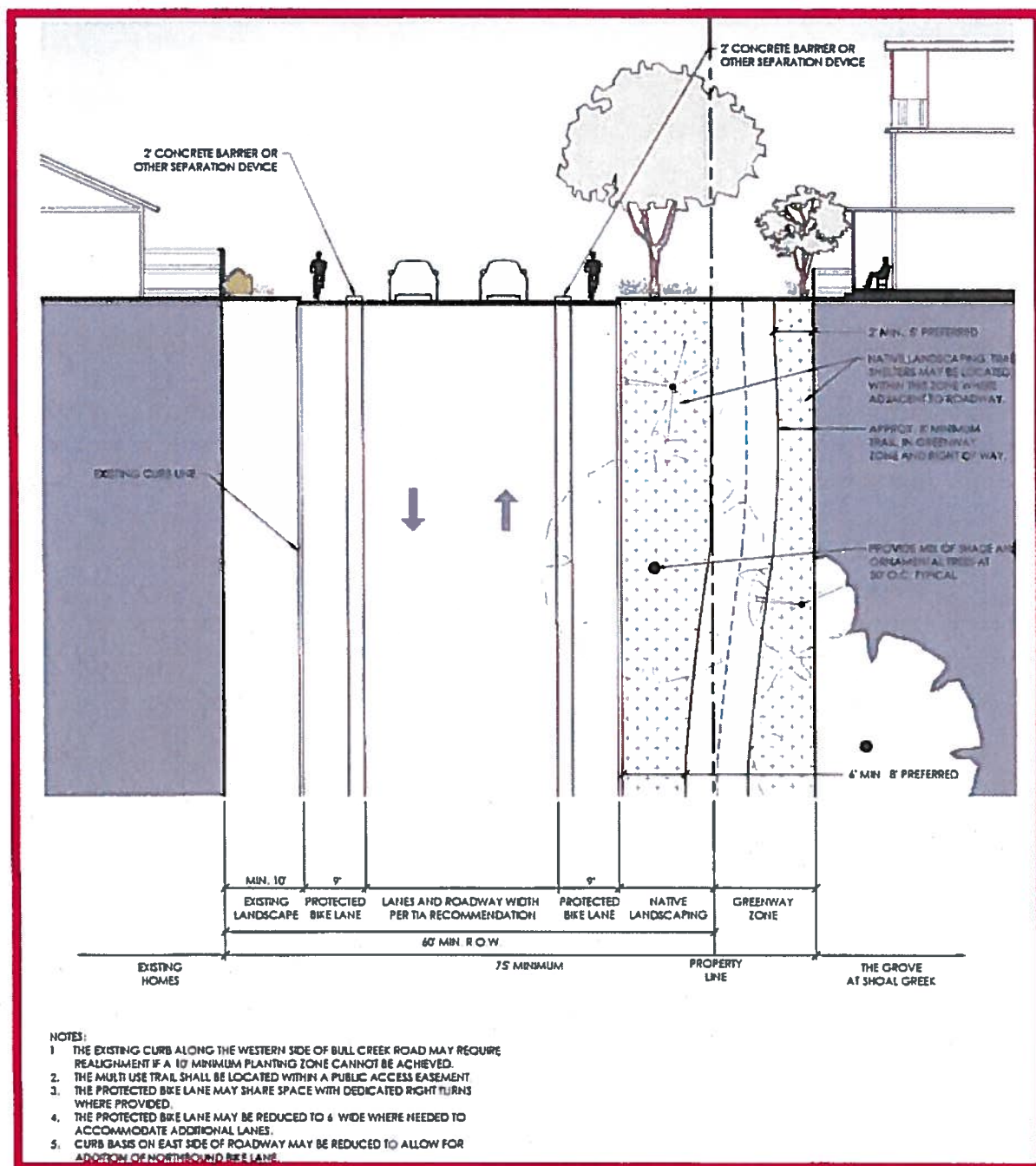


Figure 3.4.1: Bull Creek Road

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.

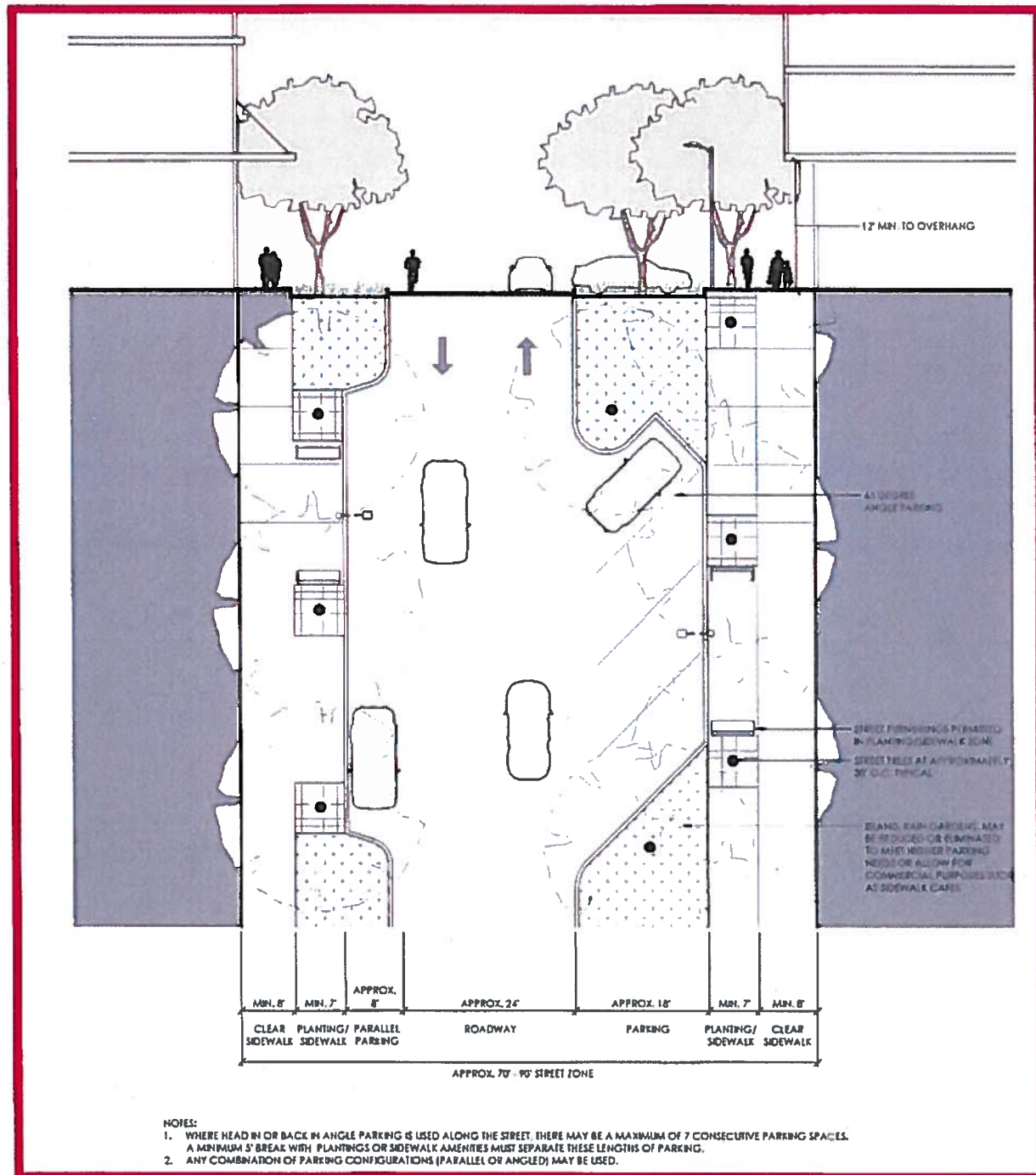


Figure 3.4.2.a: Retail Main Street

3.4.2 Retail Main Street - Parkway Alternative

This section is allowable in lieu of Section 3.4.2a for any segment of the Retail Main Street to provide for a parkway space in the middle of the roadway. This section will add open space and vibrancy to key segments of the Retail Main Street. Angle parking configurations are also permitted with this street section.

