ZONING CHANGE REVIEW SHEET

CASE: C814-86-023.01 – Camelback PUD **Z.A.P. DATE:** October 2, 2018

ADDRESS: 6507 Bridge Point Parkway

DISTRICT AREA: 10

OWNER: Loop 360 Land LP (Jonathan Coon) **AGENT:** McLean & Howard, LLP (Jeffrey Howard)

ZONING FROM: I-RR; I-LA; PUD **TO:** PUD **AREA:** 144.817 acres

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant planned unit development (PUD) district zoning with the conditions that parkland and open space superiority, environmental superiority, and transportation superiority is met as outlined in Attachments A, B, and C, and as shown in the Land Use Plan as provided in Exhibit C, and supporting Exhibits D through I.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated September 14, 2018, as provided in Attachment C.

PARKS AND RECREATION BOARD MOTION:

August 28, 2018: *RECOMMENDED THE SUPERIORITY OF CAMELBACK PUD AS IT PERTAINS TO PARKS AS OUTLINED IN THE PARKS AND RECREATION DEPATEMENT STAFF MEMO DATED AUGUST 28, 2018*

[D. LEWIS; F. WARD – 2ND] (7-1) R. MANN – NAY; M. CASIAS, T. DONOVAN – ABSENT

ENVIRONMENTAL COMMISSION MOTION:

September 19, 2018: The Environmental Commission recommends approval of the conditions for the Camelback PUD as described in Attachment B.

[W. GORDON; H. SMITH – 2ND] (7-2) P. THOMPSON, P. MACEO – NAY; M. PERALES – RECUSED; 1 VACANCY ON THE COMMISSION

ZONING AND PLATTING COMMISSION RECOMMENDATION:

October 2, 2018:

ISSUES:

Watershed Protection Department staff has prepared a memo and updated presentation materials, provided as Attachment B. The memo identifies superior and non-superior

elements of the project, as well as outstanding issues with the Applicant's proposal since the Environmental Commission's recommendation on September 19, 2018.

The Shepherd Mountain Neighborhood Association, Monte Visa Condominium Community, Inc., Westminster Glen HOA, Greenshores on Lake Austin POA, Woods of Greenshores POA, Jester Neighborhood Association, Austin City Park Neighborhood Association, Austin Neighborhoods Council, River Place Homeowners Association, Glenlake Neighborhood Association and Lake Austin Collective have submitted correspondence in support of the proposed PUD.

Representatives of the Bunny Run Neighborhood Association and Aqua Verde subdivision are opposed to the proposed PUD amendment.

All correspondence is attached at the back of this packet.

EXHIBITS AND ATTACHMENTS TO THE STAFF REPORT:

Exhibits A, A-1, and A-2: Vicinity Map, Zoning Map, and Aerial
Exhibit A-3: 1987 PUD / Preliminary Plan / Site Plan
Exhibit A-4: 2016 Boat Dock Determination
Exhibit B: Comparison Chart: Current Code, Existing PUD, Proposed PUD Amendment
Exhibit B-1: Code Differences Summary
Exhibit C: Land Use Plan
Exhibit D: PUD Notes and Exhibits
Exhibit E: Compatibility Height and Setbacks
Exhibit F: Onsite Multi Modal Transportation
Exhibit G: Environmental Resources
Exhibit H: Cliff Park Improvements Plan
Exhibit I: Preserve Park Improvements Plan

Attachment A: Parks and Recreation Board support material
Attachment B: Environmental Commission support material
Attachment C: Traffic Impact Analysis Memo
Attachment D: Carbon Impact Statement and supporting information

Correspondence Received – in favor and in opposition

DEPARTMENT COMMENTS:

The proposed Camelback Planned Unit Development (PUD) consists of 144.817 acres that contains a lakefront cabin and undeveloped land. Of the total acreage, 138.19 acres are on land and the remaining 6.467 acres are on water. The property is zoned Lake Austin residence, and interim – rural residence and interim – Lake Austin residence (LA; I-RR; I-LA). It is located on the south side of Bridge Point Parkway approximately 550 feet west of the Pennybacker bridge on Loop 360 and has approximately 3,126 feet (0.6 mile) of Lake Austin frontage. The abutting tract to the east which has Loop 360 right-of-way frontage is

undeveloped (and does not have an impervious cover allocation) and under separate ownership. Both the abutting tract and the subject tract are known and used extensively by the public accessing Loop 360 and Bridge Point Parkway and offer sweeping vistas of Lake Austin, the Pennybacker bridge, and downtown Austin. The land surrounding the PUD consists of a single family residences on large lots to the west (I-RR; County), single family residences and a church to the north (I-RR; MF-1-CO; MF-2), offices to the east (LO; LR; LR-CO; GR; LI-CO) and the Bunny Run and Aqua Verde neighborhoods, and offices across Lake Austin to the south (LA; PUD). Please refer to Exhibits A (Vicinity Map), A-1 (Zoning Map), and A-2 (Aerial View).

Applicant's Proposal

The Applicant is requesting an amendment to the PUD for a 144.817 acre mixed use project that includes six development districts: Mixed Residential (37.37 acres), Office-Mixed Use (6.3 acres), Commercial (7.46 acres), Dock (2.47 acres), Preserve Open Space (five sites on 60.22 acres), and Park (two sites on 26.16 acres, including a 16.56 acre park with 2,070 linear feet of shoreline frontage). The PUD also includes the full extension of Bridge Point Parkway through the site (4.85 acres), thereby connecting its eastern and western segments, and a 12-foot wide concrete, multi-use trail parallel to the extension. Four In addition, a suite of transportation enhancements to the surrounding roadway system that include signal timing optimization, signal modifications, turn lane improvements, acceleration lane improvements, re-striping and one roundabout.

Camelback PUD proposes to follow LA zoning site development regulations for the Preserve Open Space, Park and Dock districts, townhouse and condominium residence (SF-6) regulations for the Mixed Residential district, general office – mixed use (GO-MU) for the Office-Mixed Use district, and community commercial (GR) for the Commercial district. Uses include:

- a maximum of 325,000 square feet of office and commercial space with the following provisions: the total square footage of offices is 60,000 and the hotel has a maximum of 80 rooms
- a maximum of 200 residential units (Notes: 1) the proposed number of residential units is 64, but can increase up to 200 if the commercial development is correspondingly reduced on 1 : 1 sf basis; 2) the hotel rooms count against the total number of residential units,)
- a clubhouse and dock (permanent) sanitary facility not to exceed a 5,000 square foot footprint on the shore, and a 624 linear foot cluster dock with boat slips on the water that is limited to residential use only (and will not include commercial or fuel sales). The clubhouse and cluster dock are proposed to be access via an inclined elevator from the Mixed Residential district, or an elevator from the Commercial district.

Development is oriented to preserve views of the uplands, the Pennybacker bridge (approximately 2,900 linear feet) and the Lake Austin shoreline (approximately 2,200 linear feet). Please refer to Exhibits C (Land Use Plan), D (PUD Notes and Exhibits), E (Compatibility Height and Setbacks), F (Onsite Multi Modal Transportation), H (Cliff Park Improvements Plan), and I (Preserve Park).

Impervious Cover
The proposed percentage of impervious cover totals 21.86 acres and assumes 3 acres of impervious cover for the Bridge Point Parkway extension, and a remaining 18.86 acres for development. The total amount is composed of 15.63 acres from the Hidden Valley PUD, 1.24 acres from the Coldwater PUD Restrictive Covenant, and a 2 acre transfer from Champions Tract #3, located at the southeast corner of RM 2222 and City Park Road. The transfer from the Champions tract will reduce the impervious cover on that property, and be sufficient for a planned senior living development. The transfer is proposed to occur by way of 1) a code modification that provides for a transfer from a Water Supply Suburban Watershed to a Water Supply Rural Watershed, and 2) an Amendment to the Champion Settlement Agreement. A code modification is necessary for the proposed transfer because Code allows transfers only within the same watershed classification. Champions Tract #3 is located in Bull Creek watershed, classified as Water Supply Suburban, while the Camelback tract spans portions of two Water Supply Rural watersheds. The applicable Code provisions are 25-8-424(B)(2) and 25-8-454(B)(2) *(Transfer of Development Intensity)*.

It is important to note that the modifications in the PUD will allow, but not require the transfer. The transfer would be effectuated by the Applicant at the time of site plan.

