

## Exhibit J- Proposed Plant List for Reclamation in Open Space Areas

As shown on *Exhibit I-Proposed Reclamation Guidelines*, the existing reclamation standards of the existing permits specify the application of basic plant species seed mix. The proposed plant list is more comprehensive and complex. Even the City's *Grow Green Guide* includes plants that are more suited to the arid Hill Country than the moist Bottomland Hardwoods. The following lists are tailored to the individual ecological habitats onsite to promote and enhance their natural characteristics and ecological function.

### BLACKLAND PRAIRIE LANDSCAPE - BLACKLAND PRAIRIE PLANT LIST

Seed application rate: 10 pounds per acre (Source of application rate: Native American Seed Company).

Scientific Name	Common Name
<i>Agalinis heterophylla</i>	Prairie Agalinis
<i>Andropogon gerardii</i>	Big Bluestem
<i>Andropogon virginicus</i>	Broomsedge Bluestem
<i>Asclepias incarnata</i>	Rose Milkweed
<i>Asclepias speciosa</i>	Showy Milkweed
<i>Asclepias tuberosa</i>	Butterflyweed
<i>Bothriochloa barbinodis</i>	Cane Bluestem
<i>Bouteloua curtipendula</i>	Sideoats Grama
<i>Buchloe dactyloides</i>	Buffalograss
<i>Callirhoe involucrata</i>	Winecup
<i>Callirhoe leiocarpa</i>	Annual Winecup
<i>Centaurea americana</i>	American Basketflower
<i>Chamaecrista fasciculata</i>	Partridge Pea
<i>Chasmanthium latifolium</i>	Inland Seaots
<i>Chloris cucullata</i>	Hooded Windmill Grass
<i>Dalea purpurea</i> var. <i>purpurea</i>	Purple Prairie Clover
<i>Desmanthus illinoensis</i>	Illinois Bundleflower
<i>Dracopis amplexicaulis</i>	Clasping Coneflower
<i>Elymus canadensis</i>	Prairie Wildrye
<i>Elymus virginicus</i>	Virginia Wildrye
<i>Engelmannia peristenia</i>	Cutleaf Daisy
<i>Eragrostis trichodes</i>	Sand Lovegrass
<i>Eriochloa sericea</i>	Texas Cupgrass

Scientific Name	Common Name
<i>Eryngium yuccifolium</i>	Rattlesnake Master
<i>Gaillardia pulchella</i>	Indian Blanket
<i>Glandularia bipinnatifida</i> var. <i>bipinnatifida</i>	Prairie Verbena
<i>Helianthus annuus</i>	Maximilian Sunflower
<i>Ipomopsis rubra</i>	Standing Cypress
<i>Leptochloa dubia</i>	Green Sprangletop
<i>Lindheimeri texana</i>	Texas Yellow Star
<i>Monarda citridora</i>	Lemon Mint
<i>Panicum virgatum</i>	Switchgrass
<i>Paspalum floridanum</i>	Florida Paspalum
<i>Penstemon cobaea</i>	Foxglove
<i>Plains Bristlegrass</i>	Plains Bristlegrass
<i>Plains Coreopsis</i>	Plains Coreopsis
<i>Rudbeckia hirta</i>	Black-eyed Susan
<i>Salvia farinacea</i>	Mealy Blue Sage
<i>Schizachyrium scoparium</i>	Little Bluestem
<i>Silphium albiflorum</i>	White Rosinweed
<i>Sorghastrum nutans</i>	Indiangrass
<i>Sporobolus cryptandrus</i>	Sand Dropseed
<i>Trident albescent</i>	White Tridens
<i>Tridens flavus</i>	Purpletop
<i>Tripsacum dactyloides</i>	Eastern Gamagrass

Exhibit J: Proposed Plant List for  
reclamation in Open Spaces Areas

## Exhibit J- Proposed Plant List for Reclamation in Open Space Areas

### BLACKLAND PRAIRIE LANDSCAPE - RIPARIAN RECOVERY PLANT LIST

Seed application rate: 9 pounds per acre (Source of application rate: Native American Seed Company).

Scientific Name	Common Name
<i>Andropogon gerardii</i>	Big Bluestem
<i>Andropogon glomeratus</i>	Bushy Bluestem
<i>Asclepias incarnata</i>	Rose Milkweed
<i>Bothriochloa barbinodis</i>	Cane Bluestem
<i>Bouteloua curtipendula</i>	Sideoats Grama
<i>Chamaecrista fasciculata</i>	Partridge Pea
<i>Chasmanthium latifolium</i>	Inland Seaoats
<i>Coreopsis tinctoria</i>	Plains Coreopsis
<i>Desmanthus illinoensis</i>	Illinois Bundleflower
<i>Dracopis amplexicaulis</i>	Clasping Coneflower
<i>Elymus canadensis</i>	Prairie Wildrye
<i>Elymus virginicus</i>	Virginia Wildrye
<i>Engelmannia peristenia</i>	Cutleaf Daisy
<i>Eriochloa sericea</i>	Texas Cupgrass
<i>Helianthus angustifolius</i>	Swamp Sunflower
<i>Helianthus maximiliani</i>	Maximilian Sunflower
<i>Iva annua</i>	Marsh Elder

Scientific Name	Common Name
<i>Leptochloa dubia</i>	Green Sprangletop
<i>Lobelia cardinalis</i>	Cardinal Flower
<i>Monarda citridora</i>	Lemon Mint
<i>Oenothera speciosa</i>	Pink Evening Primrose
<i>Panicum virgatum</i>	Switchgrass
<i>Paspalum floridanum</i>	Florida Paspalum
<i>Rudbeckia hirta</i>	Black-Eyed Susan
<i>Salvia coccinea</i>	Scarlet Sage
<i>Setaria schreelei</i>	Southwestern Bristlegrass
<i>Setaria vulpiseta</i>	Plains Bristlegrass
<i>Sorghastrum nutans</i>	Indiangrass
<i>Sporobolus airoides</i>	Alkali Sacaton
<i>Sporobolus cryptandrus</i>	Sand Dropseed
<i>Trident albescent</i>	White Tridens
<i>Tripsacum dactyloides</i>	Eastern Gamagrass
<i>Verbesina virginica</i>	Frostweed

### TRANSITIONAL SAVANNA LANDSCAPE

Scientific Name	Common Name
<i>Acer negundo</i>	Box Elder
<i>Carya illinoensis</i>	Pecan
<i>Celtis laevigata</i>	Sugar Hackberry
<i>Celtis reticulata</i>	Netleaf Hackberry
<i>Fraxinus pennsylvanica</i>	Green Ash
<i>Juglans microcarpa</i>	Little walnut
<i>Juglans nigra</i>	Black Walnut
<i>Juniperus virginiana</i>	Eastern red cedar
<i>Maclura pomifera</i>	Bois d'Arc
<i>Platanus occidentalis</i>	American Sycamore

Scientific Name	Common Name
<i>Populus deltoides</i>	Eastern Cottonwood
<i>Quercus fusiformis</i>	Live oak
<i>Quercus macrocarpa</i>	Bur Oak
<i>Quercus shumardii</i>	Shumard Oak
<i>Quercus stellata</i>	Post oak
<i>Salix nigra</i>	Black Willow
<i>Taxodium distichum</i>	Bald Cypress
<i>Ulmus americana</i>	American Elm
<i>Ulmus crassifolia</i>	Cedar Elm
<i>Unghadia speciosa</i>	Mexican Buckeye

## Exhibit J- Proposed Plant List for Reclamation in Open Space Areas

### BOTTOMLAND HARDWOOD LANDSCAPE

Scientific Name	Common Name
<i>Acer negundo</i>	Box Elder
<i>Aesculus pavia</i>	Red Buckeye
<i>Baccharis salicina</i>	Willow Baccharis
<i>Carya illinoensis</i>	Pecan
<i>Celtis laevigata</i>	Sugar Hackberry
<i>Celtis reticulata</i>	Netleaf Hackberry
<i>Cephalanthus occidentalis</i>	Buttonbush
<i>Fraxinus pennsylvanica</i>	Green Ash
<i>Ilex decudua</i>	Possumhaw
<i>Juglans microcarpa</i>	Little walnut
<i>Juglans nigra</i>	Black Walnut
<i>Juniperus virginiana</i>	Eastern red cedar
<i>Maclura ponifera</i>	Bois d’Arc

