

A U S T I N C I T Y C O U N C I L

**AGENDA**

Thursday, June 22, 2006

 + Back

#92

**Zoning Ordinances/Restrictive Covenants  
RECOMMENDATION FOR COUNCIL ACTION**

**Subject:** C814-04-0187-SH - Goodnight Ranch PUD - Approve second reading of an ordinance amending Chapter 25-2 of the Austin City Code by zoning property locally known as the East side of Old Lockhart Highway between Nuckols Crossing Road and Capitol View Drive (Onion Creek Watershed) from interim rural-residence (I-RR) district zoning to planned unit development (PUD) district zoning with conditions. First reading approved on April 20, 2006. Vote: 6-0; Mayor Pro Tem Thomas off the dais. Applicants: MVE Venture, Ltd. (Claude Dean Goodnight); Austin Goodnight Ranch, L.P. (Terry Mitchell); Benchmark Land & Exploration, Inc. (David C. Mahn); Austin Independent School District (Mark Williams, President, Board of Trustees). Agent: TBG Partners (Sean Compton). City Staff: Wendy Walsh, 974-7719.

**Additional Backup Material**

(click to open)

☐ Staff Report**For More Information: Wendy Walsh, 974-7719.**

## **SECOND READING SUMMARY SHEET**

**ZONING CASE NUMBER:** C814-04-0187.SH

**REQUEST:**

Approve second reading of an ordinance amending Chapter 25-2 of the Austin City Code by zoning property locally known as the east side of Old Lockhart Highway between Nuckols Crossing Road and Capitol View Drive (Onion Creek Watershed) from interim – rural residence (I-RR) district zoning to planned unit development (PUD) district zoning with conditions. The Restrictive Covenant addresses the Traffic Impact Analysis, IPM Plan and public – private partnership between the developer and Travis County for the construction of Slaughter Lane through the Property.

**DEPARTMENT COMMENTS:**

The Applicants have requested two modifications from First Reading: 1) to add automotive washing (of any type) and liquor sales as permitted uses within the Neighborhood Mixed Area; and 2) to define the planting of street trees, generally based on the City's Traditional Neighborhood District Criteria Manual. Please refer to the Applicant's proposed modifications following this Summary Sheet. Staff recommends that Applicants' requested modifications be incorporated into the PUD zoning ordinance and Restrictive Covenant.

**OWNERS/APPLICANTS:** MVE Venture, Ltd. (Claude Dean Goodnight); Austin Goodnight Ranch, L.P. (Terry Mitchell); Benchmark Land & Exploration, Inc. (David C. Mahn); Austin Independent School District (Mark Williams, President, Board of Trustees).

**AGENT:** TBG Partners (Sean Compton)

**DATE OF FIRST READING:** April 20, 2006, approved PUD district zoning with conditions, on First Reading (6-0, Mayor Pro Tem temporarily off the dais).

**CITY COUNCIL HEARING DATE:** June 22, 2006

**CITY COUNCIL ACTION:**

**ORDINANCE NUMBER:**

**ASSIGNED STAFF:** Wendy Walsh  
e-mail: wendy.walsh@ci.austin.tx.us

**Walsh, Wendy**

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**From:** Sean Compton [sean.compton@tbg-inc.com]  
**Sent:** Wednesday, May 31, 2006 12:43 PM  
**To:** Walsh, Wendy  
**Cc:** Rusthoven, Jerry; Terry Mitchell  
**Subject:** Goodnight PUD Case # C814-04-0187

Wendy -

The applicant requests that the zoning case be placed on the June 22, 2006 City Council agenda for second reading only. Based on our discussion yesterday, we request two items be made part of the application.

1. That Exhibit "C", PUD Land Use Summary Table, be revised to include as a permitted use in the Neighborhood Mixed Area (NMA) the following uses: **Automobile Washing (of any type) and Liquor Sales.**

2. That a restrictive covenant be placed on the property, required at the time of Final Plat, for installation of a street trees, based generally on the City's TND Criteria Manual, and set forth below:

- Street trees planted along all streets – installed in the street planter strips between the curb and sidewalk wherever provided. Street trees may be omitted where existing trees remain.
- Planted 30 to 40 ft on center on average – modified to accommodate utilities and sight lines. Trees in retail areas may be grouped.
- A minimum 2 ½" average caliper, Class I shade trees (additional species may be used with approval of City Arborist). They shall be balled and burlap, boxed or crated nursery stock.
- No more than 40% of street trees on the project may be of one species.
- Automatic irrigation of the street trees is required for a minimum of two years after installation.
- Residential - street trees installed at time of home ownership.
- Commercial – street trees installed as part of street infrastructure construction.

Please contact me if you have any questions or comments to this request.

Thank you,

Sean

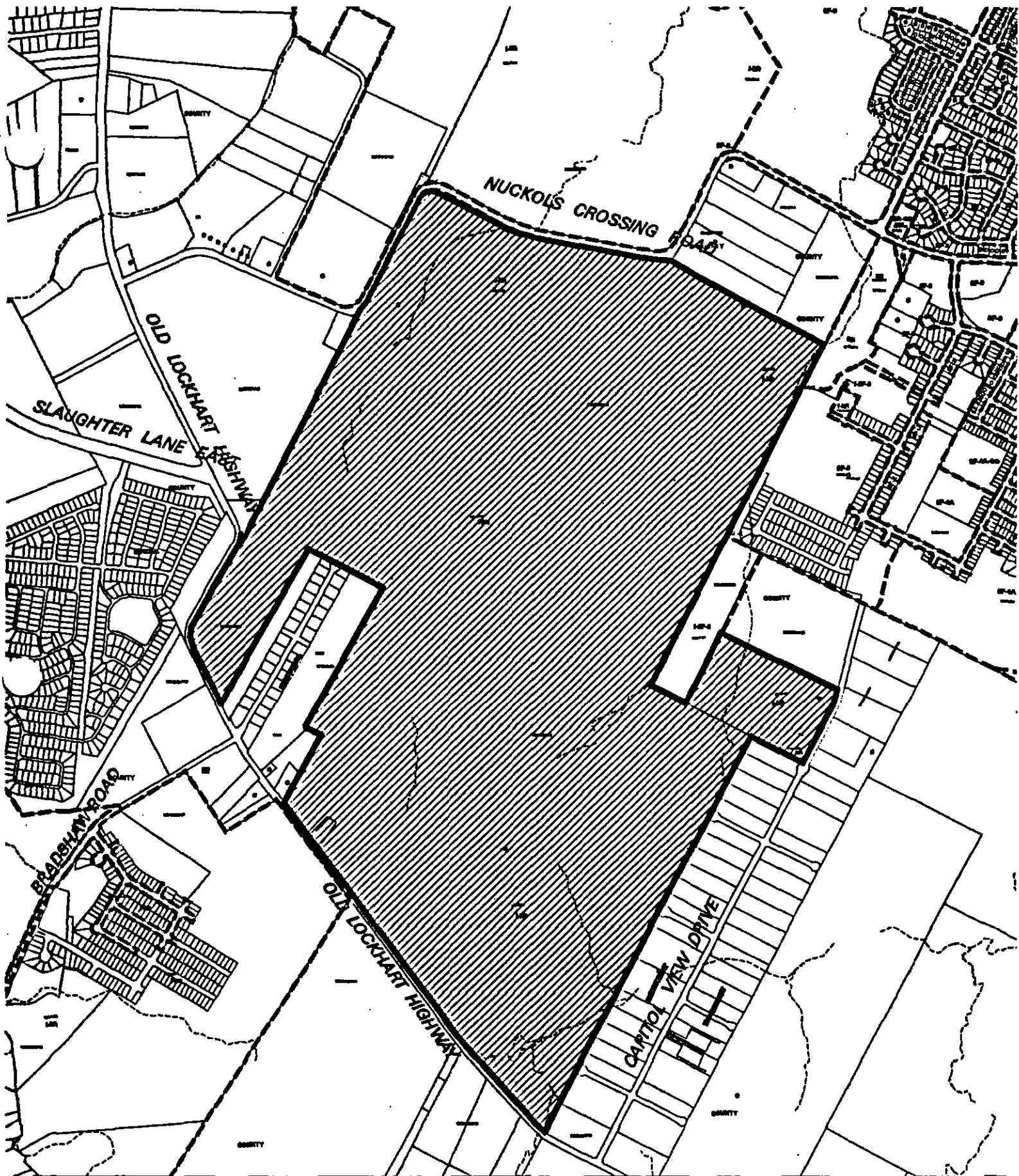


Sean Compton, ASLA  
Principal

Austin . Dallas . Houston . San Antonio

TEL 512.327.1011

6/8/2006



|                                      |                           |                                  |                    |                                                      |
|--------------------------------------|---------------------------|----------------------------------|--------------------|------------------------------------------------------|
|                                      |                           | <b>PLANNED UNIT DEVELOPMENT</b>  |                    | <b>CITY GRID<br/>REFERENCE<br/>NUMBER</b><br><br>H12 |
|                                      |                           |                                  |                    |                                                      |
|                                      |                           | <b>CASE #:</b> C814-04-0187.SH   | <b>DATE:</b> 06-08 |                                                      |
|                                      | <b>CASE MGR:</b> W. WALSH | <b>ADDRESS:</b> OLD LOCKHART HWY | <b>INTLS:</b> SM   |                                                      |
| <b>SUBJECT AREA (acres):</b> 703.280 |                           |                                  |                    |                                                      |

## **ZONING CHANGE REVIEW SHEET**

**CASE:** C14-04-0187.SH

**Z.P.C. DATE:** January 31, 2006  
March 7, 2006

**ADDRESS:** East side of Old Lockhart Highway between Nuckols Crossing Road and Capitol View Drive

**OWNERS:** MVE Venture, Ltd. (Claude Dean Goodnight);  
Austin Goodnight Ranch, Ltd. (Terry Mitchell);  
Benchmark Land & Exploration, Inc. (David C. Mahn)  
Austin Independent School District (Mark Williams, President, Board of Trustees)

**AGENT:** TBG Partners (Sean Compton)

**ZONING FROM:** I-RR **TO:** PUD

**AREA:** 703.280 acres

### **SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant planned unit development (PUD) district zoning for Goodnight Ranch, as illustrated in Exhibits B through B-9.

The Restrictive Covenant includes: 1) all recommendations listed in the Traffic Impact Analysis memorandum, dated December 6, 2005, as provided in Attachment A; 2) a provision for an Integrated Pest Management (IPM) plan; and 3) a statement that a public – private partnership exists between the developer of Goodnight Ranch PUD and Travis County regarding the construction of Slaughter Lane through the property.

### **ZONING & PLATTING COMMISSION RECOMMENDATION:**

January 31, 2006: *A SUBCOMMITTEE WAS CREATED TO FURTHER ASSESS THIS APPLICATION. THE COMMITTEE IS COMPOSED OF COMMISSIONERS HAMMOND, RABAGO, MARTINEZ, JACKSON AND HALE; PLUS ZONING, LEGAL AND TRANSPORTATION STAFF. COMMISSIONER JACKSON IS THE COMMITTEE'S CHAIRPERSON.*

*THE SUBCOMMITTEE WILL GIVE A REPORT AT THE FEBRUARY 21, 2006, ZAP COMMISSION MEETING. RE-NOTIFICATION WILL OCCUR PRIOR TO PLACING THIS ITEM BACK ON THE AGENDA.*

*[J. MARTINEZ; S. HALE 2<sup>ND</sup>] (8-0) J. GOHIL – ABSENT*

March 7, 2006: *APPROVED STAFF'S RECOMMENDATION FOR PUD DISTRICT ZONING WITH A RESTRICTIVE COVENANT FOR THE TRAFFIC IMPACT ANALYSIS, INTEGRATED PEST MANAGEMENT PLAN AND A STATEMENT OF A PUBLIC/PRIVATE PARTNERSHIP BETWEEN THE DEVELOPER AND TRAVIS*

**COUNTY REGARDING THE CONSTRUCTION OF SLAUGHTER LANE THROUGH THE PROPERTY.**

**[K. JACKSON, C. HAMMOND 2<sup>ND</sup>] (8-0-1) B.B – ABSTAINED**

**EXHIBITS AND ATTACHMENTS TO STAFF REPORT:**

|                       |                                                                |
|-----------------------|----------------------------------------------------------------|
| Exhibits A, A-1, A-2: | Zoning Map, Aerial View and Vicinity Map                       |
| Exhibit B:            | Planned Unit Development – Land Use Map                        |
| Exhibit B-1:          | Code Modifications Table                                       |
| Exhibit B-2:          | Street Cross Section Table and Illustrations                   |
| Exhibit B-3:          | Parking Requirements                                           |
| Exhibit B-4:          | Sign Regulations                                               |
| Exhibit B-5:          | PUD Zoning Land Use Summary Table                              |
| Exhibit B-6:          | Allowable Intensity Table                                      |
| Exhibit B-7:          | Site Development Regulations                                   |
| Exhibit B-8:          | Residential Uses – Definitions and Visual Guidelines           |
| Exhibit B-9:          | Environmental Information                                      |
| Attachment A:         | Traffic Impact Analysis (TIA) Memorandum                       |
| Attachment B:         | Letter from Capital Metro                                      |
| Attachment C:         | Parkland Dedication Agreement                                  |
| Attachment D:         | Water Service Availability – Creedmoor Maha Supply Corporation |
| Attachment E:         | Wastewater and Water Service Extensions – City of Austin       |
| Attachment F:         | S.M.A.R.T. Housing Certification Letter                        |

**ISSUES:**

The Applicants have requested two modifications from First Reading: 1) to add automotive washing (of any type) and liquor sales as permitted uses within the Neighborhood Mixed Area; and 2) to define the planting of street trees, generally based on the City's Traditional Neighborhood District Criteria Manual. Staff recommends the Applicants' requested modifications be incorporated into the PUD zoning ordinance and Restrictive Covenant.

The Subcommittee, Applicant and Staff met on three successive Monday evenings between January 31<sup>st</sup> and March 7<sup>th</sup>: Monday, February 13<sup>th</sup>, 2006 (Applicant's presentation); Monday, February 20<sup>th</sup> and Monday, February 27<sup>th</sup>. Minutes from the February 20<sup>th</sup> and 27<sup>th</sup> meetings are located at the very back of the packet.

The Applicant is in agreement with the Staff recommendation.

This rezoning case has been approved to participate in the City's S.M.A.R.T. (Safe, Mixed-Income, Accessible, Reasonably-priced, Transit-Oriented) Housing expedited review program. Please refer to Attachment F.

**DEPARTMENT COMMENTS:**

The subject property consists of undeveloped and agricultural lands, and was annexed into the City's limited purpose jurisdiction in July 2005 as interim-rural residence (I-RR) zoning. Please refer to Exhibits A, A-1 and A-2. The surrounding area consists of undeveloped and agricultural lands, single family residences and manufactured homes on lots and tracts of varying sizes. Nuckols Crossing Road forms the northwest property line and Old Lockhart Highway forms the south property line. East Slaughter Lane terminates at Old Lockhart Highway approximately 400 feet to the west, and is proposed to be extended east-west through the property.

***PUD Land Use Plan***

The Applicant has requested planned unit development (PUD) zoning so that the property may be developed with mixed-use development that provides for a range of residential, commercial, civic and open spaces integrated into a master planned community. The PUD Land Use Plan contains three development areas: a *Neighborhood Mixed Use Area*, a *Mixed Residential Area*, and *Open Space*. The *Neighborhood Mixed Use Area* is generally located along both sides of the Slaughter Lane alignment and Old Lockhart Highway, provides for a mixture of residential uses and up to 225,000 square feet of commercial development. The *Neighborhood Mixed Use Area* allows for a greater range of permitted uses and more intensive development standards. The *Mixed Residential Area* is generally located along the perimeters of the property, permits innovative residential designs alongside conventional single family and multi-family residential uses, and also includes up to 35,000 square feet of neighborhood-oriented commercial uses. Goodnight Ranch PUD incorporates 70 acres of *Open Space*, in the form of interconnected greenways and pocket parks, as well as a comprehensive network of trails and sidewalks to encourage pedestrian circulation and recreation opportunities. Street trees will be planted on both sides of pedestrian-scaled at consistent intervals and the developer is looking into creating an on-site tree farm to provide a ready source of plant material serving this purpose. Integrated together, these uses will contribute to a development that promotes living, shopping and recreation opportunities within the same development. Please refer to Exhibits B and B-6.

Residential uses account for a maximum of 3,533 dwelling units, of which a maximum of 2,150 may be multi-family. The Goodnight Ranch PUD will provide a mixture of residential types that includes:

- single family detached residences with an optional second living unit above the garage (yard house);
- attached two to three-story townhomes (rowhouse);
- rowhouses with work space or commercial space permitted on the ground floor and upper level living space (live / work shophouse);
- attached dwelling units (4-6) located within a single structure (mansion home)
- apartments or condominiums (multifamily home); and,
- buildings containing residential units and non-residential square footage (multi-use buildings)

The different housing types are designed to be clustered together in order to preserve open space and achieve water quality benefits. The residential developer will participate in the City's Green Building program, as established by the S.M.A.R.T. Housing certification letter. Please refer to Exhibit B-8.

Goodnight Ranch PUD provides for up to 260,000 square feet of commercial, retail and office uses, and up to 15,000 square feet of supporting civic uses. In addition, the PUD includes two AISD elementary school sites (one of which is scheduled to be constructed with the first phase of development), one City fire station site (with the location to be determined prior to approval of the first preliminary plan), five acres of private park space or a series of park spaces, and 65 acres of private open space, to be made available for use by the residents. Development of Goodnight Ranch PUD is proposed to occur in ten phases, beginning in 2008 and extending through 2026.

#### *Transportation Network*

The transportation network within Goodnight Ranch PUD is proposed to consist of boulevards, main streets, avenues and alleys for automobiles, as well as trails and sidewalks for pedestrians and bicyclists. The street standards have been designed to maintain efficient traffic circulation while promoting pedestrian use. Narrower street widths will assist in slowing vehicle speeds, encourage walking and bicycling within the neighborhood, as well as reduce impervious cover and storm water runoff. Cul-de-sacs are strongly discouraged in order to achieve an interconnected street system and further the objective of a mixed use, pedestrian-oriented development. Please refer to Exhibits B-2 and B-3. Due to the rural nature of the two adjacent subdivisions along Cheryl Lynn Road and Capitol View Drive, the Applicant does not propose vehicular access to these developments.

A public-private partnership exists between the developer of Goodnight Ranch PUD and Travis County regarding the construction of Slaughter Lane through the property. The partnership contains provisions that specify the responsibilities of the developer and Travis County, and the review process will ensure the developer's adherence to the terms and conditions therein. In general terms, the developers will build one-half of the Slaughter Lane extension, and the County will construct the remaining one-half, using County bond money approved in November 2005. The developers have also proposed to further circulation within the Goodnight Ranch community by providing two pedestrian crossings (grade separated) under Slaughter Lane.

#### *Fees in Lieu of Park land Dedication*

The surrounding area is well-served by park and recreational facilities, including the Onion Creek and Williamson Creek green belts, a sports and recreation complex, two public golf courses, and McKinney Falls State Park. The Parks and Recreation Department (PARC) has accepted the Applicant's proposal to pay full parkland fees in lieu of parkland dedication. Please refer to Attachment C.



*Water Service*

A Service Extension Request (SER) was approved by the Austin Water Utility and the Austin City Council. The SER requires the applicant to extend a 24-inch line from Salt Springs Road, along Thaxton Lane and Nuckols Crossing, to the tract. The line will then run through the tract and to the west along the proposed Slaughter Lane extension, where it will tie to an existing City of Austin line at Slaughter Lane and Old Lockhart Highway.

A portion of the Goodnight Ranch PUD is in the Creedmoor-Maha water service area, and Creedmoor Maha has agreed to serve the tract for its domestic water needs. Fire flow requirements can be met by on-site storage, but it is possible that an agreement can be reached whereby the City of Austin serves as a wholesale provider to the portion in Creedmoor's service area, with Creedmoor as a retail provider, thereby serving the tract with adequate fire flows in lieu of on-site storage. Please refer to Attachments D and E.

*Wastewater Service*

A Service Extension Request was approved by the Austin Water Utility, whereby a line will be extended from Goodnight Ranch PUD to the north, where it will cross the presently-undeveloped Onion Creek Metro Park and tie to the Onion Creek interceptor. The developer has been working with PARD to obtain the necessary easement for this line, which will also serve the park as the master plan for Onion Creek Metro Park is developed. PARD's initial plans call for ball fields and restroom facilities where the line is proposed, and this line (as well as the water line) can serve the park's needs as well. Please refer to Attachment E.

*Drainage*

Detention and water quality ponds will treat developed runoff to (1) detain peak flows to existing conditions, and (2) to treat the runoff per City of Austin standards. Regional detention ponds are proposed, which are believed to be more effective at detention than a series of smaller ponds throughout the tract. In addition, the water quality ponds will be constructed as an amenity/recreation area to enhance the community while serving a vital water quality function. Stormwater runoff will be directed to these ponds via a meandering drainageway along pedestrian paths in the greenbelts.

*Code Modifications Requested with the PUD*

The Code Modifications requested with the Goodnight Ranch PUD cover the following areas: building setbacks; compatibility standards (including screening) internal to the site; open space and landscape area requirements; subdivision; street design; vehicular and driveway access; parking standards and signage. In general, the Code Modifications allow for a compact, pedestrian-scaled, mixed-use community to be developed, promotes the interaction between residential and non-residential uses, and provides opportunities for the development of neighborhood and community-serving businesses and activities. The requested Code Modifications are specifically defined in Exhibits B-1, B-4, B-5 and B-7.

Staff recommends PUD zoning for the Goodnight Ranch project, given that: 1) it provides for a balanced land use plan and includes a range of housing types which will

serve to diversify residential options in this area of Travis County; 2) housing types will be clustered together and street widths narrowed to preserve open space, slow vehicle speeds, reduce impervious cover which in turn benefits water quality; 3) it has a civic use component that includes two elementary schools, a fire station and recreational amenities by way of private park space; 4) it provides a centralized Neighborhood Mixed Use Area to provide for the "daily need" services and employment opportunities for the residents; 5) it will provide for different modes of transportation through a system of inter-connected streets, as well as sidewalks and trails to serve pedestrians and bicyclists, all of which benefit circulation within the property; and, (6) it is consistent with the Council's policy of providing opportunities for S.M.A.R.T. Housing to occur.

**EXISTING ZONING AND LAND USES:**

|              | <b>ZONING</b>      | <b>LAND USES</b>                                                                                                                                             |
|--------------|--------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <i>Site</i>  | I-RR               | Agricultural                                                                                                                                                 |
| <i>North</i> | I-RR; County; SF-3 | Onion Creek Metro Park; Undeveloped; Single family residences – on large lots and standard size lots                                                         |
| <i>South</i> | I-RR; County       | Single family residences and manufactured homes on Cheryl Lynn Road; Warehouse; Single family residences on unplatted tracts; Auto-related uses; Undeveloped |
| <i>East</i>  | I-SF-2; County     | Single family residences and manufactured homes on Capitol View Drive; Undeveloped                                                                           |
| <i>West</i>  | County; I-RR       | River Ridge manufactured home community; Undeveloped; Single family residences on unplatted tracts                                                           |

**AREA STUDY:** N / A

**TIA:** Is required – Please refer to Attachment A

**WATERSHED:** Onion Creek

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**SCENIC ROADWAY:** Yes, Slaughter Lane

**NEIGHBORHOOD ORGANIZATIONS:**

428 – Barton Springs / Edwards Aquifer Conservation District

511 – Austin Neighborhoods Council

627 – Onion Creek Homeowners Association

742 – Austin Independent School District

**SCHOOLS:**

Menchaca Elementary School Paredes Middle School

Charles Akins High School

**CASE HISTORIES:**

| <b>NUMBER</b>                       | <b>REQUEST</b>                                                                           | <b>COMMISSION</b>                                                                                                                                                                                                                                         | <b>CITY COUNCIL</b>                                                                                     |
|-------------------------------------|------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| C14-05-0168 – KB Sheldon 230        | I-RR to GR                                                                               | Approved GR-CO with the CO for restaurant (general) and all LR uses; prohibit off-site accessory parking and drive-in services as an accessory use; and 700 trips; Restrictive Covenant for the Neighborhood Traffic Analysis, unless a TIA is submitted. | Scheduled for First Reading on 1-26-06.                                                                 |
| C14-03-0090.SH – KB Sheldon 230     | I-SF-2; SF-3; I-SF-4A to SF-2 – Tracts 1 & 7; RR – Tracts 2 & 3; SF-4A – Tracts 4, 5 & 6 | Approved RR; SF-2; SF-4A with conditions of the Traffic Impact Analysis                                                                                                                                                                                   | Approved ZAP recommendation, including a Restrictive Covenant for the Traffic Impact Analysis (1-8-04). |
| C14-02-0161.SH – McKinney Park East | I-RR to SF-4A                                                                            | To Grant SF-4A-CO                                                                                                                                                                                                                                         | Approved SF-4A-CO with the CO for 2,927 trips per day (4-3-03).                                         |

**RELATED CASES:**

The subject property was annexed for limited purposes on July 4, 2005. There are no related subdivision or site plan cases on the subject property.

**ABUTTING STREETS:**

| <b>NAME</b>                      | <b>ROW</b> | <b>PAVEMENT</b> | <b>CLASSIFICATION</b>  | <b>Daily Traffic</b> |
|----------------------------------|------------|-----------------|------------------------|----------------------|
| Slaughter Lane                   | 140 feet   | Varies          | Major Arterial Divided | 5,782 vpd            |
| Bluff Springs Road               | 70 feet    | Varies          | Major Arterial Divided | 5,320 vpd            |
| Nuckols Crossing Road            | Varies     | Varies          | Collector              | 3,491 vpd            |
| Bradshaw Road / Cheryl Lynn Road | 50 feet    | <30 feet        | Local                  | N / A                |
| Capitol View Drive               | 50 feet    | <30 feet        | Local                  | N / A                |

- Slaughter Lane is classified in the Bicycle Plan as a Priority 1 (Route 86) bike route.
- Bluff Springs Road is classified in the Bicycle Plan as a Priority 2 (Route 224) bike route.
- Capital Metro bus service is not available within 1/4 mile of this property.

- There are no existing sidewalks along Slaughter Lane or Bluff Springs Road or Nuckols Crossing Road or Bradshaw/Cheryl Lynn Road or Capital View Road.

**CITY COUNCIL DATE:** April 20, 2006

**ACTION:** Approved PUD district zoning with a Restrictive Covenant for the Traffic Impact Analysis, IPM Plan and public – private partnership between the developer and Travis County for the construction of Slaughter Lane through the Property as Zoning and Platting Commission recommended, on First Reading (6-0, Mayor Pro Tem temporarily off the dais).