Purpose of Planned Unit Development Zoning
Per the Land Development Code, PUD district zoning was established to implement goals of preserving the natural environment, encouraging high quality development and innovative design, and ensuring adequate public facilities and services. The City Council intends PUD district zoning to produce development that achieves these goals to a greater degree than and thus is superior to development which could occur under conventional zoning and subdivision regulations. The PUD provides a canvas for the design of a large scale project, with the end goal to allow of flexibility, and also inform and communicate the possibilities for development.

Comparison of Proposed Project to Hidden Valley PUD
The original Hidden Valley PUD was approved with variances to the Lake Austin Watershed Ordinance in December 1987. The proposed PUD amendment is being evaluated to the 1987 entitlements under the Lake Austin Watershed Ordinance and also current Code which includes the Watershed Protection ordinance approved in 2013.

SUPERIOR ITEMS
Given the number of items offered in the PUD amendment that exceed current Code standards, Staff believes the proposal can result in superior development compared with what could be developed under the Hidden Valley Phase "C" PUD. Therefore, Staff recommends PUD zoning based on the following factors in Transportation, Environmental Preservation, Water Quality, Green Building, and Parkland and Open Space which make this project superior, and as further outlined in Exhibit B:

Transportation
- Construct Bridge Point Parkway improvements through the property

- Provide a 12' wide multi-use trail along the Bridge Point Parkway extension.
- Construct or provide fiscal surety towards transportation-related improvements on surrounding roadways and intersections, including signal timing optimization, signal modifications, turn lane improvements, acceleration lane improvements, re-striping and a roundabout.

Environmental Preservation (relative to the entitlements of the existing 1987 PUD)

- Provide approximately 60.46 acres of permanently protected (41.75%) open space and 26.16 acres of dedicated parkland (18.06%) which in combination (86.62 acres, or 59.81%). This significantly exceeds that of the existing PUD or the 20% requirement for new PUDs.
- Limit impervious cover to 21.86 acres. This includes the 2 acre reduction of impervious cover for Champions Tract 3. It is also less than the overall impervious cover for the existing PUD and the existing multi-family development planned for Champions Tract 3.
- Development will comply with current tree protection and mitigation, except for the removal of 6 identified trees, which have been found by an Arborist to be dead, diseased or dying.
- Protect most critical environmental features (CEFs). No CEF protection is required by the existing PUD. Although some features have modified buffers, and one karst feature is not protected, the overall buffer area is equivalent to the buffer area required by current Code.
- Public roadway and private driveways shall clear span the 10-year storm elevation when crossing a water way that has a drainage area of more than 32 acres. This exceeds current Code requirements.
- Street crossings of the critical water quality zone shall span the 10-year storm elevation. This exceeds current Code requirements.
- All commercial buildings shall utilize non-potable water sources for irrigation of the building grounds, and air conditioner condensate for commercial buildings shall be directed to cisterns or landscaping onsite for beneficial use.
- Design of the dock facilities and dock access shall consider input from a design charrette comprised of a group approved by the City and the developer to ensure the structure is protective of the environment and minimizes adverse visual aesthetic impacts.
- Sewage lift stations within the Dock District shall include an emergency overflow tank and provide an oversized wet well to reduce the potential for sanitary sewer overflows to Lake Austin
- An integrated pest management (IPM) Plan that complies with the ECM must be submitted for approval.
- Outdoor lighting will be designed to incorporate "dark sky" design guidelines and techniques.

Water Quality (relative to the entitlements of the existing 1987 PUD)

- Provide 100% on-site water quality capture volume, 75% will be treated by green innovative methods per ECM Section 1.6.7 *(Green Stormwater Quality Infrastructure)*. This includes separate controls for each development District with

the Mixed Residential district having at least three. No water quality treatment is required under the existing PUD.

Green Building

- All buildings in the Camelback PUD will achieve a three star or greater rating under Austin Energy Green Building program using the applicable rating version in effect at the time a rating registration application is submitted for the building.

Parkland and Open Space

- Providing 26.16 acres of land to be dedicated to the City, with park improvements including, shade structures, 25 off-site parking spaces, one off-site public restroom (to be located in the Commercial district, in proximity to the off-site parking), one drinking fountain, 4 trash receptacles, 4 park benches, 3,400 linear foot nature trail, 100 linear foot ADA accessible multi-modal trail to the first cliff overlook, park signage, trail head with shade structure, sidewalk connection for on-street parking on West Bridge Point Parkway. At least 4 onsite public scenic vista points will be provided.
- Providing 60.46 acres of open space which will be undisturbed except for pedestrian hiking trails.

CODE MODIFICATIONS

There are 44 modifications to Code requirements requested by the Applicant. Staff notations follow some modifications where there are outstanding issues (please refer to Exhibit B-1 – Code Differences Summary Table for other details). As summarized below, these include definitions, and zoning, subdivision, site plan, transportation, and environmental regulations, and the Fire Code and Criteria Manual.

Definitions

- Section 25-1-21(46) *(Definitions)* – Modified to establish that the definition of gross floor area excludes parking structures.

- Section 25-1-21(49) *(Definitions)* – Modified to establish that the definition of building height of each segment of a stepped or terraced building shall be individually determined as defined and described on Exhibit D. In addition, height limitations are not applicable to any means of access to the cluster dock or shoreline uses in the Dock district.

- Section 25-1-21(105) *(Definitions)* – Modified to allow a site within the development to cross a public street or right-of-way.

- Section 25-1-23 *(Impervious Cover Measurement)* – Modified to allow impervious cover on a given site within a particular District to exceed Section 25-2-492 *(Site Development Regulations)* provided the total amount of impervious cover allowed on the Property is not exceeded on an overall basis. The impervious cover calculation will not include any portion of the cluster dock located on the shoreline of Lake Austin as defined in Section 25-2-551(A)(1) (Lake Austin (LA) District

regulations (492.8' above mean sea level). Allowable impervious cover is subject to the overall conditions as outlined on Exhibit D.

Zoning

- Section 25-2-4 *(Commercial Uses Described)* – Modified to allow for uses associated with the cluster dock, including boat slips, clubhouse, and recreational facilities are not included in the overall square footage limitations for commercial use.

- Section 25-2, Division 5, Section 3.1 *(Planned Unit Developments – Land Use Plan Expiration and Amendment)* – Modified to allow administrative approval of changes to district boundaries provided the total acreage of the Preserve Open Space and Park Districts each equal the acreage shown on Exhibit C.

- Section 25-2-491 (*Permitted, Conditional and Prohibited Uses*) – Establishes a list of land uses applicable to the PUD, as shown in Exhibit D.

- Section 25-2-492 *(Site Development Regulations)* – Establishes a set of site development regulations applicable to the PUD, as shown in Exhibit D.

- Sections 25-2-551(B)(1), (B)(3), and (E)(2), *(Lake Austin (LA) District Regulations)* – Modified to amend the shoreline setback and allow for additional improvements within the Shoreline Recreation Area as shown on Exhibits C and G. *Note: Staff is not in agreement with a modification to (C)(2), (D)(1) and (F)(1) that would remove impervious cover and development limitations on slopes, and remove restrictions on the ability to transfer impervious cover on slopes.*

- Section 25-2-837 *(Community Recreation)* – Establishes that the Property is exempt from the requirements of this section.

- Sections 25-2-893(G)(2) and (G)(3) *(Accessory Uses for a Principal Residential Use)* – Modified to include facilities on a cluster dock and mechanized access as a permitted appurtenance and means of access as shown on Exhibits C and G. *Note: Staff does not support mechanized access to be constructed within a CEF buffer.*

- Section 25-2-894(B) *(Accessory Uses for a Principal Commercial Use)* – Modified to allow for the definition of a permitted accessory use for a principal commercial use is amended to allow those uses (i) customarily incidental and subordinate to the principal commercial use or building, (ii) is located on the same lot with such principal use or building, (iii) and occupying no more than 15% of the building in which the accessory use is located.

- Section 25-2, Subchapter C, Article 10 *(Compatibility Standards)* does not apply within the PUD.

- Section 25-2-1063(C) *(Compatibility Standards, Height Limitations and Setbacks for Large Sites)* – Modified along the north property line, as further shown in Exhibit E, due to the topography sloping away from the existing single family residences to the north. Also modified along the southwest property line of the Dock district to a minimum of 15 feet. Also modified to not apply to utility access roads and any means of access to the cluster dock, shoreline, or any civic uses in the Dock district.