Scientific Name	Common Name
<i>Morella cerifera</i>	Wax Myrtle
<i>Platanus occidentalis</i>	American Sycamore
<i>Populus deltoides</i>	Eastern Cottonwood
<i>Quercus fusiformis</i>	Live oak
<i>Quercus macrocarpa</i>	Bur Oak
<i>Quercus shumardii</i>	Shumard Oak
<i>Quercus stellate</i>	Post oak
<i>Sabal minor</i>	Dwarf Palmetto
<i>Salix nigra</i>	Black Willow
<i>Taxodium distichum</i>	Bald Cypress
<i>Ulmus americana</i>	American Elm
<i>Ulmus crassifolia</i>	Cedar Elm
<i>Ungnadia speciosa</i>	Mexican Buckeye

### WETLAND PLANTS

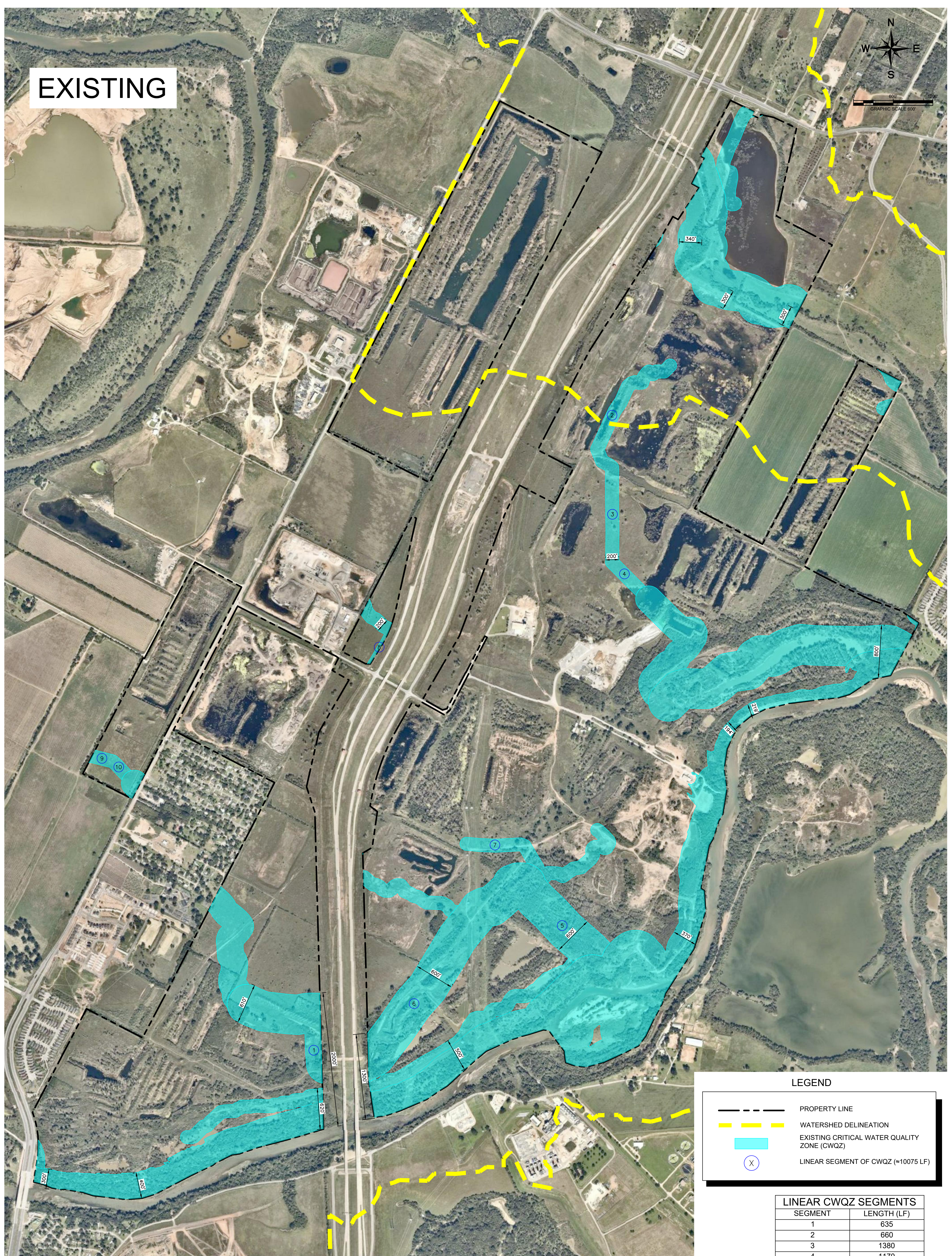
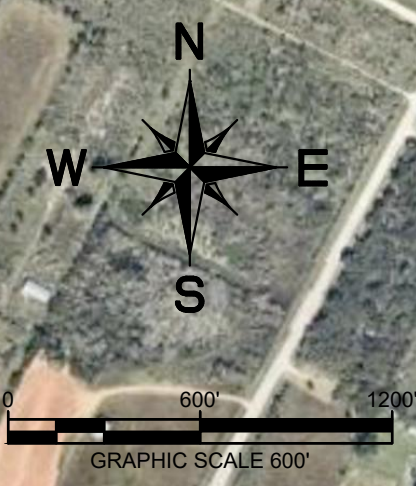
Seed application rate: 20 pounds per acre (Source of application rate: Native American Seed Company). Within the inundated areas of wetland benches, herbaceous planting will include individual plants from *Exhibit J-Proposed Plant List for Reclamation in Open Spaces Areas* and will be planted at 680 plants/acre. The inundated wetland benches will not include woody plantings. The wetland herbaceous plantings will be monitored to a success criteria for years 1 and 2. During year 1, wetland vegetation will include a minimum of 50% aerial cover of the wetland bench (not open water). During year 2, wetland vegetation will include a minimum of 80% aerial cover of the wetland bench (not open water). Wetland plantings densities from professional experience on USACE-approved wetland banks in North Carolina and survival percentages adapted from “Performance Standards and Monitoring Protocols for Nontidal Wetland Mitigation Banks in Maryland” (USACE 2015).

Scientific Name	Common Name
<i>Saururus cernuus</i>	Lizards Tail (FACW)
<i>Amorpha fruticose</i>	Swamp Milkweed (FACW)
<i>Andropogon glomeratus</i>	Bushy bluestem (FACW)
<i>Asclepias incarnata</i>	Swamp milkweed (FACW)
<i>Carex cherokeeensis</i>	Cherokee sedge (FACW)
<i>Carya illinoensis</i>	Pecan (FAC)
<i>Cephalanthus occidentalis</i>	Buttonbush (OBL)
<i>Chasmanthium latifolium</i>	Indian woodoats (FACU)
<i>Chasmanthium laxum</i>	Slender woodoats (FAC)
<i>Ilex decudua</i>	Deciduous holly (FAC)
<i>Muhlenbergia lindheimeri</i>	Lindheimer’s muhly (FACW)
<i>Muhlenbergia rigens</i>	Deergrass (FACU)

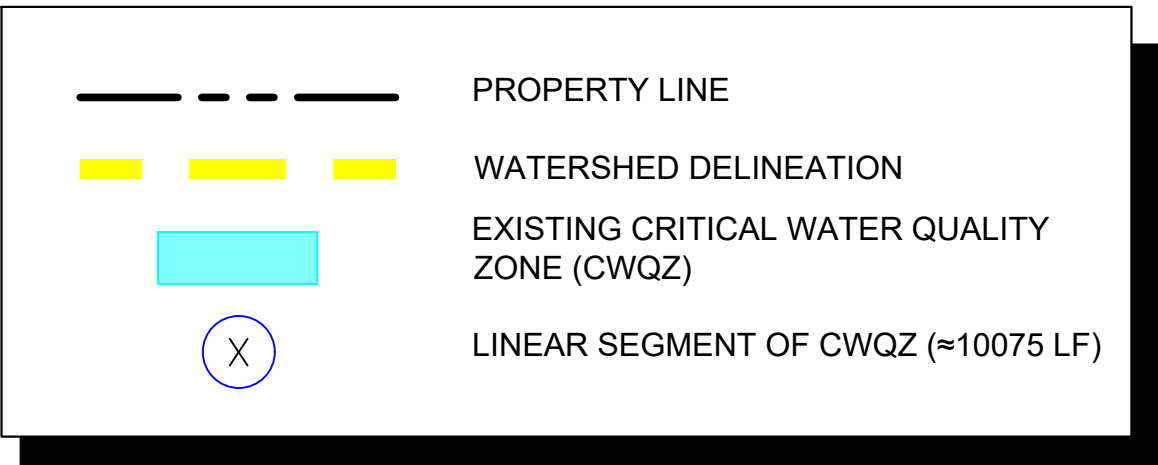
Scientific Name	Common Name
<i>Panicum virgatum</i>	Switchgrass (FAC)
<i>Platanus occidentalis</i>	American sycamore (FAC)
<i>Populus deltoides</i>	Eastern cottonwood (FAC)
<i>Quercus macrocarpa</i>	Bur oak (FACU)
<i>Quercus muehlenbergii</i>	Chinquapin oak (FAC)
<i>Ranunculus abortivus</i>	Littleleaf buttercup (FACW)
<i>Sagittaria latifolia</i>	Broadleaf arrowhead (OBL)
<i>Salix nigra</i>	Black willow (FACW)
<i>Taxodium distichum</i>	Bald Cypress (OBL)
<i>Tripsacum dactyloides</i>	Eastern gamagrass (FAC)