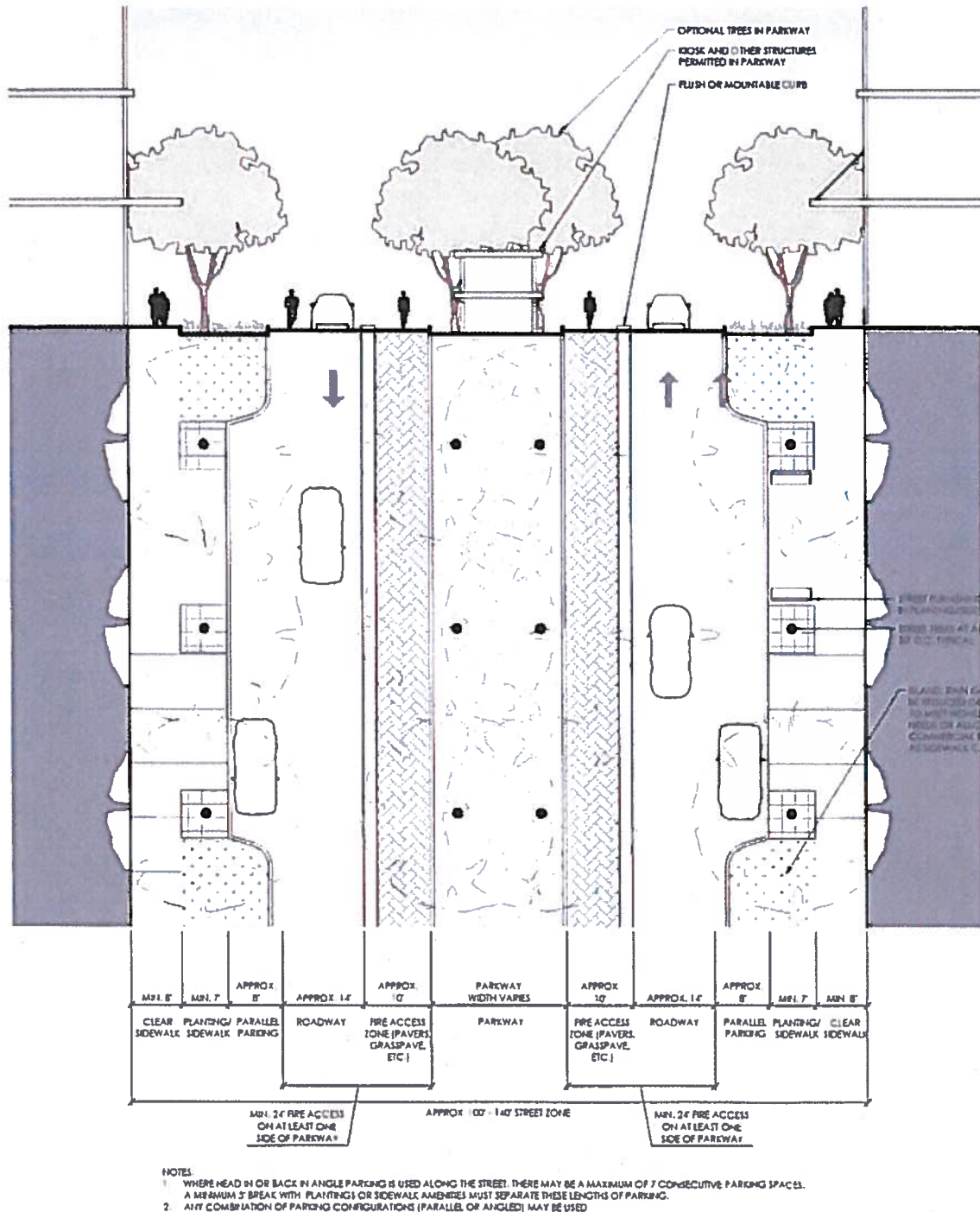


Figure 3.4.2.b: Retail Main Street - Parkway Alternative

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

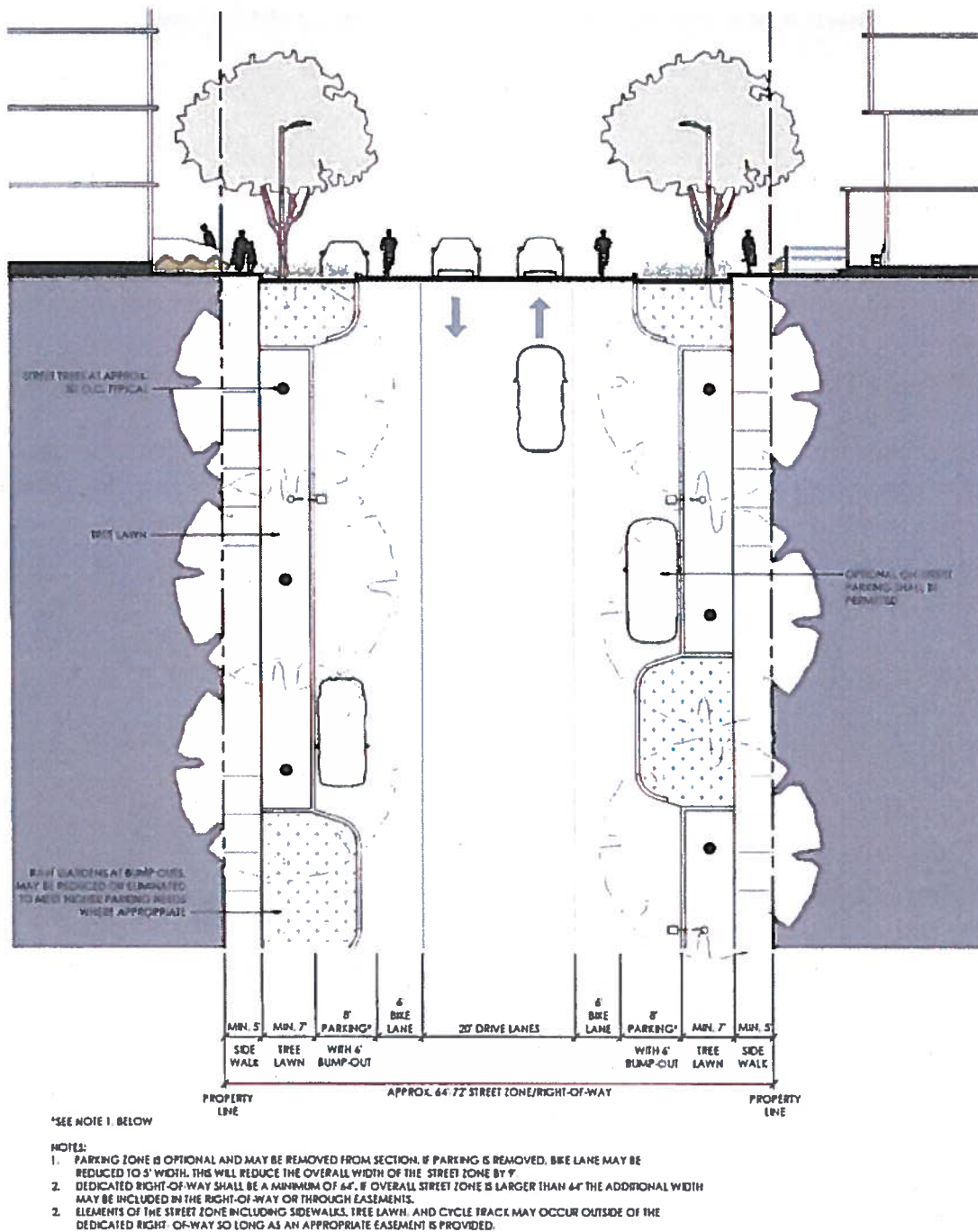
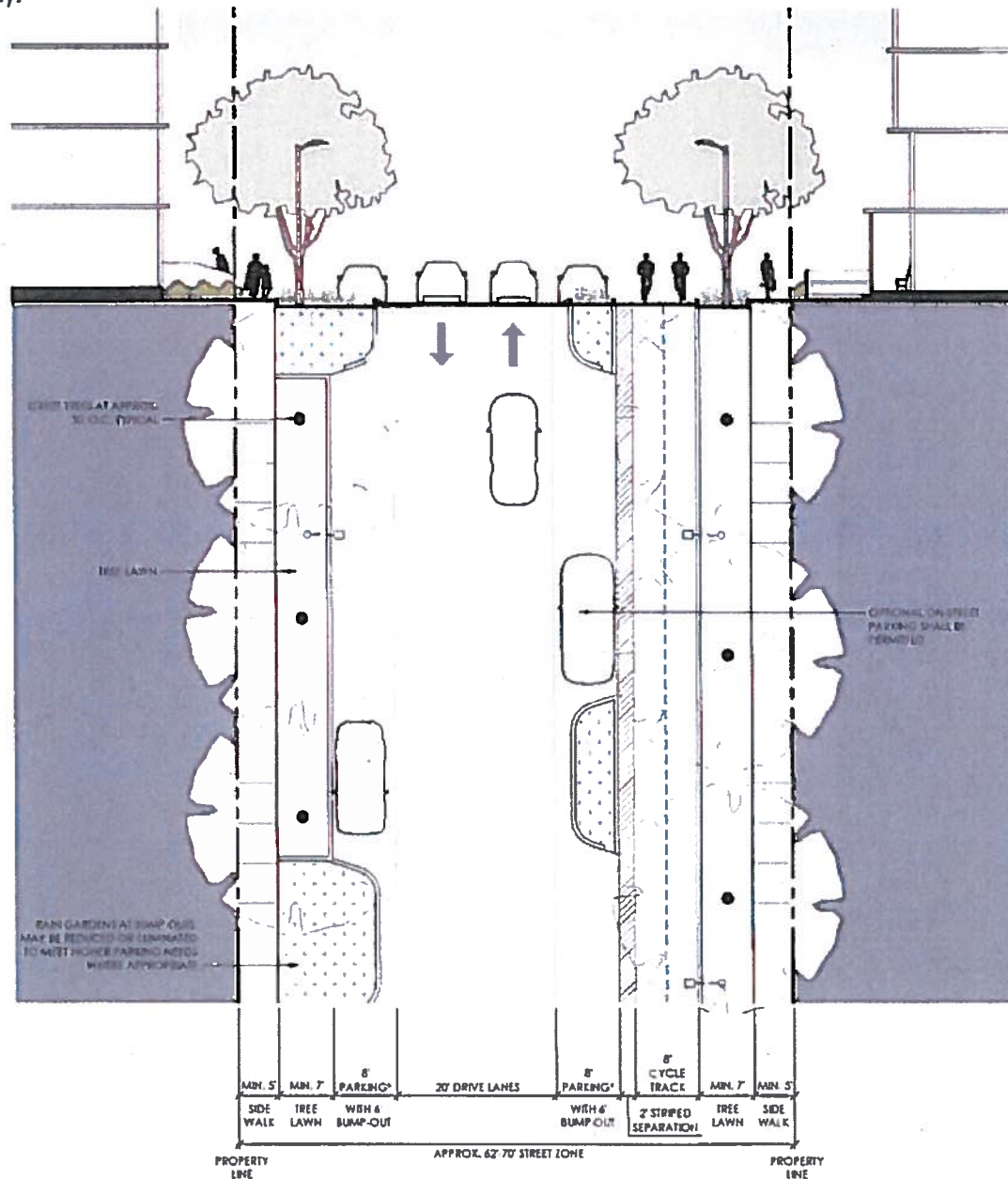


