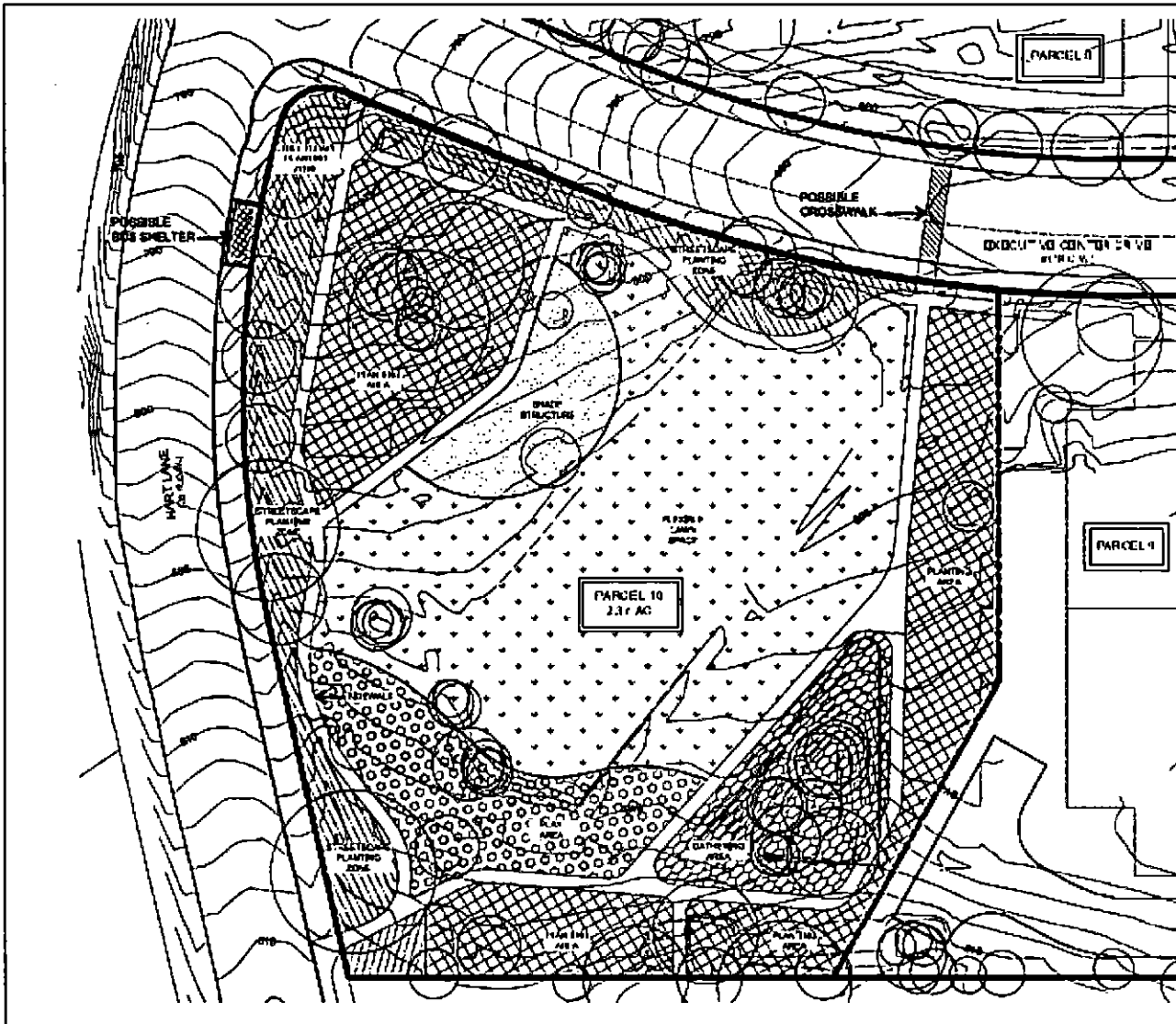


## MOTION SHEET

Motion to approve the Zoning and Platting Commission recommendation, which includes staff's recommendations, on first reading with the following additional conditions:

1. Conditions in the revised *Land Use Plan* dated December 1, 2016 with an additional column added to the building height table to include the associated mean sea level (MSL) as outlined in Column E of the table in *Attachment E: Building Heights*
2. Conditions in the revised *AO Park Plan and Park Space* dated December 6, 2016
3. Conditions in the revised *AO Creek Plan* dated September 15, 2016
4. Conditions in the *Streetscape Plan* dated August 30, 2016
5. Conditions in the *Tree Plan* dated August 30, 2016
6. Conditions in the revised *Topography and Land Use Plan* dated December 1, 2016 with an additional column added to the building height table to include the associated mean sea level (MSL) as outlined in Column E of the table in *Attachment E: Building Heights*
7. Conditions in the *Open Space Plan* dated August 30, 2016
8. Conditions outlined in *Attachment A: General Site Development Regulations*
9. Conditions outlined in *Attachment B: Phasing Plan*
10. Conditions outlined in *Attachment C: General Provisions*
11. Conditions outlined in *Attachment D: Code Modification Background – For Information Purposes Only*





1. The plan shows the proposed layout of the park and the location of the various structures and plantings. The plan also shows the location of the various easements and the location of the various utility lines. The plan is based on the information provided by the owner and the information obtained from the field survey. The plan is subject to change without notice.