EXISTING



LEGEND



LINEAR CWQZ SEGMENTS	
SEGMENT	LENGTH (LF)
1	635
2	660
3	1380
4	1170
5	1500
6	2680
7	950
8	500
9	320
10	280

CRITICAL WATER QUALITY ZONE AREAS	
TOTAL IN ELM CREEK WATERSHED	±61 ACRES
TOTAL IN COLORADO RIVER WATERSHED	±425 ACRES
TOTAL CWQZ AREA	±486 ACRES

Exhibit K: Existing Critical Water Quality (CWQZ)



PROPOSED

For a complete description of proposed plan, please reference the following exhibits:

- Exhibit A - Description of Property
- Exhibit B - Zoning Map (provided by COA)
- Exhibit C - Proposed Land Use Map and Density Table
- Exhibit D - Proposed Zoning Use Summary Table
- Exhibit E - Proposed Site Development Regulations
- Exhibit F - Proposed Parkland & Open Space Master Plan
- Exhibit G - Example Parkland Open Space Concepts
- Exhibit H - Typical Road Sections
- Exhibit I - Proposed Reclamation Guidelines
- Exhibit J - Proposed Plant List for Reclamation in Open Space Areas
- Exhibit M - Existing CWQZ
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- Exhibit X - Example Housing Products



196.56 AC

26.94 AC

69.54 AC

97.03 AC

18.09 AC

47.97 AC

178.73 AC

505.68 AC

ELM CREEK WATERSHED

110.93 AC

76.61 AC

129.12 AC

COLORADO RIVER WATERSHED

104.00 AC

23.53 AC

272.57 AC

50' ERZ SETBACK FROM CENTERLINE OF CWQZ

169.15 AC

88.16 AC

89.55 AC

LEGEND

- PROPERTY LINE
- DRAINAGE AREA BOUNDARY
- WATERSHED DELINEATION
- PROPOSED CRITICAL WATER QUALITY ZONE (CWQZ)
- CONSTRAINED CRITICAL WATER QUALITY ZONE (REF. EXHIBIT "N1")
- UNCONSTRAINED CRITICAL WATER QUALITY ZONE (REF. EXHIBIT "N1")
- LINEAR SEGMENT OF CWQZ (≈5230 LF)

CRITICAL WATER QUALITY ZONE AREAS

TOTAL IN ELM CREEK WATERSHED	±106 ACRES
TOTAL IN COLORADO RIVER WATERSHED	±409 ACRES
TOTAL CWQZ AREA	±515 ACRES
TOTAL CONSTRAINED CWQZ AREA	±21 ACRES
TOTAL UNCONSTRAINED CWQZ AREA	±494 ACRES

NOTE: REFERENCE PROPOSED CODE MODIFICATION (25-8-92) REGARDING ESTABLISHING CRITICAL WATER QUALITY ZONES ALONG MAJOR WATERWAYS PER THIS EXHIBIT.

LINEAR CWQZ SEGMENTS	
SEGMENT	LENGTH (LF)
1	660
2	290
3	550
4	2090
5	360
6	740
7	540

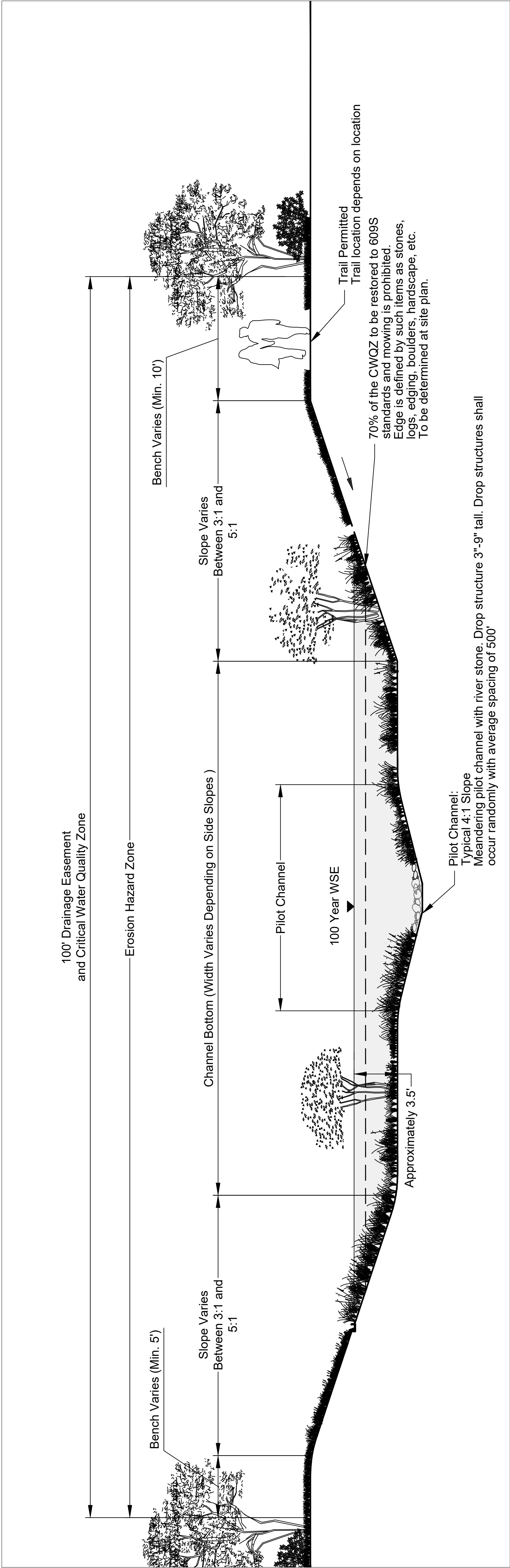
Exhibit L: Proposed Critical Water Quality (CWQZ)



For a complete description of proposed plan, please reference the following exhibits:

- Exhibit A - Description of Property
- Exhibit B - Zoning Map (provided by COA)
- Exhibit C - Proposed Land Use Map and Density Table
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- Within 100-year WSE level, species to be from Riparian Recover mix and Blackland Prairie mix (see Exhibit J4-Proposed Plant List for Reclamation in Open Spaces Areas).
- In areas within the 100-year WSE, approximately 100' of the vegetation listed above will not be mowed.
- Vegetation varies outside of drainage easement.
- Where CEF buffers occur, no mowing allowed.
- If CWQWZ is 200' or larger application rates in alignment with Exhibit I-Reclamation Standards for Open Space will apply. If CWQWZ is less than 200' the application rates for 100% of the 100 year WSE will be applied.
- OS 4 shall be permitted to have up to 2 acres of mowed area as part of the village center park per Exhibit F-Proposed Parkland & Open Space Master Plan.