Figure 3.4.3.a: Jackson Avenue Extension

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:

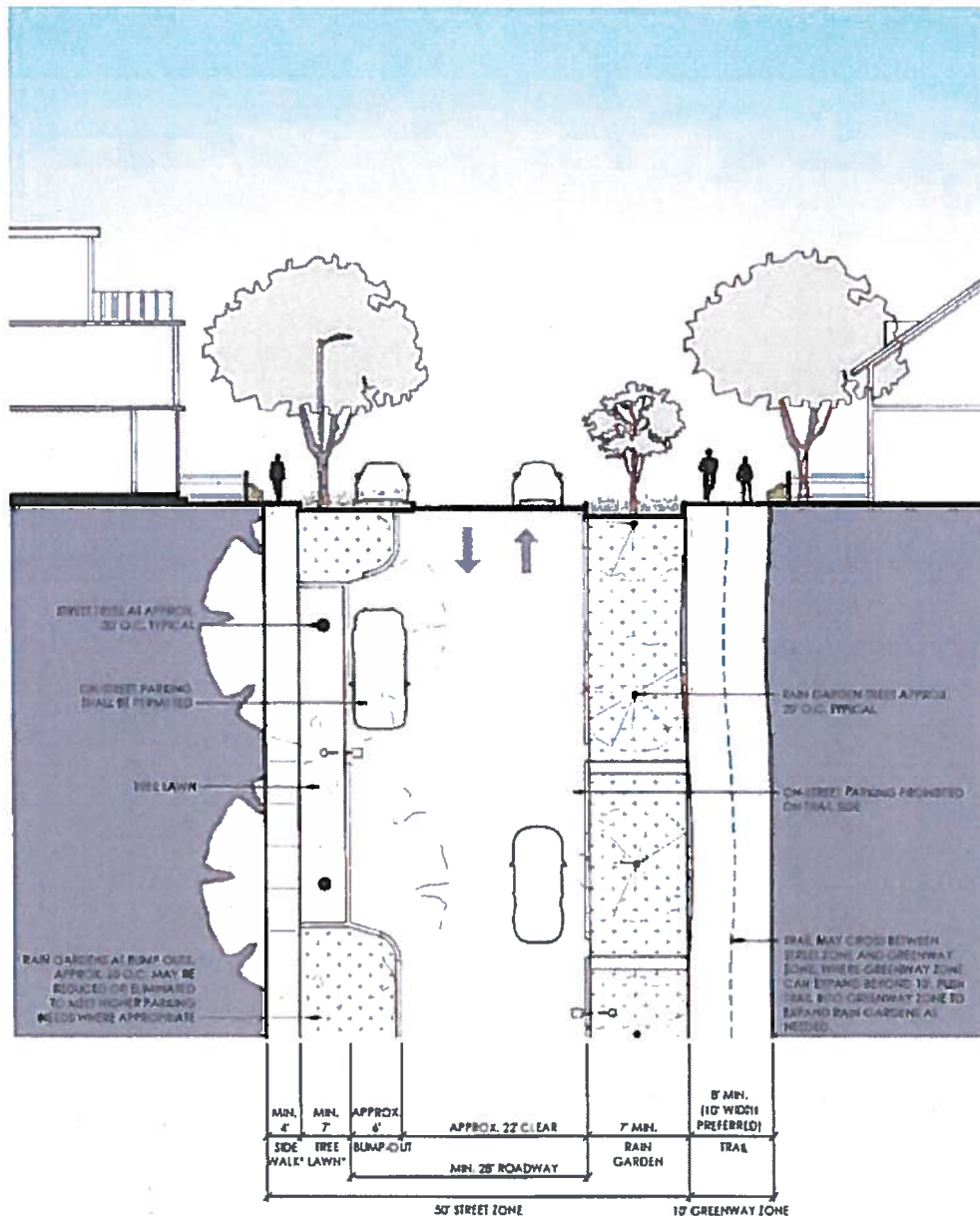
1. PARKING ZONE IS OPTIONAL AND MAY BE REMOVED FROM SECTION. IF PARKING IS REMOVED, BIKE LANE MAY BE REDUCED TO 5' WIDTH. THIS WILL REDUCE THE OVERALL WIDTH OF THE STREET ZONE BY 9'.
2. DEDICATED RIGHT-OF-WAY SHALL BE A MINIMUM OF 62' IF OVERALL STREET ZONE IS LARGER THAN 62' THE ADDITIONAL WIDTH MAY 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 ADJUTS A NON-RESIDENTIAL USE.
2. WHERE THE ROADWAY ADJUTS 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 ADJUTS 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.

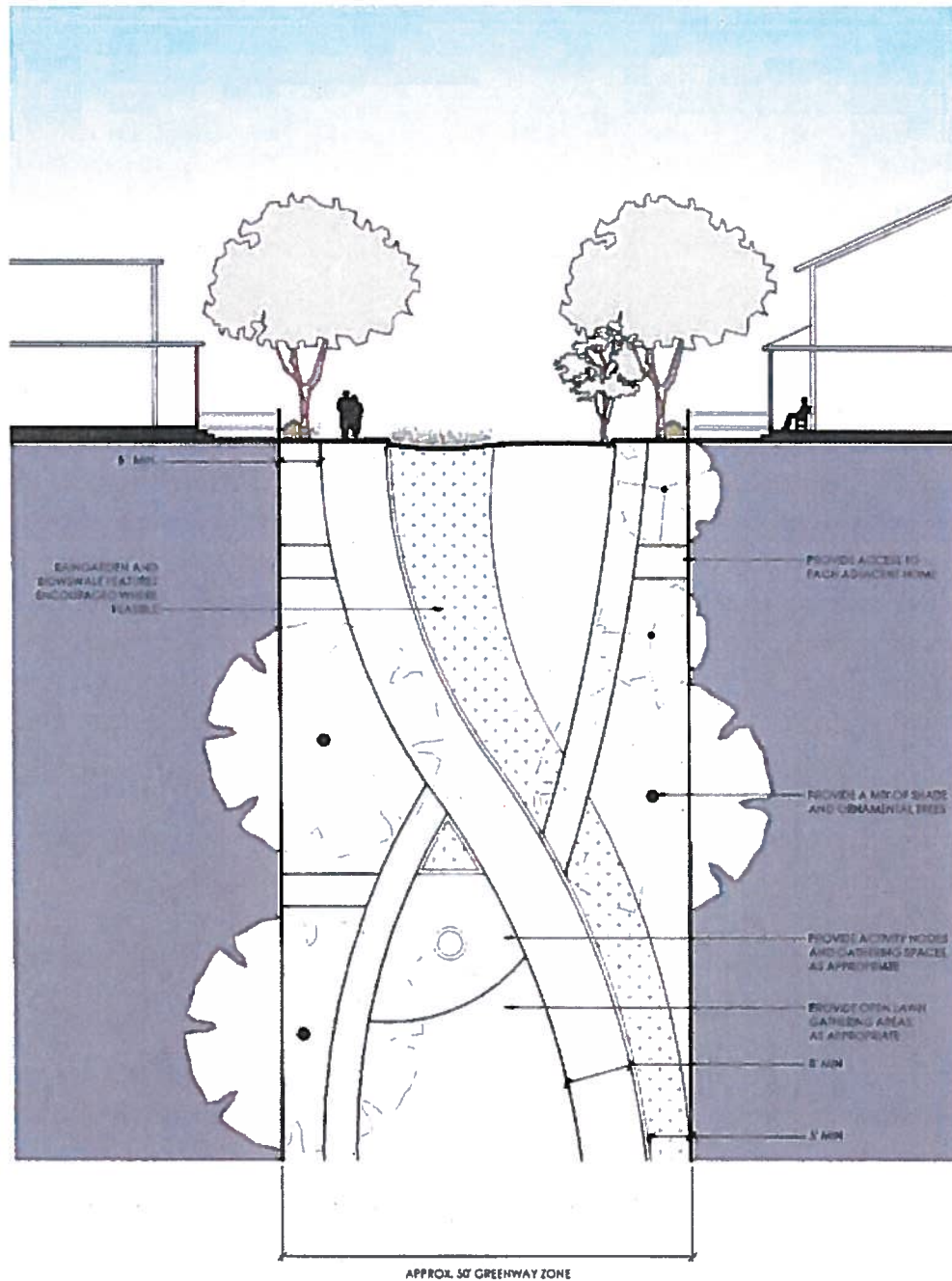
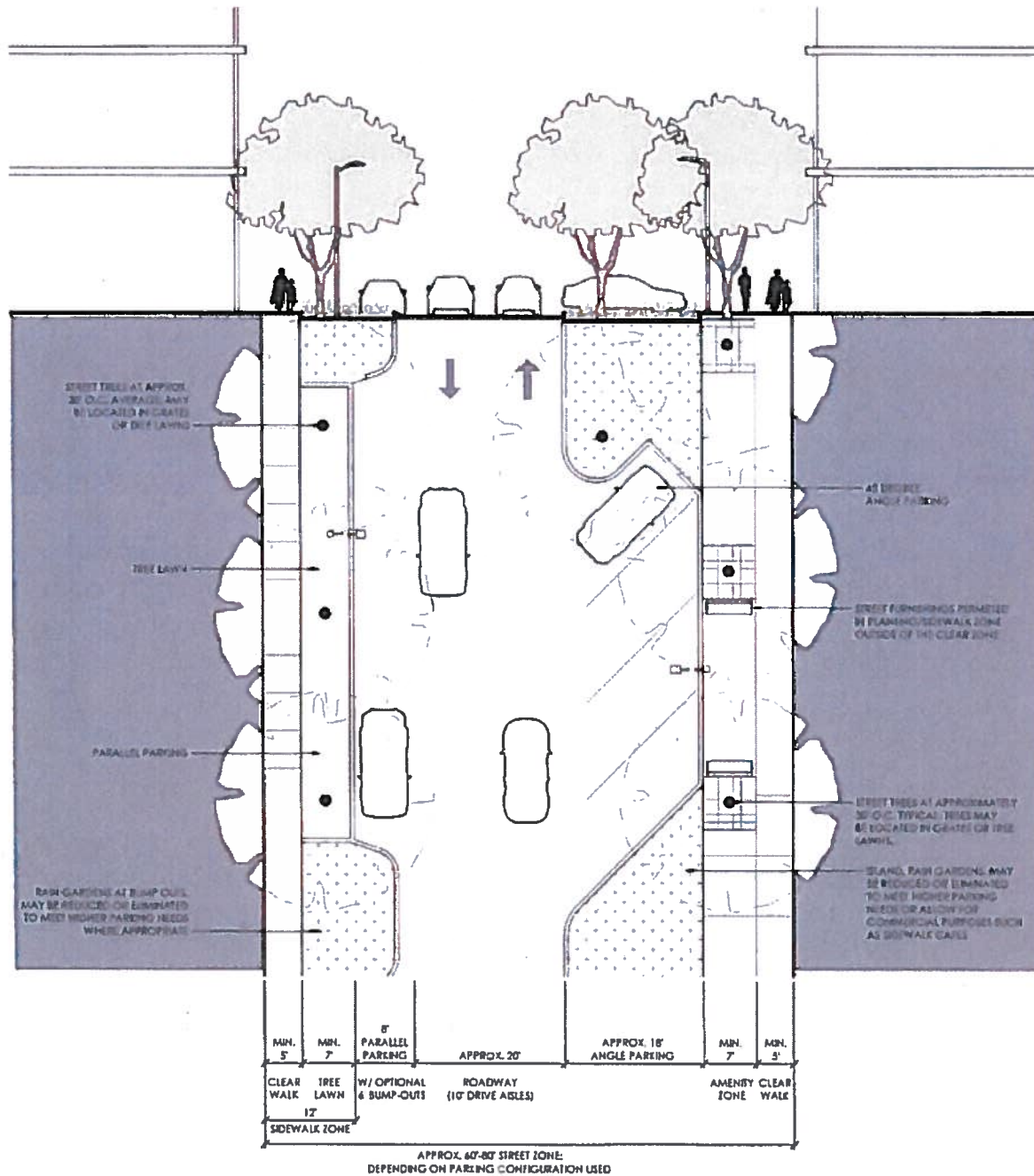