2. The plan shows the proposed layout of the park and the location of the various structures and plantings. The plan also shows the location of the various easements and the location of the various utility lines. The plan is based on the information provided by the owner and the information obtained from the field survey. The plan is subject to change without notice.

3. The plan shows the proposed layout of the park and the location of the various structures and plantings. The plan also shows the location of the various easements and the location of the various utility lines. The plan is based on the information provided by the owner and the information obtained from the field survey. The plan is subject to change without notice.

4. The plan shows the proposed layout of the park and the location of the various structures and plantings. The plan also shows the location of the various easements and the location of the various utility lines. The plan is based on the information provided by the owner and the information obtained from the field survey. The plan is subject to change without notice.



**AO PARK PLAN  
AND PARK SPACE**

NO.	DATE	DESCRIPTION
1	12/8/21	REVISED

**EXHIBIT B**

**NOV 27 21**

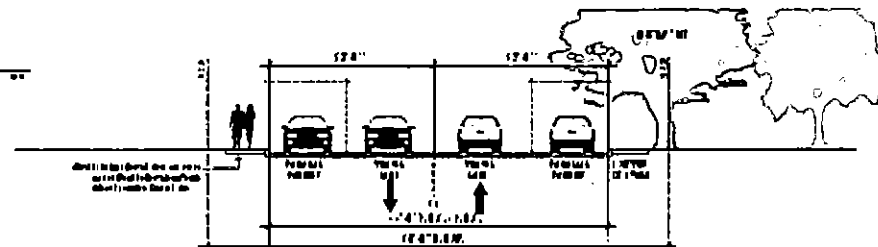
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REVISED: DECEMBER 8, 2018

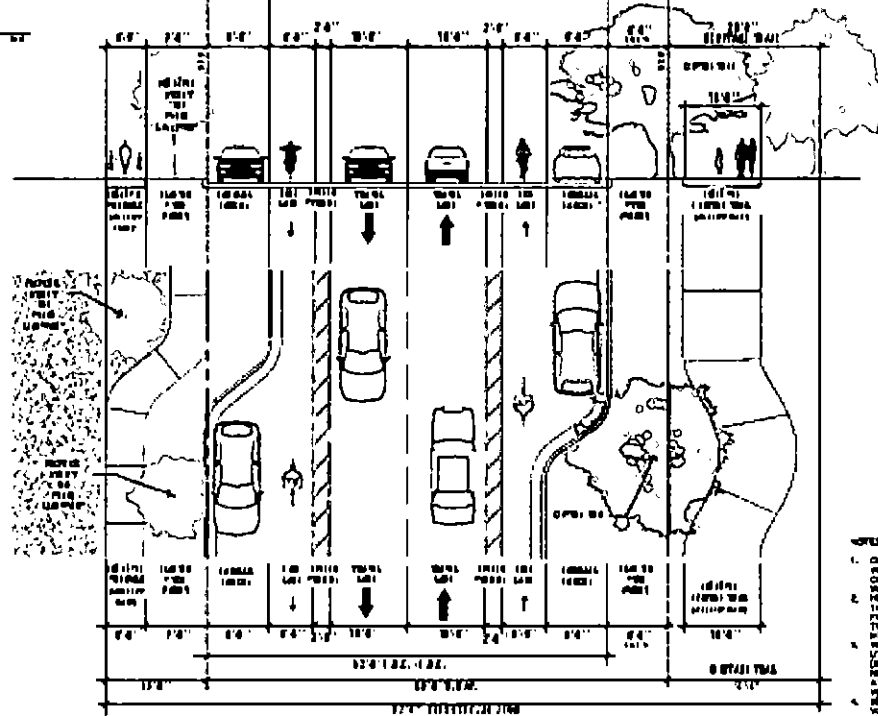




# PAVING CENTERLINE - EXISTING CONDITIONS



# PAVING CENTERLINE - PROPOSED CONDITIONS



## NOTES

1. ON STREET PAVING, THE PROPOSED PAVING IS TO BE DONE IN THE CENTERLINE AND SHOULD BE DONE IN THE CENTERLINE AND SHOULD BE DONE IN THE CENTERLINE.
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KATHY DAVIS P.E.