- Section 25-2-1066(B) *(Compatibility Standards, Screening Requirements)* – Modified to allow for alternative methods to screen the shoreline access and may be supplemented by vegetation and tree canopy. *Note: Staff believes that screening will not be feasible for the elevator option.*

- Sections 25-2-1176(A)(1), (A)(4)(a), and (B)(1) *(Site Development Regulations for Docks, Marinas, and Other Lakefront Uses)* – Modified to allow a permanent structure in the Dock district shown on Exhibit C to be constructed on the water's edge without a setback from the shoreline, and to allow for the dock to extend up to 75 feet from the shoreline. An additional modification is requested to measure the allowable width for a dock based on the length of the entire Property shoreline (approximately 3,126 linear feet) as shown on Exhibit C. Parking shall not be required for any use in the Dock district.

- Section 25-2, Subchapter E *(Compatibility Standards)* – Exempts the PUD from the application of Compatibility Standards except for Sections 2.5 *(Exterior Lighting)* and 2.6 *(Screening of Equipment and Utilities)*.

Subdivision

- Section 25-4-153 *(Block Length)* – Modified to allow block length criteria to be implemented though pedestrian easements and trails, in accordance with Exhibit F.

- Section 25-4-171(A) *(Access to Lots)* – Modified to allow a lot to abut a public street, private street or private drive within an access easement. Notwithstanding any other provision of the Code or the Transportation Criteria Manual, any private street may be gated for private access.

Site Plan

- Sections 25-5-81 *(Site Plan Expiration)* and 25-4-62 *(Preliminary Plan Expiration)* – Modified to establish that preliminary plans, site plans and other site development-related permits expire 7 years after City approval. *Note: Staff is still discussing this Code modification.*

Transportation

- Section 25-6-203 *(Street Cross-Section Design), International Fire Code, 25-12-171, and Local Amendments to International Fire Code*, 25-12-173 – Modified to allow the cross-section for the extension of Bridge Point Parkway in accordance with Exhibit F. In addition, development allowed in the Dock district shall not be required to comply with fire apparatus access road requirements, and such

development may be granted approval of an alternative method of compliance. *Note: The Applicant and Fire Review staff are working on an alternate method of compliance for the shoreline improvements, and this issue must be resolved prior to Council.*

- Sections 25-6-351 *(Sidewalk Installation in Subdivisions)* and 25-6-352 *(Sidewalk Installations in Site Plans)* – Modified to allow for administrative approval of sidewalk installation. Except for Bridge Point Parkway, additional modifications to 1) reduce the sidewalk width to a minimum of 4 feet on one side of all public right-of-ways and internal driveways and 2) vary the location of sidewalks based on topographical and site constraints as further illustrated in Exhibit F. *Note: Staff supports a modification to Section 25-6-351 and 25-6-352, such that a minimum 4-foot sidewalk is provided along both sides of all public right-of-ways (except for Bridge Point Parkway), private streets and internal drives.*

- Section 25-6-442 *(Access Standards)* – Modified to allow administrative approval of regulations related to access and driveway grades, due to topographical constraints.

- Section 25-6-742 *(Tables of Off-Street Parking)* and Section 25-6, Appendix A *(Tables of Off-Street Parking and Loading Requirements)* – Establishes that parking requirements do not apply within the Dock district.

Drainage

- Section 25-7-92 *(Encroachment on Floodplain Prohibited)* – Allows development in the Dock district within the 100-year floodplain without a variance provided the development complies with Sections 25-7-92(C)(1), 25-7-92(C)(3), 25-7-92(C)(4), 25-7-92(C)(5), 25-7-92(C)(6), 25-7-92(C)(7), and the additional requirements in Exhibit D. *Note: Staff does not recommend this modification request and is of the opinion that this Code modification should be handled separately from the PUD amendment.*

Environment

- Sections 25-8-92(A)(1)(a), (D), and (E) *(Critical Water Quality Zones Established)* – Because the property is not subject to current environmental regulations, this modification establishes that the definition of critical water quality zone boundaries do not apply to the Property as it pertains to a minor waterway, inundated areas of Lake Austin, and the shoreline of Lake Austin. Water quality controls shall be provided in accordance with Exhibit D. *Note: Staff does not believe this modification is necessary because current Code is being met and exceeded with the PUD amendment.*

- Section 25-8-93(B)(1) – *(Water Quality Transition Zones Established)* – Because the property is not subject to current environmental regulations, this modification establishes that the definition of a water quality transition zone as it pertains to a minor waterway does not apply to the Property. Water quality controls shall be provided in accordance with Exhibit D. *Note: Staff does not believe this*

modification is necessary because current Code is being met and exceeded with the PUD amendment.

- Section 25-8-211 – *(Water Quality Control Requirement)* – Because the property is not subject to current environmental regulations, this modification establishes that water quality controls are provided in accordance with Exhibit D. *Note: Staff does not believe this modification is necessary because current Code is being met and exceeded with the PUD amendment.*

- Section 25-8-213(C)(3) *(Water Quality Control Standards)* – Establishes that water quality control requirements in the uplands zone shall not apply to the Property.

- Sections 25-8-261(B)(3), (E) and (F) *(Critical Water Quality Zone Development)* – Establishes that a setback for a hard surface trail in the critical water quality zone is reduced from 50 feet to 25 feet.

- Section 25-8-261(C)(1) *(Critical Water Quality Zone Development)* – Establishes that the location of docks and appurtenances in the critical water quality zone shall be modified in accordance with Exhibits C and G in order to allow access and necessary utilities in the Dock district.

- Section 25-8-261(D) *(Critical Water Quality Zone Development)* – Establishes that utility lines in the critical water quality zone allow for suspended or column-supported utility crossings at driveway and trail locations. Utilities are allowed as required to service the shoreline and dock facilities.

- Section 25-8-261(G) *(Critical Water Quality Zone Development)* – Establishes the floodplain modification does not apply to the Dock District. *Note: Staff does not believe this modification is necessary because current Code is being met and exceeded with the PUD amendment.*

- Sections 25-8-262(B)(2)(a) and 25-8-262(B)(3)(b) (*Critical Water Quality Zone Street Crossings*) – Establishes that distances between street crossings of the critical water quality zone shall not apply to the Property. Street crossings of the critical water quality zone shall be allowed as set forth on Exhibit F.

- Section 25-8-281 *(Critical Environmental Features)* – Establishes that critical environmental features shall apply to the Property except that certain development within critical environmental feature setbacks is allowed according to Exhibits D and G.

- Section 25-8-282 *(Wetland Protection)* – Establishes that wetland protection shall apply to the Property except that certain development within the wetland setbacks is allowed according to Exhibits C and G.

- Sections 25-8-301 *(Construction of a Roadway or a Driveway) and 25-8-302 (Construction of a Building or a Parking Area)* – Establishes that construction on slopes shall not apply to the Property except that construction on slopes greater than 35% shall be limited to 1.09 acres, hillside disturbance and restoration shall be provided in compliance with 25-8-302(B)(3) and 25-8-302(B)(4), and, if feasible, engineering solutions that exceed the Environmental Criteria Manual requirements shall be provided for construction on slopes greater than 25%. Notwithstanding the foregoing, construction of mechanical access to the Dock (D) District shall not count against the construction on slopes greater than 35% limitation. *Note: Staff recommends that construction on slopes be limited in total area, with area limits for each slope category and by proposed District.*

- Sections 25-8-341 *(Cut Requirements)* and 25-8-342 *(Fill Requirements)* – Establishes that cut requirements and fill requirements shall not apply to the Property except for the limitations shown on Exhibit D.

- Section 25-8-364 *(Floodplain Modification)* – Establishes that floodplain modification shall apply to the Property except to the extent such requirements are inconsistent with the development otherwise allowed by the PUD Exhibits and in PUD Notes.

- Section 25-8-601(A) *(Tree and Natural Area Protection, Applicability)* – Modified to allow the removal of certain trees and to clarify mitigation as provided in Exhibit D. *Note: Staff does not believe this modification is necessary because current Code is being met and exceeded with the PUD amendment.*

- Sections 25-8-604(C) and (D) *(Development Application Requirements)* – Establishes that these Code sections do not apply to the Property, and that proposed tree removal shall be consistent with Exhibit D. *Note: Staff does not believe this modification is necessary because current Code is being met and exceeded with the PUD amendment.*

- Section 25-8, Subchapter B, Article 1, Division 3 *(Heritage Trees)* – Because the Property is not subject to current environmental regulations, it is established that this Code section does not apply to the Property except for the restrictions and regulations regarding removal and calculation of mitigation credit as set forth is Exhibit D. *Note: Staff does not believe this modification is necessary because current Code is being met and exceeded with the PUD amendment.*

- Section 25-8, Subchapter A, Article 11 *(Water Supply Rural Watershed Requirements)* – Establishes that this Article shall not apply to the Property.