Figure 3.5.2: Central Greenbelt

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.



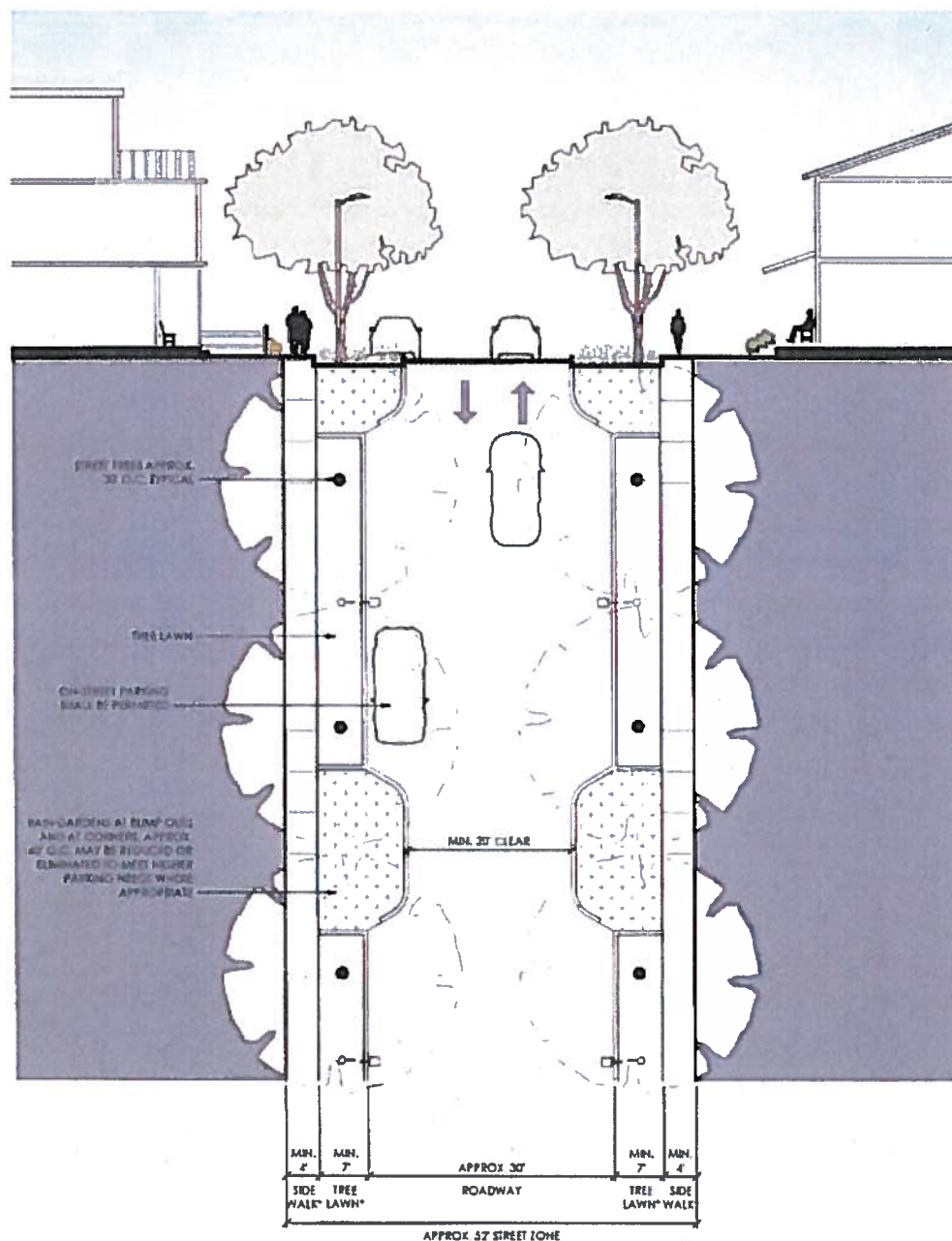
NOTES:

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.



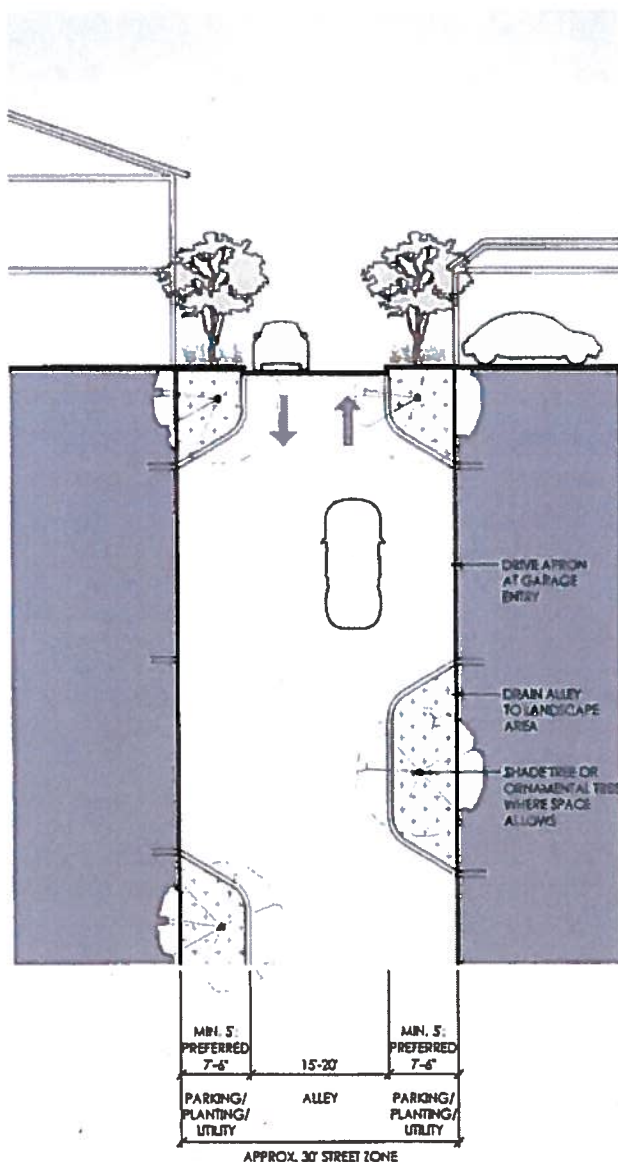
NOTES:

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.



NOTES:

1. ALLEY WIDTH SHALL BE 20' WHERE FIRE ACCESS IS REQUIRED.
2. ALLEY WIDTHS LESS THAN 16' ARE INTENDED FOR ONE-WAY TRAFFIC. DIRECTIONAL SIGNAGE IS REQUIRED AT ALLEY ACCESS POINTS FOR ONE-WAY ALLEYS.

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.

Figure 3.5.5: Typical Residential Alley

3.5.7 North Greenbelt Trail

The North Greenbelt trail will provide convenient access to the Signature Park and function as an east/west pedestrian 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.