## STREETSCAPE PLAN

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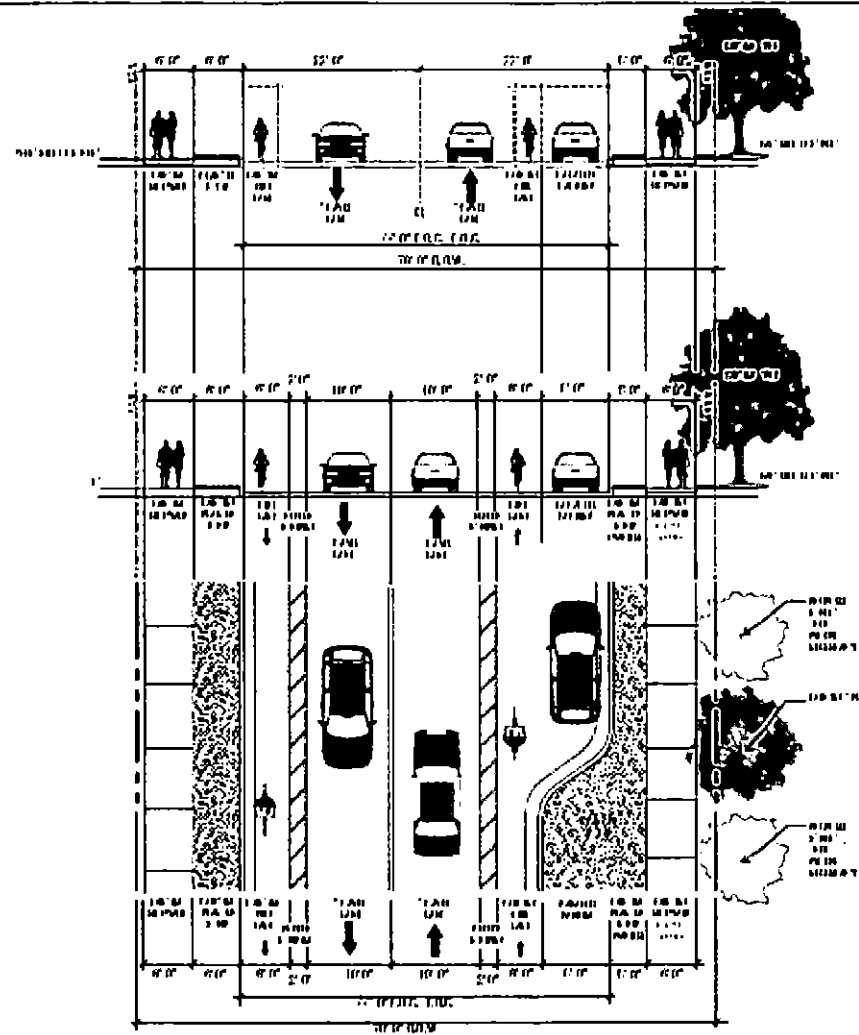
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### WINDHOLE CANYON - PROPOSED CONTINUED



1. VARIOUS REASONS GIVEN FOR THIS: (1) THE NEW VIBRO PLANT IS BEING CONSTRUCTED IN THE AREA OF THE PLANT; (2) THE PLANT IS BEING RELOCATED TO A NEW SITE; (3) THE PLANT IS BEING RELOCATED TO A NEW SITE; (4) THE PLANT IS BEING RELOCATED TO A NEW SITE.
2. THE NEW VIBRO PLANT IS BEING CONSTRUCTED IN THE AREA OF THE PLANT; (1) THE NEW VIBRO PLANT IS BEING CONSTRUCTED IN THE AREA OF THE PLANT; (2) THE PLANT IS BEING RELOCATED TO A NEW SITE; (3) THE PLANT IS BEING RELOCATED TO A NEW SITE; (4) THE PLANT IS BEING RELOCATED TO A NEW SITE.
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1. WE SET LARVAE UNDER EARTH TREES.  
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IT INTO THE STICKY PASTE OF PLACED  
AT THE MOUTH OF THE LARVAE.  
WITHIN THE PLANTER STOP IS ONE PAPER  
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**STREETSCAPE PLAN**

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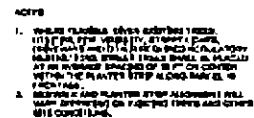
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THE UNITED STATES OF AMERICA