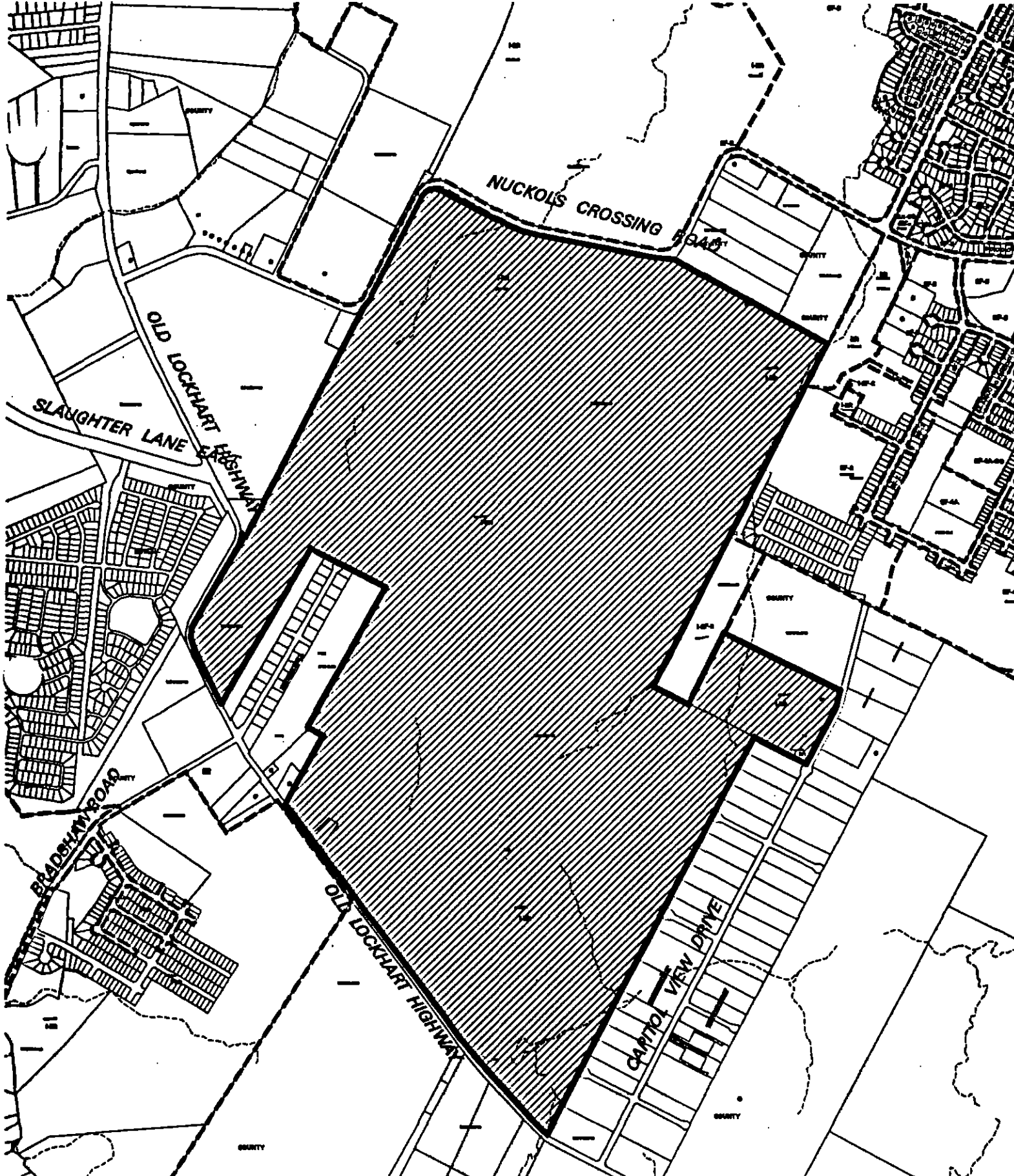
June 22, 2006





**ORDINANCE READINGS:** 1<sup>st</sup> April 20, 2006 2<sup>nd</sup> 3<sup>rd</sup>

**ORDINANCE NUMBER:**

**CASE MANAGER:** Wendy Walsh  
e-mail: wendy.walsh@ci.austin.tx.us

**PHONE:** 974-7719



|                                                                                                  |                               |                                                                                     |                                           |  |                                             |
|--------------------------------------------------------------------------------------------------|-------------------------------|-------------------------------------------------------------------------------------|-------------------------------------------|--|---------------------------------------------|
| <br>1" = 1200' | SUBJECT TRACT                 |  | PLANNED UNIT DEVELOPMENT <i>Exhibit A</i> |  | CITY GRID<br>REFERENCE<br>NUMBER<br><br>H12 |
|                                                                                                  | PENDING CASE                  |  | CASE #: C814-04-0187.SH                   |  |                                             |
|                                                                                                  | ZONING BOUNDARY               |  | ADDRESS: OLD LOCKHART HWY                 |  |                                             |
|                                                                                                  | CASE MGR: W. WALSH            |                                                                                     | DATE: 06-06                               |  |                                             |
|                                                                                                  | SUBJECT AREA (acres): 703.280 |                                                                                     | INTLS: SM                                 |  |                                             |



0 500 1000 2000 feet  
Aerial Information Current: May 2003

Property Map (For Review Only)

TB/G

EXHIBIT A

# Goodnight Ranch PUD Location Map

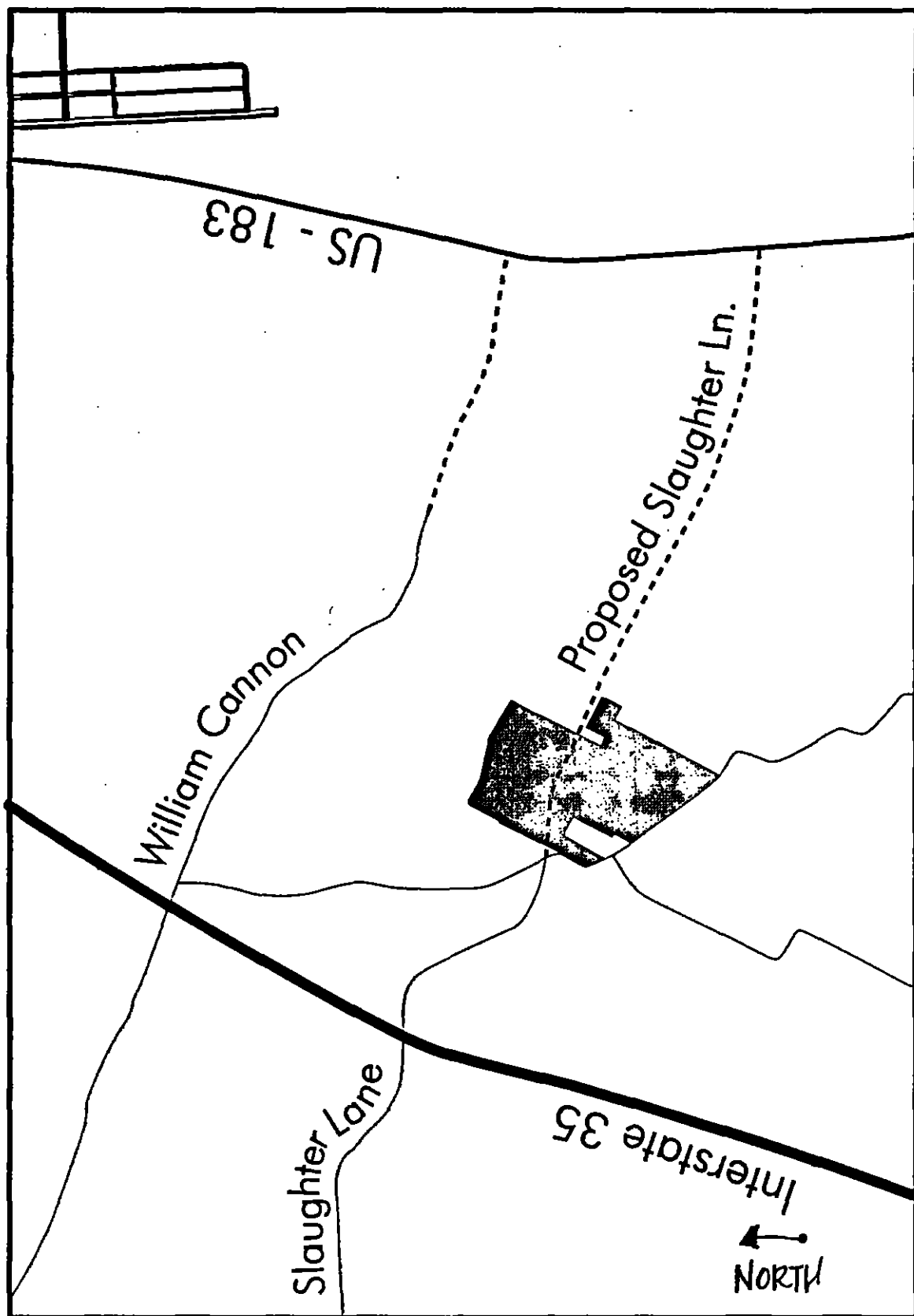


EXHIBIT A-2

**SUMMARY STAFF RECOMMENDATION:**

The Staff recommendation is to grant planned unit development (PUD) district zoning for Goodnight Ranch, as illustrated in Exhibits B through B-9.

The Restrictive Covenant includes: 1) all recommendations listed in the Traffic Impact Analysis memorandum, dated December 6, 2005, as provided in Attachment A; 2) a provision for an Integrated Pest Management (IPM) plan; and 3) a statement that a public – private partnership exists between the developer of Goodnight Ranch PUD and Travis County regarding the construction of Slaughter Lane through the property.

**BASIS FOR LAND USE RECOMMENDATION (ZONING PRINCIPLES)**

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

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

*2. Zoning changes should promote an orderly and compatible relationship among land uses.*

Staff recommends PUD zoning for the Goodnight Ranch project, given that: 1) it provides for a balanced land use plan and includes a range of housing types which will serve to diversify residential options in this area of Travis County; 2) housing types will be clustered together and street widths narrowed to preserve open space, slow vehicle speeds, reduce impervious cover which in turn benefits water quality; 3) it has a civic use component that includes two elementary schools, a fire station and recreational amenities by way of private park space; 4) it provides a centralized Neighborhood Mixed Use Area to provide for the “daily need” services and employment opportunities for the residents; 5) it will provide for different modes of transportation through a system of inter-connected streets, as well as sidewalks and trails to serve pedestrians and bicyclists, all of which benefit circulation within the property; and, (6) it is consistent with the Council’s policy of providing opportunities for S.M.A.R.T. Housing to occur.



## **EXISTING CONDITIONS**

### **Site Characteristics**

The property consists of undeveloped and agricultural lands. The site may be characterized as gently sloping to rolling. A group of three hills are clustered in the southern portion of the property and panoramic views of downtown Austin can be observed from these vantage points. The surface slopes down toward tributaries of Onion Creek located to the north and east of the property. In addition, about 75 acres drain south towards Marble Creek. Please refer to Exhibit B-9.

### **Impervious Cover**

The maximum impervious cover proposed by the Goodnight Ranch PUD is 67% of the net site area. An impervious cover tracking table shall be submitted for each residential Final Plat and commercial site plan application.

### **Environmental**

The site is not located over the Edward's Aquifer Recharge Zone. The site is in the Desired Development Zone. The site is in the Onion Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. Development on this site will be subject to the following impervious cover limits:

Yard house – 65% (in both the Mixed Residential Area and the Neighborhood Mixed Use Area)  
Rowhouse, Live / Work Shophouse – 95% (in both the MRA and the NMA)  
Mansion House – 75% (in both the MRA and the NMA)  
Multi-family home – 75% (in both the MRA and the NMA)  
Commercial – 65% in the MRA; 80% in the NMA  
Civic – 70% in the MRA; 80% in the NMA  
Open Space – 75% for Safety Services and Educational Facilities; Other Civic Uses and Commercial

According to flood plain maps, there is 100-year floodplain along a portion of the southeast boundary and extending into the Capitol View Estates subdivision. Please refer to Exhibit H.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

Under current watershed regulations, development or redevelopment on this site will be subject to the following water quality control requirements:

- Structural controls: Sedimentation and filtration basins with increased capture volume and 2 year detention.

**Transportation**

A traffic impact analysis is required and has been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TIA. [LDC, Sec. 25-6-142]. Comments are provided in Attachment A.

The trip generation under the requested zoning is estimated to be 36,408 trips per day, assuming that the site develops to the maximum intensity allowed under the zoning classification (without consideration of setbacks, environmental constraints, or other site characteristics).

**TPSD – Right of Way**

The scope of this review is limited to the identification of needs for dedication and/or reservation of right-of-way for funded Capital Improvement Program (C.I.P.) Roadway Construction Projects and Transportation Systems Management (T.S.M.) Projects planned for implementation by the City of Austin. No aspect of the proposed project is being considered or approved with this review other than the need for right-of-way for City projects. There are separate right-of-way dedication and reservation requirements enforced by other Departments and other jurisdictions to secure right-of-way for roadway improvements contained in the Austin Metropolitan Area Roadway Plan, roadway projects funded by County and State agencies, and for dedication in accordance with the functional classification of the roadway.

We have reviewed the proposed zoning case and anticipate no additional requirement for right-of-way dedication or reservation for funded C.I.P. or T.S.M. projects at this location.

**Water and Wastewater**

The landowner intends to serve the site and each lot with City wastewater utilities. Wastewater utility improvements are necessary to serve each lot. Also, offsite main extension and system upgrades are required. In order to secure City wastewater utility service, the landowner must obtain City approval of a Service Extension Request. If the landowner obtains City approval of a Service Extension Request, the landowner, at own expense, will be responsible for providing the wastewater utility improvements, offsite main extension, and system upgrades to serve each lot.

A portion of the site is within the Creedmoor-Maha Water Supply Corporation CCN. For the proposed lots within this area, the landowner must provide written evidence that Creedmoor-Maha WSC will provide domestic water service and fire protection to each proposed lot and land use in accordance with the City water utility design criteria. The landowner must post fiscal for the necessary water system or must provide written evidence that Creedmoor-Maha WSC is not requiring fiscal posting.

For the area not within the Creedmoor-Maha WSC CCN, the landowner intends to serve the proposed lots with City water utilities. Water utility improvements are necessary to serve each lot. Also, offsite main extension and system upgrades are required. In order to secure City water utility service, the landowner must obtain City approval of a Service Extension Request. If the landowner obtains City approval a Service Extension Request, the landowner, at own expense, will be responsible for providing the water system improvements, offsite main extension, and system upgrades to serve each lot.

The City should not approve the preliminary plan until the landowner has obtained City approval a Water and Wastewater Service Extension Request, the water and wastewater utility improvements, offsite main extension and system upgrades are defined. For more information pertaining to Service Extension Request process and submittal requirements, contact Phillip Jaeger, Austin Water Utility, 625 East 10<sup>th</sup> Street, 5<sup>th</sup> Floor Waller Creek Center. The Austin Water Utility reserves the right to make additional comments and to establish other requirements with the Service Extension Request and with the preliminary plan.

The water and wastewater utility system serving each lot must be in accordance with the City design criteria. The water and wastewater utility plan must be reviewed and approved by the Austin Water utility. The utility construction must be inspected by the City. The landowner must pay the associated City inspection fees.

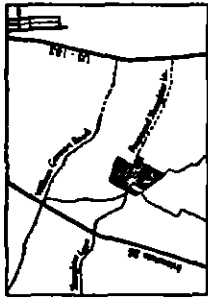
With the final plat, the landowner may be required to post fiscal for some or all of the water and wastewater utility improvements, offsite main extension, and system upgrades. Also, if a lot is not exempted or waived, the landowner must pay the Subdivision Engineering Review Fee.

The landowner must pay the tap fee once the landowner makes an application for a City water and/or wastewater utility tap permit. Also, if a lot is not exempted or waived, the landowner must pay the City impact fee.

Offsite easement or easements may be necessary for City water and/or wastewater utility service. If required, the subject landowner, at own expense, will be responsible for obtaining. The easements must be in a form and for locations defined and approved by the Austin Water Utility.

Onsite easements may be necessary to provide City water and/or wastewater utility service. If required, the landowner must grant the easements for locations defined and approved by the Austin Water Utility.

# LOCATION MAP



NTS

## Development Summary

### Mixed Residential Area (MRA):

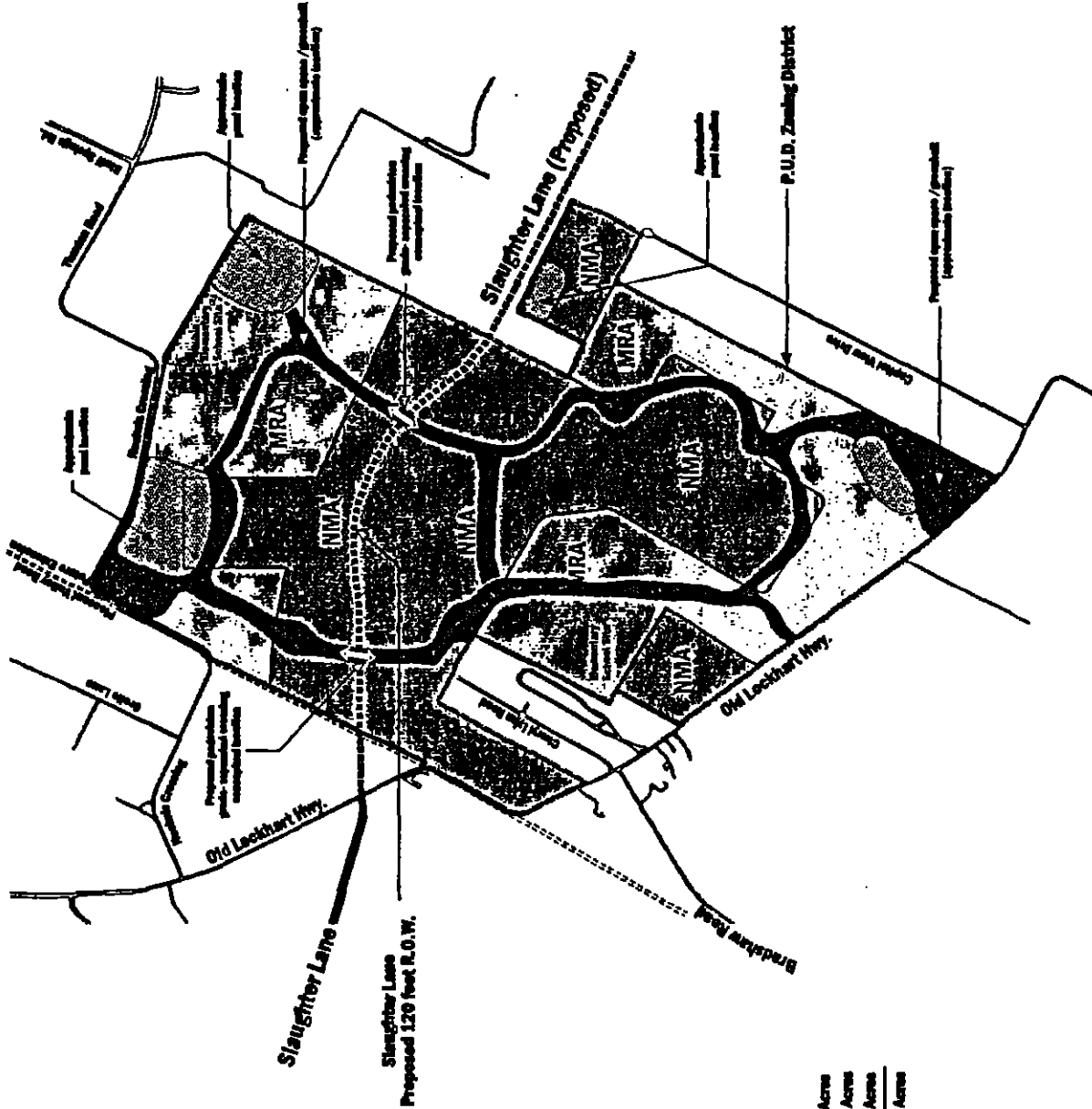
- Up to 1,583 residential dwelling units
- Up to 35,000 GSF of commercial, retail/office
- Up to 5,000 GSF of civic uses
- 2 elementary school sites

### Neighborhood Mixed Use Area (NMA):

- Up to 1,950 residential dwelling units
- Up to 225,000 GSF commercial/retail/office
- Up to 10,000 GSF civic uses
- Five Station Sites

## NOTES:

1. The overall impervious cover shall not exceed 67% of the land area for the Net Site Area of the development. An impervious cover tracking table shall be submitted for each residential Final Plat and commercial site plan application.
2. The specific location of the Fire/EMS station site will be determined prior to approval of the preliminary plan for the Goodnight Ranch PUD (first preliminary plan south of Slaughter Lane & the entire PUD is not included in one preliminary plan).
3. Fees in lieu of Parkland Dedication shall fulfill Parkland Dedication requirements of the entire PUD. The developer will pay fees in lieu of parkland dedication, calculated as set forth in City Code. Fees shall be paid for the entire PUD development up front at the time of first Preliminary Plat, rather than on a plat-by-plat basis.
4. The open space/greenbelt configuration shown on Land-Use Map (Exhibit A) will be built as adjacent property is developed.



**Owner:**  
MVE Ventures, Ltd.  
4504 South Congress Avenue  
Austin, TX 78745

**Brookshire Family Trust:**  
4504 South Congress Avenue  
Austin, TX 78745

**Agent:**  
Mansuet Development  
P.O. Box 5654  
Austin, TX 78763  
512.391.1789  
Contact: Terry J. Hirsch

**Land Planner:**  
TBE Partners  
501 South Moyses  
Building B, Suite 300  
Austin, TX 78746  
512.327.1011  
Contact: Sam Coleman

**Engineer:**  
Harriman - Pritchard  
Engineering, Inc.  
8333 Cremona Drive  
Austin, TX 78754  
Austin, TX 78757  
512.459.4724  
Contact: Larry Harriman, P.E.

## PUD Development Summary

Neighborhood Mixed-Use (NMA) - 358.2 Acres  
Mixed Residential Area (MRA) - 228.9 Acres  
Slaughter Lane B.O.W. - 13.9 Acres  
**Total Acreage - 700.1 Acres**

**EXHIBIT B**

February 23, 2008  
Case Number: C014-04-0187.5H

**Goodnight Ranch PUD  
PUD General Land-Use Map (Exhibit A)**



PART 2

# GOODNIGHT RANCH PUD

## Code Modifications Table, Exhibit "B"

| CODE REFERENCE                                               | COMMENT / PROPOSED ACTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
|--------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| LDC 25-2 ZONING<br>DIVISION 5<br>PLANNED UNIT<br>DEVELOPMENT |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 25-2-243                                                     | LDC 25-2-243 requires that the boundaries of districts in proposed zoning/ rezoning cases be contiguous.<br>Proposed action: Remove this requirement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 25-2-411(T)(g)(e)                                            | (T) For nonresidential uses, a land use plan must include (a) 25 feet for a front yard, and 15 feet for a street side yard<br>Proposed action: Delete the requirement<br>Justification of proposal:<br><ul style="list-style-type: none"> <li>The proposed variances assist in the creation of a smaller front yard setback and compact street yards, thus promoting a more efficient site development pattern. This compact development pattern creates a more vibrant, urban streetscape and is consistent with the overall vision for the PUD. The compact development pattern is offset by a commitment of open space within the PUD.</li> <li>The proposed street tree planting program, based on approved xeriscape tree species, will be planted in a consistent basis on both sides of streets to create a diverse and comfortable environment that mitigates the heat island effect, reduces stormwater runoff and filters the air.</li> <li>The developer is closely studying a proposal for a on-site tree farm to serve as a ready source for plant material for the project's street trees and open spaces. This will promote the availability and viability of trees for the project by growing trees in the same soil types, reduce air pollution from reduced trucking costs and promote affordability from reduced cost of trees.</li> </ul> |
| 25-2-411(T)(g)                                               | 25-2-411(T)(g) the number of curb cuts or driveways, which must be the minimum necessary for adequate access to the site.<br>Proposed action: Delete the requirement<br>Justification of proposal:<br><ul style="list-style-type: none"> <li>The proposed variances assist in the creation of a smaller front yard setback and compact street yards, thus promoting a more efficient site development pattern. This compact development pattern creates a more vibrant, urban streetscape and is consistent with the overall vision for the PUD. The compact development pattern is offset by a commitment of open space within the PUD.</li> <li>The proposed street tree planting program, based on approved xeriscape tree species, will be planted in a consistent basis on both sides of streets to create a diverse and comfortable environment that mitigates the heat island effect, reduces stormwater runoff and filters the air.</li> <li>The developer is closely studying a proposal for a on-site tree farm to serve as a ready source for plant material for the project's street trees and open spaces. This will promote the availability and viability of trees for the project by growing trees in the same soil types, reduce air pollution from reduced trucking costs and promote affordability from reduced cost of trees.</li> </ul>  |

EXHIBIT B-1

25-2 Subchapter "C", Article 10 requires Compatibility Standards internal to the site.

Proposed action: Delete the requirements of Sub-Chapter "C" Article 10 within Goodnight Ranch PUD and replace with modified compatibility standards.

A. Within the boundaries of the Goodnight Ranch PUD, compatibility standards as outlined in Chapter 25-2, Subchapter C, Article 10 of the Code apply, except as modified below:

1. Compatibility standards shall not apply on a residential use to residential use basis, as set forth in Section 25-2-1051 (C).

2. Section 25-2-1052, Exceptions, shall apply.

3. Compatibility standards applicable to commercial and other permitted uses:

a. Section 25-2-1065(A), scale and clustering requirements, shall apply.

b. A 25-foot vegetative buffer area, measured from a property line of a residential use to a building, shall be provided and maintained between residential uses to the following commercial and civic uses: automotive rentals; business or trade school; business support services; cocktail lounge; commercial off-street parking; consumer repair services; convenience storage; food preparation; hotel-motel; indoor entertainment; indoor sports and recreation; intensive recreational facilities, off-site accessory parking; outdoor entertainment; plant nursery; printing and publishing; service station; software development; theater; veterinary services; drive through services, custom manufacturing. The following uses are exempt from this requirement:

i. Multi-use buildings - A building containing residential units above ground floor level in which the square footage of the residential units on the ground floor area is not more than 50 percent of the gross floor area of the ground floor, and the non-residential square footage in the above-ground floor area is not more than 50 percent of the gross floor area of the above floor area.

ii. Live/work shophouse - a rowhouse with workspace or commercial space permitted on the ground floor and upper level living space, as allowed in Home Occupations, LDC 25-2-900, as amended. LDC: Townhouse Residential

c. Improvements permitted within a vegetative buffer zone area as follows: hike and bike trails, pedestrian trails, sidewalks, solid fences, detention, water quality and drainage facilities consisting primarily of earthen structures, utility improvements, overhead electric or communication lines, or those improvements that may be otherwise required by the City of Austin.

d. Front yard setback requirements, per Section 25-2-1064, shall not apply.

e. Height restrictions. Within 50 feet of an undeveloped platted residential lot (measured to the nearest building setback line on the property), a commercial building may not exceed three stories or 40 feet in height. Within 50 feet of a developed residential building, a commercial building may not exceed two stories or 30 feet above the height of the existing residential use. Beyond 50 feet from a developed residential building, a commercial building may be constructed to the permitted height as set forth in this PUD.

f. Except for lighting in a public right of way, all exterior lighting must be hooded or shielded so that the light source is not directly visible from adjacent properties. Exterior lighting may not exceed 0.25 foot candles across the source property line.

g. The noise level of mechanical equipment may not exceed 60 decibels at the property line.

h. The use of highly reflective surfaces, including reflective glass and reflective metal roofs with a pitch of more than a run of seven to a rise of 12, is prohibited. This prohibition

does not apply to solar panels and copper or painted metal roofs.

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

j. Commercial and Civic uses must be screened in accordance with this subsection. Yards, fences, vegetative screening, or berms shall be provided to screen off-street parking areas containing 12 or more parking spaces on a single site, mechanical equipment, storage areas, and areas for refuse collection. If fences are used for screening, the height may not exceed six feet unless otherwise permitted in the Land Development Code. The property owner is responsible for the upkeep and maintenance of fences, berms, and vegetative screening.

4. A 100-foot buffer area, measured from the property line for property developed with residential uses to a building developed with industrial, commercial or civic uses, shall be provided and maintained between all residential uses and property developed as Research Assembly Services, Research Services, Research Testing Services and postal facilities greater than 10,000 square feet.

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

B. External to the property: Chapter 25-2, Subchapter C, Article 10 - Compatibility standards shall apply to property zoned SF-5 or more restrictive than abuts the PUD property.

25-2 Subchapter  
"C" Article 10  
(Compatibility Standards)

|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25-2-411(K)(1)(2) | <p>This subsection provides open space requirements for certain tracts.</p> <p>Proposed action: Delete the requirement.</p> <p>Justification of proposal:</p> <ul style="list-style-type: none"> <li>• The proposed variances assist in the creation of a smaller front yard setback and compact street yards, thus promoting a more efficient site development pattern. This compact development pattern creates a more vibrant, urban streetscape and is consistent with the overall vision for the PUD. The compact development pattern is offset by a commitment of open space within the PUD.</li> <li>• The proposed street tree planting program, based on approved xeriscape tree species, will be planted in a consistent basis on both sides of streets to create a diverse and comfortable environment that mitigates the heat island effect, reduces stormwater runoff and filters the air.</li> <li>• The developer is closely studying a proposal for a on-site tree farm to serve as a ready source for plant material for the project's street trees and open spaces. This will promote the availability and viability of trees for the project by growing trees in the same soil types, reduce air pollution from reduced trucking costs and promote affordability from reduced cost of trees.</li> </ul> |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|