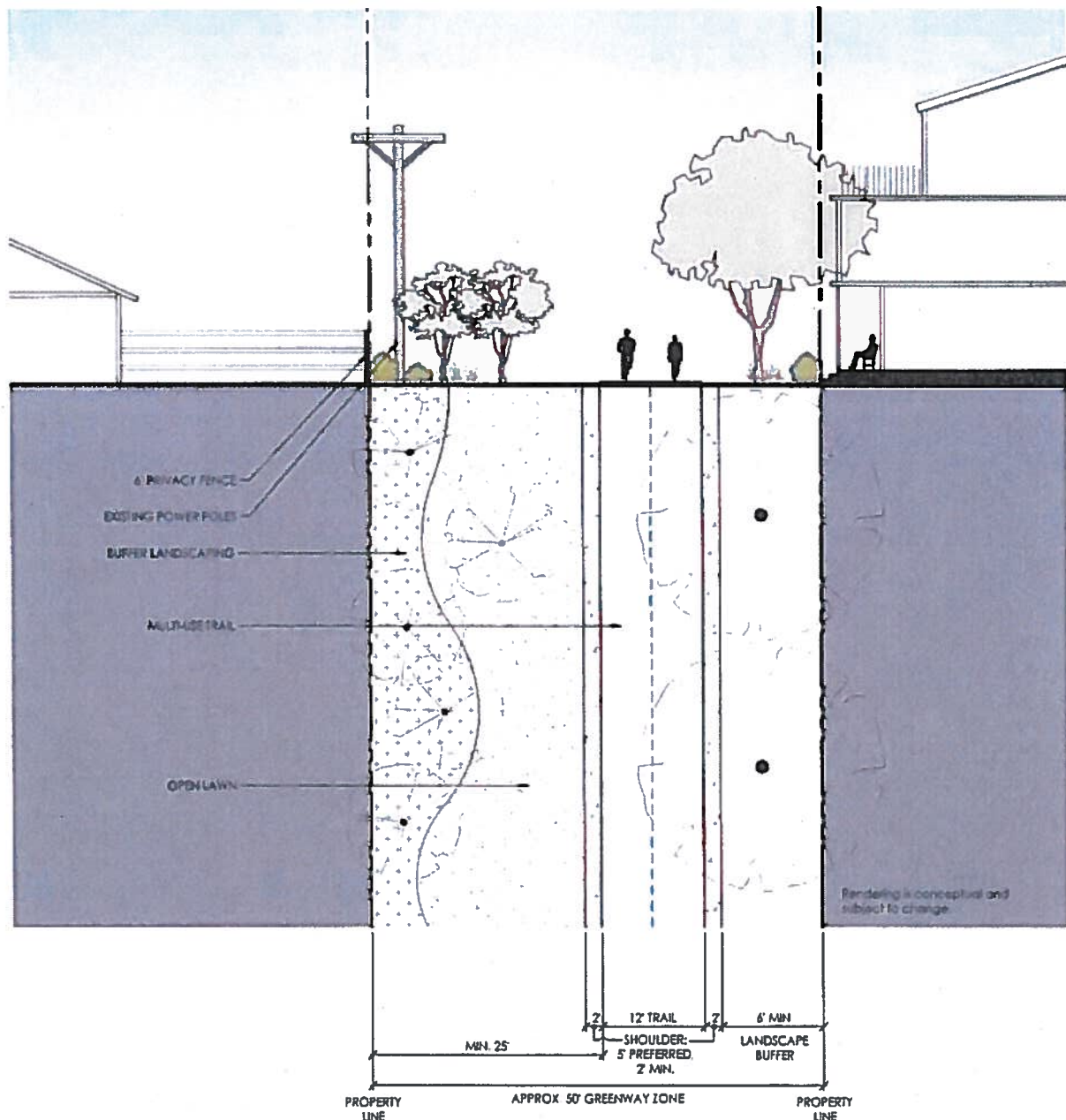


Figure 3.5.7: North Greenbelt Trail

3.5.8 Slip Road

The intent of the slip road is to provide safe access for on-street parking parallel to Bull Creek Road without obstructing traffic flow on Bull Creek Road. This framework element may be used between development parcels and Bull Creek Road and elsewhere on the site if appropriate.