**END**

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1. **Introduction**

## STREETSCAPE PLAN

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總編輯 李國章

**and related information**







## **ATTACHMENT A: GENERAL SITE DEVELOPMENT REGULATIONS**

1. The maximum heights of buildings are subject to the exceptions in City Code Section 25-2-531 (*Height Limit Exceptions*), which shall apply to the PUD.
2. The PUD is located within an Urban Watershed, and City Code Section 25-8-62(c) (*Net Site Area*) applies to the PUD so that impervious cover is calculated on the gross site area.
3. All signage shall comply with the Commercial Sign District regulations of City Code Chapter 25-10-130 and the other regulations of City Code Chapter 25-10, except that:
  - a. Section 25-10-101(C), which regulates signs directing the movement or placement of vehicular and pedestrian traffic, shall be modified to allow that (i) the sign area may not exceed 32 square feet and (ii) the height of such a sign may not exceed, for a freestanding sign, six feet above grade.
  - b. A wall sign may be a projecting sign if the sign complies with the following:
    - i. No more than 2 projecting signs for each building façade is permitted;
    - ii. The sign area of a projecting sign may not exceed 35 square feet; and
    - iii. A projecting sign may extend from the building façade not more than the lesser of six feet or a distance equal to two-thirds the width of the abutting sidewalk.
  - c. A total of eight freestanding subdivision identification signs are permitted on the Property. One subdivision identification sign adjacent to MoPac Expressway (Loop 1) may be constructed to a maximum height of 60 feet and for each of the remaining seven subdivision identification signs the height may not exceed 12 feet. The sign area of a subdivision sign may not exceed 128 square feet. For purposes of this ordinance, a subdivision sign is a freestanding sign that identifies a project, including a mixed use project, and may include a subdivision identification sign. Tenant signage is prohibited on a freestanding subdivision identification sign described in this paragraph.
  - d. A sign support of more than 36 inches in diameter must be set back at least 12 feet from the street pavement.
  - e. All existing commercial flag poles and flags shall be permitted to be continued, maintained, repaired and replaced.
4. The requirements of City Code Sections 25-7-32 (*Director Authorized to Require Erosion Hazard Zone Analysis*) has been satisfied for the PUD, and additional studies and analyses shall not be required for any site development permit or building permit issued in connection with the development of any Parcel for the construction of the primary

building on such Parcel so that this Section shall not apply to the development within the PUD.

5. The PUD will comply with Section 4.4.0 (*General Provisions for Fire Safety*) of the City Fire Protection Criteria Manual, and fire access from Spicewood Springs Road will be allowed by the construction of exterior stairways.
6. A minimum of one 30-foot off-street loading space shall be provided for each building within the AO Mixed Use and AO Hotel use classifications and within MoPac Expressway Office, Spicewood Springs Office and AO Hotel use classifications with less than 150,000 square feet of floor area. Each building within the MoPac Expressway Office and Spicewood Springs Office use classifications with more than 150,000 square feet of floor area shall provide a minimum of two (2) 30-foot off-street loading spaces. At the time of site plan, alternative sizing and number of spaces may be permitted by the Director to achieve off-street loading requirements. No off-street loading spaces shall be required for buildings in the AO Restaurant use classification. An administrative variance may be sought to allow vehicles to use a public right-of-way to back into or out of an off-street loading area or solid waste collection area. Off-street loading spaces are permitted in structured parking facilities.
7. For office, residential, and hotel uses, off-street bicycle parking shall comply with the requirements of City Code Section 25-6-477 (*Bicycle Parking*), except that a minimum of twenty (20) percent of all required bicycle parking spaces shall be located within 50 feet of any principal building entrance and shall not be obscured from public view.

## **ATTACHMENT B: PHASING PLAN**

A. The PUD is divided into ten (10) separate parcels identified on the PUD Land Use plan as specific classifications. The PUD shall be developed in phases to accommodate the redevelopment of the existing office building and parking improvements. Any one or more parcels may be included in a phase.

B. Within one (1) year of the Effective Date of this PUD Ordinance, the amount of \$420,000.00 shall be deposited with the City which must be used for the installation of a traffic signal at the intersection of Hart Lane and Spicewood Springs Road.

C. The following shall be developed as part of the first phase of the development of the PUD and shall be completed prior to, and as a condition to, the issuance of a permanent Certificate of Occupancy for the first new building to be constructed within the PUD:

- (1) An Integrated Pest Management Plan (IPM) that follows the Grow Green Program shall be submitted to, and approved by, the Development Services Department. The IPM will be done with the site plan for each Parcel.
- (2) Subject to the approval of Texas Department of Transportation ("TxDOT"), the owner will offer to enter into an agreement with TxDOT to complete the work for the following three projects that were identified in the TIA: (i) a free eastbound right-turn movement from Spicewood Springs Road to Loop 1 SBFR, (ii) construct a southbound right-turn deceleration lane on Loop 1 SBFR (upstream of Executive Center Drive), and (iii) construct a southbound acceleration lane on Loop 1 SBFR (downstream of Executive Center Drive). The implementation of the construction will be done through an agreement with TxDOT that either (i) allows for the owner to design and construct the improvements with TxDOT approval or (ii) permits the owner to pay TxDOT to construct the improvements. If TxDOT refuses to enter into such agreement, the owner will contribute \$325,000 to the City for the City's implementation of transportation improvements within the area of the Property to provide alternative mitigation.
- (3) Subject to the City's approval, the owner will complete the work for the following two projects within the City's right-of-way that were identified in the TIA: (i) extend the westbound left-turn bay of Spicewood Springs Road to Wood Hollow Drive and (ii) provide a right-turn overlap operation at the northbound right-turn movement of Wood Hollow Drive to Spicewood Springs Road. If the City refuses or cannot approve the work set forth in this paragraph, the owner will contribute \$60,000 to the City for the City's implementation of transportation improvements within the area of the Property to provide alternative mitigation.