Technical Codes - Fire Code and Fire Protection Criteria Manual

- Section 25-12-173 *(Local Amendments to the Fire Code)* and Fire Protection Criteria Manual, 4.4.0 *(General Provisions for Fire Safety)* – Amends the International Fire Code, as adopted and incorporated by reference pursuant to Section 25-12-171, to

allow, with the installation of sprinkler systems, development in the Dock District without the requirement to comply with provisions related to fire apparatus access roads. Approval of an alternative method of compliance may be allowed. *Note: The Applicant and Fire Review are working on an Alternate Method of Compliance for the shoreline improvements, and this issue must be resolved prior to Council.*

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
Site	I-RR; I-LA; PUD	Lakefront cabin; Undeveloped
North	I-RR; MF-1-CO; MF-2	Single family residences; Church
South	Across Lake Austin: LA; PUD	Single family residences in the Bunny Run and Aqua Verde neighborhoods; Offices
East	LO; LR; LR-CO; GR; LI-CO	Undeveloped; Offices
West	I-RR; County	Single family residences on large lots

AREA STUDY: Lake Austin Zoning Study (1983-84, Ordinance Nos. 820422-E and 840105-EE – development standards)

TIA: Is required – Please refer to Attachment C

WATERSHEDS: Coldwater Creek; Lake Austin – Water Supply Rural

CAPITOL VIEW CORRIDOR: No

HILL COUNTRY ROADWAY: Yes – Low Intensity

NEIGHBORHOOD ORGANIZATIONS:

161 – Glenlake Neighborhood Association
180 – Austin City Park Neighborhood Association
269 – Long Canyon Homeowners Association
416 – Long Canyon Phase II & LLL Homeowners Association
425 – 2222 Coalition of Neighborhood Associations, Inc.
475 – Bull Creek Foundation
511 – Austin Neighborhoods Council
605 – City of Rollingwood
742 – Austin Independent School District
762 – Steiner Ranch Community Association
943 – Save Our Springs Alliance
1169 – Lake Austin Collective
1228 – Sierra Club, Austin Regional Group
1363 – SEL Texas
1424 – Preservation Austin
1463 – River Place HOA
1528 – Bike Austin
1530 – Friends of Austin Neighborhoods
1564 – Canyon Creek H.O.A.
1566 – Shepherd Mountain Neighborhood Association
1596 – TNR BCP – Travis County Natural Resources

1616 – Neighborhood Empowerment Foundation

SCHOOLS:
Highland Park Elementary School Lamar Middle School McCallum High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-95-0161 – Shepherd of the Hills Christian Church – 6909 Courtyard Dr	PUD to MF-1-CO	To Grant MF-1 w/conds	Apvd MF-1-CO w/CO prohibiting townhouse, condominiums, duplexes, lodginghouse and multifamily residential (4-18-1996).
C14-89-0001 – The Millenium – 6504 Bridge Point Pkwy	LO; GR to LI-CO	To Grant LI-CO w/add'l conds	Apvd LI-CO w/CO outlining specific commercial, industrial and civic uses, with Restrictive Covenant regarding discontinuance of light industrial uses (3-21-1989).

RELATED CASES:

On December 3, 1987, Council approved a change in zoning from LA and DR (development reserve) to PUD for Hidden Valley P.U.D. Phase "C" consisting of 64 single family residential lots, 22 common area lots (27 acres of common open space) several private streets, and the extension of Bridge Point Parkway through the site on 130.7219 acres (C814-86-023). Variances granted included exceeding the maximum block length, exceeding the maximum cul-de-sac length for certain streets, variances from the Lake Austin Watershed Ordinance in effect at the time of development for construction of a public or private roadway on slopes exceeding 25%, and exceeding four feet of cut and fill, and was subject to Environmental Board recommendations, and that erosion controls are provided at the headwall of the draw for that roadway that exceed 25% slopes.

The remaining 15.24 acres was part of the Coldwater PUD also known as the Eagle Ridge Court portion and consisted of 5 single family residential lots and 6.88 acres of greenbelt (C814-84-020). The Coldwater PUD area was dis-annexed in 1989 and re-annexed in 2014 with I-RR and I-LA zonings. The 1986 Restrictive Covenant that applies to the Coldwater Tract establishes a specific amount of impervious cover (0.964 acres for non-roadway; 0.3268 acres for roadway, for a total of 1.29 acres).

The Northwest Area Land Use Guidance Plan established a residential unit cap that was subsequently exceeded through City Council approvals of zoning cases. Thus, the Plan has been considered abandoned since the late 1980s/early 1990s and the Camelback PUD does not need to amend the Plan.

Related Background Information:
Approximately 130 acres located at the terminus of Bridge Point Parkway has established planned unit development (PUD) zoning by way of a 1986 zoning case known as Hidden Valley Phase "C". Although the property has remained undeveloped since the PUD was approved on December 3, 1987, the property's PUD zoning remains valid and does not expire. Development of the property can proceed in accordance with the Council-approved PUD zoning and related subdivision and site plan applications, or the Applicant can propose to amend the PUD. The subject PUD amendment is considered a substantial amendment and must be approved by the City Council.

On April 23, 2018, the Applicant filed an amendment to the PUD to amend the land use plan, and the City has verified that the correct type of application was filed. In addition, there is not a limit on the number or scope of changes to a PUD that would constitute a requirement to submit a new PUD. This includes the addition of land to the PUD. The subject PUD amendment proposes to add acreage of a 15.24 acre parcel of adjacent land known as the Coldwater tract. The Coldwater tract was zoned PUD on February 27, 1986, subsequently dis-annexed in 1989 and re-annexed in 2014 with interim zoning districts.

The original PUD was approved in 1987 and predates significant revisions to the PUD zoning ordinance approved by Council in June 2008. Therefore, review of the Applicant's proposed PUD amendment is not subject to this more recent PUD ordinance which identifies superiority elements. Instead, Staff review is proceeding under the more general terms for PUDs that existed prior to June 2008. These terms include providing adequate public facilities and services, preserving the natural environment, and the design of local and collector streets, parking facilities and pedestrian amenities. Nonetheless, the Applicant's proposed code modifications are compared with current Code, and proposed superiority items have been determined based on evaluating the proposed project and its components in relation to the property's physical characteristics and are also compared to the current entitlements for the properties.

City staff have reviewed the Hidden Valley PUD and have determined that the PUD met the requirements of Council ordinance 861023-O that required the project to receive approval or have "completed major project review" by October 23, 1987. As such, the current PUD is subject to the Lake Austin Watershed Ordinance (LAWO). The Coldwater acreage of the proposed project contains a note on the preliminary plan stating it is to be developed under the LAWO.

Boat Docks
The Hidden Valley PUD and Coldwater tracts were reviewed to determine how each includes or excludes boat docks. The Hidden Valley PUD on sheets 4 and 5 of the PUD site plan shows the "limits of buildable area" within the PUD. Although these areas do not

extend beyond the bluff abutting Lake Austin, the Development Services Department has determined that the approved PUD / Preliminary Plan entitles each single-family residential lot with Lake frontage (approximately 12 lots) to one boat dock. This assumes a single family residence is either existing or permitted concurrently with the boat dock and a site plan, and any required variances for the boat dock are approved. Based on the topography of the property, a variance from the 1984 LAWO regulations may be required to obtain access to some or all of the docks. Please refer to Exhibit A-5.

The Coldwater preliminary plan specifically discusses boat docks, showing the area where private docks may be built and a note stating that "...dock locations are subject to review by Parks Board, Environmental Board, and Building Inspection Department."

CITY COUNCIL DATE: October 18, 2018 **ACTION:**

ORDINANCE READINGS: 1st 2nd 3rd

ORDINANCE NUMBER:

CASE MANAGER: Wendy Rhoades **PHONE:** 512-974-7719
e-mail: wendy.rhoades@austintexas.gov

SUMMARY STAFF RECOMMENDATION:

The Staff recommendation is to grant planned unit development (PUD) district zoning with the conditions that parkland and open space superiority, environmental superiority, and transportation superiority is met as outlined in Attachments A, B, and C, and as shown in the Land Use Plan as provided in Exhibit C, and supporting Exhibits D through I.