## GOODNIGHT RANCH PUD

| CODE REFERENCE                                                 | COMMENT /PROPOSED ACTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
|----------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b>DIVISION 9: LANDSCAPE</b></p> <p><b>25-2-1003(B)</b></p> | <p><b>LDC 25-2-1003 (B)</b> requires at least 20% of the area of a landscape yard of a lot to be landscaped area.</p> <p>Proposed action: Adopt 25-3-80 which excludes the following from landscape requirements:</p> <ol style="list-style-type: none"> <li>1) A street yard 1,000 sf. or less in size is not required to be landscaped.</li> <li>2) A parking area for 12 cars or less is not required to have landscaped islands, peninsulas, or medians.</li> </ol> <p>Justification of proposal:</p> <ul style="list-style-type: none"> <li>• Precedent established for approved RMMA PUD and Pioneer Hill TND. This PUD has many of the same development characteristics. - A minimum of 70 acres of open space is included in the PUD. This open space is in addition to fees in lieu of Parkland Dedication, as was requested by PARD. This open space more than compensates for the reduced landscape areas. The proposed variances assist in the creation of a smaller front yard setback and compact street yards, thus promoting a more efficient site development pattern. This compact development pattern creates a more vibrant, urban streetscape and is consistent with the overall vision for the PUD. The compact development pattern is offset by a 70-acre commitment of open space within the PUD.</li> <li>• The proposed street tree planting program, based on approved xeriscape tree species, will be planted in a consistent basis on both sides of streets to create a diverse and comfortable environment that mitigates the heat island effect, reduces stormwater runoff and filters the air.</li> <li>• The developer is planning a on-site tree nursery to serve as a ready source for plant material for the project's street trees and open spaces. This will promote the availability and viability of trees for the project by growing trees in the same soil types, reduce air pollution from reduced trucking costs and promote affordability from reduced cost of trees.</li> </ul> |
| <p><b>25-2-1006 (C)</b></p>                                    | <p><b>LDC 25-2-1006 (C)</b> calls for screening of specific uses as designated in the Environmental Criteria Manual</p> <p>Proposed action: Delete the requirements of this section within the Goodnight Ranch PUD because of the mixed-use nature of the project. There will be compatibility standards for the project in relation to the development outside Goodnight Ranch PUD. There will also be compatibility standards internal to the site consistent with 25-3-86 (noise, lights, dumpsters, etc.).</p> <p>Justification of proposal: Fences will be required for any portion of a pond containing greater than a 3:1 slope (this includes headwalls, area inlets, etc.)</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |



| CODE REFERENCE            | COMMENT /PROPOSED ACTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|---------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| ILDC 25-4: SUBDIVISION    |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 25-3-52 (N)<br>(Modified) | Proposed action: Block length of 800 feet in length is preferred and allowed. Director may approve a length up to 1,000 feet in length because of topography or existing street layout, but a block longer than 800 feet must be traversed by a pedestrian path near the midpoint. Block widths may not exceed 300 feet. The Director may approve a block width up to 400 feet if required because of topography or existing street layout. There is no limit to the block length for open space that is parallel to the right-of-way internal to the site.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 25-3-52 (K)               | Street intersections, whether public or private streets, shall be designed in accordance with the provisions of the Traditional Neighborhood District Criteria Manual and the Transportation Criteria Manual.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 25-3-52 (L)               | Dead-end streets are prohibited unless the Director determines that the most desirable plan requires laying out a dead-end street. A dead-end street shall terminate in a courtyard designed in accordance with the Traditional Neighborhood District Criteria Manual, unless the Director determines that topography, density, adequate circulation, or other unusual conditions require a deviation from the design criteria in the TND Criteria Manual.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| 25-3-52 (H)               | An interconnected network of streets is required unless the Director determines that good cause exists to require a different street pattern.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 25-3-82<br>(modified)     | Direct vehicular access from a single family residential lot to an alley is permitted and preferred. Lots containing multi-family, condominium, mixed-use, commercial and civic uses do not require direct vehicular access from a lot to an alley. Except for the uses noted above, direct vehicular access from a lot to a street is not permitted except where (a) if a lot does not abut and take direct access to an alley, or (b) the director determines it is warranted by exceptional circumstances. If the adjacent lots have direct vehicular access to a street, the director may require that the access be through a common or joint driveway. Notwithstanding the above, direct vehicular access from a single family residential lot to a street is permitted provided that (a) access is taken to a street with a standard cross section and (b) driveway separation requirements are met. Design criteria for SF-1/SF-2 sized local street standards may be utilized when it can be demonstrated that significant on-street parking will not occur or that off-street parking comparable to SF-2 is utilized. |

| CODE REFERENCE                                    | COMMENT / PROPOSED ACTION                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|---------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 25-6: TRANSPORTATION                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 25-6-2 (A)<br>(modified)                          | LDC 25-6-2 (A) defines a Type I driveway approach<br>Proposed action: Modify language to ...on which a yard house, row house, or mansion home with a driveway that serves four of fewer parking spaces is located.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 25-6-2 (B)<br>(modified)                          | LDC 25-6-2 (B) defines a Type II driveway approach.<br>Proposed action: Modify language to ...other than a yard house, row house, or mansion home with a driveway that serves four of fewer parking spaces.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| 25-6-173                                          | LDC 25-6-173 describes requirements for collector streets.<br>Proposed action: Street Cross-Section Table governs.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |
| 25-6-292 (A)<br>(modified)                        | LDC 25-6-292 (A) sets standards for design, construction, alteration, or repair of sidewalk, driveway approach, pavement, appurtenance on public property, or other facility to provide access to adjoining property.<br>Proposed action: Add language...except as modified by zoning. The intent here is merely to acknowledge that the other changes we are making to 25-6 and the TCM affect this provision.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 25-6-321<br>(modified)                            | LDC 25-6-321 specifies that the Council or Director may require an existing driveway to conform with requirements in Article 5 and the Transportation Criteria Manual<br>Proposed action: Add language...except as modified by zoning. The intent here is merely to acknowledge that the other changes we are making to 25-6 and the TCM affect this provision.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| 25-6 Article 7: Off Street<br>Parking and Loading | LDC 25-6 Article 7 states general regulations and design and construction standards for off-street parking and loading.<br>Proposed action: Delete entire section and replace with Goodnight Ranch PUD requirements provided in Proposed Parking Requirements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| 25-6 Appendix A                                   | LDC 25-6 Appendix A lists minimum parking and loading requirements for motor vehicles and bicycles<br>Proposed action: Delete entire section and replace with Goodnight Ranch PUD requirements provided in Proposed Parking Requirements                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| 25-3-81(A)(B)(C)<br>25-3-52(1), (modified)        | Streets, alleys, and pedestrian paths shall be designed and constructed in accordance with the Traditional Neighborhood District Manual, except as modified in the Cross Section Table and Street Sections made part of this PUD.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| 25-3-82<br>(modified)                             | Direct vehicular access from a single family residential lot to an alley is permitted and preferred. Lots containing multi-family, condominium, mixed-use, commercial and civic uses do not require direct vehicular access from a lot to an alley. Except for the uses noted above, direct vehicular access from a lot to a street is not permitted except where (a) if a lot does not abut and take direct access to an alley, or (b) the director determines it is warranted by exceptional circumstances. If the adjacent lots have direct vehicular access to a street, the director may require that the access be through a common or joint driveway. Notwithstanding the above, direct vehicular access from a single family residential lot to a street is permitted provided that (a) access is taken to a street with a standard cross section and (b) driveway separation requirements are met. Design criteria for SF-1/SF-2 sized local street standards may be utilized when it can be demonstrated that significant on-street parking will not occur or that off-street parking comparable to SF-2 is utilized. |
| 25-3-84                                           | Parking Area Design and Construction Standards-set design and construction guidelines for parking and loading facilities, circulation area, and queuing areas.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|                                                   | Street Connections to Capital View Drive and Cheryl Lynn Drive will not be required.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |

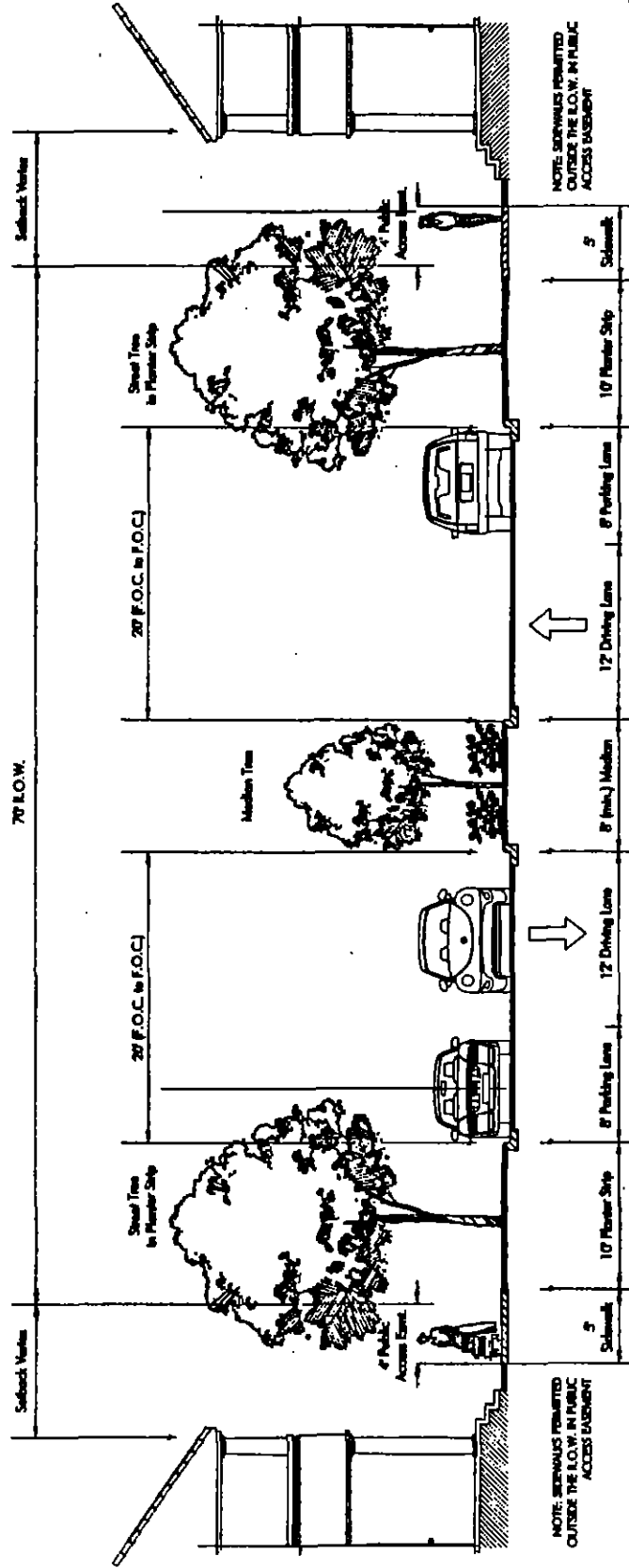
# GOODNIGHT RANCH PUD

## STREET CROSS SECTION TABLE

| KEY | ROADWAY TYPE                     | ROW | No. of Lanes                 | Min. Curb Basis | Sidewalk* | Paving                     | Parking | Bike Lanes | Street Classification for Pavement Design Only |
|-----|----------------------------------|-----|------------------------------|-----------------|-----------|----------------------------|---------|------------|------------------------------------------------|
| A   | Neighborhood Center Boulevard    | 70' | 2, divided                   | 11'             | Yes       | 2 @ 20', 8' median minimum | 2 sides | No         | Neighborhood Collector                         |
| B   | Neighborhood Center Main Street  | 64' | 2                            | 14'             | Yes       | 36'                        | 2 sides | No         | Neighborhood Collector                         |
| C   | Neighborhood Center Avenue       | 64' | 2                            | 13'             | Yes       | 34'                        | 2 sides | No         | Neighborhood Collector                         |
| D   | Neighborhood Center Alley        | 20' | 1 (shared for 2-way traffic) | N/A             | No        | 20'                        | None    | No         | Local                                          |
| E   | Mixed Residential Boulevard      | 70' | 2, divided                   | 13'             | Yes       | 2 @ 18', 8' median minimum | 2 sides | No         | Residential Collector                          |
| F   | Mixed Residential Avenue         | 60' | 2                            | 13'             | Yes       | 34'                        | 2 sides | No         | Residential Collector                          |
| G   | Mixed Residential Street         | 50' | 1 (shared for 2-way traffic) | 11'             | Yes       | 28'                        | 2 sides | No         | Local                                          |
| H   | Mixed Residential Lane           | 50' | 1 (shared for 2-way traffic) | 12'             | Yes       | 26'                        | 2 sides | No         | Local                                          |
| I   | Mixed Residential One Way Street | 38' | 1                            | 10'             | Yes       | 18'                        | 1 side  | No         | Local                                          |
| J   | Mixed Residential Alley          | 20' | 1 (shared for 2-way traffic) | 2.5'            | No        | 15'                        | None    | No         | Local                                          |

\* All sidewalks shall have a minimum 5' width.

1. Construction of cul-de-sacs is discouraged. Should a temporary cul-de-sac be required for construction purposes, the design requirements contained in the City of Austin Transportation Criteria Manual Section 1.3.2 should be followed.
2. Street cross-sections may be modified with the approval of both Watershed Protection and Development Review and TPSD.
3. Except as otherwise set forth above, the PUD street designs shall comply with the street standards set forth in the Traditional Neighborhood District Criteria Manual (i.e. design speed, typical ADT range, etc.)

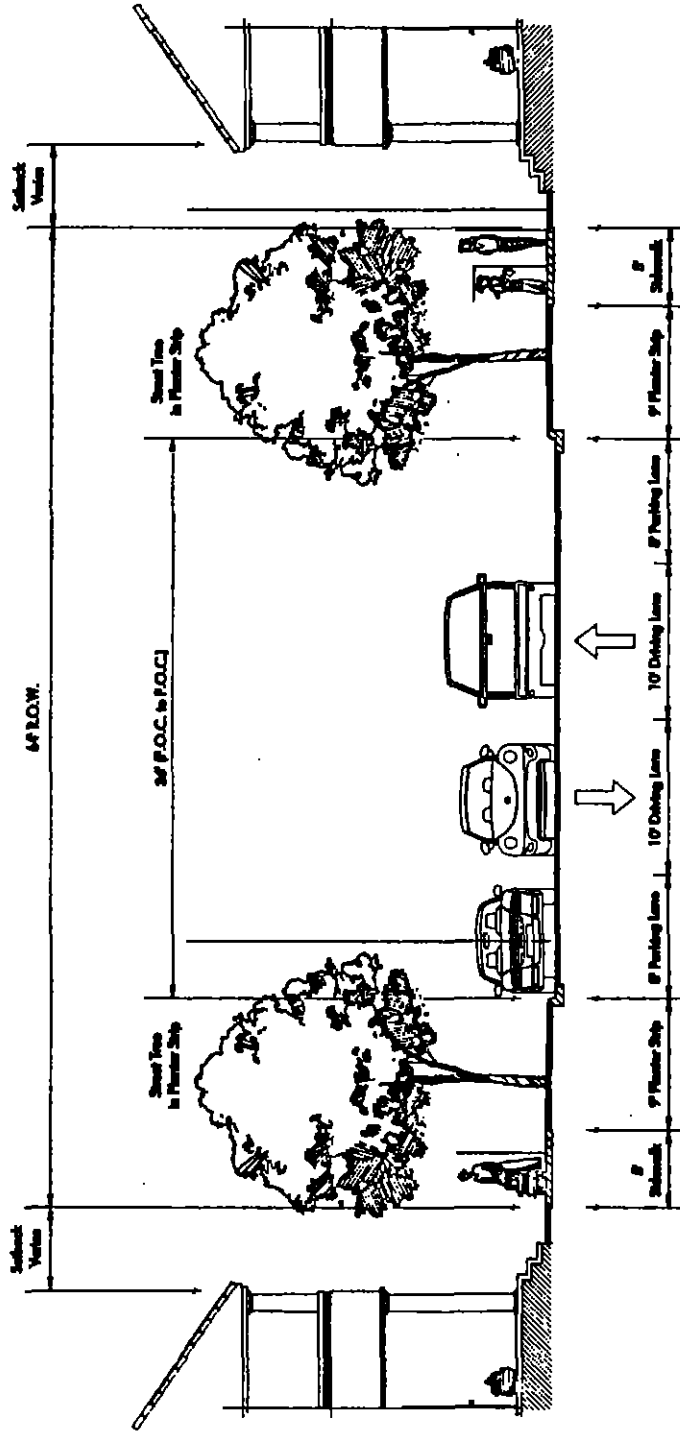


## A. Neighborhood Center Boulevard

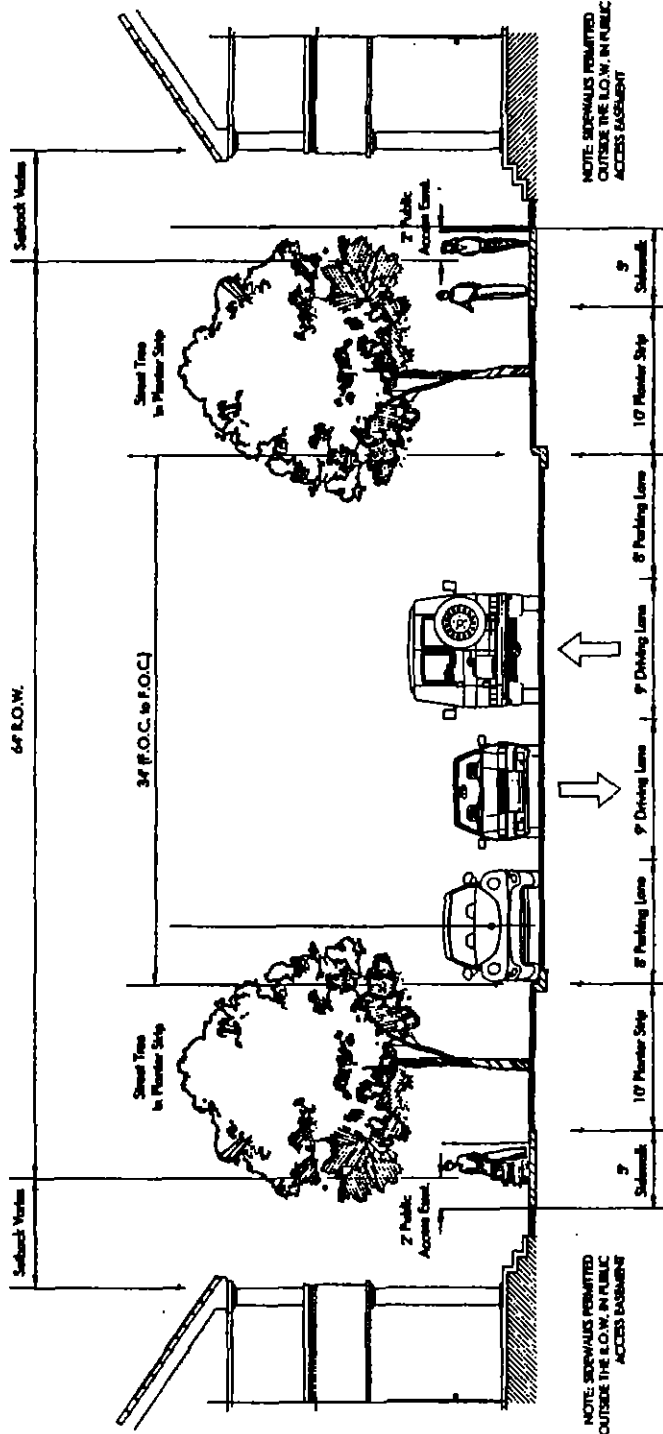


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## B. Neighborhood Center Main Street

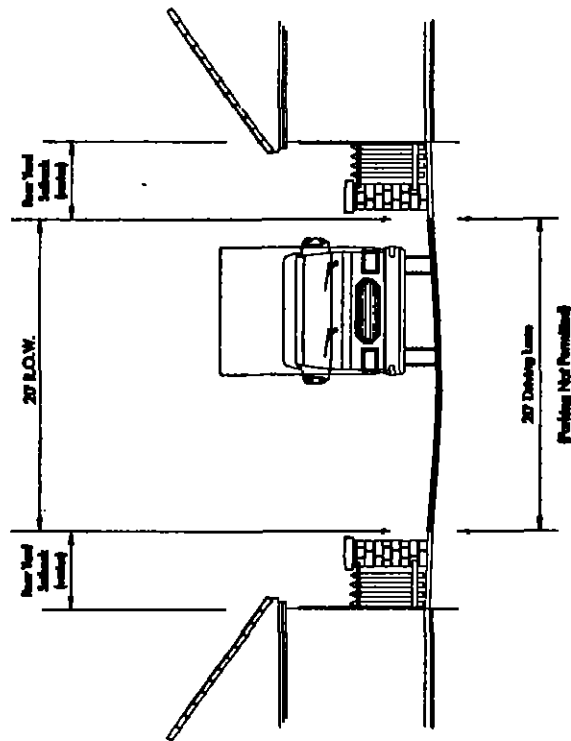


## C. Neighborhood Center Avenue

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C814-04-0187.SM

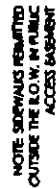


## D. Neighborhood Center Alley

GOODNIGHT RANCH PUD  
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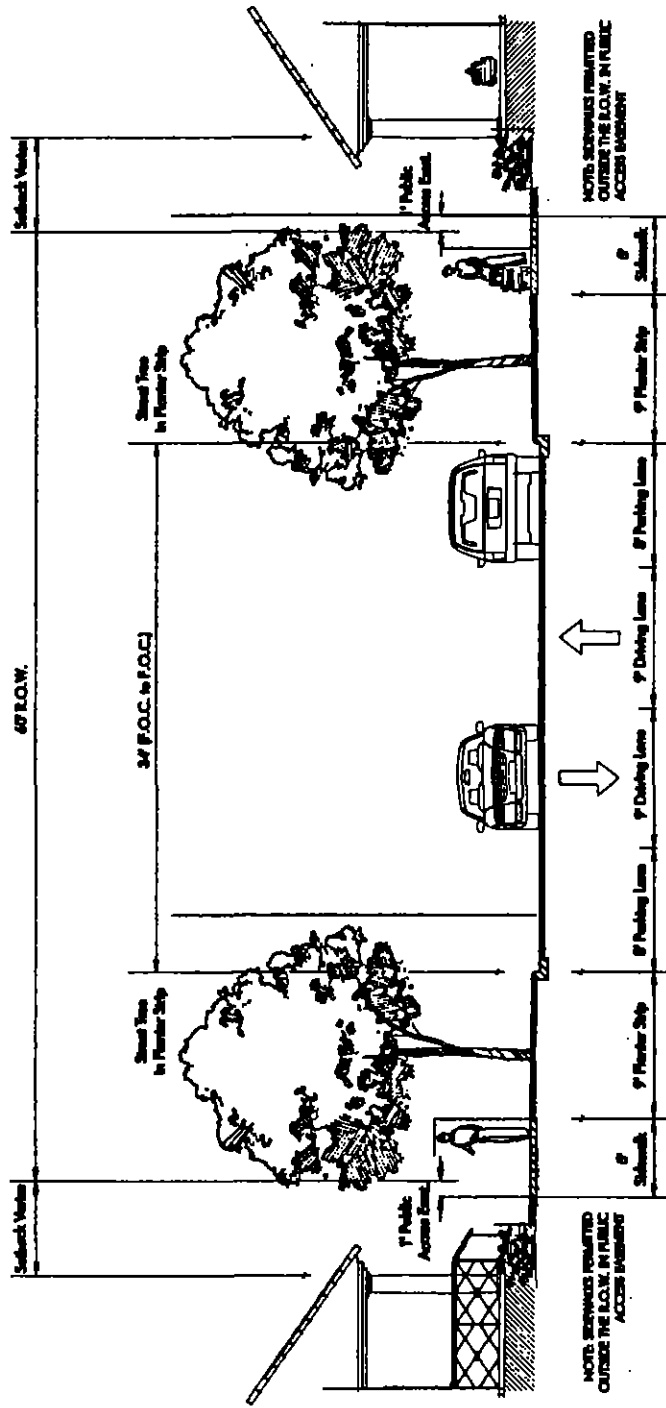


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**GOODNIGHT RANCH PUD**  
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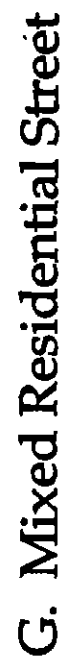


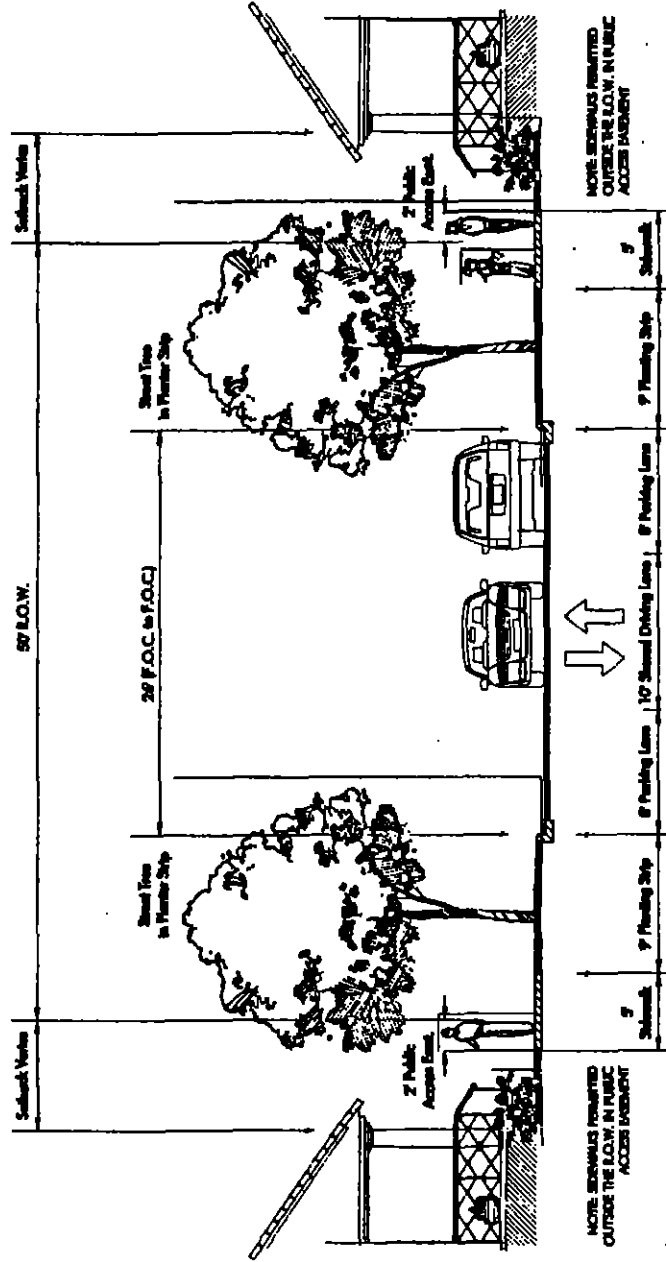


## F. Mixed Residential Avenue

GOODNIGHT RANCH PUD

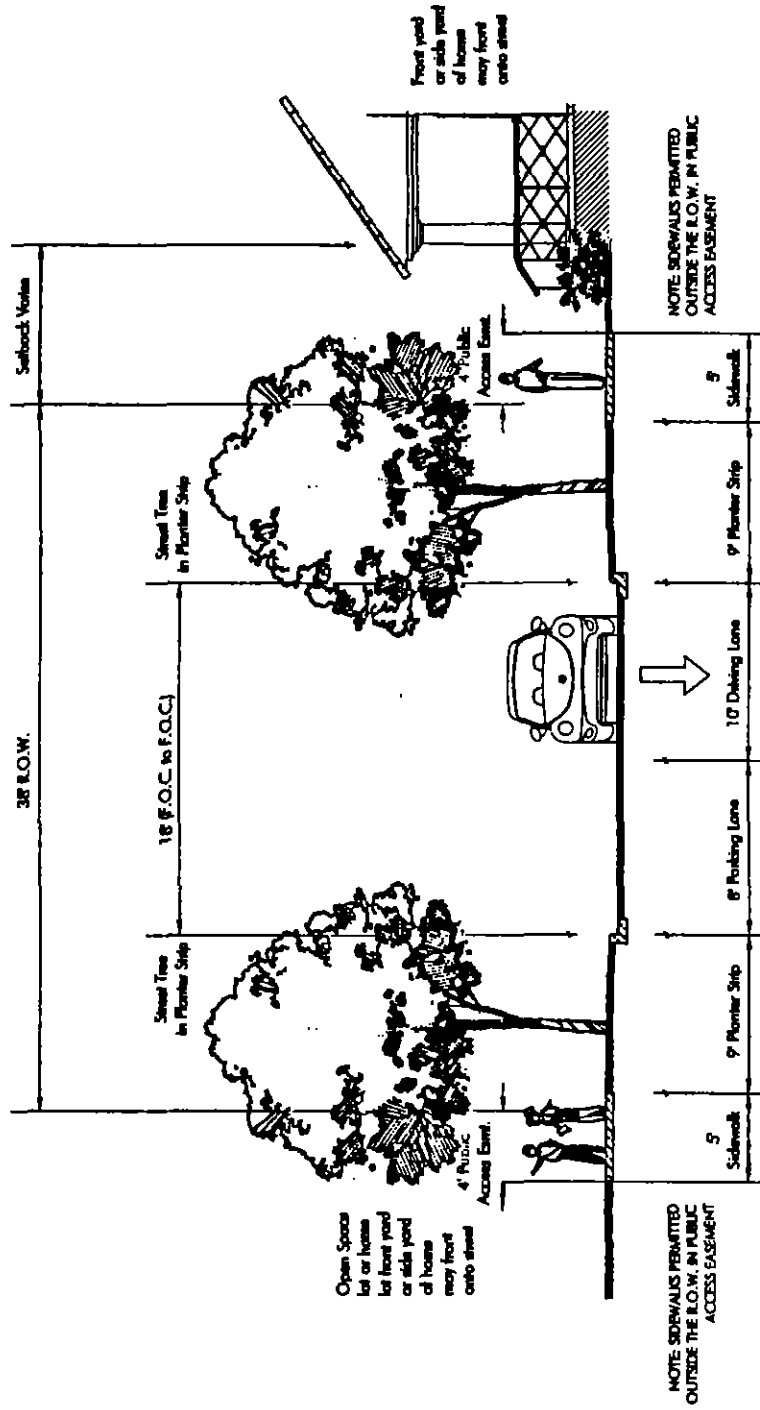
January 13, 2006



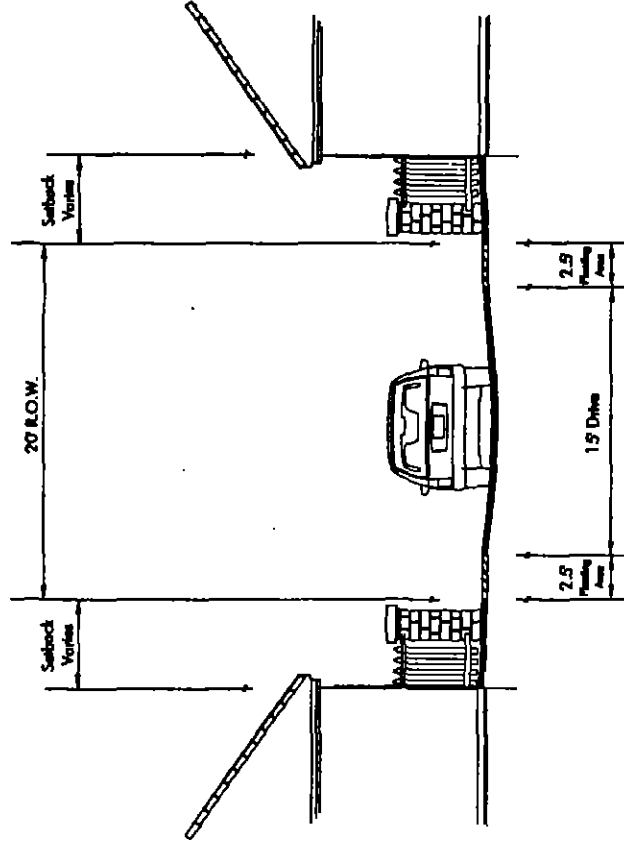


## H. Mixed Residential Lane

GOODNIGHT RANCH PUD  
January 13, 2006



## I. Mixed Residential Street (One Way)



# J. Mixed Residential Alley

## GOODNIGHT RANCH PUD

### PROPOSED PARKING REQUIREMENTS

Following are the proposed Goodnight Ranch PUD parking requirements, adapted from the City of Austin Code for Traditional Neighborhood Developments (TND), Section 25-3-83.