D. The development of the AO Mixed Use Parcel 9 shall occur prior to the construction of 500,000 leasable square feet of commercial space within any one or more new buildings on the other Parcels within the PUD and, further, the buildings on AO Mixed Use Parcel 9 must have residential above the ground floor.

E. The AO Park on Parcel 10 (Neighborhood Park) shall be developed prior to or concurrently with either (i) the development of the AO Mixed Use Parcel 9, or (ii) the construction of 500,000 leasable square feet of space within any one or more new buildings on the other Parcels within the PUD. The development of the AO Park on Parcel 10 shall be completed, and Parcel 10 shall be conveyed to the City, prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the first of (i) the primary building constructed on the AO Mixed Use Parcel 9, or (ii) the building on any of the other Parcels in the PUD that will result in at least a total of 500,000 leasable square feet within the Property.

F. The AO Park on Parcel 8 (Heritage Park) shall be developed prior to or concurrently with the development of Parcel 8, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the first building to be constructed on Parcel 8. The owner shall only be responsible for removing surface parking from the Heritage Park area on Parcel 8 and restoring this former surface parking area within the Heritage Park with landscaping or park amenities assigned to the Heritage Park as described in Part 8 of the Ordinance, so long as such landscaping or park amenities are done within the allocated funds. The Heritage Park shall be conveyed to the City as a condition to the issuance of the permanent Certificate of Occupancy for the first building to be constructed on Parcel 8.

G. The AO Creek shall be improved consistent with the provisions of this Ordinance and related Exhibits in phases as follows:

- (1) The parking areas on the southern portion of the AO Creek (South of Executive Center Drive) shall be restored prior to or concurrently with the development of the MoPac Expressway Office Parcel 2, and such restoration of the parking areas shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the primary building constructed on the MoPac Expressway Office Parcel 2. The southern portion of the AO Creek (South of Executive Center Drive) shall be conveyed to the City as a condition to the issuance of the permanent Certificate of Occupancy for the first building to be constructed on Parcel 2.
- (2) The northern portion of the AO Creek (North of Executive Center Drive) that is located on AO Restaurant Parcels 4 and 5 shall be developed prior to or concurrently with the development of improvements on all or any part of either the AO Restaurant Parcels 4 or 5, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the first building to be constructed on either of the AO Restaurant Parcels 4 or 5. The northern portion of the AO Creek (North of Executive Center Drive) that is located on AO Restaurant Parcels 4 and 5 shall be conveyed to the City as a condition of issuance of the permanent Certificate of Occupancy for the first building to be constructed on Parcels 4 or 5.
- (3) The northern portion of the AO Creek (North of Executive Center Drive) that is located on MoPac Expressway Office Parcel 3, including the pedestrian bridge



with support piers (if necessary) over the unnamed branch of the creek, shall be developed prior to or concurrently with the development of improvements on all or any part of the MoPac Expressway Office Parcel 3, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the first building to be constructed on the MoPac Expressway Office Parcel 3. The owner of Parcel 3 will be responsible for the maintenance of the concrete trails and pedestrian bridge within the AO Creek Park for 10 years from the date of the permanent Certificate of Occupancy for the first building to be constructed on the MoPac Expressway Office Parcel 3; and thereafter the City will be responsible for such maintenance. The pedestrian bridge will be a pre-engineered steel frame bridge with a minimum width of 8 feet. The northern portion of the AO Creek (North of Executive Center Drive) that is located on MoPac Expressway Office Parcel 3, shall be conveyed to the City as a condition of issuance of the permanent Certificate of Occupancy for the first building to be constructed on Parcel 3.

H. The Streetscape shall be developed in phases as follows:

- (1) The portion of the Streetscape within the northern right-of-way of Executive Center Drive from Hart Lane to Wood Hollow Drive and within the western right-of-way of Wood Hollow Drive from Executive Center Drive to Spicewood Springs Road shall be developed prior to or concurrently with the development of the improvements on all or any part of the AO Hotel Parcel 6 or either of the Spicewood Springs Office Parcels 7 or 8, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the first building to be constructed on AO Hotel Parcel 6 or either of the Spicewood Springs Office Parcels 7 or 8.
- (2) The portion of the Streetscape within the southern right-of-way of Executive Center Drive from Hart Lane to Wood Hollow Drive shall be developed prior to or concurrently with the development of the improvements on all or any part of the AO Mixed Use Parcel 9, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the primary building to be constructed on the AO Mixed Use Parcel 9.
- (3) The portion of the Streetscape within the eastern right-of-way of Wood Hollow Drive from Executive Center Drive to Spicewood Springs Road shall be developed prior to or concurrently with the development of the improvements on all or any part of either AO Restaurant Parcels 4 or 5, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the first building to be constructed on either AO Restaurant Parcel 4 or 5.
- (4) The portion of the Streetscape within the eastern right-of-way of Wood Hollow Drive from Executive Center Drive to the southern boundary of the PUD shall be developed prior to or concurrently with the development of the improvements on

all or any part of the MoPac Expressway Office Parcel 2, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the primary building to be constructed on the MoPac Expressway Office Parcel 2.