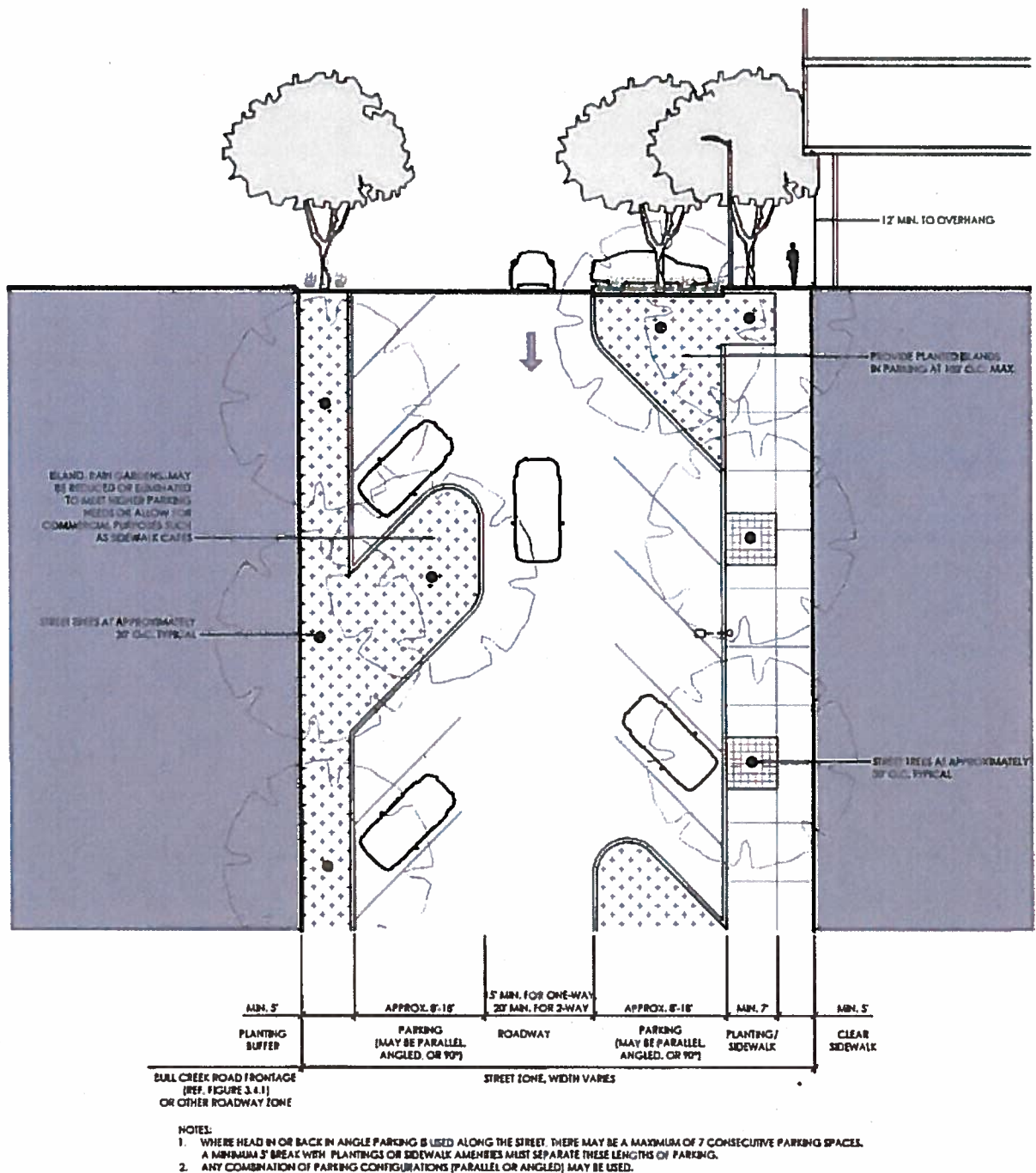


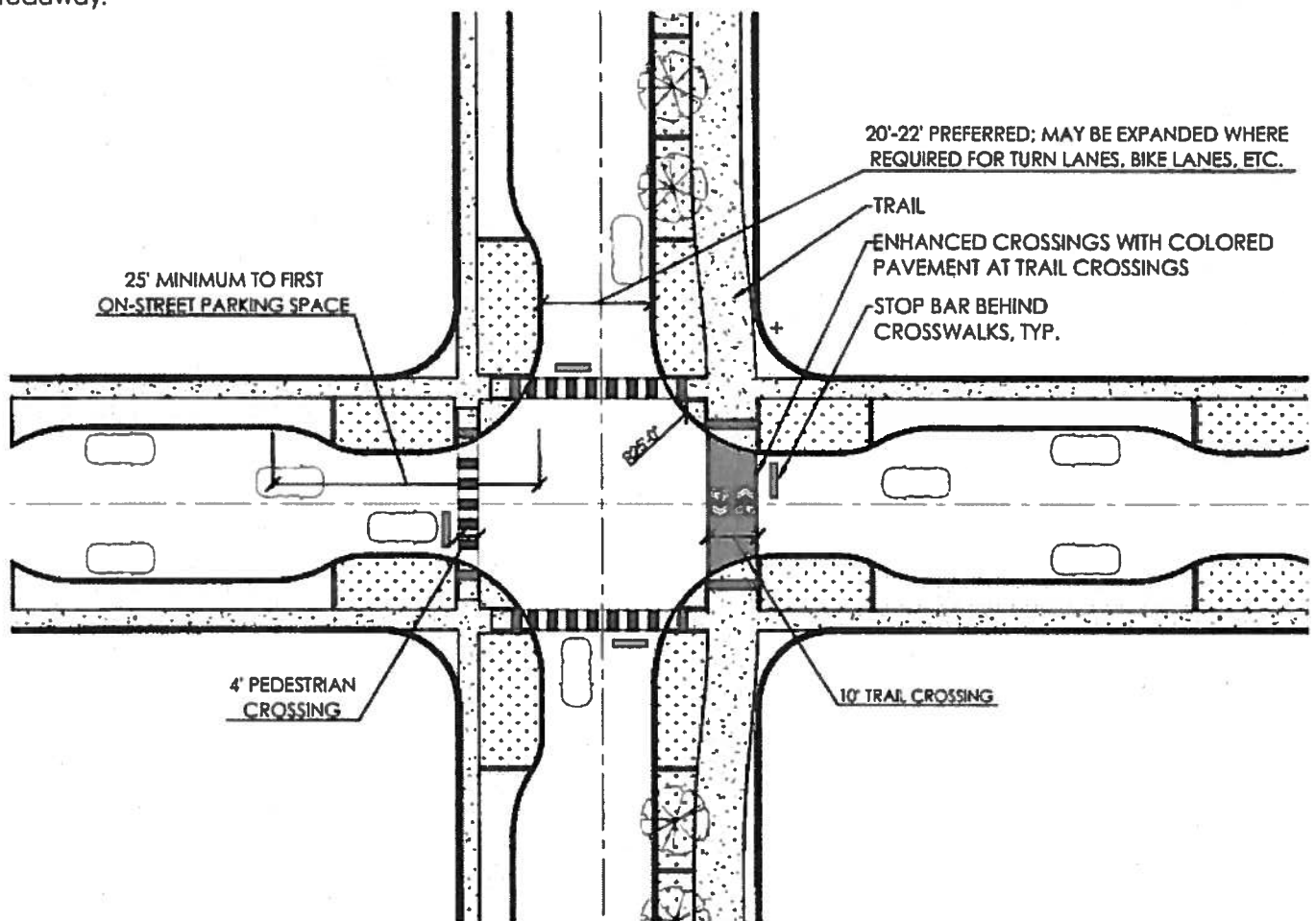
Figure 3.5.8: Slip Road

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 at Shoal Creek 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

Roundabouts in the project are envisioned to help distribute traffic 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. This is an optional facility and may not occur on the final site plan.

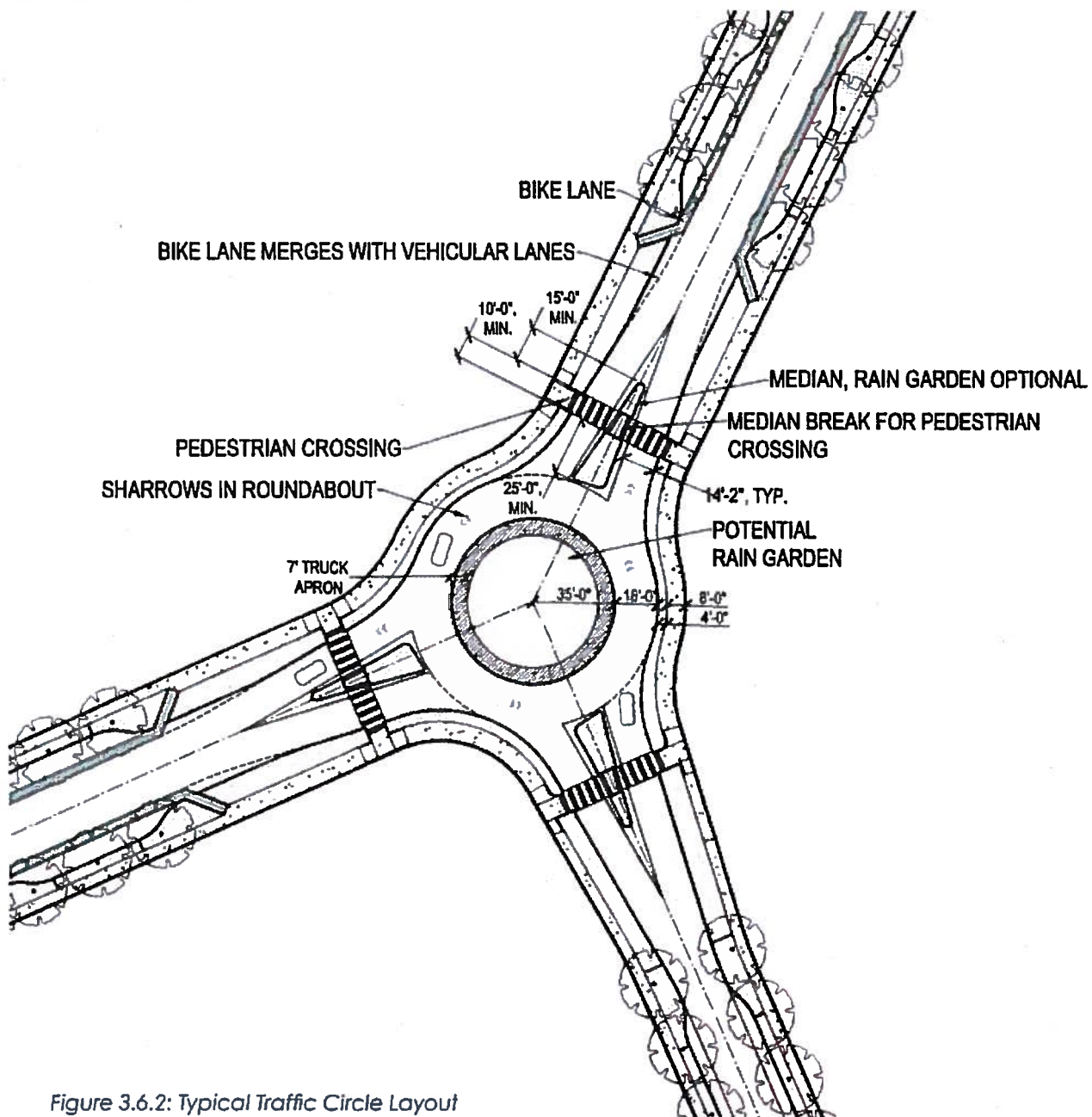


Figure 3.6.2: Typical Traffic Circle Layout

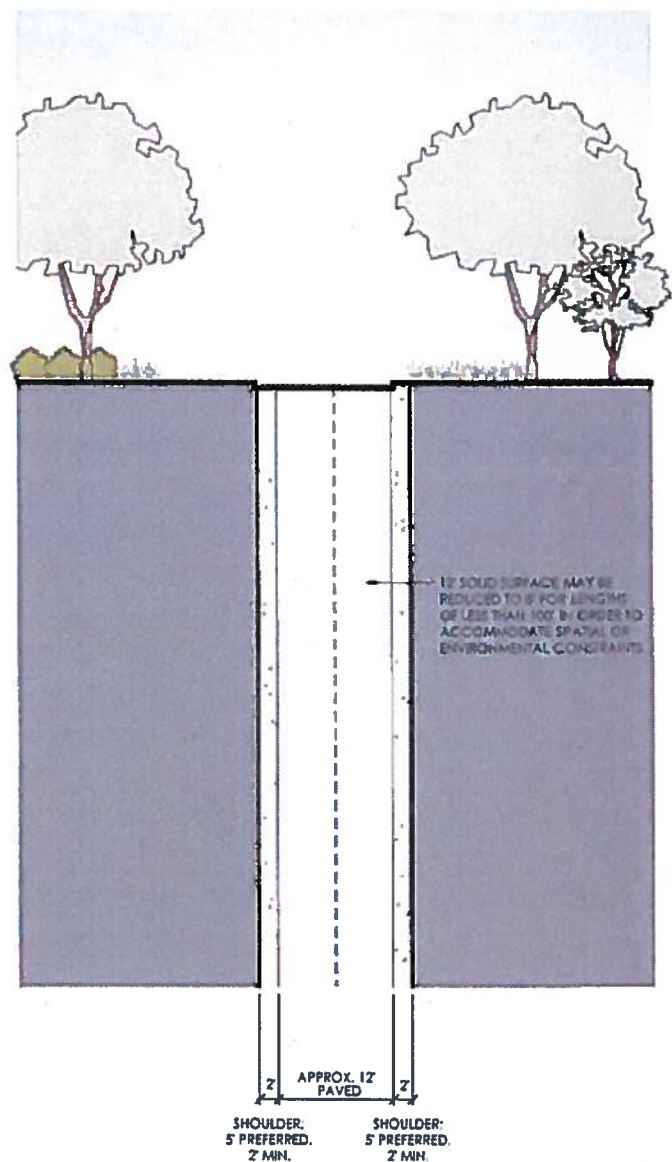
3.7 Trail Requirements

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 $\frac{1}{4}$ to $\frac{1}{2}$ 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



NOTES

1. TRAIL SEGMENTS LESS THAN 12' IN WIDTH FOR LENGTHS OF GREATER THAN 100' MAY BE ALLOWED WITH APPROVAL FROM PUBLIC WORKS.

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 Land Development Code. 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.

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', unless a public plaza is provided between the building and primary frontage.
- 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. A slip road is allowed in these locations (ref. section 3.5.8). (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. A slip road is allowed in these locations (ref. section 3.5.8).
- 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. A slip road is permitted between the site and Bull Creek Road (ref. section 3.5.8).

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'.

4. Tandem parking is permitted.

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. The 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 primary pedestrian building entry must occur along the building's 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 milre 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 200 ft in length shall have a building entrance at least every 100 ft.

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.
5. These glazing standards do not apply to parking structures.

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 10 ft 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.

4. 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.

c. Residential Development Adjacent to Public Parks

1. Where residential development abuts public parkland, the development shall meet the standards depicted in Figure 4.4.3.