#### PARKING

(A) The following parking regulations apply within the Goodnight Ranch PUD:

- (1) There is no off-street loading requirement for a building with less than 10,000 square feet of gross building area. The Director shall determine the location, number, and dimensions of the off-street loading for a larger building.
- (2) Except as approval by the Director, parking in alleys is prohibited.
- (3) A parking lot located at the rear or side of a building is preferred and allowed. If a parking lot is located at the front of the building, buffering, in the form of landscaping, berming, decorative walls or fences, is required to buffer pedestrian activity along the street where adjacent to the parking lot. If located at the side of a building, screening shall be provided at, or near, the lot line by landscaping or decorative walls or fences.
- (4) Compact parking spaces are prohibited.
- (5) Minimum parking requirements are as follows:
  - (a) Except as otherwise provided in these parking requirements, a commercial use, other than restaurant, must provide a minimum of one parking space for every 300 square feet of gross building area. A restaurant use must provide a minimum of one parking space for every 100 square feet of gross building area.
  - (b) General offices, professional offices and other commercial office uses must provide a minimum of one parking space for every 500 square feet of gross building area.
  - (c) Medical offices must provide a minimum of one parking space for every 500 square feet of gross building area.
  - (d) For condominium, multi-family, group residential, and retirement housing, one parking space for the first bedroom and 0.5 spaces for each additional bedroom. For row house, yard house, and mansion home, two parking spaces for each dwelling unit [See 25-3-83(6)(d)].
  - (e) A townhouse, single-family residential, duplex, group home, or family home use, yard house and mansion home must provide two parking spaces for each dwelling unit.
  - (f) A daycare services, primary educational facilities, or secondary educational facilities use must provide one parking space for each employee.
  - (g) Hospitals must provide one visitor parking space for every 4 beds and one parking space for every two employees (largest work shift).
  - (h) The Director shall determine the parking requirement for an amphitheater and/or auditoriums based on similar uses, location and characteristics of the use, and the appropriate traffic engineering and planning data.
  - (i) The Director shall determine the parking requirement for community centers based on similar uses, location and characteristics of the use, and the appropriate traffic engineering and planning data.
  - (j) The Director shall determine the parking requirement for playing fields based on similar uses, location and characteristics of the use, and the appropriate traffic engineering and planning data.
  - (k) The Director shall determine the parking requirement for neighborhood parks, pavilions, picnic shelters or tables, playgrounds, swimming pools, boat rental facilities, basketball/sports courts, or bike rental facilities based on similar uses, location and characteristics of the use, and the appropriate traffic engineering and planning data.
  - (l) The Director shall determine the parking requirement for any use not listed in this subsection.
  - (m) A 25-foot turning radius shall be provided for parking accessed from the alley.

EXHIBIT B-3

(4) Bicycle parking shall be provided in accordance with Chapter 25-6, Appendix A of the City Code, except as follows:

(a) A commercial use parking lot or garage must provide not less than one bicycle parking space for every 10 motor vehicle parking spaces.

(B) The following regulations apply in the Goodnight Ranch Neighborhood Mixed Use Area (NMA):

(1) A commercial or a multi-family use may apply adjacent on-street parking toward the minimum parking requirements in the Neighborhood Mixed Use Area (NMA).

| CODE REFERENCE             | COMMENT / PROPOSED ACTION                                                                                                                                                                                                                                                                                                            |
|----------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| DC 25-10: SIGN REGULATIONS |                                                                                                                                                                                                                                                                                                                                      |
| 25-10-81                   | <p>DC 25-10-81 defines the various sign districts and establishes their hierarchy.</p> <p>Proposed action: Propose the following sign districts:</p> <ul style="list-style-type: none"> <li>1) Neighborhood Mixed Use Area (NMA)- Commercial Sign District</li> <li>2) Mixed Residential Area- Neighborhood Sign District</li> </ul> |

EXHIBIT B4



**GOODNIGHT RANCH PUD  
PUD ZONING LAND USE SUMMARY TABLE, EXHIBIT "C"**

|                                     |  | P = Permitted Use |      | C = Conditional Use Permit |     | NP = Not Permitted |    |
|-------------------------------------|--|-------------------|------|----------------------------|-----|--------------------|----|
| RESIDENTIAL USES                    |  | MPA               | MINA | OS                         | MPA | MINA               | OS |
| Bed & Breakfast (Group 1)           |  | P                 | P    | NP                         | P   | P                  | NP |
| Bed & Breakfast (Group 2)           |  | P                 | P    | NP                         | P   | P                  | NP |
| Condominium Residential             |  | P                 | P    | NP                         | P   | P                  | NP |
| Duplex Residential                  |  | P                 | P    | NP                         | P   | P                  | NP |
| Group Residential                   |  | P                 | P    | NP                         | P   | P                  | NP |
| Live/work Shophouse                 |  | P                 | P    | NP                         | P   | P                  | NP |
| Mansion Home                        |  | P                 | P    | NP                         | P   | P                  | NP |
| Mobile Home Residential             |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Multifamily Residential             |  | P                 | P    | NP                         | P   | P                  | NP |
| Retirement Housing (Small Site)     |  | P                 | P    | NP                         | P   | P                  | NP |
| Retirement Housing (Large Site)     |  | P                 | P    | NP                         | P   | P                  | NP |
| Rowhouse                            |  | P                 | P    | NP                         | P   | P                  | NP |
| Single-Family Attached Residential  |  | P                 | P    | NP                         | P   | P                  | NP |
| Single-Family Residential           |  | P                 | P    | NP                         | P   | P                  | NP |
| Small Lot Single-Family Residential |  | P                 | P    | NP                         | P   | P                  | NP |
| Townhouse Residential               |  | P                 | P    | NP                         | P   | P                  | NP |
| Two-Family Residential              |  | P                 | P    | NP                         | P   | P                  | NP |
| Yard House                          |  | P                 | P    | NP                         | P   | P                  | NP |
| COMMERCIAL USES                     |  | MPA               | MINA | OS                         | MPA | MINA               | OS |
| Administrative and Business Offices |  | P                 | P    | NP                         | P   | P                  | NP |
| Agricultural Sales and Services     |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Art Gallery                         |  | P                 | P    | NP                         | P   | P                  | NP |
| Art Workshop                        |  | P                 | P    | NP                         | P   | P                  | NP |
| Automotive Rentals                  |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Automotive Repair Services          |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Automotive Sales                    |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Automotive Washing (of any type)    |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Bail Bond Services                  |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Building Maintenance Services       |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Business or Trade School            |  | NP                | NP   | NP                         | P   | P                  | NP |
| Business Support Services           |  | NP                | NP   | NP                         | P   | P                  | NP |
| Campground                          |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Carriage Stable                     |  | NP                | NP   | NP                         | NP  | NP                 | NP |
| Cocktail Lounge                     |  | NP                | NP   | NP                         | C*  | C*                 | NP |
| Commercial Blood Plasma Center      |  | NP                | NP   | NP                         | NP  | NP                 | NP |

\*Maximum gross floor area is 5,000 square feet

**EXHIBIT B-5**

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

| COMMERCIAL USES CONTAINED                                        | THRA | NMA | OS |
|------------------------------------------------------------------|------|-----|----|
| Commercial Off-Street Parking                                    | NP   | P   | NP |
| Communications Services                                          | NP   | P   | NP |
| Construction Sales and Services                                  | NP   | NP  | NP |
| Consumer Convenience Services                                    | P    | P   | NP |
| Consumer Repair Services                                         | NP   | P   | NP |
| Convenience Storage                                              | NP   | C   | NP |
| Custom Manufacturing and Printing                                | NP   | P   | NP |
| Drop-Off Recycling Collection Facility                           | P*   | P*  | NP |
| Electronic Prototype Assembly                                    | NP   | NP  | NP |
| Equipment Repair Services                                        | NP   | NP  | NP |
| Equipment Sales                                                  | NP   | NP  | NP |
| Exterminating Services                                           | NP   | NP  | NP |
| Financial Services                                               | P    | P   | NP |
| Food Preparation                                                 | NP   | P   | NP |
| Food Sales                                                       | NP   | P   | NP |
| Funeral Services                                                 | NP   | NP  | NP |
| General Retail Sales (Convenience)                               | NP   | P   | NP |
| General Retail Sales (General)                                   | NP   | P   | NP |
| Hotel-Motel                                                      | NP   | P   | NP |
| Indoor Entertainment                                             | NP   | P   | NP |
| Indoor Sports and Recreation                                     | NP   | P   | NP |
| Kennels                                                          | NP   | NP  | NP |
| Laundry Services                                                 | NP   | P   | NP |
| Liquor Sales                                                     | NP   | NP  | NP |
| Marina                                                           | NP   | NP  | NP |
| Medical Offices -<br>exceeding 5000 sq. ft. gross floor area     | NP   | P   | NP |
| Medical Offices -<br>not exceeding 5000 sq. ft. gross floor area | NP   | P   | NP |
| Monument Retail Sales                                            | P    | P   | NP |
| Off-Site Accessory Parking                                       | NP   | P   | NP |
| Outdoor Entertainment                                            | NP   | P   | NP |
| Outdoor Sports and Recreation                                    | NP   | NP  | NP |
| Pawn Shop Services                                               | NP   | NP  | NP |
| Personal Improvement Services                                    | NP   | P   | NP |
| Personal Services                                                | NP   | P   | NP |
| Pet Services                                                     | NP   | P   | NP |
| Plant Nursery                                                    | NP   | P   | NP |
| Printing and Publishing                                          | NP   | NP  | NP |

\* Medium gross floor area is 10,000 square feet.

\* Medium gross floor area is 5,000 square feet.

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

| COMMERCIAL USES continued             | P  | NP | N/A | OS |
|---------------------------------------|----|----|-----|----|
| Professional Office                   | P  | NP |     | NP |
| Recreational Equipment Maint. & Stor. | NP | NP |     | NP |
| Recreational Equipment Sales          | NP | NP |     | NP |
| Research Assembly Services            | NP | P  |     | NP |
| Research Services                     | NP | P  |     | NP |
| Research Testing Services             | NP | P  |     | NP |
| Research Warehousing Services         | NP | NP |     | NP |
| Restaurant (General)                  | NP | P  |     | NP |
| Restaurant (Limited)                  | NP | P  |     | NP |
| Scrap and Salvage                     | NP | NP |     | NP |
| Service Station                       | NP | P  |     | NP |
| Software Development                  | NP | P  |     | NP |
| Special Use Historic                  | NP | NP |     | NP |
| Stables                               | NP | NP |     | NP |
| Theater                               | NP | P  |     | NP |
| Vehicle Storage                       | NP | NP |     | NP |
| Veterinary Services                   | NP | P  |     | NP |

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

| USE                                | PERMITTED | CONDITIONAL | NOT PERMITTED |
|------------------------------------|-----------|-------------|---------------|
| Administrative Services            | P         | P           | NP            |
| Aviation Facilities                | NP        | NP          | NP            |
| Camp                               | NP        | NP          | NP            |
| Cemetery                           | P         | P           | NP            |
| Club or Lodge                      | NP        | P           | NP            |
| College and University Facilities  | NP        | P           | NP            |
| Communication Service Facilities   | P         | P           | NP            |
| Community Events                   | NP        | P           | NP            |
| Community Recreation (Private)     | P         | P           | P             |
| Community Recreation (Public)      | P         | P           | P             |
| Congregate Living                  | NP        | P           | NP            |
| Convalescent Services              | NP        | NP          | NP            |
| Convention Center                  | NP        | NP          | NP            |
| Counseling Services                | NP        | P           | NP            |
| Cultural Services                  | P         | P           | NP            |
| Day Care Services (Commercial)     | NP        | P*          | NP            |
| Day Care Services (General)        | P         | P           | NP            |
| Day Care Services (Limited)        | P         | P           | NP            |
| Detention Facilities               | NP        | NP          | NP            |
| Employee Recreation                | NP        | NP          | NP            |
| Family Home                        | P         | P           | NP            |
| Group Home, Class I (General)      | P         | P           | NP            |
| Group Home, Class I (Limited)      | P         | P           | NP            |
| Group Home, Class II               | P         | P           | NP            |
| Guidance Services                  | NP        | P           | NP            |
| Hospital Services (General)        | NP        | NP          | NP            |
| Hospital Services (Limited)        | NP        | P           | NP            |
| Local Utility Services             | P         | P           | P             |
| Maintenance and Service Facilities | NP        | NP          | NP            |
| Major Public Facilities            | C         | C           | NP            |
| Major Utility Facilities           | C         | C           | NP            |
| Military Installations             | NP        | NP          | NP            |

\* Must be located on a collector or a minor arterial. Not allowed to access on a local street.

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

| CIVIC USES                                                                  | MIRCA | NMCA | OS |
|-----------------------------------------------------------------------------|-------|------|----|
| Park and Recreation Services (General)                                      | P     | P    | P  |
| Park and Recreation Services (Special)                                      | NP    | P    | P  |
| Postal Facilities                                                           | P     | P    | NP |
| Private Primary Educational Facilities                                      | P     | P    | P  |
| Private Secondary Educational Facilities                                    | P     | P    | NP |
| Public Primary Educational Facilities                                       | P     | P    | P  |
| Public Secondary Educational Facilities                                     | P     | P    | P  |
| Railroad Facilities                                                         | NP    | NP   | NP |
| Religious Assembly                                                          | P     | P    | P  |
| Residential Treatment                                                       | NP    | NP   | NP |
| Safety Services                                                             | P     | P    | P  |
| Telecommunication tower -<br>subject to SS 25-2-839 (13-2-235 and 13-2-273) | P     | P    | P  |
| Transitional Housing                                                        | NP    | C    | NP |
| Transportation Terminal                                                     | NP    | C    | NP |
| All other Civic Uses                                                        | NP    | NP   | NP |

\* Must be located on a collector or a minor arterial. Not allowed to front on a local street.

\* A telecommunications tower must be located on top of a building or be an architectural component.

| INDUSTRIAL USES                      | MIRCA | NMCA | OS |
|--------------------------------------|-------|------|----|
| Basic Industry                       | NP    | NP   | NP |
| Custom Manufacturing                 | NP    | NP   | NP |
| General Warehousing and Distribution | NP    | NP   | NP |
| Light Manufacturing                  | NP    | NP   | NP |
| Limited Warehousing and Distribution | NP    | NP   | NP |
| Recycling Center                     | NP    | NP   | NP |
| Resource Extraction                  | NP    | NP   | NP |

| AGRICULTURAL USES           | MIRCA | NMCA | OS |
|-----------------------------|-------|------|----|
| Urban Farm                  | NP    | NP   | P  |
| All Other Agricultural Uses | NP    | NP   | NP |

\* Agriculture, plant and tree nursery and ranching uses are permitted on any portion of the property prior to Final Platting.

**GOODNIGHT RANCH PUD  
ALLOWABLE INTENSITY TABLE "EXHIBIT D"**

|                                                                                                                                          | Land Area<br>(acres) | % of<br>Total | MAXIMUM ALLOWABLE INTENSITIES                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------------------------------------------------------------------------------------------------------------------|----------------------|---------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Mixed Residential Area (MRA)<br>(land area excludes neighborhood parks<br>and open space, but includes street/alley<br>right-of-way)     | 328.0                | 47 %          | <ul style="list-style-type: none"> <li>▪ Up to 1,583 residential dwelling units</li> <li>▪ Up to 35,000 GSF of commercial/retail/office (maximum 1:1 F.A.R.)</li> <li>▪ Up to 5,000 GSF of civic uses</li> <li>▪ 2 sites: 1,000 student elementary school</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Neighborhood Mixed-Use Area (NMA)<br>(land area excludes neighborhood parks<br>and open space but includes street/alley<br>right-of-way) | 358.2                | 51 %          | <ul style="list-style-type: none"> <li>▪ Up to 1,950 residential dwelling units</li> <li>▪ Up to 225,000 GSF commercial/retail/office (maximum 2:1 F.A.R.)</li> <li>▪ Up to 10,000 GSF of civic uses</li> <li>▪ Fire Station site, up to 45,000 SF of impervious cover allowance plus req'd boundary street impervious cover assignment shall be allocated.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Open Space/Community Facilities (OS)                                                                                                     | —                    | —             | <p>A. Fees in lieu of Parkland Dedication - The developer will pay full fees in lieu of parkland dedication, calculated as set forth in City code.</p> <p>B. Neighborhood Parks</p> <ol style="list-style-type: none"> <li>1. Inclusion of a five-acre private park, or series of parks totaling a minimum of five acres, within the project. This private neighborhood park(s) shall include a minimum of three recreational uses for residential use: 1) Picnic/BBQ stations (seven stations), 2) children's playscape and 3) informal multi-use playing field.</li> <li>2. The park(s) locations shall be determined by the developer as the project develops at locations that the developer deems appropriate for resident use.</li> </ol> <p>C. Additional Private Open Space Open to Residents</p> <ol style="list-style-type: none"> <li>1. Minimum of 65 acres for private open space will be made available for use by the residents. The uses within this open space may consist of uses permitted in the Open Space Area of the PUD (see Exhibit C for complete listing of permitted and prohibited uses).</li> <li>2. Maximum GSF allowed within open space areas: up to 12,000 GSF of open space-related structures (maximum 0.25:1 F.A.R.).</li> <li>3. Detention and water quality facilities will be owned and maintained by the Homeowners Association.</li> </ol> <p>The items above satisfy all Parkland Dedication requirements of the entire PUD.</p> |
| Slaughter Lane R.O.W.                                                                                                                    | 13.9                 | 2 %           |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| Total Maximum Residential Allowed                                                                                                        |                      |               | <ul style="list-style-type: none"> <li>▪ 3,533 residential dwelling units, of which a maximum of 2,150 du may be multifamily</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

**EXHIBIT D-6**

|                                        |       |       |  |                                                                                                                                                                      |
|----------------------------------------|-------|-------|--|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                        |       |       |  | residential (mansion home, rowhouse, live/work shophouse, condominium, triplex and apartments (subject to Traffic Impact Analysis) at a maximum density of 36 du/ac. |
| Total Maximum Commercial/Civic Allowed |       |       |  | ▪ 275,000 GSF plus 2 school sites and 1 fire station site (subject to Traffic Impact Analysis)                                                                       |
| Total Land Area                        | 700.1 | 100 % |  |                                                                                                                                                                      |

Notes:

- 1) All maximum allowable intensities are subject to the Traffic Impact Analysis.
- 2) So long as uses are permitted in an area, residential maximum allowable densities may be transferred from one Area to another provided that the overall project maximum for residential intensity is not exceeded.
- 3) Open space is inclusive of neighborhood parks located in each of the Mixed Residential Areas and the Neighborhood Mixed-Use Areas.
- 4) A mandatory Property Owners Association will be established for all property owners prior to recordation of the first Final Plat.
- 5) Open Space (OS) land area is included as a portion of the MRA / NMA Areas.

# GOODNIGHT RANCH PUD

## SITE DEVELOPMENT REGULATIONS, EXHIBIT "E"

| Mixed Residential Area (MRA)          |                                                         |                                        |                                     |                        |                           |            |
|---------------------------------------|---------------------------------------------------------|----------------------------------------|-------------------------------------|------------------------|---------------------------|------------|
|                                       | YARD HOUSE                                              | ROWHOUSE<br>LIVE/WORK<br>SHOPHOUSE     | MANSION HOUSE                       | MULTI-FAMILY HOME      | COMMERCIAL <sup>(2)</sup> | CIVIC      |
| Minimum Lot Size                      | 2,500 SF,<br>3,500 SF on corner<br>lot                  | 1,375 SF,<br>1,500 SF on corner<br>lot | 7,000 SF                            | 12,500 SF              | 2,500 SF                  | 2,500 SF   |
| Minimum Lot<br>Width <sup>(4)</sup>   | 30 FT,<br>35 FT on corner lot                           | 16 FT,<br>25 FT on corner lot          | 70 FT                               | 80 FT                  | 25 FT                     | 25 FT      |
| Maximum Height <sup>(3)</sup>         | 35 FT                                                   | 35 Ft and 3 stories                    | 35 FT and 3 stories                 | 35 FT and 3 stories    | 35 FT                     | 35 FT      |
| Minimum Front Yard<br>Setback         | 5 FT                                                    | 5 FT                                   | 10 FT                               | 10 FT                  | 5 FT                      | 5 FT       |
| Minimum Front<br>Garage Setback       | 20 FT                                                   | 20 FT                                  | 20 FT                               | 20 FT                  | N/A                       | N/A        |
| Minimum Street Side<br>Yard Setback   | 10 FT                                                   | 10 FT                                  | 10 FT                               | 10 FT                  | 10 FT                     | 10 FT      |
| Minimum Interior<br>Side Yard Setback | 3 FT-6 IN. <sup>(1)</sup><br>0 FT Garage <sup>(6)</sup> | 0 FT                                   | 5 FT,<br>0 FT Garage <sup>(6)</sup> | 10 FT                  | 5 FT                      | 5 FT       |
| Minimum Rear Yard<br>Setback          | 5 FT                                                    | 5 FT                                   | 5 FT                                | 15 FT,<br>5 FT Garages | 10 FT                     | 10 FT      |
| Maximum Building<br>Coverage          | 55%                                                     | 80%                                    | 65%                                 | 65%                    | 55%                       | 60%        |
| Maximum<br>Impervious Cover           | 65%                                                     | 95%                                    | 75%                                 | 75%                    | 65%                       | 70%        |
| Maximum<br>F.A.R.                     | N/A                                                     | N/A                                    | N/A                                 | N/A                    | 1:1 F.A.R.                | 1:1 F.A.R. |

### Notes

- 1) A minimum side yard of 3'-6" is permitted (measured from face of building to property line), provided that the adjoining side yard setback is a minimum of 3'-6" to create a face-of-building to face-of-building space of at least 7 feet.
- 2) Mixed-use multifamily buildings with ground floor commercial use shall follow commercial site development regulations.
- 3) The developments shall comply with the Modified Compatibility Standards for Goodnight Ranch PUD as set forth in Exhibit B.
- 4) Lots less than 40' wide will be rear-loaded and lots that are front-loaded must be wider than 40'.
- 5) For parks, see site development regulations under Open Space.
- 6) The minimum distance between garages on adjoining lots is 10 feet, except that the garage side yard setback may be reduced to zero feet provided that applicable fire rating and building codes are met. The wall of a garage built adjacent to a zero lot line or within three feet of a common side lot line must be solid and opaque and may not contain an opening.

EXHIBIT B-7



# GOODNIGHT RANCH PUD

## SITE DEVELOPMENT REGULATIONS, EXHIBIT "E"

| NEIGHBORHOOD MIXED USE AREA (NMA)     |                                                         |                                     |                                    |                      |                           |            |
|---------------------------------------|---------------------------------------------------------|-------------------------------------|------------------------------------|----------------------|---------------------------|------------|
|                                       | YARD HOUSE                                              | ROWHOUSE<br>LIVE/WORK<br>SHOPHOUSE  | MANSION HOUSE                      | MULTI-FAMILY HOME    | COMMERCIAL <sup>(3)</sup> | CIVIC      |
| Minimum Lot Size                      | 2,500 SF<br>3,500 SF on corner lot                      | 1,375 SF,<br>1,500 SF on corner lot | 7,000 SF                           | 12,500 SF            | 2,500 SF                  | 2,500 SF   |
| Minimum Lot Width <sup>(2)</sup>      | 30 FT,<br>35 FT                                         | 16 FT<br>21 FT on corner lot        | 70 FT                              | 80 FT                | 25 FT                     | 25 FT      |
| Maximum Height <sup>(4)</sup>         | 35 FT                                                   | 40 FT and 3 stories                 | 40 FT and 3 stories                | 40 FT and 3 stories  | 65 FT                     | 40 FT      |
| Minimum Front Yard<br>Setback         | 5 FT                                                    | 5 FT                                | 10 FT                              | 5 FT                 | 5 FT                      | 5 FT       |
| Minimum Front Garage<br>Setback       | 20 FT                                                   | 20 FT                               | 20 FT                              | 20 FT                | N/A                       | N/A        |
| Minimum Street Side Yard<br>Setback   | 10 FT                                                   | 10 FT                               | 10 FT                              | 10 FT                | 10 FT                     | 10 FT      |
| Minimum Interior Side<br>Yard Setback | 3 FT, 1 IN <sup>(4)</sup><br>0 FT Garage <sup>(6)</sup> | 0 FT                                | 5 FT<br>0 FT Garage <sup>(6)</sup> | 10 FT                | 5 FT                      | 5 FT       |
| Minimum Rear Yard<br>Setback          | 5 FT                                                    | 5 FT                                | 5 FT                               | 10 FT<br>5 FT Garage | 10 FT                     | 10 FT      |
| Maximum Building<br>Coverage          | 55%                                                     | 80 %                                | 65 %                               | 65%                  | 70 %                      | 70 %       |
| Maximum Impervious<br>Cover           | 65%                                                     | 95%                                 | 75%                                | 75%                  | 80%                       | 80%        |
| Maximum<br>F.A.R.                     | N/A                                                     | N/A                                 | N/A                                | N/A                  | 2:1 F.A.R.                | 2:1 F.A.R. |

### Notes

- 1) Parking facilities in the NMA may be retained in common for reciprocal use by NMA commercial and office/civic tenants, and may be included as part of the building lot. Example: a lot containing retail uses on ground floor, with residential and/or office use above, designed to accommodate common parking facilities. Such shared parking facilities are limited to the NMA.
- 2) The development shall comply with the modified Compatibility Standards for Goodnight Ranch PUD as set forth in Exhibit B.
- 3) Mixed use multifamily buildings with ground floor commercial use shall follow commercial site development regulations.
- 4) A minimum side yard of 3'-6" is permitted (measured from face of building to property line), provided that the adjoining side yard and set back is a minimum of 3'-6" to create a face-of-building to face-of-building space of at least 7 feet.
- 5) Lots less than 40' wide will be rear-loaded and lots that are front-loaded must be wider than 40'.
- 6) The minimum distance between garages on adjoining lots is 10 feet, except that the garage side yard setback may be reduced to zero feet provided that applicable fire rating and building codes are met. The wall of a garage built adjacent to a zero lot line or within three feet of a common side lot line must be solid and opaque and may not contain an opening.

# GOODNIGHT RANCH PUD

## SITE DEVELOPMENT REGULATIONS, EXHIBIT "E"

| OPEN SPACE                         |                                          |                               |                |
|------------------------------------|------------------------------------------|-------------------------------|----------------|
|                                    | SAFETY SERVICES & EDUCATIONAL FACILITIES | OTHER CIVIC USES <sup>1</sup> | COMMERCIAL     |
| Minimum Lot Size                   | 1 Acre                                   | 5,000 SF                      | 5,000 SF       |
| Minimum Lot Width                  | 50 FT.                                   | 20 FT.                        | 20 FT.         |
| Maximum Height <sup>(2)</sup>      | 35 FT                                    | 35 FT                         | 35 FT          |
| Minimum Front Yard Setback         | 25 FT                                    | 10 FT                         | 10 FT          |
| Minimum Street Side Yard Setback   | 10 FT                                    | 10 FT                         | 10 FT          |
| Minimum Interior Side Yard Setback | 10 FT                                    | 15 FT                         | 15 FT          |
| Minimum Rear Yard Setback          | 25 FT                                    | 10 FT                         | 10 FT          |
| Maximum Impervious Cover           | 75%                                      | 75%                           | 75%            |
| Maximum F.A.R.                     | 0.250:1 F.A.R.                           | 0.250:1 F.A.R.                | 0.250:1 F.A.R. |

### Notes

- 1) Includes all park rides except safety services and educational facilities such as fire station or elementary school.
- 2) The developments shall comply with the modified Compatibility Standards for Goodnight Ranch PUD as set forth in Exhibit B.

GOODNIGHT RANCH PUD

RESIDENTIAL USES - DEFINITIONS AND VISUAL GUIDELINES, EXHIBIT "F"

Definitions of residential use categories referred to in Site Development Regulations Table, exhibit "E", PUD Zoning Land Use Area Summary Table, Exhibit "C", and Exhibit "F":

**Yard House:** detached single-family dwelling unit with an optional second living unit above the garage.

LDC: *Single-family residential*

**Rowhouse:** attached two to three-story townhouse on its own lot to be sold or leased by the individual owner.

LDC: *Townhouse Residential*, since the land under the unit is owned or leased.

**Live/work Shophouse:** a rowhouse with workspace or commercial space permitted on the ground floor and upper level living space, as allowed in *Home Occupations, LDC 25-2-900*, as amended.

LDC: *Townhouse Residential*

**Mansion Home:** use is the use of a site for 4-6 attached dwelling units located in one structure with 1-3 bedrooms per dwelling unit; the structures are located on one lot and is designed to appear like an estate home; condominium ownership of individual dwelling units with condo regime for common area and land maintenance.

LDC: if one (or more) owner(s) per building leases units, then *Multi-family*; if condo regime, then *Condominium Residential*

**Multifamily Home:** apartments or condos, per City definitions existing Code

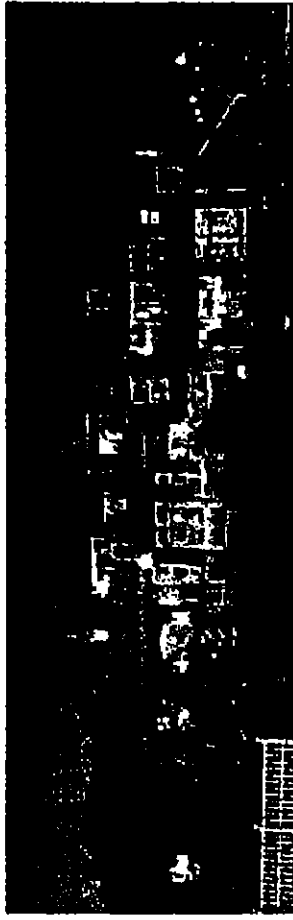
LDC: *Multifamily* or *Condominium Residential*

**Multi-use Buildings:** A building containing residential units above ground floor level in which the square footage of the residential units on the ground floor area is not more than 50 percent of the gross floor area of the ground floor, and the non-residential square footage in the above-ground floor area is not more than 50 percent of the gross floor area of the above floor area.

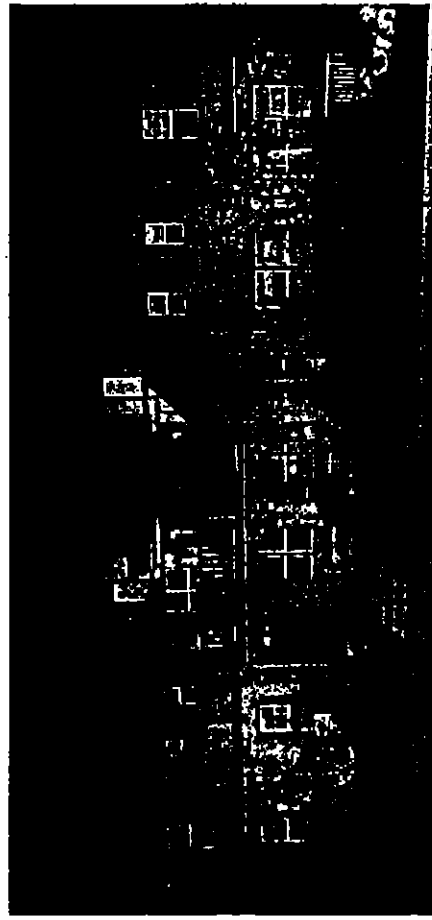
**Note:** Architectural visual guidelines for residential uses follow this page.