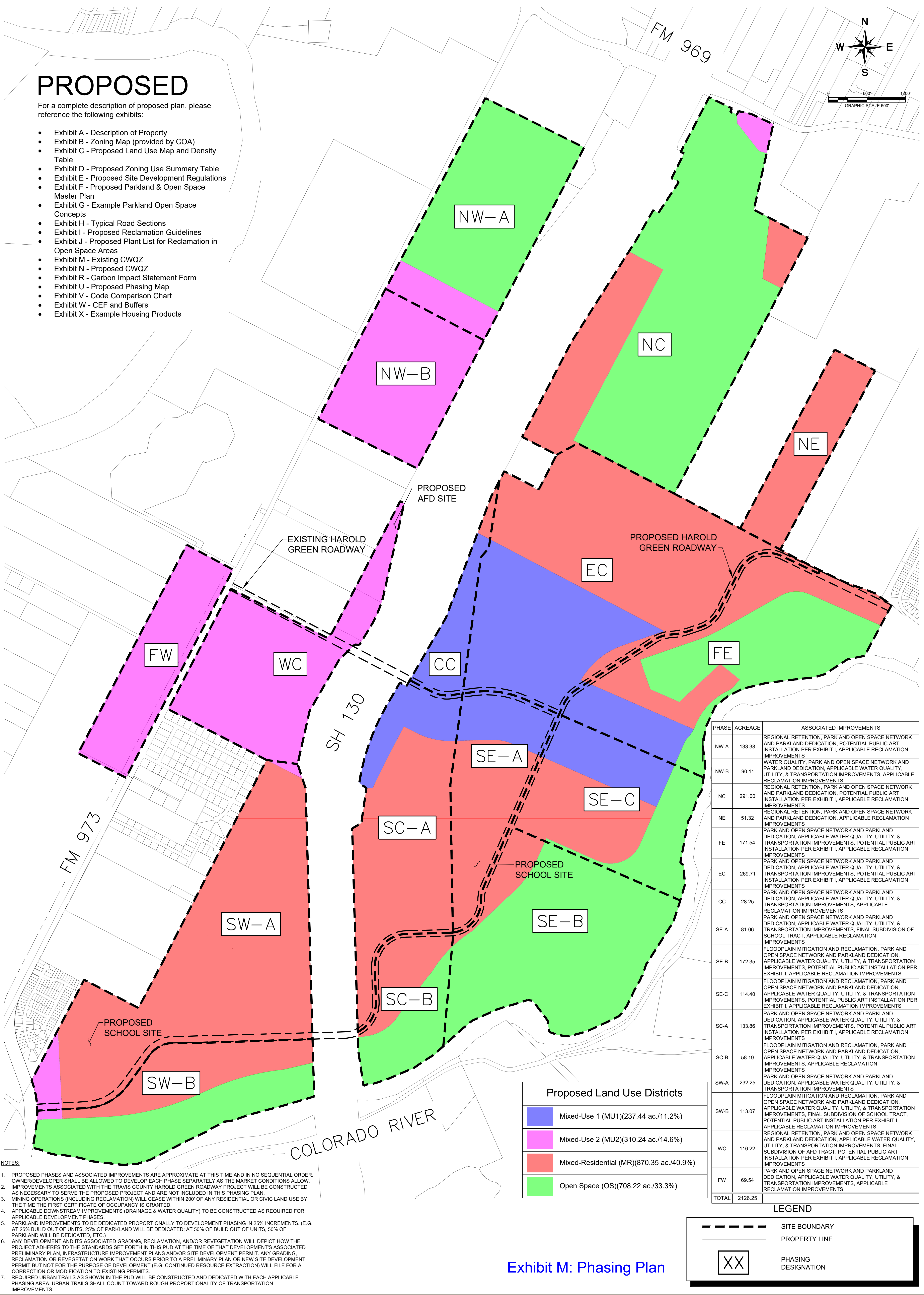




PROPOSED

For a complete description of proposed plan, please reference the following exhibits:

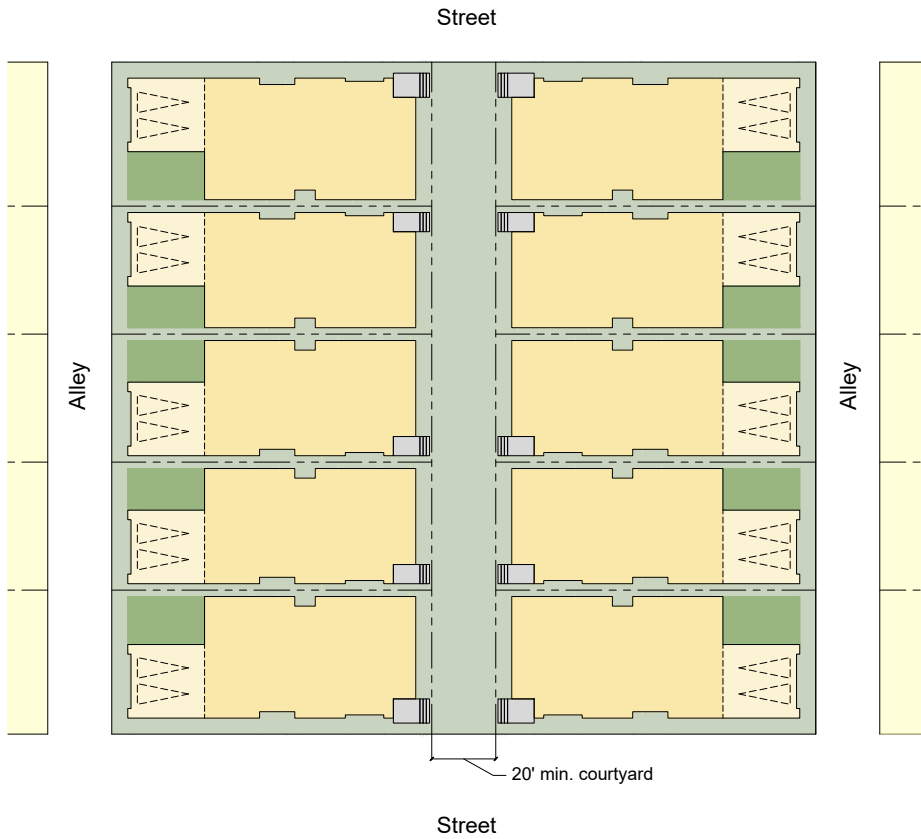
- Exhibit A - Description of Property
- Exhibit B - Zoning Map (provided by COA)
- Exhibit C - Proposed Land Use Map and Density Table
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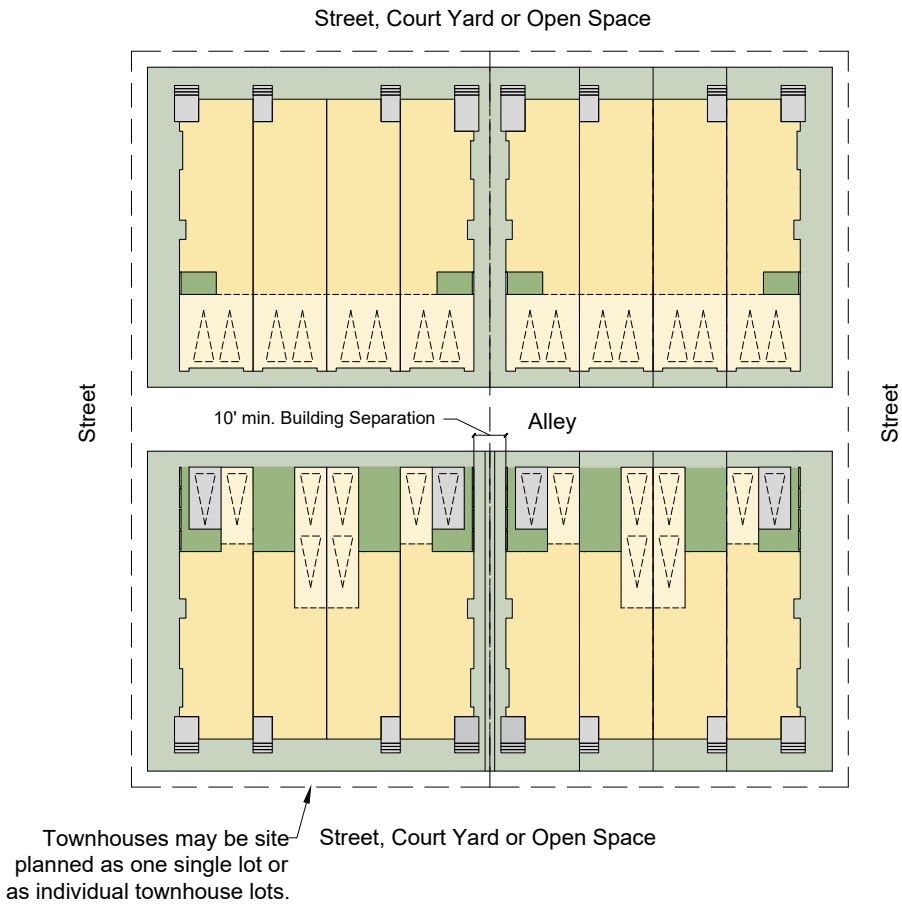
- NOTES:
1. PROPOSED PHASES AND ASSOCIATED IMPROVEMENTS ARE APPROXIMATE AT THIS TIME AND IN NO SEQUENTIAL ORDER. OWNER/DEVELOPER SHALL BE ALLOWED TO DEVELOP EACH PHASE SEPARATELY AS THE MARKET CONDITIONS ALLOW.
  2. IMPROVEMENTS ASSOCIATED WITH THE TRAVIS COUNTY HAROLD GREEN ROADWAY PROJECT WILL BE CONSTRUCTED AS NECESSARY TO SERVE THE PROPOSED PROJECT AND ARE NOT INCLUDED IN THIS PHASING PLAN.
  3. MINING OPERATIONS (INCLUDING RECLAMATION) WILL CEASE WITHIN 200' OF ANY RESIDENTIAL OR CIVIC LAND USE BY THE TIME THE FIRST CERTIFICATE OF OCCUPANCY IS GRANTED.
  4. APPLICABLE DOWNSTREAM IMPROVEMENTS (DRAINAGE & WATER QUALITY) TO BE CONSTRUCTED AS REQUIRED FOR APPLICABLE DEVELOPMENT PHASES.
  5. PARKLAND IMPROVEMENTS TO BE DEDICATED PROPORTIONALLY TO DEVELOPMENT PHASING IN 25% INCREMENTS. (E.G. AT 25% BUILD OUT OF UNITS, 25% OF PARKLAND WILL BE DEDICATED; AT 50% OF BUILD OUT OF UNITS, 50% OF PARKLAND WILL BE DEDICATED, ETC.)
  6. ANY DEVELOPMENT AND ITS ASSOCIATED GRADING, RECLAMATION, AND/OR REVEGETATION WILL DEPICT HOW THE PROJECT ADHERES TO THE STANDARDS SET FORTH IN THIS PUD AT THE TIME OF THAT DEVELOPMENT'S ASSOCIATED PRELIMINARY PLAN, INFRASTRUCTURE IMPROVEMENT PLANS AND/OR SITE DEVELOPMENT PERMIT. ANY GRADING, RECLAMATION OR REVEGETATION WORK THAT OCCURS PRIOR TO A PRELIMINARY PLAN OR NEW SITE DEVELOPMENT PERMIT BUT NOT FOR THE PURPOSE OF DEVELOPMENT (E.G. CONTINUED RESOURCE EXTRACTION) WILL FILE FOR A CORRECTION OR MODIFICATION TO EXISTING PERMITS.
  7. REQUIRED URBAN TRAILS AS SHOWN IN THE PUD WILL BE CONSTRUCTED AND DEDICATED WITH EACH APPLICABLE PHASING AREA. URBAN TRAILS SHALL COUNT TOWARD ROUGH PROPORTIONALITY OF TRANSPORTATION IMPROVEMENTS.