- (5) The portion of the Streetscape located outside of the right-of-way of Executive Center Drive and Wood Hollow Drive within each Parcel shall be developed prior to or concurrently with the development of the improvements on each such Parcel, and shall be completed prior to, and as a condition to, the issuance of the permanent Certificate of Occupancy for the primary building constructed on each such Parcel.

I. The conveyance of the Neighborhood Park, Heritage Park, and AO Creek (both Southern and Northern portions), along with the provision of a public access easement for the Heritage Trail as shown on the Streetscape plan and the Land Use Plan, shall satisfy the parkland dedication requirements, including parkland development fees, otherwise applicable for the entire PUD Property.

J. Impervious cover, building coverage, floor to area ratio, parking, landscaping and required open space are reflected on Exhibit C, in Exhibit F, and Exhibit L, and are calculated and determined on the cumulative gross site area of the PUD. The portions of the property included in any phase or the site plan/site development permit of each phase are not required to satisfy those requirements on a stand alone basis and shall be approved if consistent with Exhibit C, Exhibit F, and Exhibit L.

K. During construction of any phase, the required parking for then existing uses shall be provided on a cumulative basis on the entire PUD property.

L. During construction of any phase of the PUD, a construction office and a sales and leasing office may be located in the retail or garage portions of the building(s) within such phase.

## **ATTACHMENT C: GENERAL PROVISIONS**

1. No more than a total 250 residential dwelling units shall be permitted within AO Mixed Use Parcel 9 and the AO Hotel Parcel 6 (a hotel/motel room is not considered a residential dwelling unit). So long as the total number of units within AO Mixed Use Parcel 9 and AO Hotel Parcel 6 does not exceed 250 residential dwelling units, the maximum number of each type of residential unit shall be as follows:

Number of Efficiency Units shall not exceed 125 units;

Number of 1-bedroom Units shall not exceed 125 units; and

Number of 2-bedroom Units shall not exceed 100 units.

2. All parking for the office, hotel, retail and multifamily uses within the PUD shall be provided by structured parking facilities, subject to the provisions of Part 11 of this Ordinance for Cumulative Parking; provided, surface parking lots may be provided for retail uses, restaurant uses, leasing office uses, visitor or customer parking, temporary loading and unloading, and on-street locations.

3. Gated streets and roads are not allowed within the PUD. Private resident, retail, and restaurant parking areas may be secured with a gate.

4. Any cell towers or similar communications or information relay facilities constructed on any Parcel within the PUD shall be screened concurrently with the construction of, or architecturally incorporated into, a building to be constructed on such Parcel.

5. The Accessory Use provisions of City Code Article 5 of Chapter 25-2, Subchapter C, apply within the PUD. Automotive washing shall be considered an accessory use for office uses and may be used solely for employees or patrons of the buildings.

6. Cocktail Lounge use may not exceed a total of 5,000 sq. ft. overall, with the exception of the AO Hotel Parcel 6. Notwithstanding the previous sentence, Cocktail Lounge use is a permitted use without limitation on AO Hotel Parcel 6.

**ATTACHMENT D: CODE MODIFICATION BACKGROUND – FOR INFORMATION  
PURPOSES ONLY**

A. Section 25-8-25 (Redevelopment Exception in Urban and Suburban Watersheds) shall apply to the Property overall, and not on a Parcel-by-Parcel basis and, therefore, Section 25-8-25(B)(1) and (3) do not apply to the Property: Nevertheless, the total amount of impervious cover on the Property will be less than the existing amount of impervious cover on the Property and the development will generate less than 30,086 vehicle trips a day that would otherwise be allowed if this property was redeveloped on a Parcel-By-Parcel basis. Instead, the trips will be restricted to the number set forth in the Traffic Impact Analysis submitted in conjunction with this Ordinance. Because 25-8-25 would be applied on an overall Property basis, City Code Subchapter A of Chapter 25-8 would not apply to the Property.

B. Section 2.4.3 (Buffering) of the Environmental Criteria Manual is modified (as to Parcels 1 and 4 only) to limit required buffering in order to preserve trees and to provide a minimum 3-foot wide planting strips located between the street curb and site features requiring buffering: the environmental site constraints on the Property make compliance with the buffering requirements difficult, including (i) a limited width of permeable landscape areas between the street and buildings, and (ii) compact development areas that are connected and oriented to the streets, thus promoting a combination of widely distributed preserved trees within an urban character, with the vast majority of vehicle parking located in structured parking garages. Moreover, in the context of the overall Property, the amount of areas that will remain open space or natural area far exceeds Code requirements.