The Restrictive Covenant includes all recommendations listed in the Traffic Impact Analysis memorandum, dated September 14, 2018, as provided in Attachment C.

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 should promote clearly identified community goals, and incorporate environmental protection measures.
3. Zoning should promote an orderly relationship among land uses.

Given the number of items offered in the PUD amendment that exceed current Code standards, Staff believes the proposal can result in superior development compared with what could be developed under the Hidden Valley Phase "C" PUD. Therefore, Staff recommends PUD zoning based on the following factors in Transportation, Environmental Preservation, Water Quality, Green Building, and Parkland and Open Space which make this project superior, and as further outlined in Exhibit B:

Transportation

- Construct Bridge Point Parkway improvements through the property
- Provide a 12' wide multi-use trail along the Bridge Point Parkway extension.
- Construct or provide fiscal surety towards transportation-related improvements on surrounding roadways and intersections, including signal timing optimization, signal modifications, turn lane improvements, acceleration lane improvements, re-striping and a roundabout.

Environmental Preservation (relative to the entitlements of the existing 1987 PUD)

- Provide approximately 60.46 acres of permanently protected (41.75%) open space and 26.16 acres of dedicated parkland (18.06%) which in combination (86.62 acres,

or 59.81%). This significantly exceeds that of the existing PUD or the 20% requirement for new PUDs.

- Limit impervious cover to 21.86 acres. This includes the 2 acre reduction of impervious cover for Champions Tract 3. It is also less than the overall impervious cover for the existing PUD and the existing multi-family development planned for Champions Tract 3.
- Development will comply with current tree protection and mitigation, except for the removal of 6 identified trees, which have been found by an Arborist to be dead, diseased or dying.
- Protect most critical environmental features (CEFs). No CEF protection is required by the existing PUD. Although some features have modified buffers, and one karst feature is not protected, the overall buffer area is equivalent to the buffer area required by current Code.
- Public roadway and private driveways shall clear span the 10-year storm elevation when crossing a water way that has a drainage area of more than 32 acres. This exceeds current Code requirements.
- Street crossings of the critical water quality zone shall span the 10-year storm elevation. This exceeds current Code requirements.
- All commercial buildings shall utilize non-potable water sources for irrigation of the building grounds, and air conditioner condensate for commercial buildings shall be directed to cisterns or landscaping onsite for beneficial use.
- Design of the dock facilities and dock access shall consider input from a design charrette comprised of a group approved by the City and the developer to ensure the structure is protective of the environment and minimizes adverse visual aesthetic impacts.
- Sewage lift stations within the Dock District shall include an emergency overflow tank and provide an oversized wet well to reduce the potential for sanitary sewer overflows to Lake Austin
- An integrated pest management (IPM) Plan that complies with the ECM must be submitted for approval.
- Outdoor lighting will be designed to incorporate "dark sky" design guidelines and techniques.

Water Quality (relative to the entitlements of the existing 1987 PUD)

- Provide 100% on-site water quality capture volume, 75% will be treated by green innovative methods per ECM Section 1.6.7 *(Green Stormwater Quality Infrastructure)*. This includes separate controls for each development District with the Mixed Residential district having at least three. No water quality treatment is required under the existing PUD.

Green Building

- All buildings in the Camelback PUD will achieve a three star or greater rating under Austin Energy Green Building program using the applicable rating version in effect at the time a rating registration application is submitted for the building.

Parkland and Open Space

- Providing 26.16 acres of land to be dedicated to the City, with park improvements including, shade structures, 25 off-site parking spaces, one off-site public restroom (to be located in the Commercial district, in proximity to the off-site parking), one drinking fountain, 4 trash receptacles, 4 park benches, 3,400 linear foot nature trail, 100 linear foot ADA accessible multi-modal trail to the first cliff overlook, park signage, trail head with shade structure, sidewalk connection for on-street parking on West Bridge Point Parkway. At least 4 onsite public scenic vista points will be provided.
- Providing 60.46 acres of open space which will be undisturbed except for pedestrian hiking trails.

EXISTING CONDITIONS

Existing Land Use / Topography / Soil Characteristics / Trees

The proposed PUD tract is currently undeveloped with the exception of a lakefront cabin. It contains sloping wooded area adjacent to Bridge Point Parkway, which transitions to a cliff and riparian zone along Lake Austin. Topographically, the site is approximately 492.8 and 933.4 feet above mean sea level. An unnamed tributary transects the site from northwest to the southeast and drains to Lake Austin. Based on a net site area, slopes range between zero and 15 percent on 31.7 acres; 15 and 25 percent on 38.38 acres, 25 and 35 percent on 31.32 acres, and slopes exceeding 35 percent on 37.42 acres. The elevation change between the north property line and Lake Austin is approximately 441 feet. The property consists of Brackett-Rock outcrop soils on the central and northern portions of the site (76.6%) and Tarrant-Rock outcrop soils (23.5%) along the shoreline.

The property contains a large number of trees, including heritage trees and protected trees throughout the site. Predominant tree species on the site include escarpment oak, Texas red oak, ashe juniper and eastern red cedar. Drainage on the subject site occurs primarily by overland sheet flow in a north-to-south direction into Lake Austin.

Critical Environmental Features

An Environmental Resource Inventory (ERI) of the project site was prepared by Horizon Environmental Services in July 2018. The ERI identified 44 critical environmental features (CEFs) on site including 10 canyon rimrocks, one bluff, 26 springs and seeps, six wetlands, and one karst feature (a solution cavity). There is a 100'critical water quality zone that parallels the property's Lake Austin frontage and an abutting water quality transition zone. There are no water wells on the subject site.

Current code requires a 150' buffer zone for each CEF. The PUD proposes to modify the buffers for some of the CEFs as illustrated on Exhibit D – Environmental Resources. The PUD amendment designates a wetland restoration area along the shoreline to minimize the impact of the CEF buffer reductions.

Comprehensive Planning

The Camelback PUD site is 144.82 acres in size and located on the north bank of Lake Austin, at the western terminus of Bridge Point Parkway, and approximately a quarter mile west of N. Capital of Texas Highway (Loop 360). The request is to amend the PUD for mixed residential (single family, condo, townhouses); commercial and office uses; approximately 86 acres of parks and preserve open space (including two parks, which will be accessible to the public); and a 75 ft. dock with multiple berths. A connector road will be built through the site, connecting Bridge Point Parkway from the eastern portion to the western portion. There is also a proposed 12-foot wide trail that would parallel the extension of Bridge Point Parkway but has no pedestrian links to existing public sidewalks or an urban trail outside the site off the site, going west.

The Applicant also intends to acquire Champions Tract 3, located at the southeast corner of FM 2222 Road and City Park Road, for a future senior living development. The PUD property is not located within the boundaries of an area with an adopted neighborhood plan. Surrounding land uses includes residential uses and a church to the north; offices to the east; undeveloped land and a few single family houses to the west; and Lake Austin to the south.

Connectivity

There are no public transit stations located in this area of the city. There is a public sidewalk going east on Bridge Point Pkwy and partially along W. Courtyard Drive, but no public sidewalks going west. The Walkscore for this site is 13/100, ***Car-Dependent****, meaning almost all errands require a car. There is an urban trail located over a mile from this site going north but it necessitates crossing RM 2222, which is a heavily travelled five lane highway. The utilization of RM 2222 and N. Capital of Texas Highway by bicyclists or pedestrians is dangerous because there are limited pedestrian crossings, existing shared paths, or public sidewalks along both these highway. People also park their cars along N. Capital of Texas Highway, and walk up W. Courtyard Drive and down Bridge Point Parkway and cut through this private property. The proposed extension of Bridge Point Parkway through the subject property connecting the eastern and western portion of the parkway would make this undeveloped area more accessible via the automobile.*

Imagine Austin

The overall goal of the Imagine Austin Comprehensive Plan (IACP) is to achieve *'complete communities'* across Austin, where housing, services, retail, jobs, entertainment, health care, schools, parks, and other daily needs are within a convenient walk or bicycle ride of one another. Page 107 in Chapter 4 of the IACP it states, *"While most new development will be absorbed by centers and corridors, development will happen in other areas within the city limits to serve neighborhood needs and create complete communities. Infill development can occur as redevelopment of obsolete office, retail, or residential sites or as new development on vacant land within largely developed areas. New commercial, office, larger apartments, and institutional uses such as schools and churches, may also be located in areas outside of centers and corridors. The design of new development should be sensitive to and complement its context. It should also be connected by sidewalks, bicycle lanes, and transit*

to the surrounding area and the rest of the city." The following Imagine Austin policies are also applicable to this case:

- **LUT P3.** Promote development in compact centers, communities, or **along corridors** that are connected by roads and transit that are designed to encourage walking and bicycling, and reduce health care, housing and transportation costs.