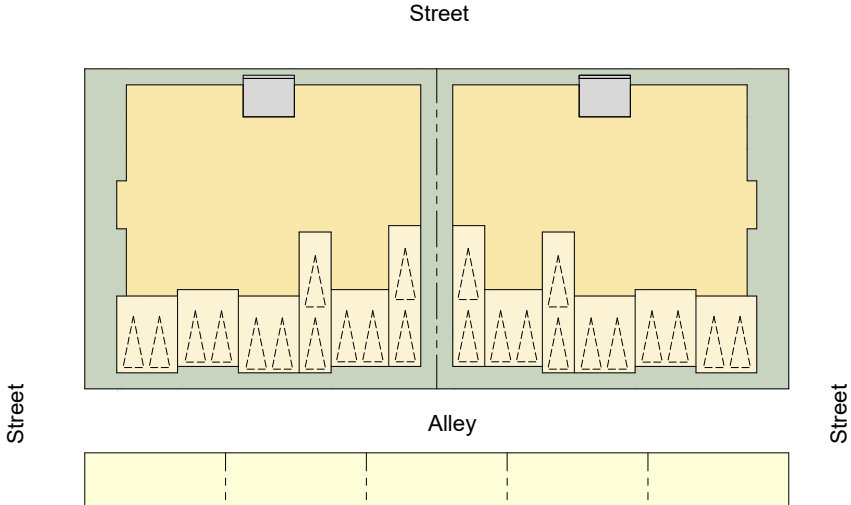
Residential Detached - Common Courtyard



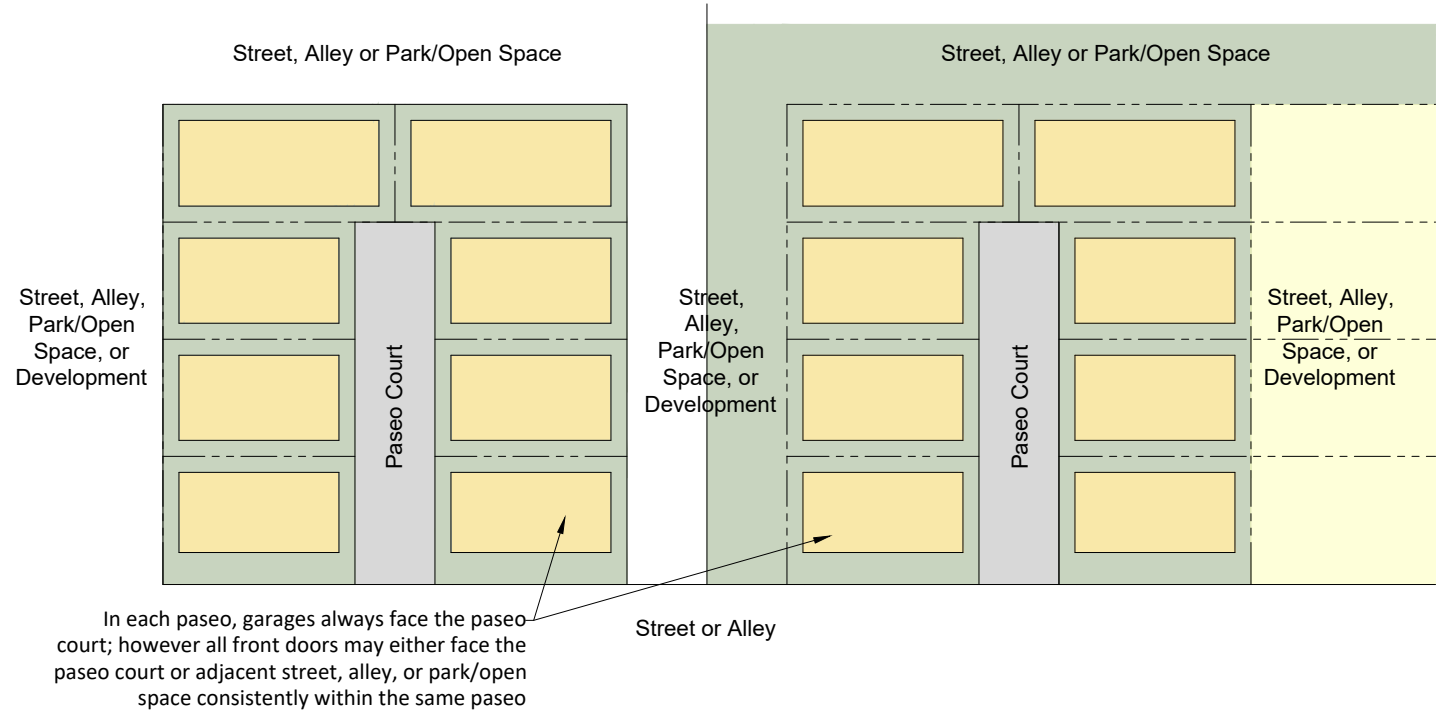
Residential Attached - Live/Work Unit, Townhouse



Residential Attached - Multi-Unit House (3 to 8 units)



Residential Detached - Paseo Court



PROPOSED

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GENERAL NOTES:

- Residential products and site layout shown are preliminary and shown for illustrative purposes only to illustrate intent of site design. Final layout, building placement and product to be determined during site plan, building permit, and/or preliminary plan.

Exhibit N: Example Housing Products





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## MEMORANDUM

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**Date:** November 21, 2019  
**To:** Wendy Rhoades, Zoning Case Manager  
**CC:** Kathy Smith, P.E., PTOE, HDR Engineering, Inc.  
**Reference:** Austin Green – Planned Unit Development (PUD)  
Transportation Impact Analysis Final Memo  
C814-2018-0154

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### **Summary of the Transportation Impact Analysis (TIA):**

The Austin Transportation Department (ATD) has thoroughly reviewed the *“Traffic Impact Analysis – Austin Green”* dated October 4, 2019, prepared by HDR Engineering, Inc. The TIA is for a PUD zoning application currently in the Austin ETJ and is proposed to be annexed into the City’s limited purpose jurisdiction through a Municipal Utility District consent agreement. Austin Green is anticipated to consist of 300,000 SF of general light industrial, 4,377 DU of single-family detached housing, 4,374 DU of multifamily housing (low-rise), 3,249 DU of multifamily housing (mid-rise), 1,500 student elementary school (two), 1,100 student middle school, 600,000 SF of general office building, 150,000 SF of medical-dental office building, and 650,000 SF of shopping center. It will be located on the east and west side of SH 130 between the Colorado River and FM 969 consisting of five tracts (Exhibit A). The development is anticipated to be completed by the year 2040.