EXHIBIT B-8

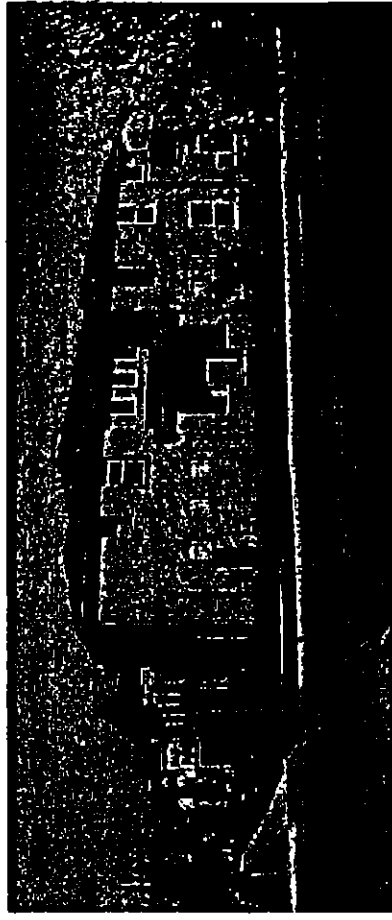
Below are representative examples of appropriate mansion homes and relationships of the intended character.



Portland



Portland



Stapleton, Denver



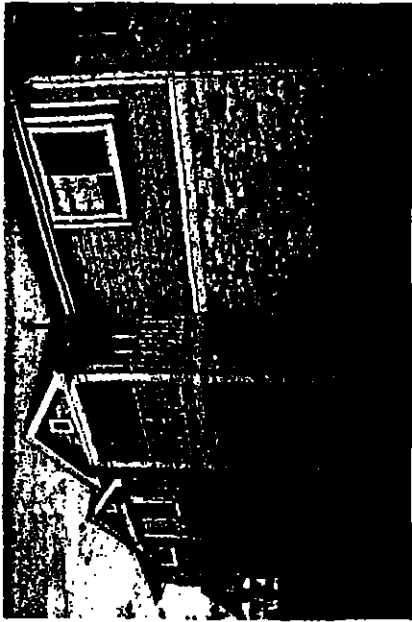
Stapleton, Denver



Stapleton, Denver

**Mansion Home - Architectural Visual Guidelines**  
**Goodnight Ranch PUD - Exhibit G**

Below are representative examples of appropriate multifamily homes and their planning elements which fit the scale, proportion, massing and spatial relationships of the intended character.



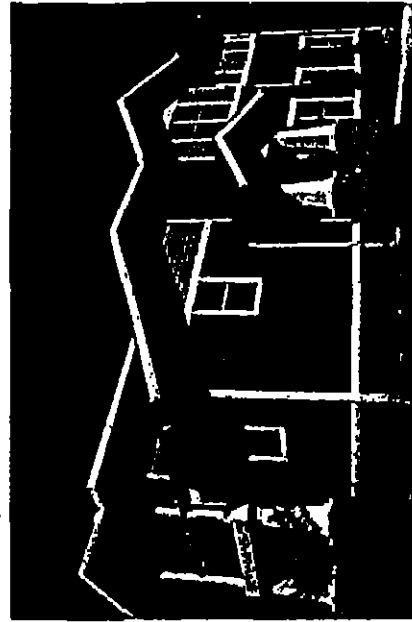
Scofield, Austin



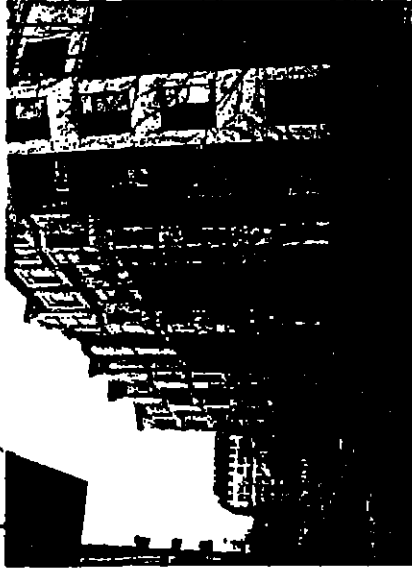
Stapleton, Denver



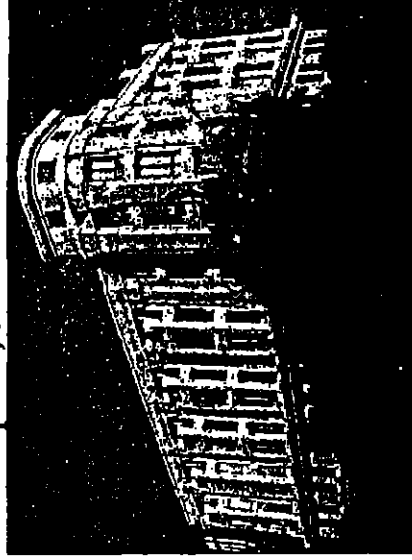
Stapleton, Denver



Rosemont, Austin



Portland



Berkeley



Redwood City



Austin



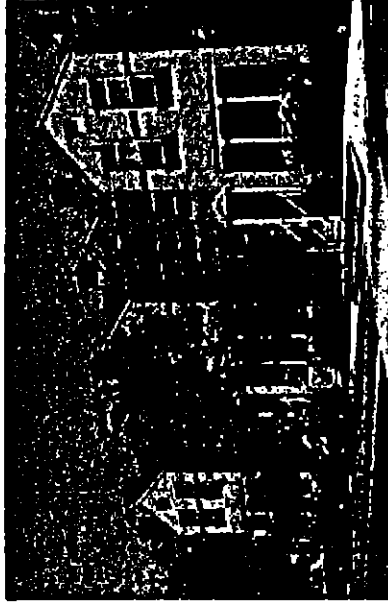
San Diego

# **Multifamily Home - Architectural Visual Guidelines** **Goodnight Ranch PUD - Exhibit G**

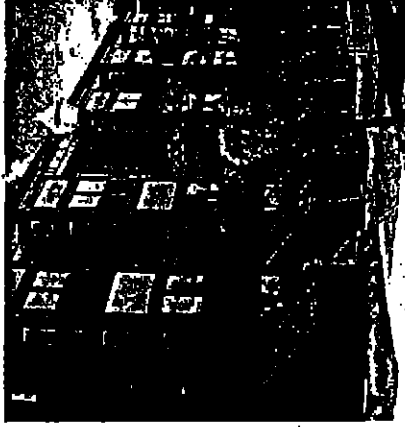
Below are representative examples of rowhouses and site planning elements which fit the scale, proportion, massing and spatial relationships of the intended character.



Issaquah Highlands, Washington



Mountain View



Orenco Station, Portland



Stapleton, Denver



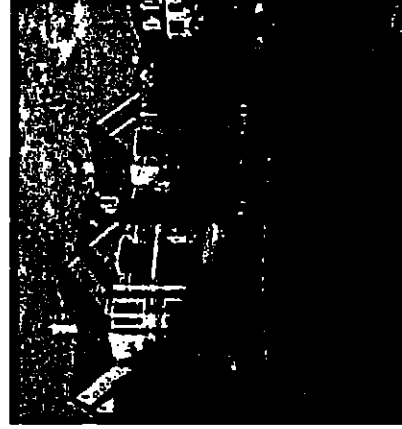
Portland



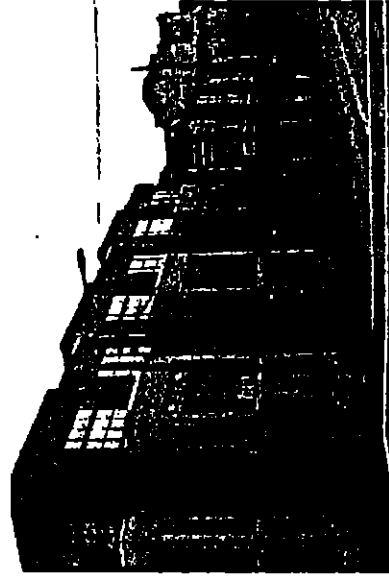
Portland



Chicago



Gables, Austin



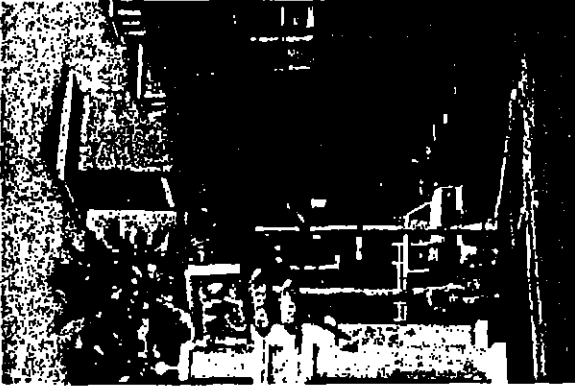
Portland

## Rowhouse - Architectural Visual Guidelines Goodnight Ranch PUD - Exhibit G

Below are representative examples of appropriate live/work shophouses and site planning elements which fit the scale, proportion, massing and spatial relationships of the intended character.



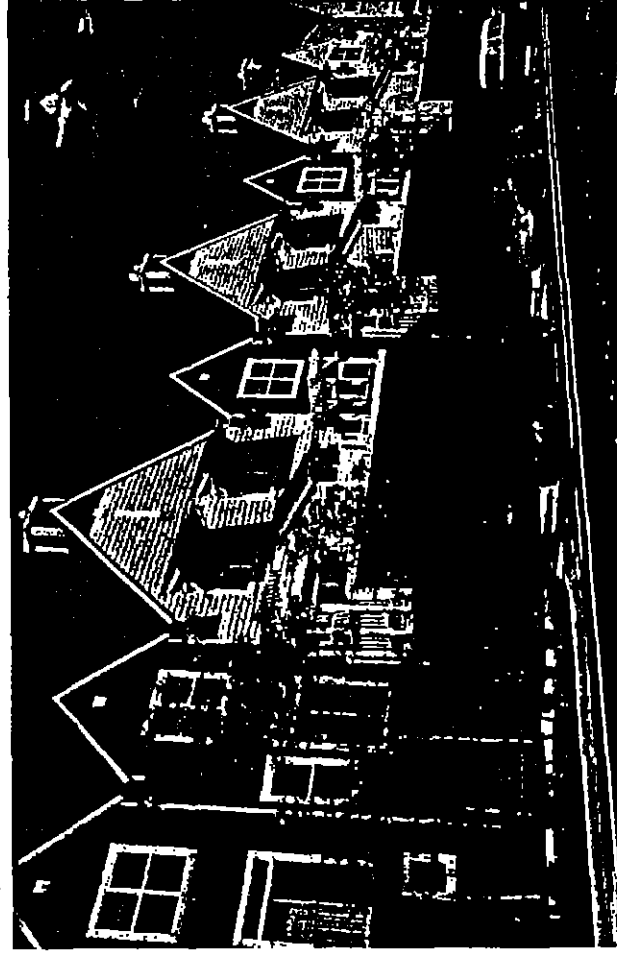
Portland



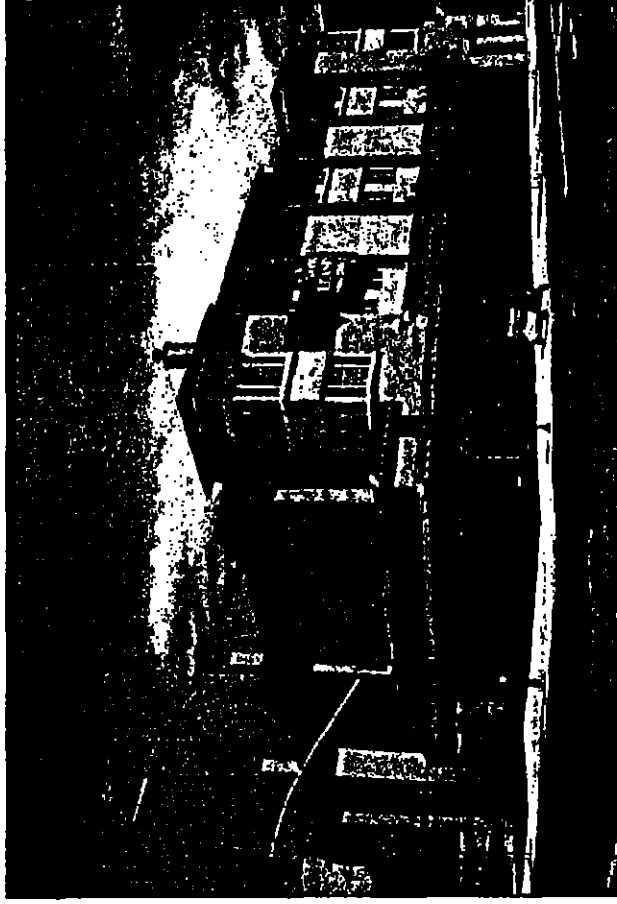
Celebration, Florida



Jefferson Center, Austin



Lions Gate, Seattle

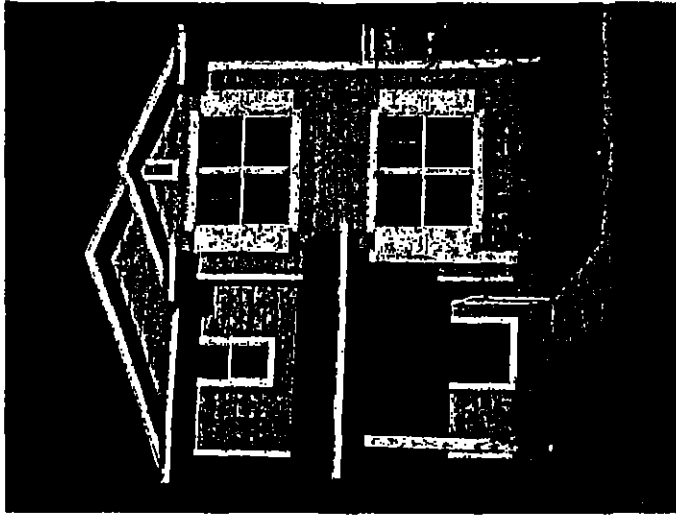


## Live/Work Shophouses - Architectural Visual Guidelines Goodnight Ranch PUD - Exhibit G

January 13, 2006

IBG

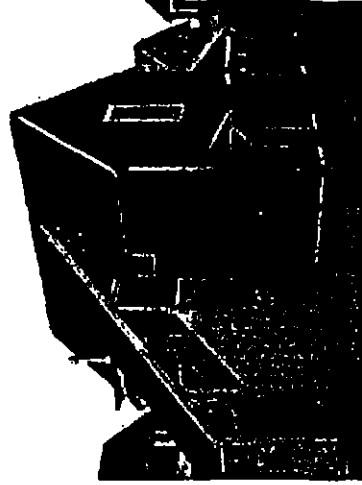
Below are representative examples of appropriate yard houses and screening elements which fit the scale, proportion, massing and spatial relationships of the intended character.



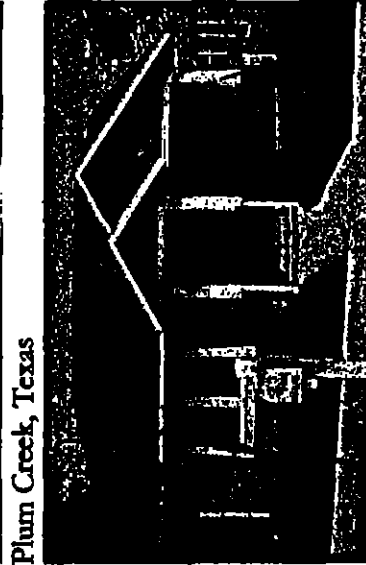
Briercreek, Texas



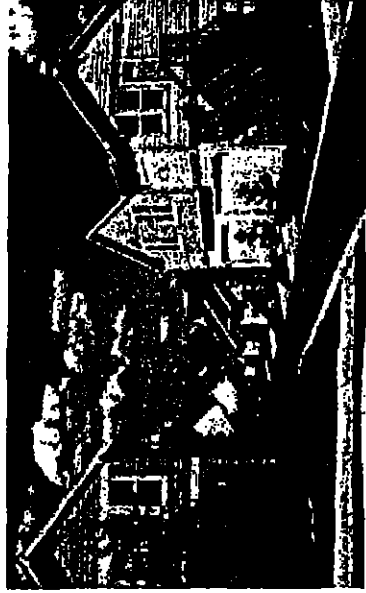
Plum Creek, Texas



Portland



Plum Creek, Texas



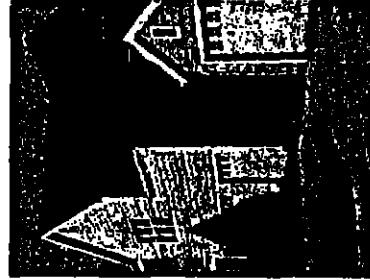
Issaquah Highlands, Washington



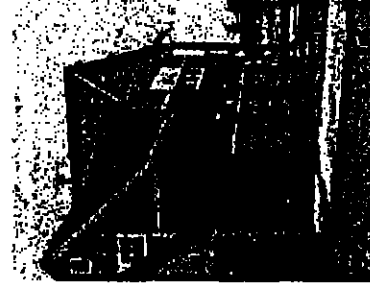
Kentlands, Maryland



Plum Creek, Texas



Stapleton, Denver

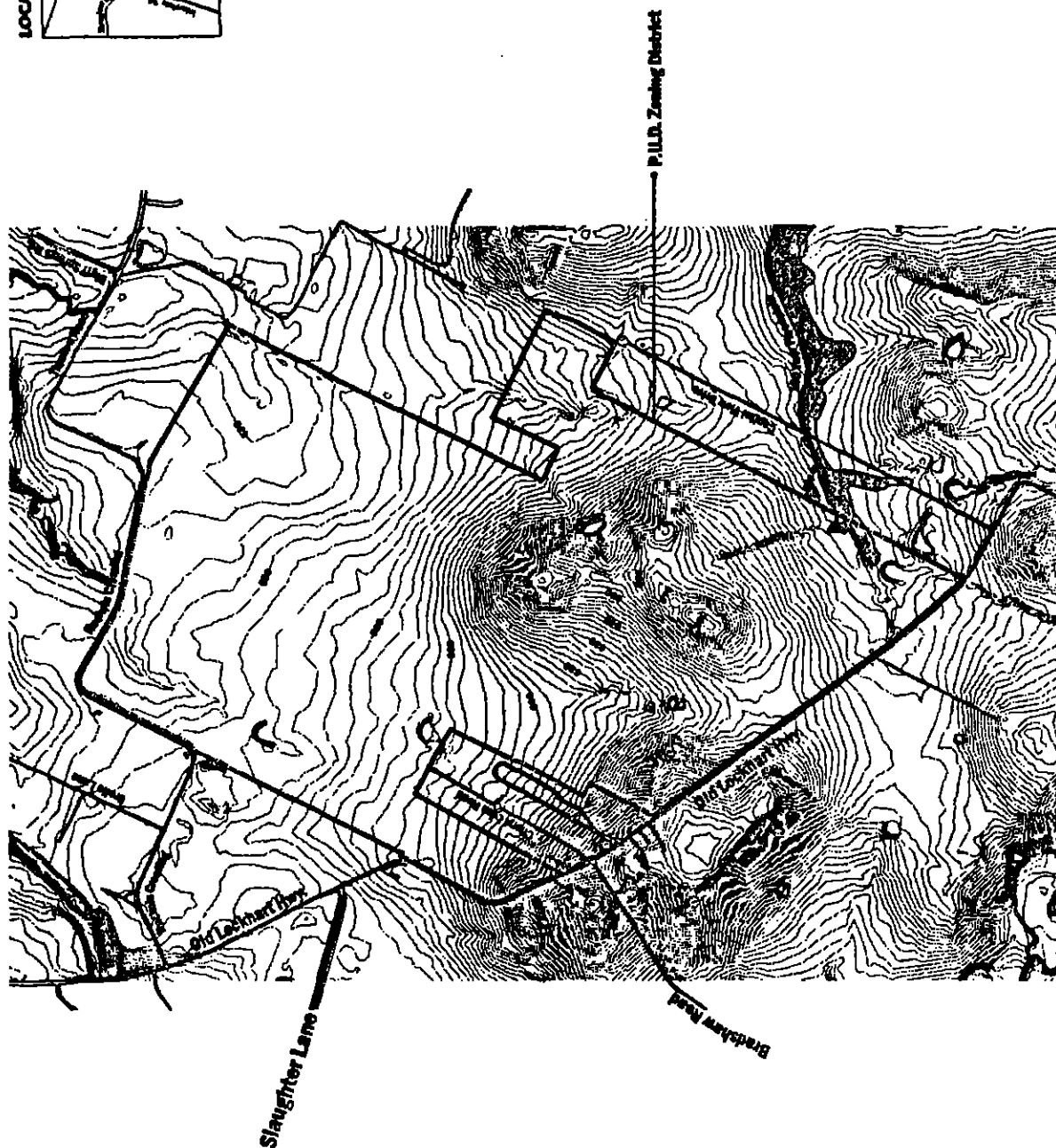
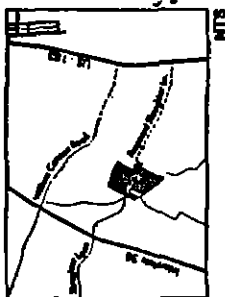


Stapleton, Denver

## Yard House - Architectural Visual Guidelines Goodnight Ranch PUD - Exhibit G



# LOCATION MAP



**OWNER:**  
BVE Ventures, Ltd.  
4594 South Congress Avenue  
Austin, TX 78745

**BRACKLEY FAMILY TRUST:**  
4594 South Congress Avenue  
Austin, TX 78745

**ASSTC:**  
Hessett Development  
P.O. Box 8654  
Austin, TX 78763  
512.361.1799  
Contact: Terry Brackley

**LAND PLANNING:**  
TIG Partners  
901 South Mojos  
Building B, Suite 350  
Austin, TX 78746  
512.327.1011  
Contact: Sam Coleman

**ENGINEER:**  
Harrison - Mitchell  
Engineering, Inc.  
8333 Greenport Drive  
Austin, TX 78754  
Austin, TX 78757  
612.476.4774  
Contact: Larry Harrison, P.E.

**ENVIRONMENTAL SUMMARY:**  
Custom Interval - 2 feet  
Source: Analytical Survey Inc. 1997

**100 Year Floodplain -**  
Source: FEMA 1996

|                              |              |
|------------------------------|--------------|
| 0% - 15%                     | 600.00 acres |
| 15% - 25%                    | 1.13 acres   |
| 25% - 35%                    | .13 acres    |
| Over 35%                     | .01 acres    |
| Total Acreage - 700.39 acres |              |

January 13, 2006  
Case Number: C014-04-0187.5H

## Goodnight Ranch PUD PUD Environmental Background Information (Exhibit H)



TB G

EXHIBIT B9



## MEMORANDUM

**TO:** Wendy Walsh, Case Manager  
**CC:** Members of the Zoning and Platting Commission  
Terry Mitchell, Momark Development, Inc.  
Rashed Tanvir Islam, P.E., WHM Transportation Engineering, Inc.  
**FROM:** Joe Almazan, Transportation Reviewer  
**DATE:** December 6, 2005  
**SUBJECT:** Traffic Impact Analysis for Goodnight Ranch PUD  
Zoning Case No. C814-04-0187.SH

The Transportation Review Section has reviewed the traffic impact analysis for Goodnight Ranch PUD dated July 6, 2005, prepared by Rashed Islam, P.E. WHM Transportation Engineering, Inc. and offer the following comments:

### Trip Generation

Goodnight Ranch PUD is a 703.28-acre development located along the east side of Old Lockhart Highway between Nuckols Crossing Road and Capitol View Road in southeast Austin. The proposed development will consist of 260,000 sq.ft. of retail shopping center, 1,192 single-family residential dwelling units, 696 town home residential dwelling units, 1,645 multifamily residential dwelling units, 15,000 sq.ft. of community recreation center, and two elementary schools with 2,000 students.

The property is currently undeveloped and located in the Limited Purpose Jurisdiction. The property was annexed into the City's Limited Purpose Jurisdiction on July 4, 2005 and given Interim Rural Residential or I-RR zoning. The applicant has filed a zoning request for Planned Unit Development or PUD zoning. The Goodnight Ranch site is planned for development in ten (10) phases with final build-out for the project anticipated by 2026. Access to the site is proposed via eight (8) site roadways, three (3) on Nuckols Crossing Road, two (2) proposed roadways on Old Lockhart Highway, and three (3) proposed roadways on the future extension of Slaughter Lane east of Old Lockhart Highway.

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

| Table 1. Trip Generation By Phases |                |       |         |      |         |      |
|------------------------------------|----------------|-------|---------|------|---------|------|
| Land Use                           | Size           | ADT   | AM Peak |      | PM Peak |      |
|                                    |                |       | Enter   | Exit | Enter   | Exit |
| Phase 1 - 2008                     |                |       |         |      |         |      |
| Single-Family Residential          | 245 d.u.       | 2,089 | 43      | 130  | 129     | 76   |
| Townhouses                         | 105 d.u.       | 504   | 6       | 30   | 30      | 15   |
| Elementary Schools                 | 1,000 students | 1,290 | 230     | 190  | 0       | 0    |
| Subtotal                           |                | 3,833 | 279     | 350  | 159     | 91   |

|                             |                |              |            |            |            |            |
|-----------------------------|----------------|--------------|------------|------------|------------|------------|
| <b>Phase 2 - 2010</b>       |                |              |            |            |            |            |
| Single-Family Residential   | 245 d.u.       | 2,089        | 43         | 130        | 129        | 76         |
| Townhouses                  | 105 d.u.       | 504          | 6          | 30         | 30         | 15         |
| <b>Subtotal</b>             |                | <b>2,593</b> | <b>49</b>  | <b>160</b> | <b>159</b> | <b>91</b>  |
| <b>Phase 3 - 2010</b>       |                |              |            |            |            |            |
| Single-Family Residential   | 245 d.u.       | 2,089        | 43         | 130        | 129        | 76         |
| Townhouses                  | 105 d.u.       | 504          | 6          | 30         | 30         | 15         |
| <b>Subtotal</b>             |                | <b>2,593</b> | <b>49</b>  | <b>160</b> | <b>159</b> | <b>91</b>  |
| <b>Phase 4 - 2014</b>       |                |              |            |            |            |            |
| Single-Family Residential   | 245 d.u.       | 2,089        | 43         | 130        | 129        | 76         |
| Townhouses                  | 105 d.u.       | 504          | 6          | 30         | 30         | 15         |
| <b>Subtotal</b>             |                | <b>2,593</b> | <b>49</b>  | <b>160</b> | <b>159</b> | <b>91</b>  |
| <b>Phase 5 - 2016</b>       |                |              |            |            |            |            |
| Single-Family Residential   | 212 d.u.       | 1,809        | 39         | 113        | 112        | 65         |
| Townhouses                  | 105 d.u.       | 504          | 6          | 30         | 30         | 15         |
| Shopping Center             | 43,000 sq.ft.  | 2,090        | 28         | 18         | 93         | 101        |
| Community Recreation Center | 15,000 sq.ft.  | 343          | 15         | 9          | 7          | 17         |
| <b>Subtotal</b>             |                | <b>4,746</b> | <b>88</b>  | <b>170</b> | <b>242</b> | <b>198</b> |
| <b>Phase 6 - 2018</b>       |                |              |            |            |            |            |
| Apartments                  | 278 d.u.       | 1,696        | 27         | 110        | 101        | 55         |
| Townhouses                  | 105 d.u.       | 504          | 6          | 30         | 30         | 15         |
| Elementary School           | 1,000 students | 1,290        | 230        | 190        | 0          | 0          |
| Shopping Center             | 43,000 sq.ft.  | 2,090        | 28         | 18         | 93         | 101        |
| <b>Subtotal</b>             |                | <b>5,580</b> | <b>291</b> | <b>348</b> | <b>224</b> | <b>171</b> |
| <b>Phase 7 - 2020</b>       |                |              |            |            |            |            |
| Apartments                  | 284 d.u.       | 1,733        | 28         | 112        | 104        | 56         |
| Townhouses                  | 66 d.u.        | 317          | 5          | 22         | 22         | 7          |
| Shopping Center             | 43,000 sq.ft.  | 2,090        | 28         | 18         | 93         | 101        |
| <b>Subtotal</b>             |                | <b>4,140</b> | <b>61</b>  | <b>152</b> | <b>219</b> | <b>164</b> |
| <b>Phase 8 - 2022</b>       |                |              |            |            |            |            |
| Apartments                  | 350 d.u.       | 2,136        | 34         | 138        | 128        | 69         |
| Shopping Center             | 43,000 sq.ft.  | 2,090        | 28         | 18         | 93         | 101        |
| <b>Subtotal</b>             |                | <b>4,226</b> | <b>62</b>  | <b>156</b> | <b>221</b> | <b>170</b> |
| <b>Phase 9 - 2024</b>       |                |              |            |            |            |            |
| Apartments                  | 350 d.u.       | 2,136        | 34         | 138        | 128        | 69         |
| Shopping Center             | 43,000 sq.ft.  | 2,090        | 28         | 18         | 93         | 101        |
| <b>Subtotal</b>             |                | <b>4,226</b> | <b>62</b>  | <b>156</b> | <b>221</b> | <b>170</b> |
| <b>Phase 10 - 2026</b>      |                |              |            |            |            |            |
| Apartments                  | 383 d.u.       | 2,338        | 39         | 150        | 139        | 74         |
| Shopping Center             | 45,000 sq.ft.  | 2,186        | 29         | 18         | 100        | 107        |

|                               |  |               |              |              |              |              |
|-------------------------------|--|---------------|--------------|--------------|--------------|--------------|
| <b>Subtotal</b>               |  | <b>4,524</b>  | <b>68</b>    | <b>168</b>   | <b>238</b>   | <b>181</b>   |
| <b>Total Unadjusted Trips</b> |  | <b>39,102</b> | <b>1,058</b> | <b>1,980</b> | <b>1,998</b> | <b>1,418</b> |
| <b>Total Adjusted Trips</b>   |  | <b>32,131</b> | <b>666</b>   | <b>1,669</b> | <b>1,768</b> | <b>1,168</b> |

### Assumptions

1. Traffic growth rates provided by the City of Austin and Travis County were as follows:

| <b>Table 2. Growth Rates Per Year</b> |                    |
|---------------------------------------|--------------------|
| <b>Roadway Segment</b>                | <b>Percent (%)</b> |
| All Roads                             | 3%                 |

2. In addition, background traffic volumes for 2026 included estimated site traffic for the following projects:

Double Creek Village (C14-03-0053, C14-04-0018, C14-04-0019, C14-04-0020)  
 Tobin Tract (C14-03-0186)  
 Slaughter Lane at Brandt Road (C14-02-0120.SH)  
 Slaughter Lane at South IH-35 (C14-03-0066/SP-03-0283C)  
 Parkside at Slaughter Creek (C14-04-0104)  
 Southpark Meadows (C14-04-0075, C14-04-0094)  
 Harrell Tract (C14-04-0124, C14-04-0125, C14-04-0126)  
 Onion Creek Section 100 (C14-04-0074)  
 St. Alban's Expansion (SP-02-0115D)  
 Onion Creek Office Park (SP-03-0140D)  
 Fairfield at Slaughter (SP-01-0044C)  
 Terrace at Onion Creek (SP-02-0005D)  
 Parkside at Slaughter Lane (C8J-02-0198)  
 Brandt Road Industrial Park (C8J-03-0046)  
 Slaughter Creek Subdivision (C8-01-0178.0A, SP-01-0345D)  
 Slaughter Lane Commercial Park (C8J-01-0074.0A)  
 Crossing at Onion Creek Sections 3 & 4 (C8-02-0184.4A.SH)  
 Bella Fortuna (C8J-03-0167)

3. Reductions were assumed for pass-by capture and internal capture for the following uses:

| <b>Table 3. Pass-By and Internal Capture Reductions in Percent (%)</b> |                |           |                         |           |
|------------------------------------------------------------------------|----------------|-----------|-------------------------|-----------|
| <b>Land Use</b>                                                        | <b>Pass-By</b> |           | <b>Internal Capture</b> |           |
|                                                                        | <b>AM</b>      | <b>PM</b> | <b>AM</b>               | <b>PM</b> |
| Shopping Center                                                        | 34%            | 34%       | 10%                     | 10%       |
| Single-Family Residential                                              |                |           |                         |           |
| Apartments                                                             |                |           |                         |           |
| Townhouses                                                             |                |           |                         |           |
| Community Recreation Center                                            |                |           | 10%                     | 10%       |
| Elementary Schools                                                     |                |           | 70%                     | 70%       |

4. No reductions were assumed for transit use.

## **Existing and Planned Roadway System**

**Slaughter Lane** – This roadway is classified as a four-lane, divided major arterial from Onion Creek to US 183 in the CAMPO 2025 Transportation Plan and the Austin Metropolitan Area Transportation Plan (AMATP). Traffic counts conducted during the study show 5,782 vehicles per day on Slaughter Lane, west of Old Lockhart Highway. The Austin Bicycle Plan recommends Priority 1 Route 86 from the Austin City Limit to IH-35 South. The CAMPO 2025 Transportation Plan shows Slaughter Lane to be upgraded to a six-lane, divided major arterial from Bluff Springs Road to US 183 by 2025. Travis County has preliminary plans to extend McKinney Falls Parkway from its current terminus at Colton Bluff Springs to Thaxton Road by 2007. Based on discussions with Travis County staff, the future extension of Slaughter Lane between Bluff Springs Road and the proposed McKinney Falls Parkway extension is likely to occur by 2010 so as to provide for additional connectivity to US 183 and eventually to future SH 130 by 2025.