- **LUT P4.** Protect neighborhood character by directing growth to areas of change that includes designated redevelopment areas, **corridors** and infill sites. Recognize that different neighborhoods have different characteristics and new and infill development should be sensitive to the predominant character of these communities.

- **LUT P7.** Encourage infill and redevelopment opportunities **that place residential, work, and retail land uses in proximity to each other to maximize walking, bicycling, and transit opportunities**.

Conclusions:
While the project area is not located along or by a designated Activity Corridor or Activity Center, this amended PUD mixed use development would contribute towards making this area a more complete community by providing needed goods and services (retail, hotel and a restaurant); jobs (office building(s)); housing (single family, condos and townhouses); and recreation (a park open to the public, a 12 ft. wide walking trail, and open space available to the residents of the PUD). However, connectivity and accessibility is an issue since there are no public transit stops, public sidewalks or urban trail going west, which connects to this site. Based on the project contributing a mixture of land uses (commercial, jobs, recreation, parks, an internal trail, and housing) but not having complete assessment of the future impacts of the proposed code modifications and a lack of multi-modal connectivity to the surrounding area, this PUD amendment appears **to only partially support** the Imagine Austin Comprehensive Plan.

Floodplain

The location of the PUD zoning case has 3,126 linear feet of frontage on Lake Austin. At the time of development, the Applicant may be required to submit a floodplain study because this site receives 64 acres or more of off-site contributing drainage area. Once the floodplain is established, easement(s) will be required to contain the limits of floodplain.

Water and Wastewater

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at his own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and/or abandonments required by the proposed land uses. It is recommended that Service Extension Requests be submitted to the Austin Water Utility at the early stages of project planning. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility in compliance with Texas Commission of Environmental rules and regulations, the City's Utility Criteria Manual and suitability for

operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fees with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Typical water system operating pressures in the area are above 65 psi. Pressure reducing valves reducing the pressure to 65 psi (552 kPa) or less to water outlets in buildings shall be installed in accordance with the plumbing code.

All AWU infrastructure and appurtenances must meet all TCEQ separation criteria. Additionally AWU must have adequate accessibility to safely construct, maintain, and repair all public infrastructure. Rules & guidelines include:

1. A minimum separation distance of 5 feet from all other utilities (measured outside of pipe to outside of pipe) and AWU infrastructure;

2. A minimum separation distance of 5 feet from trees and must have root barrier systems installed when within 7.5 feet;

3. Water meters and cleanouts must be located in the right-of-way or public water and wastewater easements;

4. Easements for AWU infrastructure shall be a minimum of 15 feet wide, or twice the depth of the main, measured from finished grade to pipe flow line, whichever is greater.

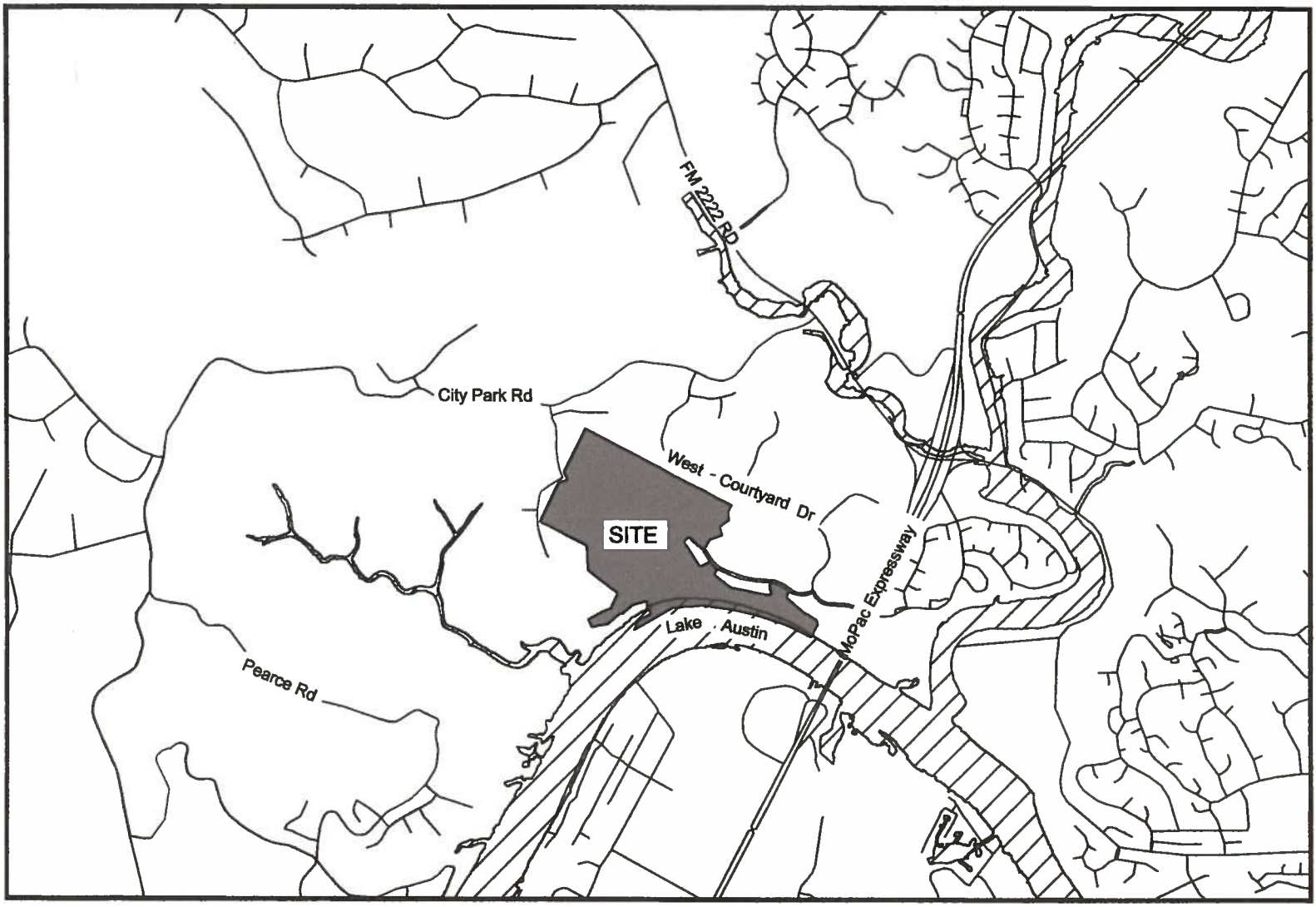
5. A minimum separation of 7.5 feet from center line of pipe to any obstruction is required for straddling line with a backhoe;

6. AWU infrastructure shall not be located under water quality or detention structures and should be separated horizontally to allow for maintenance without damaging structures or the AWU infrastructure.

7. The planning and design of circular Intersections or other geometric street features and their amenities shall include consideration for access, maintenance, protection, testing, cleaning, and operations of the AWU infrastructure as prescribed in the Utility Criteria Manual (UCM)

8. Building setbacks must provide ample space for the installation of private plumbing items such as sewer connections, customer shut off valves, pressure reducing valves, and back flow prevention devices in the instance where auxiliary water sources are provided.