Below is a summary of our review findings and recommendations:

1. A phasing agreement shall be submitted to, reviewed, and approved by the City of Austin before the first subdivision and/or site plan application. The phasing agreement shall include the proposed phasing of the entire PUD and required transportation improvements associated with each of the phases, as included, but not limited to, in this TIA memo.
2. A TIA may be required with every subdivision and site plan application in this PUD, per the applicable Land Development Code. Transportation improvements to be built or funded by the Applicant should be re-analyzed with each new subdivision or site plan TIA. If the subdivision or site plan TIA requires additional mitigations beyond the list mentioned in this TIA memo, the Applicant shall be required to build or fund the additional transportation improvements at the time of subdivision or site plan.
3. The Applicant shall design and construct, or fund the improvements as identified in Table 2 below (Summary of Required Transportation Improvements) as part of their subdivision or site development applications. The phasing agreement shall include the required transportation improvements associated with each of the phases of the PUD. No temporary certificate of occupancy (TCO) or certificate of occupancy (CO) shall be issued until the construction of the required improvements is complete.



4. If the Applicant is responsible for funding transportation improvements for a particular phase of the PUD as established in the phasing agreement, the Applicant shall pay the transportation mitigation fee-in-lieu to the responsible authority prior to the issuance of the first subdivision or site development permit within that phase.
5. Please note that the cost estimates included in Table 2 are based on the opinion of probable cost of improvements from the Applicant's consultant and is included here for information only. The cost estimates included in Table 2 **shall not** be assumed to represent the maximum dollar value of improvements the Applicant may be required to construct. The cost estimate for the transportation improvements shall be re-assessed at the time of site plan or subdivision application.
6. The Applicant shall commit to implement Transportation Demand Management (TDM) measures as part of each site plan to achieve a **minimum** 10% vehicle trip reduction as identified in the TIA scope. The Applicant shall be required to submit a Transportation Demand Management Plan at each subdivision or site plan application for staff's review and approval. Every site plan application submitted under this PUD shall try to achieve a higher TDM reduction based on the proposed land use intensities, which will be evaluated at the time of each submittal.
7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized PUD TIA memo, including land uses, trip generation, trip distribution, other identified conditions. Applicant should consult with ATD and other responsible authority (TxDOT and/or Travis County) for driveway locations and traffic controls based on the Transportation Criteria Manual and Land Development Code in future site plan submittals. Any change in the assumptions made in the PUD TIA document shall be reviewed by ATD and may require a new or updated TIA.
8. The Applicant shall provide two copies of the final, updated version of the TIA within ten business days from the 3<sup>rd</sup> reading at City Council, matching Council's approved intensity recommendation.
9. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of this memo, after which a revised TIA or addendum may be required at the discretion of ATD.

**Assumptions:**

1. The development is expected to be built by the year 2040.
2. A combined TDM and internal capture rate reduction of 10% was assumed for all residential, office, and retail land uses for tracts four and five. Internal capture was only calculated within a given parcel, and trips between different land uses on different parcels were not considered as internal capture trips.
3. 34% pass-by reduction for shopping center during the PM peak hour.
4. Considerations were made for the following background projects:
  - Interport South – C14-02-0013
  - WatersEdge PUD – C814-05-0069
  - Indian Hills – C14-2009-0089
  - Velocity Crossing – C14-2015-0117
  - Terrace at Hornsby Bend – SP-2017-0395D
5. Travis County and TxDOT have accepted this TIA.



**Proposed Conditions:****Trip Generation and Land Use**

Based on the Institute of Transportation Engineers (ITE) Trip Generation Manual (10<sup>th</sup> Edition), the development would generate approximately 123,900 unadjusted average daily vehicles trips (ADT) at full build out.

Due the significant number of vehicular trips and the anticipated traffic load on the roadway network, the Applicant has committed to a Transportation Demand Management (TDM) Plan. Table 1 shows the adjusted trip generation after applying pass-by and TDM/internal capture reductions.

Table 1: Adjusted Trip Generation				
Proposed Land Use	Size/Unit	24-Hour Two-Way Volume Trips	AM Peak Hour	PM Peak Hour
Tract 1				
General Light Industrial	300,000 SF	1,195	101	79
Single-Family Detached Housing	500 DU	3,842	356	437
Multifamily Housing (Low-Rise)	500 DU	3,775	197	195
Tract 1 Total		8,812	654	711
Tract 2				
Single-Family Detached Housing	282 DU	2,167	200	246
Multifamily Housing (Low-Rise)	281 DU	2,122	111	110
Tract 2 Total		4,289	311	356
Tract 3				
Shopping Center	120,000 SF	3,289	88	264
Tract 4				
Single-Family Detached Housing	938 DU	6,487	600	737
Multifamily Housing (Low-Rise)	937 DU	6,368	334	329
Multifamily Housing (Mid-Rise)	750 DU	3,678	215	260
Elementary School	1,000 students	1,701	603	153



Middle School	1,100 students	2,109	575	169
Shopping Center	250,000 SF	6,168	166	496
Tract 4 Total		26,511	2493	2144
Tract 5				
Single-Family Detached Housing	2,657 DU	18,377	1700	2089
Multifamily Housing (Low-Rise)	2,656 DU	18,050	944	932
Multifamily Housing (Mid-Rise)	2,499 DU	12,256	718	867
Elementary School	500 students	851	302	77
General Office Building	600,000 SF	5,430	531	563
Medical-Dental Office Building	150,000 SF	5,108	288	460
Shopping Center	280,000 SF	6,908	185	556
Tract 5 Total		66,980	4668	5,544
Total				
		109,881	8212	9,019

### **Transportation Demand Management (TDM)**

The Applicant has committed to a minimum TDM reduction of 10% (along with internal capture trips) to meet certain vehicle trip reduction targets. The Applicant has identified the following TDM measures that would be implemented at the time of subdivision or site plan to achieve the vehicular trip reduction:

- Contributions for Sustainable Transportation – Although not yet in Cap Metro service area, the Applicant shall provide land for transit stops and park and ride facilities as identified at the time of subdivision or site plan.
- Bicycle Parking
- Showers and Lockers
- Bicycle Repair Station
- Bicycle Maintenance Station
- Car Share Parking
- Unbundled Parking
- Short Term Daily Parking Provision
- Priced Parking
- Improved bicycle and pedestrian connectivity for all streets. Includes but not limited to physically separate bicycle facility, on-street bike lane or shared use path, sidewalk, and trail connections.

The Applicant shall submit a TDM plan for each subdivision / site plan to ATD for review and approval. While the Applicant committed to the broad spectrum of TDM measures, as noted above, the Applicant would have the flexibility to pick and choose other relevant TDM measures at the time of subdivision/site plan to further reduce vehicular trip generation.