**Pleasant Valley Road** – The CAMPO 2025 Transportation Plan and the Austin Metropolitan Area Transportation Plan recommend the future extension of Pleasant Valley Road with a four-lane, divided arterial and will follow the existing alignment of Nuckols Crossing Road (western boundary of the Goodnight PUD site) from Onion Creek Drive to future Slaughter Lane. However, neither the City of Austin nor Travis County have plans to upgrade this roadway.

**Bluff Springs Road/Old Lockhart Highway** – This roadway is classified as a two-lane minor arterial from William Cannon Drive to FM 1625 in the CAMPO 2025 Transportation Plan and the Austin Metropolitan Area Transportation Plan. Traffic counts conducted during the study on Bluff Springs Road, north and south of Slaughter Lane, show 5,320 and 2,512 vehicles per day, respectively. The Austin Bicycle Plan recommends Priority 2 Route 224 from William Cannon Drive to the Travis County line. The CAMPO 2025 Transportation Plan and AMATP show Bluff Springs/Old Lockhart Highway to be upgraded to a four-lane, divided major arterial between William Cannon Drive and US 183 by 2025.

**Nuckols Crossing Road** – This roadway is classified as a two-lane collector roadway in the vicinity of the site. The CAMPO 2025 Transportation Plan and the Austin Metropolitan Area Transportation Plan recommend the future extension of Pleasant Valley Road as a four-lane divided arterial and will follow the existing alignment of Nuckols Crossing Road (western boundary of the Goodnight Ranch PUD site) from Onion Creek Drive to future Slaughter Lane. Traffic counts conducted during the study show 3,491 vehicles per day east of Bluff Springs Road. Currently, the City of Austin does not have any plans to upgrade the roadway.

**Bradshaw Road** – This roadway is classified as a two-lane collector roadway in the vicinity of the site. The CAMPO 2025 Transportation Plan and the Austin Metropolitan Area Transportation Plan recommend the future extension of Pleasant Valley Road as a four-lane divided arterial and will follow the existing alignment of Bradshaw Road west of Old Lockhart Highway. No traffic count information was available for this roadway.

**Cheryl Lynn Road** – This roadway is classified as a two-lane local residential roadway in the vicinity of the site (east of Old Lockhart Highway). No traffic count information was available for this roadway.

**Capitol View Road** – This roadway is classified as a two-lane local residential roadway in the vicinity of the site (east of Old Lockhart Highway). No traffic count information was available for this roadway.

## Intersection Level of Service (LOS)

The TIA analyzed twelve (12) intersections, four of which currently exist. Existing and projected levels of service for the AM and PM peak hour travel periods are as follows, assuming that all roadway and intersection improvements recommended in the TIA are constructed:

| Intersection                                                      | 2004<br>Existing | 2008<br>Phase<br>1 | 2010<br>Phase<br>2 | 2012<br>Phase<br>3 | 2014<br>Phase<br>4 | 2016<br>Phase<br>5 | 2018<br>Phase<br>6 | 2020<br>Phase<br>7 | 2022<br>Phase<br>8 | 2024<br>Phase<br>9 | 2026<br>Phase<br>10 |
|-------------------------------------------------------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Bluff Springs Road/Old Lockhart Highway and Nuckols Crossing Road | A                | C                  | D                  | D                  | B                  | C                  | C                  | C                  | C                  | D                  | D                   |
| Old Lockhart Highway and Slaughter Lane                           | B                | D                  | D                  | D                  | C                  | D                  | C                  | D                  | D                  | D                  | D                   |
| Old Lockhart Highway and Bradshaw Road/Cheryl Lane                | A                | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Old Lockhart Highway and Capitol View Road                        | A                | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street A and Nuckols Crossing Road                                | -                | A                  | A                  | A                  | A                  | B                  | B                  | C                  | C                  | D                  | D                   |
| Street B and Nuckols Crossing Road                                | -                | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street C and Nuckols Crossing Road                                | -                | -                  | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street D and Slaughter Lane                                       | -                | A                  | A                  | A                  | A                  | A                  | B                  | C                  | C                  | C                  | D                   |
| Street E and Slaughter Lane                                       | -                | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street F and Slaughter Lane                                       | -                | -                  | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Old Lockhart Highway and Street G                                 | -                | -                  | -                  | -                  | -                  | -                  | -                  | A                  | A                  | A                  | A                   |
| Old Lockhart Highway and Street H                                 | -                | -                  | -                  | -                  | -                  | -                  | -                  | A                  | A                  | A                  | A                   |

| Intersection                                                      | 2004<br>Existing | 2008<br>Phase<br>1 | 2010<br>Phase<br>2 | 2012<br>Phase<br>3 | 2014<br>Phase<br>4 | 2016<br>Phase<br>5 | 2018<br>Phase<br>6 | 2020<br>Phase<br>7 | 2022<br>Phase<br>8 | 2024<br>Phase<br>9 | 2026<br>Phase<br>10 |
|-------------------------------------------------------------------|------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|---------------------|
| Bluff Springs Road/Old Lockhart Highway and Nuckols Crossing Road | A                | C                  | D                  | D                  | D                  | D                  | D                  | D                  | D                  | D                  | D                   |
| Old Lockhart Highway and Slaughter Lane                           | A                | C                  | C                  | D                  | C                  | D                  | C                  | D                  | D                  | D                  | D                   |
| Old Lockhart Highway and Bradshaw Lane/Cheryl Lane                | A                | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Old Lockhart Highway and Capitol View Road                        | A                | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street A and Nuckols Crossing Road                                | -                | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street B and Nuckols Crossing Road                                | -                | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street C and Nuckols Crossing Road                                | -                | -                  | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                   |
| Street D and Slaughter Lane                                       | -                | A                  | A                  | A                  | A                  | A                  | B                  | C                  | C                  | C                  | C                   |
| Street E and Slaughter Lane                                       | -                | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | B                   |
| Street F and Slaughter Lane                                       | -                | -                  | -                  | A                  | A                  | A                  | A                  | A                  | A                  | A                  | B                   |
| Old Lockhart Highway and Street G                                 | -                | -                  | -                  | -                  | -                  | -                  | -                  | A                  | A                  | A                  | A                   |
| Old Lockhart Highway and Street H                                 | -                | -                  | -                  | -                  | -                  | -                  | -                  | A                  | A                  | A                  | A                   |

## Recommendations/Conclusions

(1) Prior to 3<sup>rd</sup> reading at City Council, fiscal surety is required to be posted for the following improvements:

| Intersection                                                      | Improvement                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | Total Costs                                                              | Pro-Rata Fiscal Share (%)                           | Pro-Rata Fiscal Dollars (\$)                                |
|-------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------|-----------------------------------------------------|-------------------------------------------------------------|
| <b>Phase 1 - 2008</b>                                             | <b>250 Adjusted PM Peak Hour Trips</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                          |                                                     |                                                             |
| Slaughter Lane                                                    | +Construct Slaughter Lane with two lane section with this project                                                                                                                                                                                                                                                                                                                                                                                                                                                                | -                                                                        | -                                                   | -                                                           |
| Pleasant Valley Road                                              | +Reserve right-of-way for a four-lane, divided major arterial along site frontage                                                                                                                                                                                                                                                                                                                                                                                                                                                | -                                                                        | -                                                   | -                                                           |
| Bluff Springs Road/Old Lockhart Highway                           | +Reserve right-of-way for a four-lane, divided major arterial along site frontage                                                                                                                                                                                                                                                                                                                                                                                                                                                | -                                                                        | -                                                   | -                                                           |
| Bluff Springs Road/Old Lockhart Highway and Nuckols Crossing Road | *Install traffic signal<br>*Construct a left-turn lane on the SB Bluff Springs approach                                                                                                                                                                                                                                                                                                                                                                                                                                          | \$82,500<br>\$39,919                                                     | 14.8%<br>63.8%                                      | \$12,210<br>\$25,468                                        |
| Old Lockhart Highway and Slaughter Lane                           | *Install traffic signal<br>+Construct a left-turn lane on NB Old Lockhart Highway approach<br>*Construct a left-turn lane on SB Old Lockhart Highway approach<br>*Construct a right-turn lane on SB Old Lockhart Highway approach<br>*Restripe SB Old Lockhart Highway approach to provide a left-turn lane, a thru/right shared lane and a right-turn lane<br>*Restripe EB approach to provide a left-turn lane and thru/right shared lane<br>*Construct a WB approach to provide a left-turn lane and a thru/right shared lane | \$110,000<br>\$44,244<br>\$38,477<br>\$44,371<br>\$4,529<br>\$4,275<br>- | 13.8%<br>-<br>100.0%<br>13.7%<br>16.3%<br>9.1%<br>- | \$15,180<br>-<br>\$38,477<br>\$6,079<br>\$738<br>\$389<br>- |
| <b>Phase 1 Totals</b>                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                          |                                                     | <b>\$98,541</b>                                             |
| <b>Phase 2 - 2010</b>                                             | <b>250 Adjusted PM Peak Hour Trips</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                          |                                                     |                                                             |
| Bluff Springs Road/Old Lockhart Highway and Nuckols Crossing Road | *Construct a right-turn lane on the WB Nuckols Crossing Road approach                                                                                                                                                                                                                                                                                                                                                                                                                                                            | \$41,805                                                                 | 54.5%                                               | \$22,748                                                    |
| <b>Phase 2 Totals</b>                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                          |                                                     | <b>\$22,748</b>                                             |
| <b>Phase 3 - 2012</b>                                             | <b>250 Adjusted PM Peak Hour Trips</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                          |                                                     |                                                             |
| <b>Phase 4 - 2014</b>                                             | <b>250 Adjusted PM Peak Hour Trips</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                          |                                                     |                                                             |
| Bluff Springs Road/Old Lockhart Highway and Nuckols Crossing Road | *Construct right-turn lane on the NB Old Lockhart Highway approach                                                                                                                                                                                                                                                                                                                                                                                                                                                               | \$43,935                                                                 | 47.7%                                               | \$20,957                                                    |
| Old Lockhart Highway and Slaughter Lane                           | *Construct an additional left-turn lane on the EB Slaughter Lane approach to provide dual left-turn lanes                                                                                                                                                                                                                                                                                                                                                                                                                        | \$52,454                                                                 | 12.9%                                               | \$6,767                                                     |
| <b>Phase 4 Totals</b>                                             |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |                                                                          |                                                     | <b>\$27,724</b>                                             |
| <b>Phase 5 - 2016</b>                                             | <b>359 Adjusted PM Peak Hour Trips</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                                          |                                                     |                                                             |

|                                         |                                                                                                               |          |       |                  |
|-----------------------------------------|---------------------------------------------------------------------------------------------------------------|----------|-------|------------------|
| <b>Phase 6 - 2018</b>                   | <b>316 Adjusted PM Peak Hour Trips</b>                                                                        |          |       |                  |
| Old Lockhart Highway and Slaughter Lane | *Widen the WB Slaughter Lane approach to provide a left-turn lane, a thru-lane, and a thru/right shared lane  | \$41,232 | 95.5% | \$39,377         |
| <b>Phase 6 Totals</b>                   |                                                                                                               |          |       | <b>\$39,377</b>  |
| <b>Phase 7 - 2020</b>                   | <b>304 Adjusted PM Peak Hour Trips</b>                                                                        |          |       |                  |
| <b>Phase 8 - 2022</b>                   | <b>312 Adjusted PM Peak Hour Trips</b>                                                                        |          |       |                  |
| Old Lockhart Highway and Slaughter Lane | *Construct an additional left-turn lane on the NB Bluff Springs Road approach to provide dual left-turn lanes | \$42,599 | 62.7  | \$26,710         |
|                                         | *Construct a right-turn lane on the EB Slaughter Lane approach                                                | \$38,642 | 57.0  | \$22,026         |
| <b>Phase 8 Totals</b>                   |                                                                                                               |          |       | <b>\$48,736</b>  |
| <b>Phase 9 - 2024</b>                   | <b>312 Adjusted PM Peak Hour Trips</b>                                                                        |          |       |                  |
| <b>Phase 10 - 2026</b>                  | <b>336 Adjusted PM Peak Hour Trips</b>                                                                        |          |       |                  |
|                                         |                                                                                                               |          |       | <b>\$237,161</b> |

+To be constructed as part of the site development

- (2) In accordance with the Austin Metropolitan Area Transportation Plan (AMATP), dedication of right-of-way for the future extension of Slaughter Lane west of Old Lockhart Highway will be required at the time of subdivision application.
- (3) In accordance with the Austin Metropolitan Area Transportation Plan (AMATP), dedication of additional right-of-way will be required for Pleasant Valley Road at the time of subdivision application.
- (4) In accordance with the Austin Metropolitan Area Transportation Plan (AMATP), dedication of additional right-of-way will be required for Bluff Springs Road/Old Lockhart Highway at the time of subdivision application.
- (5) In accordance with the Transportation Criteria Manual, additional right-of-way may be required for Nuckols Crossing Road (northern boundary of the Goodnight Ranch PUD site) at the time of subdivision application.
- (6) It is also recommended that appropriate pedestrian and bicycle linkages between the proposed mixed residential developments and the proposed parkland and community recreational amenity areas be emphasized to assure readily visible relationships between the uses and available amenities. Sidewalks should be designed to accommodate pedestrian safety, reduced walking distances, convenience, and comfort. Convenient and secure bicycle facilities are also recommended. Bicycle trails or "routes" should be designated with proper signage and markings.
- (7) Development of this property should be limited to uses and intensities which do not exceed or vary from the from the projected traffic conditions assumed in the TIA, including peak hour trip generation, traffic distribution, roadway conditions, and other traffic related characteristics.

If you have any questions or require additional information, please contact me at 974-2674.

*Joe R. Almazan*

Joe R. Almazan  
Development Services Process Coordinator  
Land Use Review/S.M.A.R.T. Housing Program  
Watershed Protection and Development Review Department





May 3, 2005

Mr. Lawrence M. Hanrahan  
Hanrahan Pritchard Engineering, Inc.  
8000 Anderson Square Road, Suite 110  
Austin, Texas 78757

Re: Goodnight Ranch PUD (700-acre master planned district)  
Request for Service Commitment Status

Dear Mr. Hanrahan:

Thank you for meeting with Capital Metro planning staff recently and providing us with the concept plan for your proposed Goodnight Ranch PUD project. We appreciate receiving information on development projects early enough to offer a thorough review of transit-related issues. Upon reviewing your information, we believe that as your project and the surrounding area develops, Capital Metro will want to consider introducing fixed-route service when we believe that it can be successful.

Based upon the findings in our review, fixed-route service could be provided when the following conditions are met (further explanation is provided in Attachment A).

1. Full annexation into the City of Austin
2. Appropriate arterial street upgrades (shoulders, continuous sidewalks, curb ramps, lighting, and drainage improvements)
3. Appropriate street infrastructure to reverse vehicle direction (signalized intersection or 4-way stop for protected turns onto arterial street)
4. Build-out of approximately 3600 of the estimated 4000 dwelling units.

We encourage you to continue to work with Capital Metro staff as your project develops. Please keep us advised of project milestones and we will reevaluate transit-related issues as necessary. If you would like to further discuss this issue, please contact me at 512-389-7442 or by email at [annette.polk@capmetro.org](mailto:annette.polk@capmetro.org).

Sincerely,

Annette Polk  
Capital Metro Planning Department

Attachment B

## **ATTACHMENT A**

### **Goodnight Ranch PUD Background**

The Goodnight Ranch master planned district contains just over 700 acres in southern Travis County east of Old Lockhart Highway, approximately one-tenth of a mile east of the intersection of Slaughter Lane and Old Lockhart Highway. Project developers have indicated that by final build-out, they expect the Goodnight Ranch project to include 4,000 residential dwelling units (both single- and multiple-family units), 260,000 square feet of commercial use, 15,000 square feet of civic use, and school and fire station sites. Based on information received from the City of Austin, full build-out for this project is estimated to be in 2016, and it is anticipated that final phase areas will be converted from limited-purpose to full-purpose annexation status around that same time period.

### **Potential Transit Service Review**

Capital Metro reviews locations for potential transit service based upon service guidelines that allow us to assess cost, potential ridership, and other issues that help us introduce successful and productive services. We also consider conditions that we believe help us safely accommodate pedestrians, potential transit passengers, and our operators. Key factors used in this review are as follows:

### **Annexation Status**

Capital Metro services are not available directly to this area of Travis County Precinct Four because Precinct Four is currently not a member jurisdiction of the Capital Metropolitan Transportation Authority. Capital Metro is able to provide transportation service options in fully annexed portions of our member jurisdictions. A factor in our ability to serve Goodnight Ranch is the conversion in annexation status by the City of Austin from limited-purpose to full-purpose.

### **Population Density**

A key factor reviewed by Capital Metro is population density, which is closely correlated with ridership. Ideally, Capital Metro expects areas served by fixed-route buses to have densities of at least 2,000 to 4,000 persons per square mile, and preferably over 4,000. Based on the projected dwelling unit information provided by project developers, we foresee population densities that should fall into our normal parameters as the project reaches build-out of approximately 3,600 of the 4,000 projected dwelling units. Capital Metro will want to work with the project developers in the coming years as the project progresses so that projections can be revised accordingly, and we may better assess how and when we may want to consider adding service.

### **Service Extension Cost**

Another key factor is the distance that buses would travel to reach the proposed development. Extension of service would require at least one dedicated vehicle (annual cost of approximately \$250,000 in current dollars) in order to maintain a minimum of hourly service each weekday. Based upon distances required, Capital Metro would need at least 100 to 150 riders each weekday to justify a service extension to Goodnight Ranch. Our projections suggest that near full build-out, this development could generate that amount.

### **Road Infrastructure**

A fourth factor is the design and condition of the road infrastructure that a route will travel. At present E. Slaughter Lane ends where it intersects with Old Lockhart Highway. City of Austin officials indicate that early concept plans show that Slaughter Lane would be extended east through the Goodnight Ranch project area. However, it would be constructed as a two lane road and may or may not have paved shoulders. We believe that two lane roads without shoulders are not currently sized or adequately paved to safely accommodate our transit vehicles. In addition, sidewalks, lighting, and drainage improvements should be present and in accordance with ADA guidelines so that pedestrians and potential transit passengers are safely accommodated. Until improvements would be made to upgrade Slaughter Lane with wider lane widths, shoulders, sidewalks, curb and gutter construction, and lighting that would allow safe and continuous accommodation for passengers and transit vehicles, Capital Metro would not be able to operate regular fixed-route service.

### **Park and Ride Option**

In 2008, Capital Metro plans to open a park and ride in the vicinity of IH-35 and Slaughter. Upon opening, we have plans to extend Route 1 North Lamar/South Congress and our first "rapid" bus route that also will operate in the North Lamar/South Congress corridor, to the new facility. Both are high-frequency routes that allow direct access to downtown Austin and UT, and provide numerous opportunities to transfer to most other Capital Metro bus routes. Residents of Goodnight Ranch would have easy access to this park and ride as soon as it opens.

### **Additional Capital Metro Services**

In lieu of fixed-route service, other direct-service options would be available upon full-purpose annexation by the City of Austin. These services would include our STS service for persons with disabilities, and our vanpooling program. Our STS program provides transportation for qualified individuals with mobility impairments who are unable to ride other services. The current fare for this service is 60 cents per trip and requires advance reservations. For more information, please call 512-389-7480 or visit the STS page on the Capital Metro website at [www.capmetro.org](http://www.capmetro.org) under Services.

Through our vanpooling and Green Ride programs, Capital Metro can provide a van or car for groups of 4 to 12 employees who live and work near each other (with similar work schedules). Membership is on a month-to-month basis. Basic fare is \$25 per month and is based on the origin and destination of the work trip. The fare covers all work trip costs: insurance, maintenance, gasoline, roadside service, etc. For more information, please call 512-477-RIDE or visit the vanpooling page on the Capital Metro website at [www.capmetro.org](http://www.capmetro.org) under Services.



# MEMORANDUM

Butch Smith, Senior Planner, Parks and Recreation  
Dept.

FROM: Sean Compton  
DATE: September 8, 2005  
PROJECT: Goodnight Ranch PUD  
PROJECT NO.: Case # C814-04-0187

SUBJECT: Parkland Dedication

FOR:

- ☐ YOUR USE
- ☐ APPROVAL
- ☐ REVIEW/COMMENT
- ☐ INFORMATION ONLY
- ☐ AS REQUESTED

REMARKS:

## Parkland Dedication for Goodnight Ranch PUD:

### A. Fees in lieu of Parkland Dedication

We agree that the 398-acre Onion Creek Park (located along the northern boundary of the property) is an important asset for the Goodnight Ranch PUD. That this parkland remains unimproved is a disadvantage to our community as well as other residents in the South Austin area. Since we anticipate that our residents will be significant users of future improvements in this existing City parkland, we agree that fees in lieu of Parkland Dedication should be utilized to facilitate development of these public park facilities.

1. The developer will pay full fees in lieu of parkland dedication, calculated as set forth in City code.
2. Fees shall be paid for the entire PUD development, paid up front at the time of first Preliminary Plat - rather than on a plat-by-plat basis.
3. The highest possible intensity of development, set forth in the Allowable Intensity Table, Exhibit D of the PUD, shall be the basis of the fee determination. The type of residential uses applied to the formula may be either as set for in

Attachment C



Table "D" or by using 100% single family detached – whichever the City wishes to use.

4. The fees shall be based on the market value of the property using the latest County tax appraisal of the property, current at the time of the first Preliminary Plat submittal.
5. At the time of the last Plat of the entire PUD, the Parkland Dedication fee calculation shall be re-calculated based on the actual number of residential dwellings built, and if the acreage calculation is greater (using the same formula as the original), the developer will pay the difference in fees.

#### **B. Neighborhood Parks**

1. Inclusion of a five-acre private park, or series of parks totaling a minimum of five acres, within the project. This private neighborhood park(s) shall include a minimum of three recreational uses for residential use: 1) Picnic/BBQ stations (seven stations), 2) children's playscape and 3) informal multi-use playing field.
2. The park(s) locations shall be determined by the developer as the project develops at locations that the developer deems appropriate for resident use.

#### **C. Additional Private Open Space Open to Residents**

1. Minimum of 65 acres for private open space will be made available for use by the residents. The uses within this open space may consist of uses permitted in the Open Space Area of the PUD (see Exhibit C for complete listing of permitted and prohibited uses).
2. Maximum GSF allowed within open space areas: up to 12,000 GSF of open space-related structures (maximum 0.25:1 F.A.R.).
3. Detention and water quality facilities will be owned and maintained by the Homeowners Association.

#### **D. Pedestrian Trail Corridors**

1. We are proposing that two grade-separated pedestrian connections be included under the proposed section of Slaughter Lane within the project. These features are diagrammatically located on the PUD land plan (Exhibit A of the PUD). The details of these features will need



to be worked out since this section of Slaughter Lane has not been designed. We will work with PARD and the County to have these features built.

2. Greenway corridors will be designed throughout the project. We anticipate that these corridors will include an pedestrian trail, overland drainage and drainage and water quality facilities. These facilities will be privately owned and maintained.

As set forth above, the items above satisfy all Parkland Dedication requirements of the entire PUD.

If this proposal is acceptable and adequately addresses the issues that you have raised, please indicate your acceptance by signing and dating below.

Butch Smith  
Butch Smith, Senior Parks Planner

9-16-05  
Date

Creedmoor Maha WSC  
12100 Laws Road  
Mustang ridge, Texas 78610  
512-243-2113/1991 Fax 512 243-2137  
Aug 8, 2005

To: City of Austin

Ref. Goodnight Ranch  
Water Service Availability

To whom It May concern:

A large part of the Goodnight Ranch is in the Creedmoor Maha Water Supply Corporation's service area. Water service is available if the tariff rules of CMWSC are met.

  
Charles Laws  
General Manager CMWSC

attachment D



# City of Austin

## Administrative Approval Results

Lawrence M. Hanrahan, P.E.  
Hanrahan Pritchard Engineering, Inc  
8333 Cross Park Drive  
Austin, TX 78754

Re: Goodnight Ranch Phase 1  
Wastewater Service Extension No. 2417

On 06/08/2005, your Service Extension Request was Administratively approved. This approval is subject to staff recommendations (see attached).

Sincerely,

  
Phillip A. Jaeger  
Project Manager  
Utility Development Services  
Water and Wastewater Utility

PAJ:pa]

encl: Recommendations

xc: S.E.R. No. 2417  
Date Mailed: Tuesday, June 21, 2005

pdac:englet.rsl



WATER AND WASTEWATER  
SERVICE EXTENSION  
REQUEST FOR  
CONSIDERATION

240291

Name : Goodnight Ranch Phase 1

Service Requested : Wastewater

S.E.R. No. : 2417

Date Received : 04/05/2005

Location : Nuckols Crossing Road

Acres : 253

Land Use : Mixed

Alt. Utility Service or S.E.R. Number : No 2416 Administrative Approval

Quadrant 1 : J-12,13

Quadrant 2 : H-12,13

Drainage Basin : Onion Creek

Pressure Zone : Central

DDZ : Yes

Flow : (Estimated Peak Wet Weather Flow, Gallons per Minute) 705 gpm

DWPZ : No

Cost Participation : \$0.00

% Within City Limits : 0

% Within Limited Purpose : 0

Description of Improvements:

Applicant will construct approximately 3,600 feet of 21-inch gravity wastewater line (minimum slope of 0.36%) from the existing 84-inch wastewater interceptor north of Onion Creek, south to the subject tract. Applicant will also construct appropriately sized internal gravity wastewater lines to serve the subject tract and the remaining wastewater drainage basin.

NOTE: The proposed internal gravity wastewater lines that are sized to serve the subject tract and the remaining wastewater drainage basin will be dedicated as public lines and must be placed within an appropriately sized wastewater easement or right-of-way.

Completion and acceptance of the improvements described above and the conditions set forth below:

- 1) Construction of all Service Extensions are subject to all environmental and planning ordinances.
- 2) Service Extensions are subject to the guidelines established in the Land Development Code, Section 25-9, Water and Wastewater Utility Service.
- 3) The level of service approved by this document does not imply commitment for land use.
- 4) The proposed (within right-of-ways or public easements) improvements will be dedicated to the City of Austin for ownership, operation, and maintenance.
- 5) The approved Service Extension will automatically expire 120 days after date of approval unless a development application has been accepted by the Watershed Protection and Development Review Department. The Service Extension expires on the date the development expires, or if approved, on the date the development application approval expires.