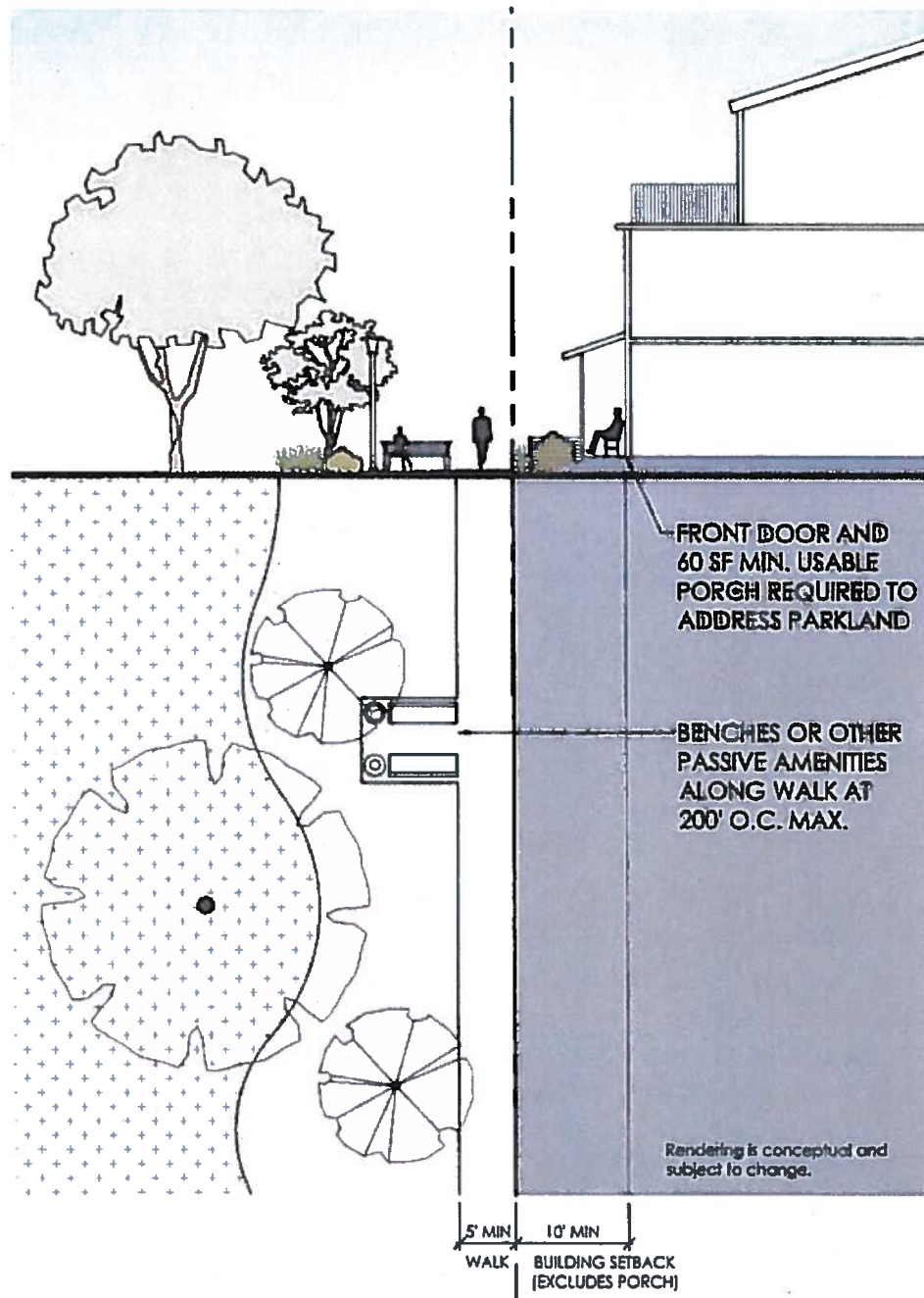


Figure 4.4.3: Residential Development on Parks

5.0 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 provides 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 Parks Plan (Figure 5.1), the park spaces will consist of:

- The Signature Park (16.25 acres minimum) along Shoal Creek
- A public plaza within the Mixed-Use District
- A Central Greenbelt connecting the Residential and Mixed-use Districts (ref. Framework section)
- A North Greenbelt connecting Bull Creek Road to the Signature Park (ref. Framework section)
- A Pocket Park along 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 to a restored natural area with trails and enhanced native prairie and grow zone on its east end, as it approaches Shoal Creek.

- 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 eastern edge 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/or 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 Pocket Park

Situated around a grove of mature live oaks, the Bull Creek Road Pocket 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 Pocket 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 Pocket 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 Additional Pocket Parks

Additional pocket parks may be included throughout the site to provide small amenity and gathering 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 may 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 Greenbelts and Trails

Reference Section 3

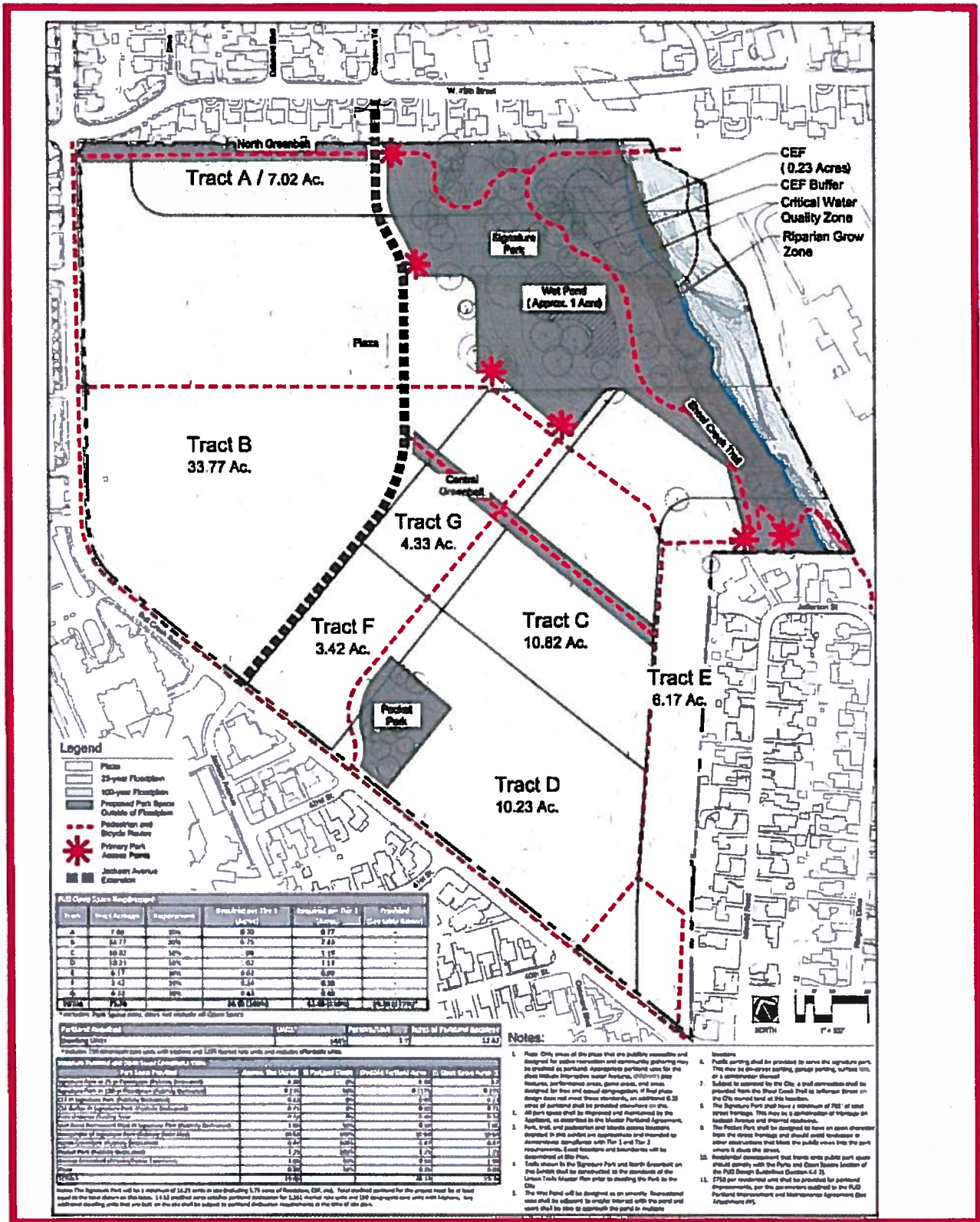


Figure 5.1: PUD Parks Plan Exhibit

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. 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, shall 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 vehicular entry to the project depicted on the Land Use Plan, two permanent subdivision identification signs with a combined sign area of not more than 128 square feet and height not exceeding 6 feet are permitted. One additional sign with a sign area of not more than 64 square feet and height not exceeding 6 feet is permitted at the northwest corner of the site near the intersection of Bull Creek Road and 45th Street.