C. Section 25-6-477 (Bicycle Parking) for office, residential, and hotel uses: the requirement that a minimum of 50% of the bicycle parking shall be located within 50 feet of any principal building entrance has been modified to 20% in order to (i) further reduce impervious cover, and (ii) retain the bicycle parking in nearby and conveniently shaded structured garages.

D. Section 25-2-1008(A)(1) shall not apply to development within the PUD: because 8.49 acres of land will be dedicated as parkland and public space and will remain undisturbed, there will be less area on each redeveloped parcel for undisturbed natural areas. The requirement should be evaluated in the context of the entire Property; in doing so, the owner has more than exceeded the requirement.

E. Compatibility provisions (Section 25-2-1062, 25-2-1063, 25-2-1065): The process for designing the Austin Oaks redevelopment plan included a 3-month process that concluded with a 1-week Design Charrette, and then further refinements thereafter to focus on further reduction of height, location of buildings, and preservation of trees. The result is a complete package that includes stakeholder interests, environmental superiority, and a pedestrian experience over a 31.4-acre site that is far superior to any similarly-sized site within NW Hills. Moreover, all SF-zoned property is across a major street and at least 200' away from any structure. The height on the Property has been concentrated at the lower points along MoPac Expressway, and the single-family residences across Spicewood Springs Rd. that would trigger compatibility sit within a CEF buffer completely hidden by a tree canopy that benefits from the natural springs on their properties.

F. Subchapter E (Design Standard and Mixed Use) Sections 2.2, 2.3, 2.4, and Article 4 (Mixed Use). In addition, and only as to the Hotel Parcel 6 and the Mixed Use Parcel 9, Subchapter E (Design Standard and Mixed Use) 3.2 shall not apply:

With regard to Wood Hollow Drive, the existing tree-lined condition from Spicewood Springs Road to Executive Center Drive truly make strict application of Subchapter E impossible unless a large number of these meaningful trees are removed. The existing sidewalk along Wood Hollow on the east side of the street is configured to minimize impacts to these large canopy trees. Therefore, the land use plan and streetscape plan that would be attached to the ordinance have provided multiple pedestrian routes – especially within and across the AO Creek Zone – for pedestrians to connect between the varied uses on the property.

The critical water quality zone, along with CEF buffers associated with the creek, also limits the buildable areas upon which sidewalks and buildings can be placed both along the east side of Wood Hollow and the corner of Executive Center Drive bridging over the creek. The sidewalk placement for Parcel 2 is the most environmentally appropriate solution since the sidewalk itself – if not placed within the right-of-way – would be located in the CEF buffer. These environmental features place significant constraints on designers to comply with important environment rules while addressing sidewalk/building placement standards.

The west side of Wood Hollow Drive is constrained by a steep grade rising abruptly behind the existing sidewalk to the west. A number of existing trees are sited on this steep slope. Both the steep slope condition and existing trees make strict compliance with Subchapter E impossible without significant grade cut and removal of these trees.

The grade change between the existing sidewalk on Spicewood Springs Road and the property in some places is more than twenty feet vertically and within three hundred feet of existing off-site springs; therefore, it would not be practical or make environmental sense to require widening the sidewalk along Spicewood Springs Road between Hart Lane and Wood Hollow. In addition, the sidewalk area on Spicewood Springs Road between Wood Hollow and MoPac includes a CEF buffer and is within the critical water quality zone of the creek. The addition of a mid-block pedestrian pathway within a public access easement on Parcel 7 or Parcel 8 improves pedestrian connectivity and will encourage the use of the Heritage Trail that will meander along Executive Center Drive through the site from Hart Lane to Wood Hollow.

A public access/sidewalk easement for the Heritage Trail will be provided as part of the parkland dedication requirement. By creating the unique Heritage Trail on the north side of Executive Center Drive, the Charrette designers specifically found a way to save existing trees and use this organizing feature of the development to encourage shaded pedestrian circulation for the public to enjoy, with a wide sidewalk meandering (in order to avoid trees) for approximately a quarter of a mile from the Neighborhood Park located on Parcel 10 at Hart Lane to the AO Creek Park located east of Wood Hollow. The Heritage Trail serves a critical role as a major pedestrian connection between these two parkland destinations. The applicant has modified the design to increase the width of the Heritage Trail from eight feet to ten feet to further promote community activity and a range of compatible uses of the trail.

Depending on the City's desires, the sidewalk on Parcel 10 (the Neighborhood Park) could be expanded. The remaining portion of the south side of Executive Center Drive located within the property has a new, continuous sidewalk six feet in width separated from the street with a new, seven-foot-wide planting strip located behind the curb (where an existing sidewalk currently exists).

Entryways are indicated on the Streetscape Exhibit I attached to the Ordinance and shows, pursuant to Section 2.4 of Subchapter E, that each building has an entryway facing a roadway, with the exception of one building on Parcel 3 that is set back from the roadway and the creek. However, all of the buildings are interconnected with sidewalks, on-street bicycle lanes, and a roadways. Not all of the buildings are built up to the "clear zone"; especially since the location of existing trees and topography constrain the location of sidewalks and the buildings. For example, the Heritage Trail provides a meaningful (and wide) community space and yet it is located between the street and the building, which achieves many positive goals and yet does not meet the prescriptive requirement of Subchapter E, Section 2.4. On balance, the design charrette effort took into account the goals of Subchapter E, including Section 2.4, and incorporated the Subchapter E factors into the overall design.