### **Table 2: Summary of Required Transportation Improvements:**



<u>Intersection/Roadway</u>	<u>Transportation Improvements</u>	<u>Responsibility</u>	<u>Estimated Cost (For Information Only)</u>
FM 973 and FM 969	Construct dual NB left-turn lanes	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$300,000
	Construct SB left-turn lane		\$250,000
	Construct channelized EB right-turn lane		\$150,000
	Construct WB right-turn lane		\$150,000
	Signal modification and timing optimization		\$300,000
SH 130 SB FR and FM 969	Construct SB left-turn lane	To be reassessed at the time of subdivision or site plan	-
	Construct EB right-turn lane		-
	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
SH 130 NB FR and FM 969	Construct NB left-turn lane	To be reassessed at the time of subdivision or site plan	-
	Construct WB right-turn lane		-
	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
Hunters Bend Road/Delta Post Drive and FM 969	Restripe NB and SB approaches	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$10,000
	Signal timing optimization		\$5,000
FM 973 and SH 71 WB FR	Construct NB acceleration lane for WB right turns	To be designed and constructed by the	\$10,000



	Construct WB acceleration lane for SB right turns	Applicant at the time of subdivision or site plan	\$150,000
	Signal timing optimization		\$5,000
FM 973 and SH 71 EB FR	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
SH 130 SB FR ad SH 71 WB FR	Construct SB through lane	To be reassessed at the time of subdivision or site plan	-
	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
SH 130 SB FR and SH 71 EB FR	Restripe SB approach	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$10,000
	Construct EB right-turn lane	To be reassessed at the time of subdivision or site plan	-
	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
	Restripe NB approach	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$10,000



	Construct WB right-turn lane	To be reassessed at the time of subdivision or site plan	-
	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
SH 130 NB FR ad SH 71 EB FR	Construct NB right-turn lane	To be reassessed at the time of subdivision or site plan	-
	Signal timing optimization	To be paid by the Applicant as a transportation mitigation fee-in-lieu prior to the approval of subdivision or site plan	\$5,000
FM 973 and Platt Lane	Modify for right-in/right-out operation	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$50,000
FM 973 and Harold Green Road	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$250,000
	Construct dual SB left-turn lanes		\$200,000
	Construct SB through lane		***
	Construct two NB through lanes		***
	Construct NB right-turn lane		\$150,000
	Construct dual WB left-turn lanes		**
SH 130 SB FR and Harold Green Road	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$250,000
	Construct channelized SB right-turn lane		\$200,000
	Construct EB through lane		**
	Construct channelized EB right-turn lane		\$200,000



	Construct dual WB left-turn lanes		\$250,000
	Construct WB through lane		**
SH 130 NB FR and Harold Green Road	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$250,000
	Construct channelized NB right-turn lane		\$200,000
	Construct dual EB left-turn lanes		\$250,000
	Construct EB through lane		**
	Construct WB through lane		**
	Construct channelized WB right-turn lane		\$150,000
FM 973 and Garden Grove Drive/ Driveway 2B	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$300,000
	Construct SB left-turn lane		\$200,000
	Construct two SB through lanes		***
	Construct NB left-turn lane		\$200,000
	Construct two NB through lanes		***
	Construct WB left-turn lane		\$150,000
FM 973 and Prado Ranch Boulevard	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$300,000
	Construct SB left-turn lane		\$200,000
	Construct two SB through lanes		***
	Construct two NB through lanes		***
FM 973 and Thyone Road	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$300,000
	Construct two SB through lanes		***
	Construct two NB through lanes		***
FM 973 and Driveway 1A	Install traffic signal	To be designed and constructed by the	\$300,000
	Construct SB left-turn lane		\$200,000



	Construct SB through lane	Applicant at the time of subdivision or site plan	***
	Construct NB through lane		***
	Construct NB right-turn lane		\$150,000
FM 973 and Driveway 1B	Construct SB left-turn lane	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$200,000
	Construct SB through lane		***
	Construct NB through lane		***
FM 973 and Driveway 1C	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$300,000
	Construct SB left-turn lane		\$200,000
	Construct SB through lane		***
	Construct NB through lane		***
	Construct NB right-turn lane		\$150,000
FM 973 and Driveway 2A	Construct two SB through lanes	To be designed and constructed by the Applicant at the time of subdivision or site plan	***
	Construct NB left-turn lane		\$200,000
	Construct two NB through lanes		***
Driveway 3A/Driveway 4A and Harold Green Road	Construct roundabout	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$400,000
Driveway 4B and Harold Green Road	Construct EB through lane	To be designed and constructed by the Applicant at the time of subdivision or site plan	**
	Construct WB left-turn lane		\$150,000
	Construct WB through lane		***
FM 973 and Driveway 4C	Construct SB left-turn lane	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$200,000
	Construct two SB through lanes		***
	Construct two NB through lanes		***
FM 973 and Roadway D	Install traffic signal	To be designed and constructed by the	\$300,000
	Construct SB through lane		***



	Construct NB through lane	Applicant at the time of subdivision or site plan	***
	Construct channelized NB right-turn lane		\$200,000
Driveway 51 and FM 969	Install traffic signal	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$300,000
FM 973 (b/w SH 71 and Roadway D)	Widening roadway to six lane section	To be designed and constructed by the Applicant at the time of subdivision or site plan	\$576,000
FM 973 (b/w Roadway D and Harold Green)	Widen roadway to six lane section		\$7,296,000
FM 973 (b/w Harold Green and FM 969)	Widen roadway to four lane section		\$4,176,000
	<b>Total</b>		<b>\$22,333,000</b>

**\*\* To be constructed as part of subdivision / site plan (not considered as transportation system mitigation)**

**\*\*\* Pro-rata calculated as part of FM 973 roadway widening (see last three rows of table)**

Please note that the cost estimates included in Table 2 are included here for information only. The cost estimates included in Table 2 **shall not** be assumed to represent the maximum dollar value of improvements the Applicant may be required to construct. The cost estimate for the transportation improvements shall be re-assessed at the time of site plan or subdivision application.

The phasing agreement shall include the phasing of required transportation improvements associated with each of the phases of the PUD. No temporary certificate of occupancy (TCO) or certificate of occupancy (CO) shall be issued until the construction of the required improvements is complete for each of the phases.

A TIA may be required with every subdivision and site plan application in this PUD, per the applicable Land Development Code. Transportation improvements to be built or funded by the Applicant should be re-analyzed with each new subdivision or site plan TIA. If the subdivision or site plan TIA requires additional mitigations beyond the list mentioned in this TIA memo, the Applicant shall be required to build or fund the additional transportation improvements at the time of subdivision or site plan.



If you have any questions or require additional information, please contact me at 512-974-4073.

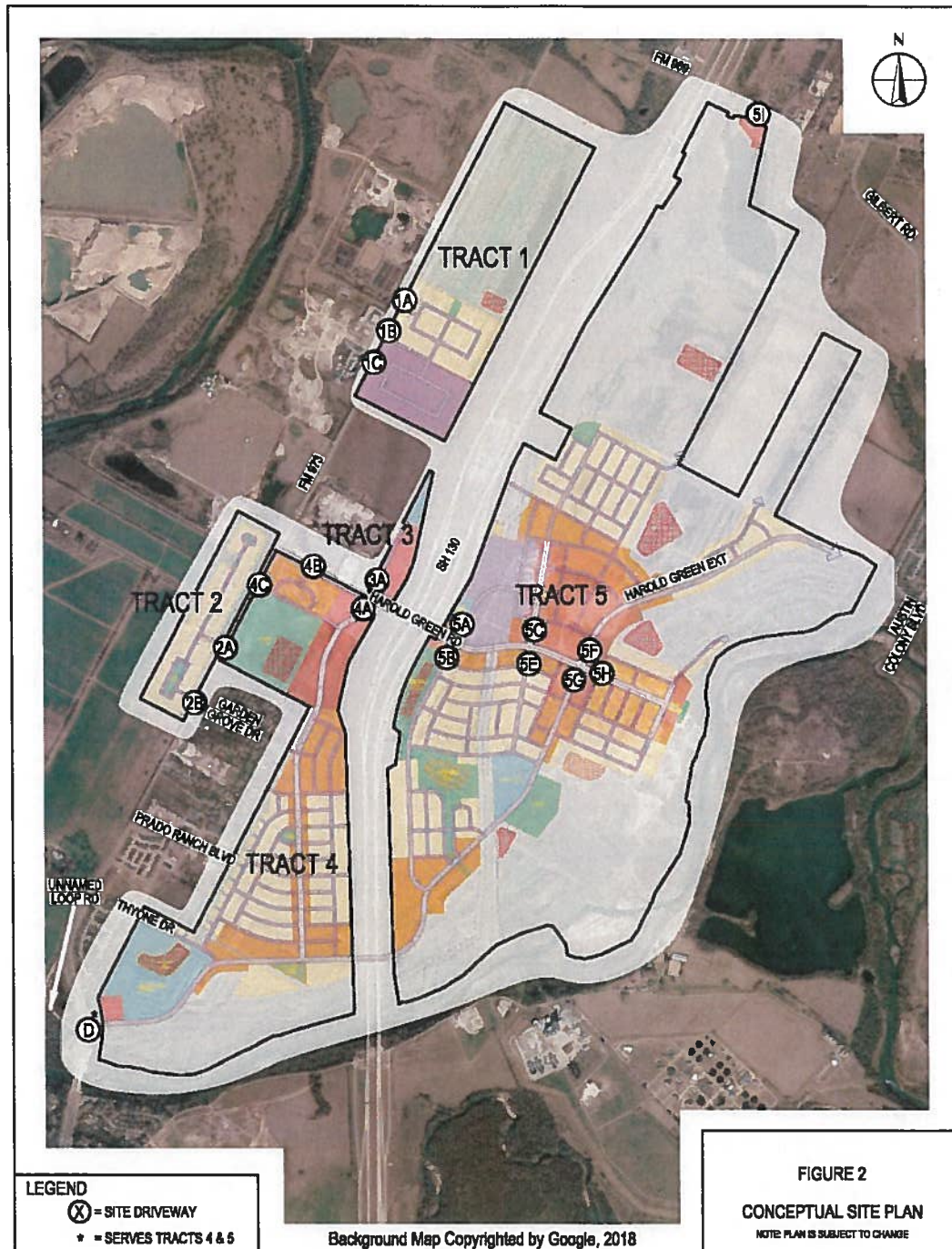
A handwritten signature in black ink that reads "Nazlie Saeedi". The signature is written in a cursive, flowing style.