Austin Water Utility, Director

Date

ESD, Assistant Director

Date

Prepared By

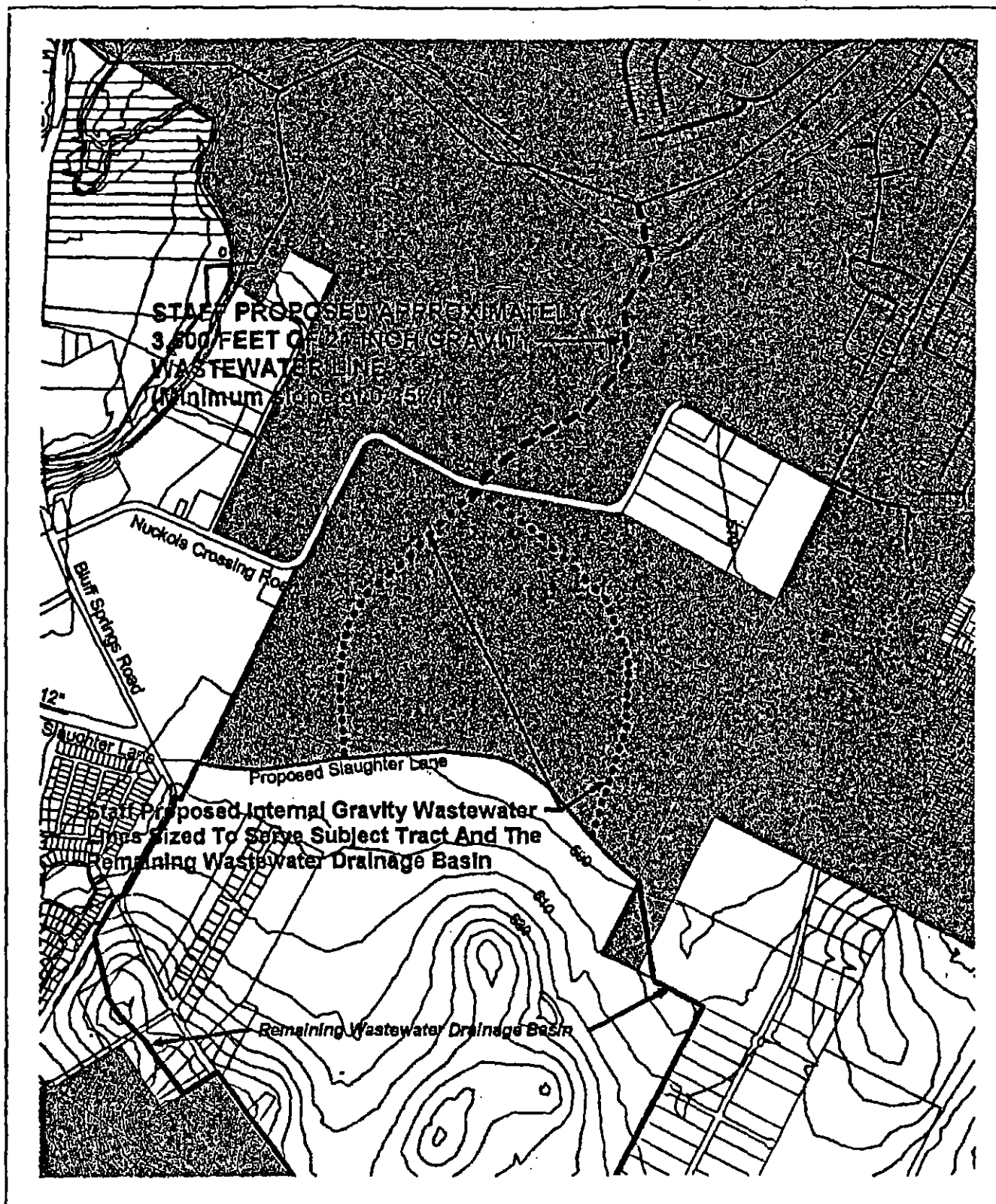
Date

Utility Development Services, Manager

Date

Technical Reviews/Date

UDS 10/00 PDOC\WWW\BESDG.FSL



1000 0 1000 Feet

 Subject Tract

 City Limits

W.W. S.E.R. Name: Goodnight Ranch  
Phase One

W.W. S.E.R. Number: 2417



# City of Austin

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## Administrative Approval Results

Lawrence M. Hanrahan, P.E.  
Hanrahan Pritchard Engineering, Inc  
8333 Cross Park Drive  
Austin, TX 78754

Re: **Goodnight Ranch Phase 1**  
**Water Service Extension No. 2416**

On 07/11/2005, your Service Extension Request was Administratively approved. This approval is subject to staff recommendations (see attached).

Sincerely,

A handwritten signature in black ink, appearing to read "Phillip A. Jaeger".

Phillip A. Jaeger  
Project Manager  
Utility Development Services  
Water and Wastewater Utility

PAJ:paj

encl: Recommendations

xc: S.E.R. No. 2416  
Date Mailed: Friday, July 22, 2005

pdx:englet.rsl

**WATER AND WASTEWATER  
SERVICE EXTENSION  
REQUEST FOR  
CONSIDERATION**

247286

Name : Goodnight Ranch Phase 1

Service Requested : Water

S.E.R. No. : 2416

Date Received : 4/6/2005

Location : Nuckols Crossing Road

Acres : 253

Land Use : Mixed

Alt. Utility Service or S.E.R. Number : No 2417 Administrative Approval

Quad1 : J-12,13

Quad2 : H-12,13

Drainage Basin : Onion Creek

Pressure Zone : Central

DDZ : Yes

Flow : (Estimated Peak Hour Flow, Gallons per Minute)

2189 gpm

DWPZ : No

Cost Participation : \$0.00

% Within City Limits : 0

% Within Limited Purpose : 0

**Description of Improvements:**

**Phase One Central Water Improvements**

Applicant will construct approximately 4,100 feet of 24-inch Central Water Pressure Zone water line from the existing 24-inch Central Water Pressure Zone water line in Salt Springs Drive at Thaxton Road, west and south to the subject tract.

**Phase One South Water Improvements (for development above the 560 foot contour)**

Applicant will construct approximately 2,400 feet of 36 or 48-inch (pipe sized to be determined prior to design) South Water Pressure Zone water line from the proposed 24-inch South Water Pressure Zone water line by others (Zachry Scott WSR 2259) in Bluff Springs Road at Slaughter Lane, east along the proposed extension of Slaughter Lane within the subject tract.

**Phase Two**

Applicant will construct approximately 1,300 feet of 24-inch Central Water Pressure Zone water line from the end of the Phase One Central Water Improvements, south to the proposed extension of Slaughter Lane within the subject tract and the proposed Phase Two 36 or 48-inch water line improvements.

Applicant will construct approximately 2,800 feet of 36 or 48-inch South Water Pressure Zone water line from the end of the Phase One South Water Improvements, east along the extension of Slaughter Lane to the eastern property line of the subject tract. These improvements will connect to the Phase Two 24-inch water improvements.

**Additional Phase Two Central/South Water Improvements**

Applicant will convert the existing 24-inch water line in Salt Springs Drive from the Central Water Pressure Zone to South Water Pressure Zone by connecting the 24-inch water line to the existing 24-inch South Water Pressure Zone water line in East William Cannon Drive at Salt Springs Drive, connect the existing 20-inch Central Water Pressure Zone water line in Cotton-Bluff Springs Road at Salt Springs Drive to the existing 12-inch Central Water Pressure Zone water line in Salt Springs Drive, and connect the existing 12-inch Central Water Pressure Zone water lines together in Salt Springs Drive and Thaxton Road. Applicant will also construct approximately 1,400 feet of 24-inch water line from the existing 20-inch Central Water Pressure Zone water line in Cotton-Bluff Springs Road east of Springtime Trail, north to the existing 36-inch Central Water Pressure Zone water line in East William Cannon Drive.

NOTE: All lots within the subject tract will need individual Pressure Reducing Valves (PRVs).

**Completion and acceptance of the improvements described above and the conditions set forth below:**

- 1) Construction of all Service Extensions are subject to all environmental and planning ordinances.
- 2) Service Extensions are subject to the guidelines established in the Land Development Code, Section 25-2, Water and Wastewater Utility Service.
- 3) The level of service approved by this document does not imply commitment for land use.
- 4) Approval of a site plan that meets the Fire Department requirements for fire control.
- 5) Engineering Report submitted to Utility Development Services detailing the proposed water improvements.
- 6) The proposed water (within right-of-ways or public easements) improvements will be dedicated to the City of Austin for ownership, operation, and maintenance.
- 7) The approved Service Extension will automatically expire 120 days after date of approval unless a development application has been accepted by the Watershed Protection and Development Review Department. The Service Extension expires on the date the development expires, or if approved, on the date the development application approval expires.

Austin Water Utility, Director

Date

ESPO, Assistant Director

Date

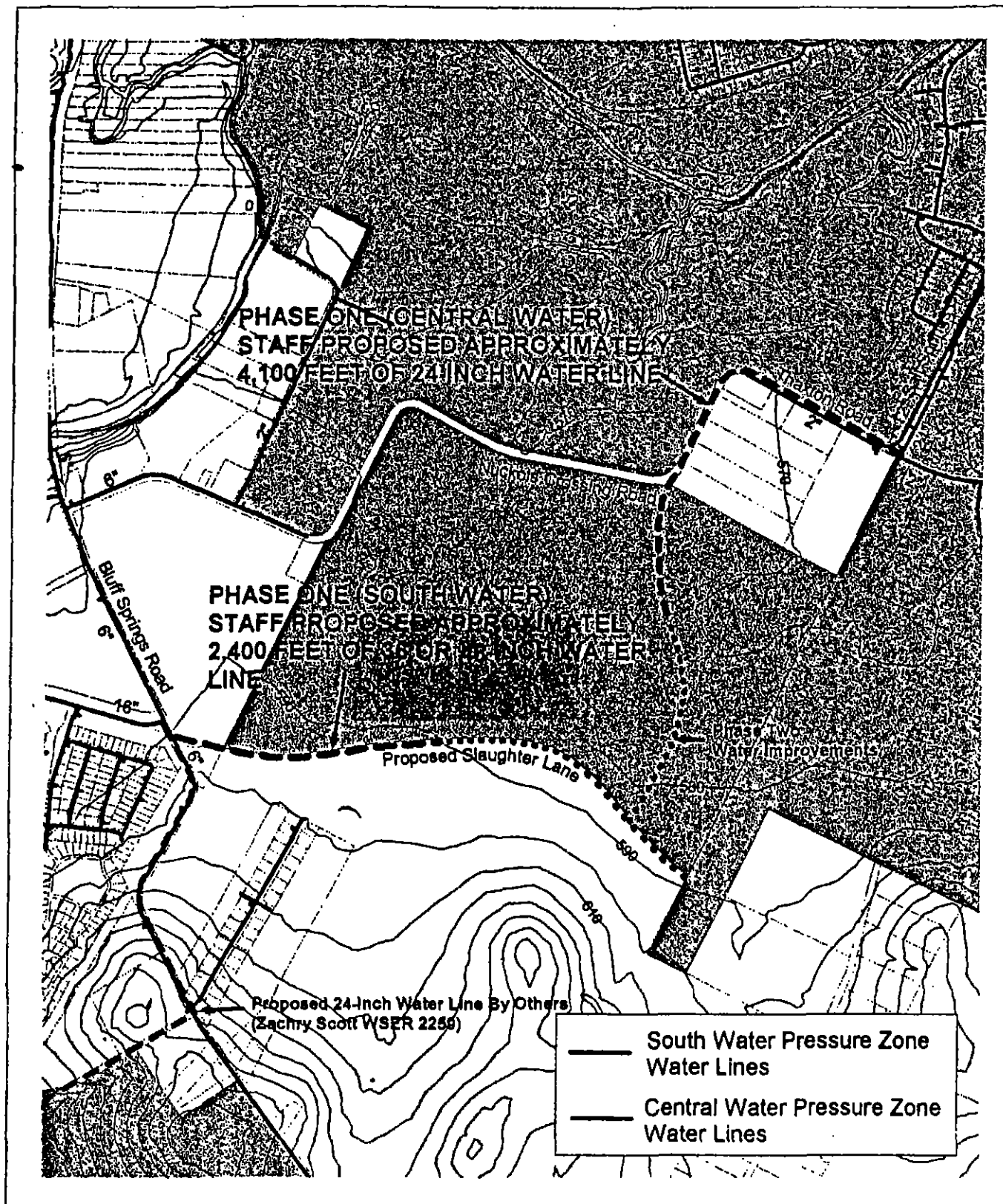
Prepared By

Date

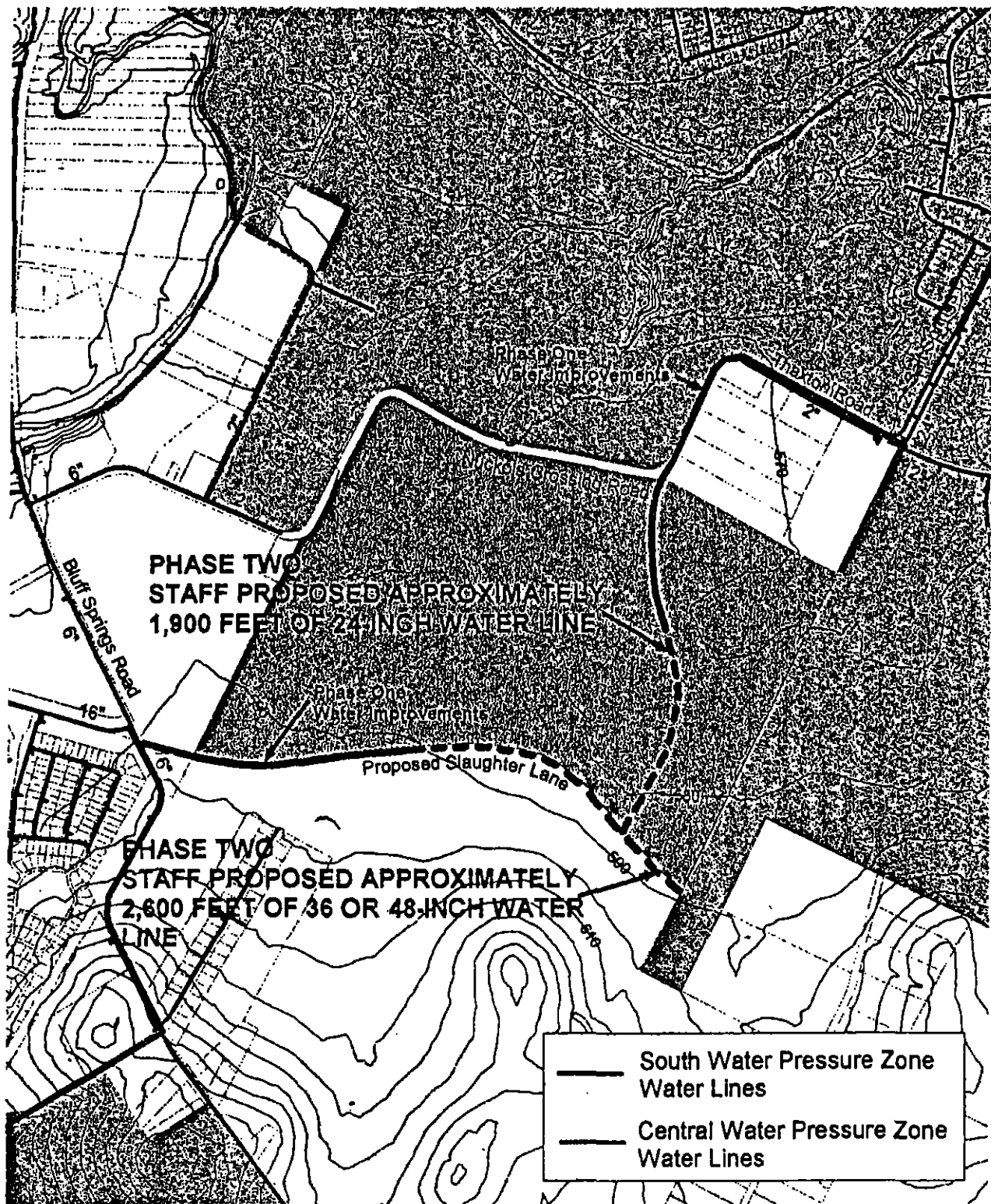
Utility Development Services, Manager

Date

Technical Reviews/Date

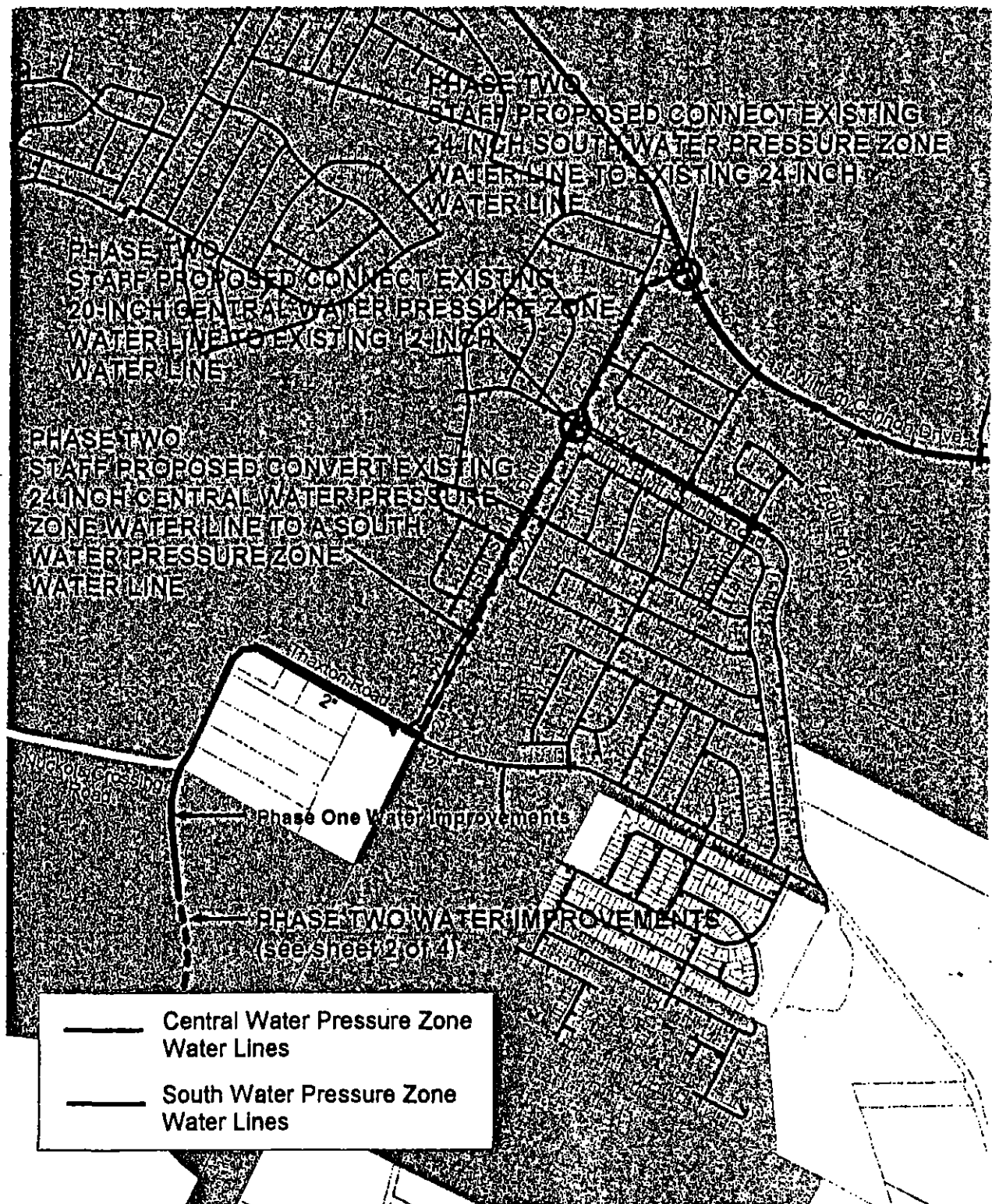


W. S.E.R. Name: Goodnight Ranch Phase One  
Water Improvements Phase One  
W. S.E.R. Number: 2416



W. S.E.R. Name: Goodnight Ranch Phase One  
Water Improvements Phase Two

W. S.E.R. Number: 2416



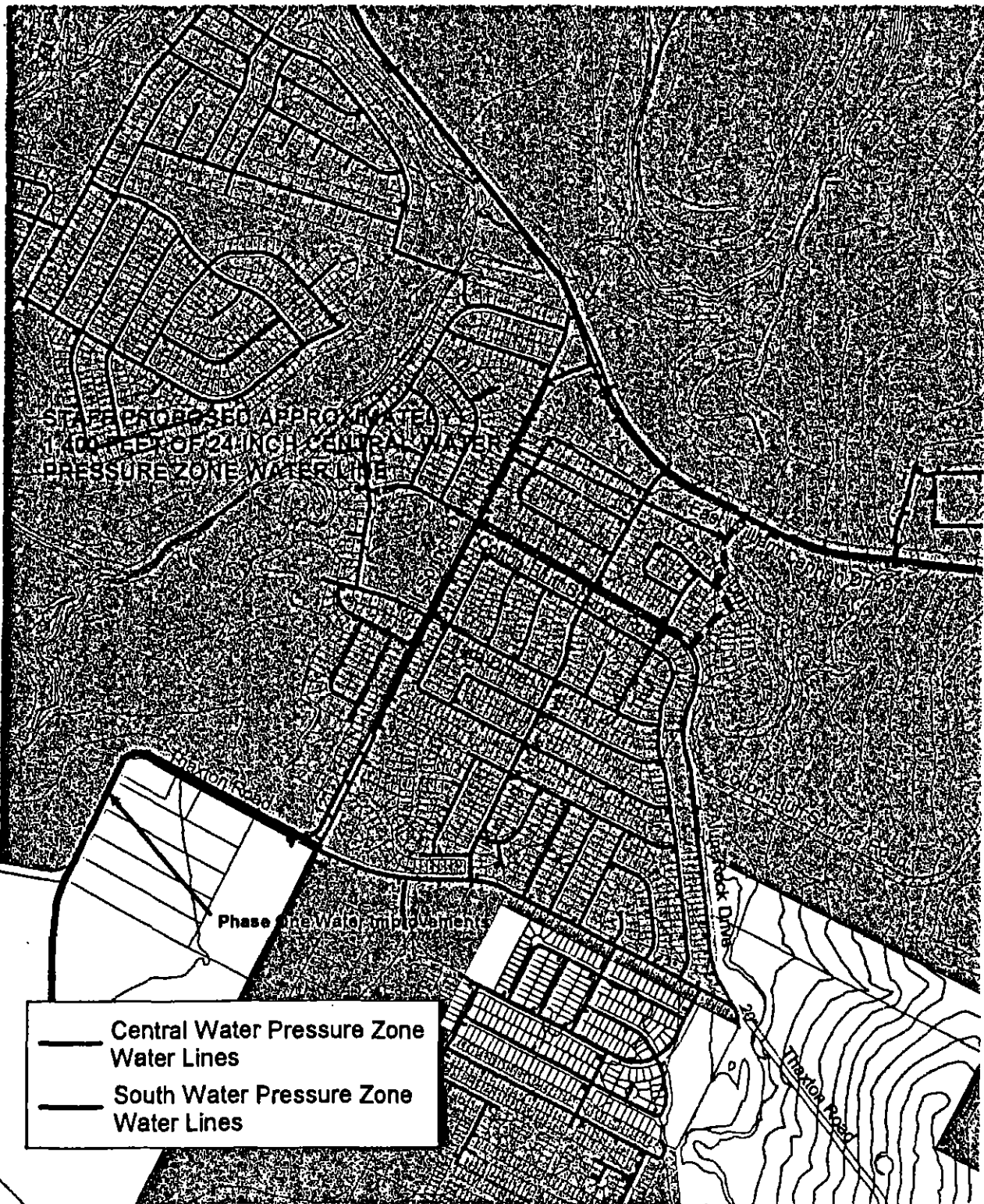
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Subject Tract

City Limits

W. S.E.R. Name: Goodnight Ranch Phase One  
Additional Phase Two  
South Water Pressure Zone Improvements  
W. S.E.R. Number: 2416





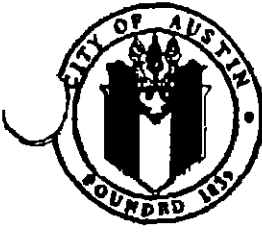
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Subject Tract

City Limits

W. S.E.R. Name: Goodnight Ranch Phase One  
Additional Phase Two  
Central Water Pressure Zone Improvements  
W. S.E.R. Number: 2416





# City of Austin

P.O. Box 1088, Austin, TX 78767  
[www.cityofaustin.org/banning](http://www.cityofaustin.org/banning)

**Neighborhood Housing and Community Development Department**  
 Gina Copic, S.M.A.R.T. Housing Program Manager  
 (512) 974-3180, Fax: (512) 974-3112, [gina.copic@ci.austin.tx.us](mailto:gina.copic@ci.austin.tx.us)

November 9, 2004

**S.M.A.R.T. Housing Certification**  
 Bradsher Family Trust and MVE Ventures, Ltd.: Goodnight Ranch PUD (E. side of Old Lockhart Highway between Nuckols Crossing Rd and Capitol View Rd)

**TO WHOM IT MAY CONCERN:**

Bradsher Family Trust and MVE Ventures, Ltd., with Momark Development (Terry Mitchell, 391-1789 (o), 924-8066 (m)) are planning to develop a 4000 unit development of single- and multi-family units, south of the Onion Creek Metro Park, on the E. side of Old Lockhart Highway between Nuckols Crossing Rd and Capitol View Rd. This are is not located in a current Neighborhood Planning Area.

NHCD certifies that the proposed construction meets the S.M.A.R.T. Housing standards at the pre-submittal stage. Since 40% of the units will serve households at or below 80% Median Family Income (MFI) or below, the development will be eligible for full waiver of the fees listed in Exhibit A of the S.M.A.R.T. Housing Resolution adopted by the City Council. The expected fee waivers include, but are not limited to, the following fees:

|                         |                         |                           |
|-------------------------|-------------------------|---------------------------|
| Capital Recovery Fees   | Concrete Permit         | Mechanical Permit         |
| Building Permit         | Electrical Permit       | Plumbing Permit           |
| Site Plan Review        | Subdivision Plan Review | Zoning Verification       |
| Construction Inspection | Regular Zoning Fee      | Land Status Determination |
|                         |                         | Building Plan Review      |

**Prior to filing of building permit applications and starting construction, the developer must:**

- ◆ Obtain a signed Conditional Approval from the Austin Energy Green Building Program stating that the plans and specifications for the proposed development meet the criteria for a Green Building Rating. (Austin Energy: Dick Peterson, 322-6172).
- ◆ Submit plans to NHCD demonstrating compliance with accessibility and transit-oriented standards

**Before a Certificate of Occupancy will be granted, the development must:**

- ◆ Pass a final inspection and obtain a signed Final Approval from the Green Building Program. (Separate from any other inspections required by the City of Austin or Austin Energy).
- ◆ Pass a final inspection by NHCD to certify that visitability, accessibility and transit-oriented standards have been met.

The applicant must demonstrate compliance with the reasonably-priced standard after the completion of the homes, or repay the City of Austin in full the fees waived for this S.M.A.R.T. Housing certification.

Please contact me at 974-3126 if you need additional information.

*Steve Barney*  
 Steve Barney, Project Coordinator  
 Neighborhood Housing and Community Development Office

|     |                               |                                 |                     |
|-----|-------------------------------|---------------------------------|---------------------|
| Cc: | Amick Beaudet, NPZD           | Larry Drinkmeyer, Austin Energy | Gina Copic, NHCD    |
|     | Javier Delgado, NHCD          | Janet Gallagher, WPDH           | Stuart Herish, NHCD |
|     | Timothy Kinner, Austin Energy | Tim Langan, WPDH                | Jim Lund, PW        |
|     | Robby McArthur, W/W/Taps      | Dick Peterson, Austin Energy    | Lisa Nickle, WPDH   |
|     | Adam Smith, NPZD              | Ricardo Soliz, NPZD             | Marcia Volpe, WPDH  |

Attachment F

## 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.ci.austin.tx.us/development](http://www.ci.austin.tx.us/development)

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: C814-04-0187.SH

Contact: Wendy Walsh, (512) 974-7719

Public Hearing:

January 31, 2006 Zoning and Platting Commission

*Francis J. Meeson*

Your Name (please print)

*10106 Capitol View Drive 78747*

Your address(es) affected by this application

*Francis J. Meeson*

Signature

Date

*1/27/06*

Comments:

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

City of Austin

Neighborhood Planning and Zoning Department

Wendy Walsh

P. O. Box 1088

Austin, TX 78767-8810



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Case Number: C814-04-0187.SH

Contact: Wendy Walsh, (512) 974-7719

Public Hearing:

January 31, 2006 Zoning and Platting Commission

cell 9140712

phone me @

home 291 1018

☐ I am in favor  
☒ I object

Your Name (please print)  
Stewart Mihalik

9806 Capitol View Dr Austin TX 78747

Your address(es) affected by this application

*Stewart Mihalik*

Signature

1/31/06

Date

Comments: I'm against rezoning for this parcel

① Effect on Onion Creek and Middle Creek Watershed. I request an Environmental Study / Watershed Study on the impact of a development of the proposed development site.  
② I've seen Day Creek on Capitol View Dr. Flood. This floodlight will side behind my lot for poor water historically down through our back yard lots. 67% Improvements over to SCARX.

③ Drought. What if it doesn't rain?