G. Section 25-10-101(C)(2) and (3)(a) (*Signs Allowed in All Sign Districts Without An Installation Permit*) which regulates signs directing the movement or placement of vehicular and pedestrian traffic was modified to increase the sign area and the height of the sign to increase the likelihood that people would see the directional signage, especially given the topography at the site.

H. Section 25-10-130 (Commercial Sign District Regulations): For sign purposes, all buildings on the site will be treated as part of the commercial sign district given that the project is a cohesive development. In addition, to the requirements set forth in 25-10-130, each building will also be allowed up to two projecting signs that extend from the building façade. Furthermore, the height and size of freestanding subdivision signs has been modified to accommodate the project's scope. And all existing commercial flag poles and flags shall be permitted to be continued, maintained, repaired and replaced.

I. Section 25-10-154 (Subdivision Identification Sign): Although many subdivision identification signs would be permitted among the 13 lots (two per each major entry), the number of subdivision signs is limited to a total of eight.

J. Section 2.4.1 D (*Street Yard Trees*) of the City of Austin Environmental Criteria Manual was revised to increase the requirements for landscaping, to provide the following:

- 75% of the street trees planted from the Preferred Plan List, rather than 60%;
- Planted street trees will be no less than 8 feet in initial height, rather than 6 feet;
- Planted street trees will be no less than 3 inch caliper measured at six inches above grade, rather than 1.5 inch caliper;
- No more than 30% of planted street trees will be from the same species, rather than 50%.

K. Section 3.3.2(A) (*General Tree Survey Standards*) of the City of Austin Environmental Criteria Manual was modified to allow for the tree survey to extend until November 22, 2033. Requiring a new survey every 5 years puts at risk the balanced approach that the redevelopment plan represents and unfairly exposes the owner to a "gotcha" at a later date if a non-regulated or protected tree were to grow and become a regulated or heritage tree that prevents the construction of a building essential to the balancing effort. As a compromise, the owner proposes that the tree survey may be used with any application for a site development permit for 17 years (20 years from the date of the survey) and, thereafter, a new tree survey will have to be performed for each site plan - putting the owner at risk after the 17-year period.

L. Section 25-8-641(B) (*Removal Prohibited*) was modified as set forth in the Ordinance to allow for the removal of specific Heritage Trees. There is only one tree of the trees that may be removed on site that would have required Land Use Commission approval for its removal and it is a tree that was previously filled with cement and which has not been recommended as a candidate for preservation because of the hollowness of its core.

M. Section 3.5.4 (*Mitigation Measures*) of the City of Austin Environmental Criteria Manual was modified to provide a standard for redevelopment sites. The Environmental Criteria Manual does not currently contain a provision to incentivize mitigation through the removal of impervious cover surrounding the critical root zone of a protected or Heritage Tree; the PUD ordinance provisions provide a credit for removing impervious cover surrounding the critical root zone of a protected or heritage tree.

N. Section 25-7-61(A)(5) (*Criteria for Approval of Development Applications*), and Section 1.2.2.A and D of the City of Austin Drainage Criteria Manual (*General*) are modified to apply to the entirety of the PUD on an overall basis.

O. Sections 25-7-32 (*Director Authorized to Require Erosion Hazard Zone Analysis*): The requirement to do another Erosion Hazard Zone Analysis for each site plan has been eliminated because an EHZ Delineation analysis was performed as part of the rezoning and the staff verified the location of the EHZ; therefore, it would be redundant to do another EHZ analysis, especially since the banks are stable and the effort to lay back the creek bank will further stabilize the bank.

P. Section 25-6-472 (*Parking Facility Standards*). The standard parking requirements have been modified to reflect market parking ratios based on the fact that this is a mixed use development.

**ATTACHMENT E: BUILDING HEIGHTS**

A	B	C	D	E	F
Parcel	Building No.	No. Floors	Maximum Building Height (ft)	Maximum Building Height (MSL)	Approximate Leasable Building Square Footage
1	1	6	80 ft	875	150,000
2	2	6	80 ft	865	120,000
3	3	7	92 ft 6 in	877.5	175,000
	4	7	92 ft 6 in	847.5	140,000
4	5	1	35 ft	774	6,400
5	6	1	35 ft	774	6,400
6	7	5	67 ft 6 in	835	90,000
7	8	1	35 ft	815	6,900
	9	5	67 ft 6 in	857.5	125,000
8	10	5	67 ft 6 in	870	125,000
	11	1	35 ft	835	24,000
9	12	4	55 ft	871	223,000
10	-	-	-	-	-