Nazlie Saeedi, P.E.  
Austin Transportation Department





## EXHIBIT A



Source: HDR, Inc.





# Carbon Impact Statement

## Project: Austin Green

### Scoring Guide:

1-4: Business as usual

5-8: Some positive actions

9-12: Demonstrated leadership



	Response: Y=1, N=0	Documentation: Y/N
<b><u>Transportation</u></b>		
T1: Public Transit Connectivity	<input type="text" value="0"/>	<input type="text" value="N"/>
T2: Bicycle Infrastructure	<input type="text" value="1"/>	<input type="text" value="N"/>
T3: Walkability	<input type="text" value="1"/>	<input type="text" value="N"/>
T4: Utilize TDM Strategies	<input type="text" value="1"/>	<input type="text" value="N"/>
T5: Electric Vehicle Charging	<input type="text" value="1"/>	<input type="text" value="N"/>
T6: Maximize Parking Reductions	<input type="text" value="1"/>	<input type="text" value="N"/>
<b><u>Water + Energy</u></b>		
WE1: Onsite Renewable Energy	<input type="text" value="0"/>	<input type="text" value="N"/>
WE2: Reclaimed Water	<input type="text" value="1"/>	<input type="text" value="N"/>
<b><u>Land Use</u></b>		
LU1: Imagine Austin Activity Center or Corridor	<input type="text" value="1"/>	<input type="text" value="Y"/>
LU2: Floor-to-Area Ratio	<input type="text" value="1"/>	<input type="text" value="N"/>
<b><u>Food</u></b>		
F1: Access to Food	<input type="text" value="0"/>	<input type="text" value="N"/>
<b><u>Materials</u></b>		
M1: Adaptive Reuse	<input type="text" value="0"/>	<input type="text" value="N"/>
<b><u>Total Score: 8</u></b>		

The Carbon Impact Statement calculation is a good indicator of how your individual buildings will perform in the Site Category of your Austin Energy Green Building rating.

This is for a PUD that will govern the transition of a 2,126.25-acre site from sand and gravel mining to a Major Town Center including allowable land uses such as a variety of compact housing types and commercial developments, connected street and trail improvements, accessible park and open space and other key community benefits.

[Attachment C](#)



## Exhibit R – Carbon Impact Statement Form

T1. Is any functional entry of the project within 1/4 mile walking distance of existing or planned bus stop(s) serving at least two bus routes, or within 1/2 mile walking distance of existing or planned bus rapid transit stop(s), or rail station(s)?

No. The project is outside of current service area. Conversations are in progress to coordinate future needs with CapMetro and a dedicated site for park and ride will be a part of the project.

T2. Is there safe connectivity from the project site to an “all ages and abilities bicycle facility” as listed in the Austin Bicycle Master Plan?

Yes. The project is planning to connect an internal trail to FM 969.

T3. Is the property location “very walkable” with a minimum Walk Score of 70 (found at walkscore.com), or will the project include at least five new distinct basic services (such as a bank, restaurant, fitness center, retail store, daycare, or supermarket)?

Yes. The project envisions having a town center and village center, both with a mixture of residential and non-residential uses. We are also requiring all residential units be within a quarter mile or less walking distance from a public amenity, park or trail.

T4. Does the project utilize two or more of the following Transportation Demand Management strategies: unbundling parking costs from cost of housing/office space, providing shower facilities, providing secured and covered bicycle storage, and/or providing 2+ car sharing parking spaces for City-approved car share programs?

Yes.

T5. Will the project include at least one DC Fast Charging electric vehicle charging station?

Yes.

T6. Does the project utilize existing parking reductions in code to provide 20% less than the minimum number of parking spaces required under the current land development code (or 60% less than the code's base ratios if there is no minimum parking capacity requirement)?

Yes.

WE1. Will the project include on-site renewable energy generation to offset at least 1% of building electricity consumption?

Unknown at this time.

WE2. Will the project include one or more of the following reclaimed water systems: large scale cisterns, onsite grey or blackwater treatment, and reuse or utilization of Austin Water Utility's auxiliary water system to eliminate the use of potable water on landscape/irrigation?

Yes. the project will utilize/extend the City of Austin reclaimed water (purple pipe) system to reduce potable water use for landscaping areas.

LU1. Is the proposed project site located within one of the centers or corridors as defined in the Imagine Austin Comprehensive Plan Growth Concept Map?

Yes. This project is located within one of the identified Town Centers in the Imagine Austin Comp Plan.

LU2. If located in an Imagine Austin activity center or corridor, will the proposed project use at least 90% of its entitled amount of floor-to-area ratio?

Yes.

F1. Will the project include a full service grocery store onsite, or is one located within 1 mile of the project, or will the project integrate opportunities for agriculture to the scale as defined by Austin Energy Green Building?

Full service grocery stores are a permitted use within the project. The final site plan and land uses have not been determined at this time.

M1. Will the project reuse or deconstruct existing buildings on the project site?

No.



## PUBLIC HEARING INFORMATION

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

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

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

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

For additional information on the City of Austin's land development process, visit our website:  
[www.austintexas.gov/planning](http://www.austintexas.gov/planning).

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

Case Number: C814-2018-0154

Contact: Wendy Rhoades, 512-974-7719

Public Hearing: June 11, 2019, Planning Commission

Christa Ortiz Carroll

Your Name (please print)

☐ I am in favor  
☒ I object

2508 ELARA DR. AUSTIN TX 78725

Your address(es) affected by this application

Christa Ortiz Carroll

Signature

6-6-19

Date

Daytime Telephone: (512) 961-2784

Comments: This appears to be a massive project but the major concern here is the extensive transportation and traffic congestion that already occurs on this under developed access around this project area. I am for development but the congested heavy farm roads take a beating w/ heavy commercial transportation vehicles and heavy traffic flow during the daytime hours usually from 5-AM to 10 PM.

If you use this form to comment, it may be returned to:

City of Austin

Planning & Zoning Department

Wendy Rhoades

P. O. Box 1088

Austin, TX 78767-8810



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**Case Number: C814-2018-0154**

**Contact: Wendy Rhoades, 512-974-7719**

**Public Hearing: November 26, 2019, Planning Commission**

SUE L. FISCHER

Your Name (please print)

☐ I am in favor  
☒ I object

1300 Watermelon Way

Your address(es) affected by this application

Sue L. Fischer

Signature

11/18/19  
Date

Daytime Telephone: 512-608-8175

Comments: Traffic is unbearable NOW.  
With increased traffic on 973 and no  
other way into our community,  
increased problems for school buses,  
emergency vehicles and police will  
be impossible // increase strain on  
water supply will be dangerous to  
our subdivision.

If you use this form to comment, it may be returned to:

City of Austin  
Planning & Zoning Department  
**Wendy Rhoades**  
P. O. Box 1088  
Austin, TX 78767-8810



## PUBLIC HEARING INFORMATION

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**Case Number: C814-2018-0154**

**Contact: Wendy Rhoades, 512-974-7719**

**Public Hearing: November 26, 2019, Planning Commission**

*Christa Ortiz Camoll*

Your Name (please print)

*2508 Elara Dr.*

Your address(es) affected by this application

*Christa Ortiz*

Signature

☐ I am in favor  
☒ I object

*11-21-19*

Date

Daytime Telephone:

*(512) 9101-2704*

Comments:

*I believe city or county council needs to prepare better access roads & lights before plan is placed into action. There is way too much traffic going down the roads as they are. The toll road is beginning to get congested.*

If you use this form to comment, it may be returned to:

City of Austin  
Planning & Zoning Department  
Wendy Rhoades  
P. O. Box 1088  
Austin, TX 78767-8810