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

c. Project Identity Signs

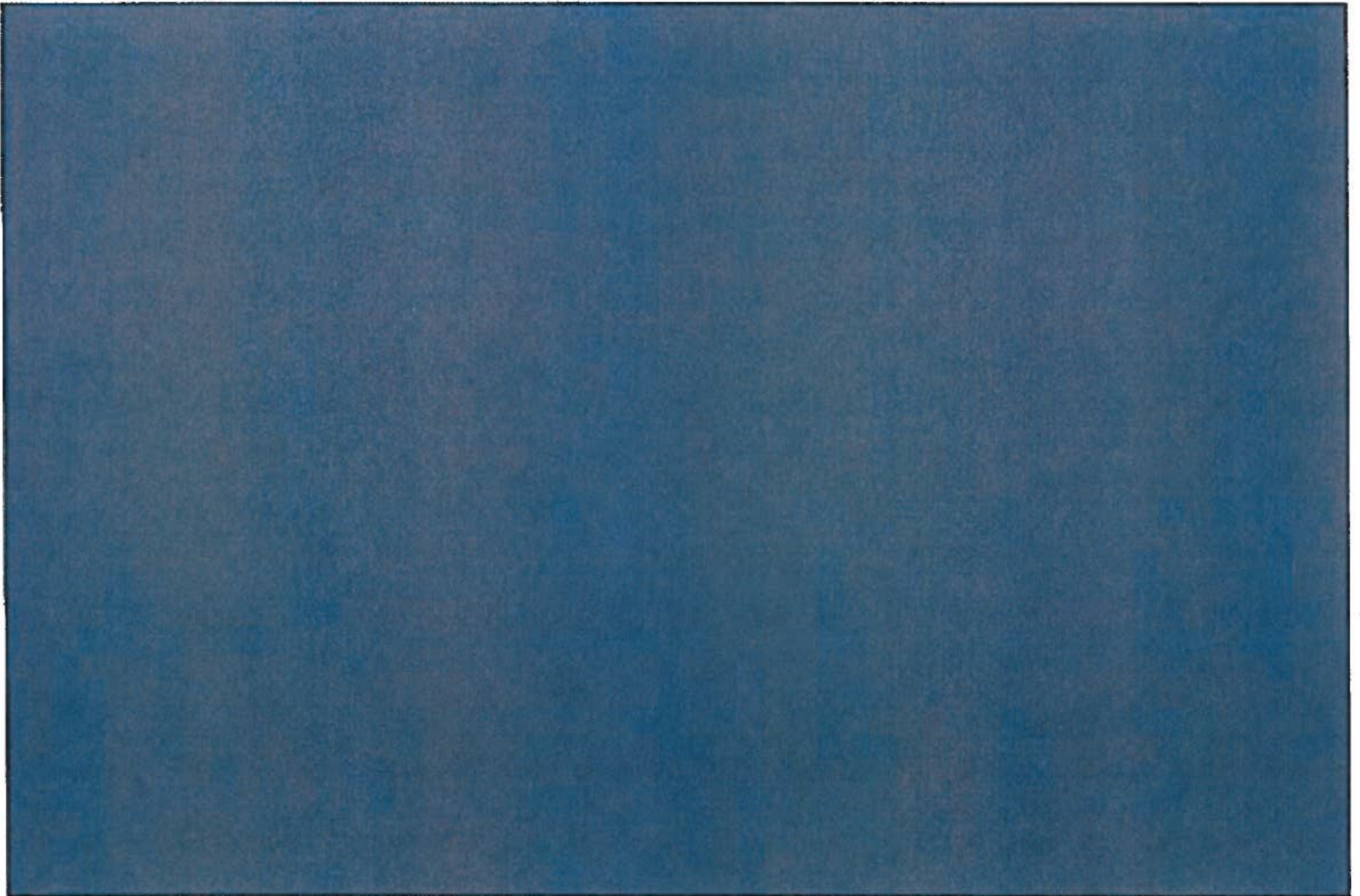
For each building containing a non-residential use or more than one residence, a free standing sign is permitted on the same lot. This sign shall not exceed 35 sf in area or 6' in height.

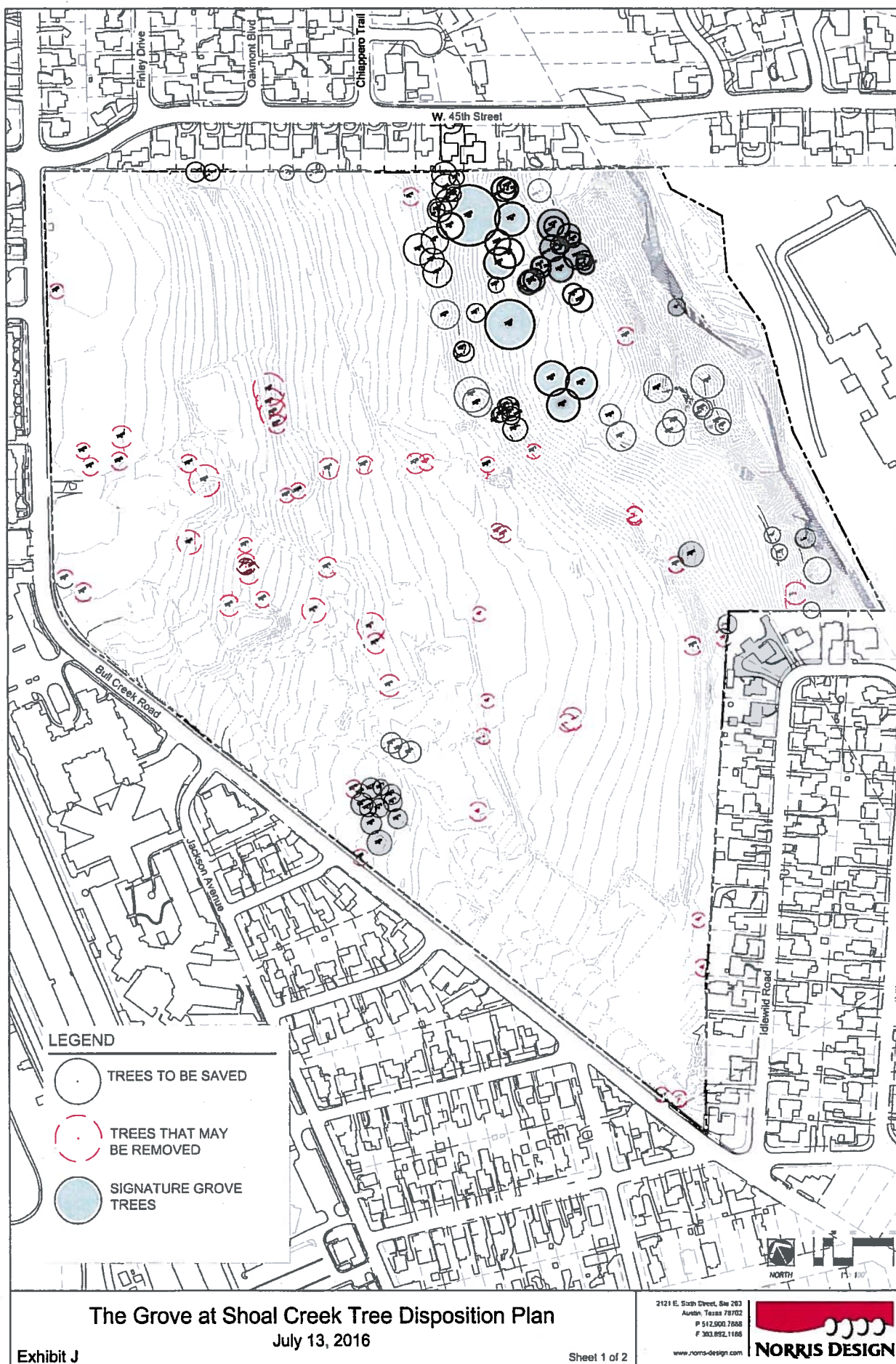
5.5.2 Building Signs

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 boundaries of The Grove at Shoal Creek without restriction.





[illegible]

H = Heritage Tree, S = Trees in the Signature Grove (See Note 5)

TOTAL APPENDIX F TREE INCHES SURVEYED:	3,561	
TOTAL APPENDIX F TREE INCHES SAVED:	2,744	77% OF TOTAL INCHES SAVED
TOTAL APPENDIX F TREE INCHES MAY BE REMOVED:	837	23% OF TOTAL INCHES SAVED

Notes:

1. Arborist rating 2 = poor. Trees # 3080, 3202, 3207 & 3232 were rated poorly by the applicant's arborist and reviewed in the field by City Arborist Michael Embesi.
2. Applicant is committing to save a minimum of 75% of Appendix F (Native) Protected size trees as shown in this table. Trees shown as saved may be removed if a similar size, similar condition tree noted for removal is substituted at Site Plan review.
3. A mitigation rate of 100% shall be required for trees #3080, 3202, 3207 & 3232 (note that mitigation is typically not required for trees in this condition, but a 100% mitigation rate is offered as an element of supererity) . A mitigation rate of 300% shall be required for any other Heritage Trees that are removed. All other trees shall be mitigated per the Environmental Criteria Manual.
4. The applicant shall provide a tree care plan for all preserved protected and heritage trees on site. The applicant shall allot a minimum of \$100 toward this plan for each inch of heritage trees removed from the site. This shall be above and beyond any mitigation required for these trees. The tree care plan shall prioritize remediation of construction impacts through air spading, root pruning, deep root fertilizing, and/or other practices as recommended by a certified arborist. Basic watering, mulching, and fencing during construction are assumed to be provided as best practices and would not count toward fulfillment of the tree care plan.
5. For protected and heritage trees identified on the plan as "Signature Grove Trees", cut in the $\frac{1}{4}$ Critical Root Zone (CRZ) shall not exceed 4". This requirement may be administratively reduced to the $\frac{1}{2}$ CRZ if a minimum of 75% of the total area of the full CRZ is preserved and a tree care plan in the amount of \$100 per caliper inch is provided for the tree in question.
 - a. Any cuts within the $\frac{1}{4}$ CRZ of these trees shall made with an airspade or air knife and hand pruning prior to machine excavation.
 - b. Stormwater pipes to and from the water quality pond shall not be permitted to impact the full CRZ of Heritage Trees in the Signature Grove.
 - c. Where high intensity, landscape uses are planned around heritage trees located in the signature grove, the use areas should be constructed with decks, sand bridging, or other root bridging constructions to avoid heavy disturbance or compaction of the $\frac{1}{2}$ CRZ of these trees.
6. Full tree mitigation in the form of tree plantings shall be provided within the site plan proposing the tree removal. Under no circumstances will the required tree mitigation be planted on one site plan to address the tree mitigation owed on a different site plan. Payment into the tree fund is not an acceptable form of mitigation for the trees indicated on this Plan. Regardless of maximum entitled impervious cover, applicant may need to reduce impervious cover, increase caliper of proposed trees, or provide other measures as necessary to facilitate full on site tree mitigation planting within a given site plan.