④ Permit proposed does not fit in with existing. If you use this form to comment, it may be returned to: local character

City of Austin

Neighborhood Planning and Zoning Department

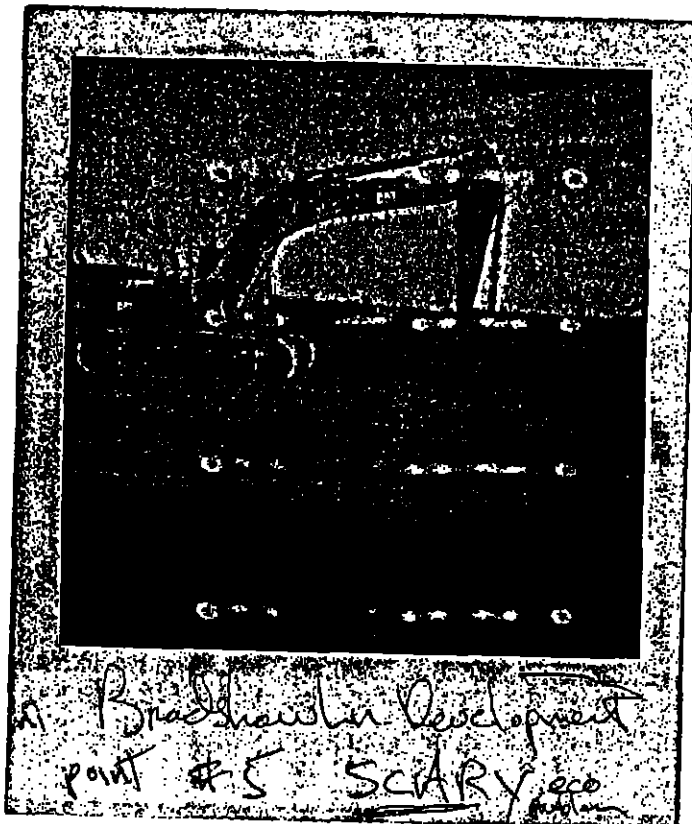
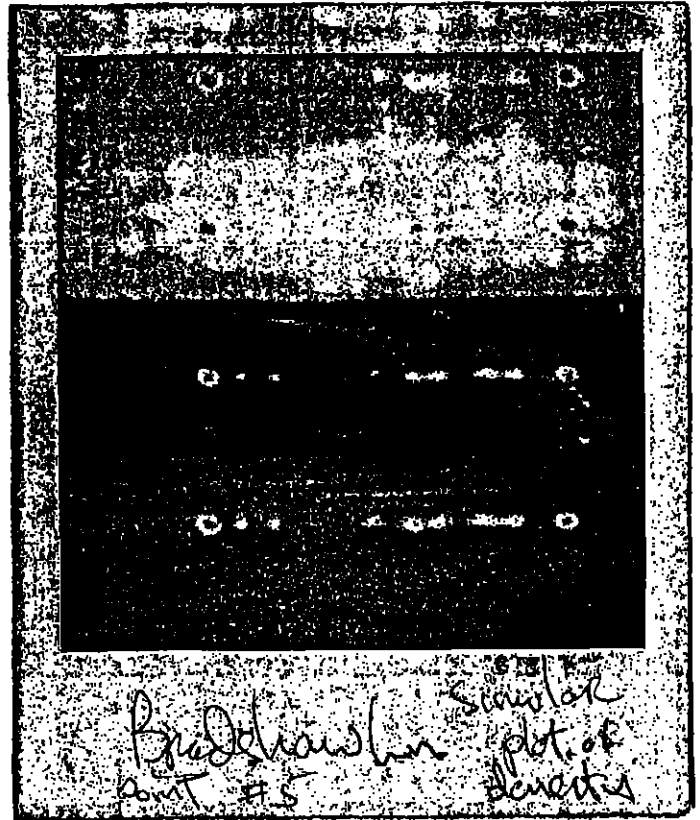
Wendy Walsh

P. O. Box 1088

Austin, TX 78767-8810

⑤ Similar development in neighborhood has left not one living thing on the creek bed bottom. Streets are dead.

Call 9140712



## PUBLIC HEARING INFORMATION

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Case Number: C814-04-0187.SH

Contact: Wendy Walsh, (512) 974-7719

Public Hearing:

March 7, 2006 Zoning and Platting Commission

Your Name (please print)

Your address(es) affected by this application

Signature

Date

Comments:

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

City of Austin

Neighborhood Planning and Zoning Department

Wendy Walsh

P. O. Box 1088

Austin, TX 78767-8810

*Commissioner Rabago – Second.*

*Commissioner Baker – Plus the residential treatment.*

*Ms. Walsh – If it's going to be LO, residential treatment is not permitted; so you'll need to prohibit it.*

*Commissioner Baker – So you won't have a trip problem.*

*Ms. Walsh – No, we won't have a trip problem.*

*Commissioner Baker – Not if even if we all come out of the shopping center?*

*Ms. Walsh – That's right; there is an existing rezoning site plan on this, so they will reanalyze the trip generation at that time of a future subdivision or site plan.*

*Commissioner Baker – So the motion is to approve LO zoning?*

*Commissioner Martinez – Yes, LO zoning.*

*Commissioner Rabago – And I'm the second.*

*Motion carried. (8-0)*

**18. Zoning:** C814-04-0187.SH - Goodnight Ranch PUD  
**Location:** East side of Old Lockhart Highway; between Nuckols Crossing Road and Capitol View Drive, Onion Creek Watershed  
**Owner/Applicant:** MVE Venture, Ltd. (Dean Goodnight); Bradsher Family Trust (Jack Bradsher)  
**Agent:** Momark Development (Terry Mitchell)  
**Request:** I-RR to PUD  
**Staff Rec.:** RECOMMENDATION OF PUD, WITH CONDITIONS  
**Staff:** Wendy Walsh, 974-7719, wendy.walsh@ci.austin.tx.us  
Neighborhood Planning and Zoning Department

**A COMMITTEE WAS CREATED TO FURTHER ASSESS THIS APPLICATION. THE COMMITTEE IS COMPOSED OF COMMISSIONERS HAMMOND, RABAGO, MARTINEZ, JACKSON AND HALE; PLUS ZONING, LEGAL AND TRANSPORTATION STAFF. COMMISSIONER JACKSON IS THE COMMITTEE'S CHAIRPERSON.**

**THE COMMITTEE WILL GIVE A REPORT AT THE FEBRUARY 21, 2006, ZAP COMMISSION MEETING. RE-NOTIFICATION WILL OCCUR PRIOR TO PLACING THIS ITEM BACK ON THE AGENDA.**

**[J.MARTINEZ; S.HALE 2<sup>ND</sup>] (8-0) J.GOHIL – ABSENT**

**SUMMARY**

*Commissioner Baker – I pulled this, I'd like to ask some questions. We're looking at over 700-acres off the Old Lockhart Highway, we're looking at where Slaughter Lane will be extended through this property; SMART housing bothers me to the extent that there's 700-acres of it; also they are asking for PUD zoning; why wouldn't conventional zoning serve this purpose and why does PUD make this so much better; and why does the applicant have vested rights?*

*Ms. Walsh – The Applicant does not have vested rights; there are no preliminary plans that are in at this time or previously; I know that they have no vested right.*

*Commissioner Baker – Can you tell us how the PUD is better?*

*Ms. Walsh – They are able to do a variety of different types of housing; mixed uses, they are going to be dedicating the full right-of-way width on Slaughter Lane.*

*Commissioner Baker – If we zoned this PUD, we have no site plan, so we have no assurances that it will be all SMART Housing. It could be 700-acres of small lots, is that correct?*

*Ms. Walsh – There is a unit cap based on their traffic impact analysis at 3,533 dwelling units; they are also committing to building two elementary school sites with one being developed in the first phase, and there's also a fire station site that will be built out here. That's another plus in terms of PUD zoning.*

*Commissioner Baker – The two elementary school sites, will they be conveyed or will they be sold?.....Commissioners, I do not have a problem with SMART Housing, I just have a problem with the fact that we have 700-acres and there's no assurance that it will be ALL SMART Housing or where this will go.*

*Terry Mitchell, applicant – This entire project will not be SMART Housing in a sense that it will all be affordable, the challenge for us today is we believe this project will take between 10 up to 20 years to develop. We believe that a mixed income, a mixed use project, 8-miles from downtown Austin; it will be urban in the future and will take about 20 years to develop this. We are planning pedestrian connectivity, street connectivity, bicycle connectivity with a range of housing in there. Our goal is to create a variety of housing, starting at the low 100's up to the high 200's.*

*Stuart Hersch, Neighborhood Housing & Community Development – The whole development is called SMART Housing, but not all of the units will be reasonably priced; 40% of the units are planned to be reasonably priced, 60% will be market priced. They all have to meet Green Building and transit oriented and visibility standards of SMART Housing, but they will not all serve families at 80% or below.*

*Commissioner Baker – When will service be available from Capitol Metro, when will they serve this area?*

*Mr. Mitchell – Their response to us was that as we begin to develop we would request a bus line, there was not a specific time as to when they were going to provide particular bus service.*

*Commissioner Baker – Is there anything in the City funding for the extension of Slaughter Lane?*

*Mr. Mitchell – Yes, Travis County bond package in 2005 approved the extension of Slaughter Lane; and we're also going to pay for a portion of that extension.*

*Commissioner Baker – And what's the timing of that?*

*Mr. Mitchell – The bond issue has been approved and we have to have our agreements in place within a year.*

*Commissioner Baker – So there's not a timeline set?*

*Mr. Mitchell – No, we're working with the County to establish that.*

*Commissioner Baker – There's a letter in our back-up that says that Capital Metro would want to consider service...*

*Stuart Hersh – We have been meeting with Capital Metro about this and other projects; their indication to us is that their budget process works in such a way that when we know our build out schedule, then they can plan budget wise for route expansion so that the number of buses and routes will be available when the large enough phase builds out. All units do not need to be built out before they serve it, but there's some point between the first couple of hundred homes...*

*Commissioner Baker – I understand that, but we're looking at 20 years?*

*Mr. Mitchell – For the complete build out; we'll have service before 20 years.*

*Commissioner Martinez – Is there a time constraint upon approval of this project? Is there something we need to know about?*

*Mr. Mitchell – No, we've been in the process for about 15-months.*

*Commissioner Martinez – This is a huge project, there are a lot of questions that I have.*

*Commissioner Hawthorne – I think for me, I need something that I can comprehend as far as a map.*

*Commissioner Baker – We're not going to do this tonight. I'm going to ask for volunteers for a subcommittee.*

*Volunteers raised their hands.*

*Martinez, Rabago, Hammond, Jackson, Hale – raised their hands to volunteer.*



*Commissioner Baker – Okay, there can be a quorum, but you will not take a vote, you'll take a summary assessments of the case; no recommendations. You're just going to review it and bring it back to the full Commission. We would like to see what type of a document would be prepared to make this legally binding, when we do take action. We also need to study the transportation plans, because every road will go out there.*

*Commissioner Baker – Commissioner Jackson you will Chair the subcommittee. So our action tonight is to continue indefinitely.*

*Commissioner Jackson – We'll probably operate better if we have a date set. Let's continue to 90-days with a potential to come back before 90-days.*

*Stuart Hersh – The action that you're taking this evening is inconsistent with the SMART Housing Policy.*

*Commissioner Baker – I'm going to say that something of this magnitude and for us to make a good recommendation we'll need about 90-days.*

*Wendy Walsh, staff – Is there anything that you will need staff to prepare?*

*Commissioner Baker – I'll get with you about maps.*

*Commissioner Baker – I will do nothing to kill a SMART Housing project; so I need clarification about timelines on the City Council agenda.*

*Mr. Hersh – We need an opportunity to discuss this with the Applicant. There is no lapse on the application, it's just that there are some SMART Housing policies.*

*Jerry Rusthoven, staff – This has not been noticed for City Council yet; and since your setting your action to a date certain, we suggest that we renotify for Zoning & Platting Commission.*

*Commissioner Baker – Is there a problem, Mr. Mitchell, in asking for continuance?*

*Mr. Mitchell – No, I'd just ask for a speedy action.*

*Commissioner Baker – We'll certainly do that.*

*Commissioner Martinez – I call the question.*

*Motion carried.*

**CITY ZONING AND PLATTING COMMISSION**  
**Goodnight Ranch PUD Subcommittee Meeting**  
**Monday, February 13, 2006**  
**One Texas Center, 505 Barton Springs**  
**5<sup>th</sup> Floor, Conference Rm. 523**

**CALL TO ORDER – 5:30 PM**

**Commission Members:**

Keith Jackson – Subcommittee Chair  
Clarke Hammond  
Joseph Martinez  
Stephanie Hale  
Teresa Rabago

**EXECUTIVE SESSION (No public discussion)**

The Goodnight Ranch PUD Subcommittee will announce it will go into Executive Session, if necessary, pursuant to Chapter 551 of the Texas Government Code, to receive advice from Legal Counsel on matters specifically listed on this agenda.

**Private Consultation with Attorney – Section 551.071**

Although a quorum of the Zoning and Platting Commission membership may be present at a subcommittee meeting, any action of the subcommittee does not constitute an action of the Zoning and Platting Commission.

**PUBLIC HEARING**

**A. REGULAR AGENDA**

1. **Zoning:** C814-04-0187.SH - Goodnight Ranch PUD  
**Location:** East side of Old Lockhart Highway, between Nuckols Crossing Road and Capitol View Drive, Onion Creek Watershed  
**Owner/Applicant:** MVE Venture, Ltd. (Dean Goodnight); Bradsher Family Trust (Jack Bradsher)  
**Agent:** Momark Development (Terry Mitchell)  
**Request:** I-RR to PUD  
**Staff Rec.:** **RECOMMENDATION OF PUD, WITH CONDITIONS**  
**Staff:** Wendy Walsh, 974-7719, wendy.walsh@ci.austin.tx.us  
Neighborhood Planning and Zoning Department

**B. OTHER BUSINESS**

For information, contact Jerry Rusthoven, Neighborhood Planning and Zoning Department, 974-3207.

**POSTED: February 8, 2006**

*The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call John Beasley, Neighborhood Planning & Zoning Department, at 974-7280, for information, text phone users route through Relay Texas at (800) 735-2989.*

**CITY ZONING AND PLATTING COMMISSION**  
**Goodnight Ranch PUD Subcommittee Meeting**  
**Monday, February 20, 2006**  
**One Texas Center, 505 Barton Springs**  
**5<sup>th</sup> Floor, Conference Rm. 500**

**CALL TO ORDER – 5:30 PM**

**Commission Members:**

Keith Jackson – Subcommittee Chair  
Clarke Hammond  
Joseph Martinez  
Stephanie Hale  
Teresa Rabago

**EXECUTIVE SESSION (No public discussion)**

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**PUBLIC HEARING**

**A. REGULAR AGENDA**

- |                   |                                                                                                                |
|-------------------|----------------------------------------------------------------------------------------------------------------|
| <b>1. Zoning:</b> | <b>C814-04-0187.SH - Goodnight Ranch PUD</b>                                                                   |
| Location:         | East side of Old Lockhart Highway, between Nuckols Crossing Road and Capitol View Drive, Onion Creek Watershed |
| Owner/Applicant:  | MVE Venture, Ltd. (Dean Goodnight); Bradsher Family Trust (Jack Bradsher)                                      |
| Agent:            | Momark Development (Terry Mitchell)                                                                            |
| Request:          | <b>I-RR to PUD</b>                                                                                             |
| Staff Rec.:       | <b>RECOMMENDATION OF PUD, WITH CONDITIONS</b>                                                                  |
| Staff:            | Wendy Walsh, 974-7719, wendy.walsh@ci.austin.tx.us<br>Neighborhood Planning and Zoning Department              |

**B. OTHER BUSINESS**

For information, contact Jerry Rusthoven, Neighborhood Planning and Zoning Department, 974-3207.

**POSTED: February 16, 2006**

*The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Please call John Beasley, Neighborhood Planning & Zoning Department, at 974-7280, for information, text phone users route through Relay Texas at (800) 735-2989.*

## **Goodnight Ranch PUD Subcommittee Meeting Notes**

**February 20, 2006**

Sean Compton, TBG Partners and Terry Mitchell, Agent, described the 70 acres of open space and said that park land fees would be paid. Trails and linkages would be owned and maintained by the Homeowners Association. Three to four amenity centers are also proposed within this development. It was also noted that there is a (City) regional park to the north, known as Onion Creek Metro Park.

**Timing of development:** The land north of the Slaughter Lane extension would be built first. The south side of the property is generally within the Creedmoor / Maha Water Supply Corporation's service area and is scheduled for development at a later date.

The Subcommittee requested that the exhibit showing the trails plan be incorporated within the PUD and a note added that: "The greenbelt configuration as shown in Exhibit A will be built as adjacent property is developed."

**Drainage to Marble Creek:** There will be a detention pond at the southeast corner of the property, adjacent to the subdivision on Capitol View Drive. Exhibit H will be incorporated into the PUD as it shows the location of the 100-year flood plain.

**Vehicular connections** to Capitol View and Cheryl Lynn Drives were discussed. Connections are not contemplated because these roads are not in good condition. This will be written into the PUD and then corresponding variances will be requested at the subdivision stage of development.

**Streets** are to be consistent with the spirit of the City's TND Ordinance, and sidewalks are to be 5 feet wide.

The possible deletion of Exhibit I, Mixed Residential Side Street with a 20 foot wide shared driving lane and no parking permitted was discussed. It was noted that although this could be a useful design tool, Mr. Mitchell has not built a street like this and Mr. Compton has not designed one. Exhibit J was also discussed along with notes to be added.

**Alleys:** A Stapleton (Denver area), Colorado example was shown. There are 6 foot tall wooden fences, but also lights on the garages for crime deterrent.

**Block length:** A greenbelt will break up long stretches of block and thus avoid variances.

A temporary tree farm is another component of the project; it will be developed along Old Lockhart Highway and supply mature trees to the Goodnight Ranch PUD.

**Parking:** Standards were drawn from RMMA, and the idea is to promote parking on the street. It was noted that street parking is not "credited" in fulfillment of City parking

requirements. Then again, parking requirements set minimum standards, but market factors will also be a part of how much off-street parking is provided.

**Compatibility Standards:** Sean Compton introduced the topic, by noting that site development standards were drawn from RMMA and Pioneer Hill, although the intensity of development is less than RMMA.

Staff is to re-notify Goodnight Ranch PUD for the Zoning and Platting Commission meeting of March 7, 2006. Terry Mitchell volunteered to do a brief version of the original presentation made to the Subcommittee.

**The next Subcommittee meeting is for Monday, February 27<sup>th</sup> at 5:30 p.m.**

**CITY ZONING AND PLATTING COMMISSION**  
**Goodnight Ranch PUD Subcommittee Meeting**  
**Monday, February 27, 2006**  
**One Texas Center, 505 Barton Springs**  
**5<sup>th</sup> Floor, Conference Rm. 523**

**CALL TO ORDER – 5:30 PM**

**Commission Members:**

Keith Jackson – Subcommittee Chair  
Clarke Hammond  
Joseph Martinez  
Stephanie Hale  
Teresa Rabago

**EXECUTIVE SESSION (No public discussion)**

The Goodnight Ranch PUD Subcommittee will announce it will go into Executive Session, if necessary, pursuant to Chapter 551 of the Texas Government Code, to receive advice from Legal Counsel on matters specifically listed on this agenda.

**Private Consultation with Attorney – Section 551.071**

Although a quorum of the Zoning and Platting Commission membership may be present at a subcommittee meeting, any action of the subcommittee does not constitute an action of the Zoning and Platting Commission.

**PUBLIC HEARING**

**A. REGULAR AGENDA**

- |                         |                                                                                                                                                    |
|-------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Zoning:</b>       | <b>C814-04-0187.SH - Goodnight Ranch PUD</b>                                                                                                       |
| <b>Location:</b>        | East side of Old Lockhart Highway, between Nuckols Crossing Road and Capitol View Drive, Onion Creek Watershed                                     |
| <b>Owner/Applicant:</b> | MVE Venture, Ltd. (Dean Goodnight); Bradsher Family Trust (Jack Bradsher)                                                                          |
| <b>Agent:</b>           | Momark Development (Terry Mitchell)                                                                                                                |
| <b>Request:</b>         | <b>I-RR to PUD</b>                                                                                                                                 |
| <b>Staff Rec.:</b>      | <b>RECOMMENDATION OF PUD, WITH CONDITIONS</b>                                                                                                      |
| <b>Staff:</b>           | Wendy Walsh, 974-7719, <a href="mailto:wendy.walsh@ci.austin.tx.us">wendy.walsh@ci.austin.tx.us</a><br>Neighborhood Planning and Zoning Department |

**B. OTHER BUSINESS**

For information, contact Jerry Rusthoven, Neighborhood Planning and Zoning Department, 974-3207.

**POSTED: February 22, 2006**

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The meeting was called to order by Joseph Martinez at 5:45 p.m. All subcommittee members (Martinez, Keith Jackson, Clark Hammond, Teresa Rabago and Stephanie Hale) were present.

Teresa Rabago inquired about **transit availability** by Capital Metro. Terry Mitchell, Agent, and Stuart Hersh, Neighborhood Housing and Community Development said that houses must be on the ground first, and then Capital Metro service will follow. Factors that justify ridership include: annexations, upgrades to arterial roads, street infrastructure and intersection improvements, and in this case 90% build-out (3,600 dwelling units). At present, Capital Metro service is available along William Cannon Drive. It was noted that a future park and ride facility is being considered for the intersection of Slaughter Lane and IH-35.

Teresa Rabago inquired about a various **street standards**. Terry Mitchell mentioned that the street standards are drawn from Pioneer Hill TND. The Mixed Residential Street (One Way - Exhibit I) will have a note added that residential lots may be either front-loaded or side-loaded.

Greg Guernsey and Wendy Walsh, Staff, and Sean Compton, TBG Partners for the Agent, summarized the **compatibility standards**. If commercial uses are being built next to existing residential uses, then the building height cannot exceed two stories above the height of the existing residential uses. The idea is to control the scale of development between adjacent residential and commercial uses. Vegetative buffers, hooded and shielded lighting, noise levels, dumpster locations, off-street parking location and limitations were also discussed.

Descriptions of the **Neighborhood Mixed Use Area (NMA)** and the **Mixed Residential Area** followed. The NMA, generally located along both sides of the Slaughter Lane alignment and Old Lockhart Highway, features more commercial development, up to 225,000 square feet of it. The MRA is generally located along the perimeters of the property. This will be primarily developed with residential uses, although it will also incorporate a maximum of 35,000 square feet of low intensity neighborhood services. A greater range of permitted uses and more intensive development standards are allowed in the NMA.

Stuart Hersh explained that greater density in turn provides more opportunities for affordable housing. Another key to affordable housing is providing more "vertical" (multiple story, multiple units) residential development rather than traditional, "horizontal" development. All units will meet **S.M.A.R.T. Housing** development standards, including Green Building and accessibility, and a portion will be reasonably priced (in Goodnight Ranch, 10 - 40% will be reasonably-priced). Stuart also described the fee waiver process and checkpoints along the way.

Terry Mitchell's concept is to develop a range of housing types and at various price points, beginning on the north side of the Slaughter Lane alignment.

The meeting was adjourned at approximately 7:00 p.m.



8. **Zoning:** C814-04-0187.SH - Goodnight Ranch PUD  
**Location:** East side of Old Lockhart Highway, between Nuckols Crossing Road and Capitol View Drive, Onion Creek Watershed  
**Owner/Applicant:** MVE Venture, Ltd. (Dean Goodnight); Bradsher Family Trust (Jack Bradsher)  
**Agent:** Momark Development (Terry Mitchell)  
**Postponements:** Item on the 1/31/06 agenda.  
**Request:** I-RR to PUD  
**Staff Rec.:** RECOMMENDATION OF PUD, WITH CONDITIONS  
**Staff:** Wendy Walsh, 974-7719, wendy.walsh@ci.austin.tx.us  
Neighborhood Planning and Zoning Department

**APPROVED STAFF'S RECOMMENDATION FOR PUD DISTRICT ZONING WITH A RESTRICTIVE COVENANT FOR THE TRAFFIC IMPACT ANALYSIS, INTEGRATED PEST MANAGEMENT PLAN AND A STATEMENT OF A PUBLIC/PRIVATE PARTNERSHIP BETWEEN THE DEVELOPER AND TRAVIS COUNTY REGARDING THE CONSTRUCTION OF SLAUGHTER LANE THROUGH THE PROPERTY.**  
**[K.JACKSON, C.HAMMOND 2<sup>ND</sup>] (8-0-1) B.B - ABSTAINED**

#### SUMMARY

Commissioner Baker stated that she will be abstaining on this case because of the letter that was addressed to City Council members.

Commissioner Jackson gave a report on what the subcommittee reviewed during their subcommittee meetings. I want to thank everyone who made it to the meetings. This is a great project for people who want to have a good quality of life. This is a mixture of everything and it will be very pedestrian friendly. They are asking for two zoning categories which are mixed residential areas and neighborhood mixed use areas, capping the number of units to 3,500 with 2,150 being multi-family; it could be very dense multi-family, but it can also be duplex. We worked through the development regulations, the variances, and the changes that they are offering in this development. We also talked about SMART Housing; their application goal is 40%, our concerns about that is, what happens if they don't meet that goal? There's no answer as to when Cap Metro will be out there; that will be when the development is built out enough to justify those trips, but the goal will be to be served by Cap Metro.

Commissioner Rabago thanked staff and the Applicant.

Commissioner Hammond - Thanked Commissioner Jackson for Chairing the subcommittee; Staff and Applicant.

Commissioner Martinez thanked Staff, Applicant and Commissioner Jackson.

Commissioner Pinnelli - Did you all discuss the setbacks on the front, going from 25-feet to 5-feet; did you discuss that?

Commissioner Jackson - We did discuss that and some of these areas are intended to be very dense and close to the street, but I think when you see the plan, there is significant open space that may be across the street or adjacent to these at some fashion; that's kind of the offset.

Commissioner Martinez - We'll start with the Applicant; and we'll give him 15 minutes.

*Terry Mitchell, Applicant, apologized for the letter. Mr. Mitchell explained the project using a PowerPoint presentation. Because of the size of this project we think it will develop between a 12 to 20-year period; this area will in fact become urban with a large amount of retail and density going in. We have contributed to the break down of communities because we have been designing upscale communities. We'll have larger sidewalks, trail-lined streets, open space; we'll have a trail system. There will be a variety of housing. We'll have parks coming off the greenbelt; there will be pond facilities, and ball fields. We will be enhancing this community, this area.*

### **FAVOR**

*No Speakers.*

### **OPPOSITION**

*Stewart Mihalik, land owner in the area – The country has been good to me and I have enjoyed the rural lifestyle. The proposed change will change the rural land out there and I was shocked by this because this has been going on forever, but as citizens we do not get notified until it comes within 300-feet and it comes before this Commission. There are cattle there now and I wonder if there will be any in the future when it turns into the Goodnight Ranch vision. There is also a 2000 FEMA floodplain map and I read in the proposal that there is no floodplain affected; if you look at that map you'll see that Capitol View Drive has a floodplain running through it. I've seen that road close before due to flooding. I wondered if that floodplain was taken into consideration; I would like to request a survey and a complete study by the City of Austin; and also a watershed supply study. I have witnessed my neighbor who was flooded out of his property. I would suggest that the developer do this one watershed at a time.*

*Mr. Mihalik had questions for Mr. Mitchell regarding watershed concerns; also if he has had any complaints from any of his past developments.*

*Commissioner Hammond – Did you hear anything in the subcommittee meetings that reassured you about this flooding issue that seems to be a big issue for you?*

*Mr. Mihalik – No sir, I heard that we were not in a floodplain; and therefore I said that they have not studied the issue correctly.*

*Commissioner Hammond – Okay, I'll ask the Applicant to address that.*

### **REBUTTAL**

*Terry Mitchell – We are required by ordinance not to affect our downstream neighbors and I want to show a topographic map; there are three hills on the southern portion of the property and the southeast quadrant does flow back toward that creek then flows to the northeast. That area is proposed as green space. He is right, we cannot develop in that area we will have to put detention above that to the north. We fully respect his concerns and would not do anything to continue the flooding problems to our neighbors; but that is anticipated to be greenbelt.*

*Commissioner Hammond – Have you looked at what is causing the flooding in the other subdivision, so that maybe the City can help them out?*

*Mr. Mitchell – It's in the floodplain presently, we may be able to over detain and help maintain that process; we only have 50-acres draining that direct, so most of ours drains the other direction towards Onion Creek, which is why we have the two large detention ponds on our north side.*

*Commissioner Hale – Can you speak to development over time, the phased development and what impact that will have on the neighbors?*

*Mr. Mitchell – Our intention is to develop in phases over time, presently we would develop north of Slaughter Lane first, running through the middle; then begin to the south. The last area that we will get to is the back side of these hills. We have no intentions of directing traffic through Old Lockhart Highway, we'll come through our community, so our infrastructure getting to Slaughter Lane has to be built before we can develop back there, so that will be the last area developed years down the road. I would be shocked if this is done in 10 years, it could be as much as 20 years; we've been saying 12 to 20 years.*

*Commissioners Rabago and Hammond moved to close the public hearing.*

*Commissioner Jackson – I'll make a motion to approve the Goodnight Ranch PUD zoning, per Staff's recommendation.*

*Commissioner Hammond – I'll second that.*

*Commissioner Jackson – I think I already spoke to this when we started; there was a lot of thought and effort that went into this; we have to decide as a City. I think these kinds of communities do work; this one is well thought out and I'm supportive of it.*

*Commissioner Hammond – I wish more developers would look at this area for development, there is some beautiful land and I'm hopeful that this will be a successful development. I'm supportive of it.*

*Motion carried.*

**9. Rezoning:** C814-89-0006.03 - Canyon Ridge PUD Amendment #3  
**Location:** 7300 F.M. 2222, 6500 and 6508 Jester Boulevard, West Bull Creek Watershed  
**Owner/Applicant:** FM 2222/Jester, L.P. (Louis R. Williams)  
**Agent:** Armbrust & Brown, L.L.P. (Richard T. Suttle, Jr.)  
**Postponements:** Postponed from 01/31/06 (staff); 02/07/06 (staff & applicant); 02/21/06 (staff)  
**Request:** PUD to PUD  
**Staff Rec.:** RECOMMENDED WITH CONDITIONS  
**Staff:** Sherri Sirwaitis, 974-3057, [sherri.sirwaitis@ci.austin.tx.us](mailto:sherri.sirwaitis@ci.austin.tx.us)  
Neighborhood Planning and Zoning Department

**POSTPONED TO 03/21/06 (NEIGHBORHOOD)**  
**[J.MARTINEZ, J.PINNELLI 2<sup>ND</sup>] (9-0)**