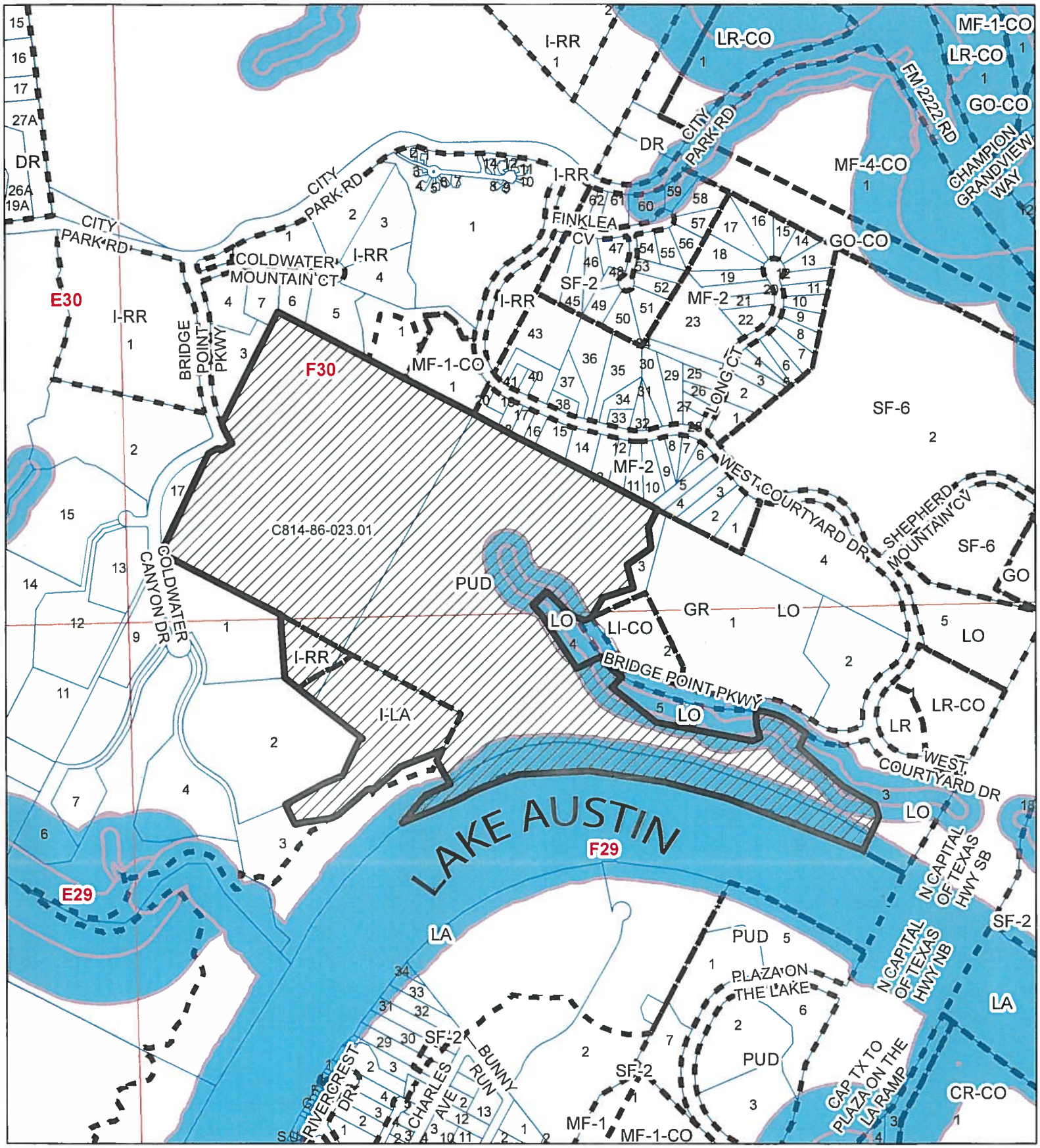
FYI: Dedication of private streets and public utility easements does not obligate the City to approve the placement of City water and wastewater mains within same. Water and wastewater service shall be provided to each lot at their Right of Way frontage.



PROJECT LOCATION MAP

NTS

EXHIBIT A



N

1" = 800'

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

CREEK BUFFER

CAMELBACK PLANNED UNIT DEVELOPMENT

ZONING CASE#: C814-86-023.01 EXHIBIT A-1

LOCATION: 6507 BRIDGE PONT PKWY

SUBJECT AREA: 144.82 ACRES

GRID: F29 & F30

MANAGER: WENDY RHOADES

This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

CITY OF AUSTIN FOUNDED 1839

N

1" = 800'

SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

CREEK BUFFER

CAMELBACK PLANNED UNIT DEVELOPMENT

ZONING CASE#: C814-86-023.01 Exhibit A-2

LOCATION: 6507 BRIDGE PONT PKWY

SUBJECT AREA: 144.82 ACRES

GRID: F29 & F30

MANAGER: WENDY RHOADES

This map has been produced by the Communications Technology Management Dept. on behalf of the Planning Development Review Dept. for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

CITY OF AUSTIN FOUNDED 1839

ORDINANCE NO. 871203-E

AN ORDINANCE ORDERING A REZONING AND CHANGING THE ZONING MAP ACCOMPANYING CHAPTER 13-2A OF THE AUSTIN CITY CODE OF 1981 BY DESIGNATING AND DEFINING 132.29 ACRES OF LAND, BEING OUT OF AND A PART OF THE Z.C. CHAMPION SURVEY NO. 118, THE J. SPILLMAN SURVEY NO. 2 AND THE JAMES JETT SURVEY NO. 1 AS A PLANNED UNIT DEVELOPMENT; SAID PROPERTY BEING LOCATED IN AUSTIN, TRAVIS COUNTY, TEXAS; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE (3) SEPARATE DAYS; AND PROVIDING AND EFFECTIVE DATE.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. That Chapter 13-2A of the Austin City Code of 1981 is hereby amended to designate and define the property described in File C814-86-023 as "P.U.D" Planned Unit Development District, as follows:

> 132.29 acres of land, prepared from public record, being out of and a part of the Z.C. Champion Survey No. 118, the J. Spillman Survey No. 2 and the James Jett Survey No. 1, situated in the City of Austin, Travis County, Texas; same being a portion of that certain 193.151 acre tract of land conveyed to Creditbanc International Corporation by Deed of record in Volume 9702, Page 873 of the Real Property Records of Travis County, Texas said 132.29 acres of land, being more particularly described by metes and bounds in "Exhibit A," attached to this ordinance and incorporated by reference for all purposes; and

said property being locally known as Bridge Point Parkway in the city of Austin, Travis County, Texas

PART 2. That the development of the "P.U.D." Planned Unit Development District herein described shall be accomplished in accordance with the site plan submitted and approved by both the City Planning Commission and the City Council, which is on file in the Office of Land development Services of the city of Austin.

PART 3. It is hereby ordered that the zoning map(s) accompanying Chapter 13-2A of the Austin City Code of 1981 and made a part thereof shall be changed so as to record the change ordered in this ordinance.

PART 4. The requirement imposed by Section 2-2-3 of the Austin City Code of 1981 that this ordinance be read on three (3)

EXHIBIT A-3

separate days shall be waived by the affirmative vote of five (5) members of the City Council to pass this ordinance through more than one reading on a single vote.

PART 5. This ordinance shall be effective ten (10) days following the date of its final passage.

PASSED AND APPROVED §
§
December 3 §
, 1987 §

Frank C. Cooksey
Mayor

APPROVED:
Jonathan Davis
Acting City Attorney

ATTEST:
James E. Aldridge
City Clerk

03DEC87
(D-1-d.1)
SJH:lg
Exhibit
\ordinance.'87\pud81486.023

132.29 ACRES
A. C. CHAMPION SURVEY NO. 118
J. SPILLMAN SURVEY NO. 2
JAMES JETT SURVEY NO. 1
CITY OF AUSTIN, TRAVIS COUNTY, TEXAS

FN87-128 (GCK)
OCTOBER 15, 1987
JOB NO. 198-06.20

DESCRIPTION OF 132.29 ACRES OF LAND, PREPARED FROM PUBLIC RECORD, BEING OUT OF AND A PART OF THE A. C. CHAMPION SURVEY NO. 118, THE J. SPILLMAN SURVEY NO. 2 AND THE JAMES JETT SURVEY NO. 1, SITUATED IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS; SAME BEING A PORTION OF THAT CERTAIN 193.151 ACRE TRACT OF LAND CONVEYED TO CREDITBANC INTERNATIONAL CORPORATION BY DEED OF RECORD IN VOLUME 9702, PAGE 873 OF THE REAL PROPERTY RECORDS OF TRAVIS COUNTY, TEXAS, SAID 132.29 ACRES OF LAND BEING MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS:

BEGINNING at a point for the northwest corner of Lot 3, Hidden Valley, Phase "B", a subdivision of record in Book 85, Page 440 of the plat records of Travis County, Texas; same being the northwest corner of said Hidden Valley, Phase "B", for the northeast corner hereof;

THENCE, with the common line of said Hidden Valley, Phase "B" and the herein described tract, the following eight (8) courses and distances:

1. S30°06'04"W, a distance of 126.91 feet to a point,
2. S03°53'56"E, a distance of 130.00 feet to a point,
3. S57°06'04"W, a distance of 185.00 feet to a point,
4. S12°53'56"E, a distance of 150.00 feet to a point,
5. S74°36'04"W, a distance of 205.00 feet to a point,
6. S33°35 14"W, a distance of 146.00 feet to a point,
7. S68°06'04"W, a distance of 43.72 feet to a point in the north right-of-way line of Bridge Point Parkway,
8. N65°28'27"W, a distance of 60.43 feet to a point in the south right-of-way line of said Bridge Point Parkway;

THENCE, along said right-of-way line of Bridge Point Parkway, the following two (2) courses and distances:

1. S29°33'55"E, a distance of 273.70 feet to a point,
2. 207.32 feet along the arc of a curve to the left, with a radius of 474.68 feet, a central angle of 25°01'26", and whose chord bears S42°04'37"E, a distance of 205.67 feet to a point for the northwest corner of Lot 5, said Hidden Valley, Phase "B";

THENCE, with the common line of said Hidden Valley, Phase "B" and the herein described tract, the following seven (7) courses and distances:

1. S45°37'47"W, a distance of 93.84 feet to a point,
2. S49°44'16"E, a distance of 360.00 feet to a point,
3. S76°23'06"E, a distance of 622.53 feet to a point,
4. N66°20'32"E, a distance of 51.97 feet to a point,
5. 174.50 feet along the arc of a curve to the right, with a radius of 270.00 feet, a central angle of 37°01'41",

and whose chord bears N05°08'36"W, a distance of 171.48 feet to a point in the said south right-of-way line of Bridge Point Parkway,

6. Continuing along said right-of-way line of Bridge Point Parkway, 249.21 feet along the arc of a curve to the right, with a radius of 435.00 feet, a central angle of 32°49'28", and whose chord bears S67°44'53"E, a distance of 245.82 feet to a point;

7. S51°20'08"E, a distance of 89.78 feet to a point in the west line of Hidden Valley, Phase "A", a subdivision of record in Book 84, Page 117D of the plat records of Travis County, Texas;

THENCE, with the west line of said Hidden Valley, Phase "A", and the east line of the herein described tract, the following five (5) courses and distances:

1. S28°39'52"W, a distance of 100.86 feet to a point,

2. S46°01'45"E, a distance of 367.83 feet to a point,

3. S57°25'38"E, a distance of 240.00 feet to a point,

4. S14°25'38"E, a distance of 81.47 feet to a point,

5. S30°15'00"W, a distance of 239.98 feet to a point in the south line of said 193.151 acre tract, for the southeast corner hereof;

THENCE, with the south line of said 193.151 acre tract, the following nine (9) courses and distances:

1. N59°45'00"W, a distance of 414.41 feet to a point,

2. N68°11'00"W, a distance of 551.50 feet to a point,

3. N74°51'00"W, a distance of 399.34 feet to a point,

4. N79°01'00"W, a distance of 481.41 feet to a point,

5. S89°45'00"W, a distance of 504.93 feet to a point,

6. S63°36'12"W, a distance of 739.83 feet to a point,

7. N29°50'24"E, a distance of 833.34 feet to a point,

8. N60°14'36"W, a distance of 797.03 feet to a point,

9. N60°14'04"W, a distance of 1357.53 feet to a point for the southwest corner of said 193.151 acre tract and the southwest corner hereof;

THENCE, N27°40'25"E, with the west line of said 193.151 acre tract, a distance of 700.62 feet to a point;

THENCE, over and across said 193.151 acre tract, the following four (4) courses and distances:

1. N64°07'53"E, a distance of 68.91 feet to a point,

2. 30.17 feet along the arc of a curve to the right, with a radius of 20.00 feet, a central angle of 86°25'08", and whose chord bears S72°39'33"E, a distance of 27.39 feet to a point,

3. N60°33'01"E, a distance of 80.00 feet to a point,

4. 138.77 feet along the arc of a curve to the right, with a radius of 861.00 feet, a central angle of 09°14'05", and whose chord bears N24°12'48"W, a distance of 138.62 feet to a point in the west line of said 193.151 acre

tract;

THENCE, N29°01'21"E, a distance of 791.47 feet to a point for the northwest corner of said 193.151 acre tract, and the northwest corner hereof;

THENCE, with the north line of said 193.151 acre tract, the following three (3) courses and distances:

1. S60°00'26"E, a distance of 1219.06 feet to a point,

2. S59°58'40"E, a distance of 178.14 feet to a point,

3. S59°50'43"E, a distance of 1327.82 feet to the POINT OF BEGINNING, containing 132.29 acres (5,760,000 square feet) of land, more or less.

STATE OF TEXAS

KNOW ALL MEN BY THESE PRESENTS

COUNTY OF TRAVIS

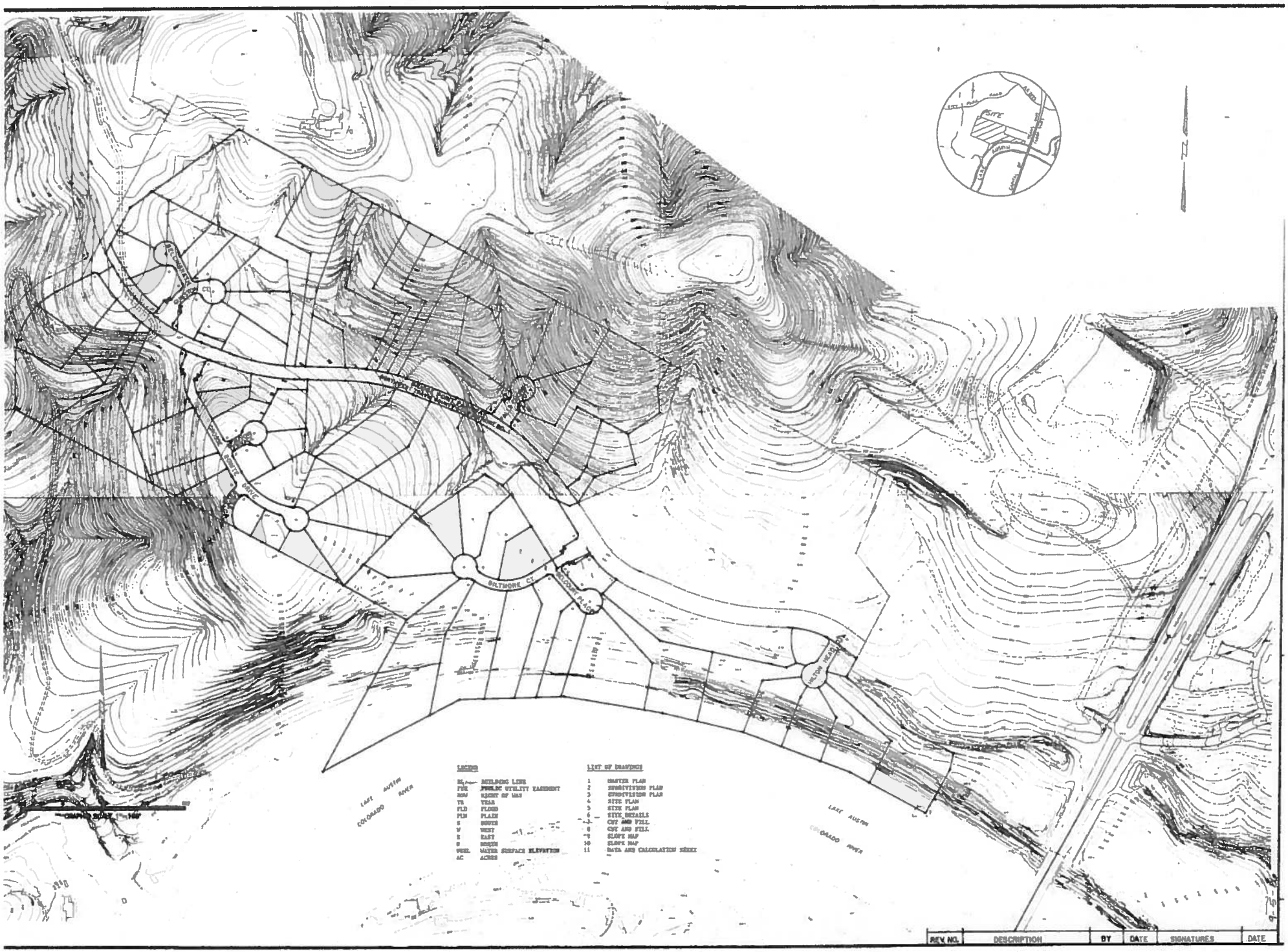
That I, Leslie W. Pittman, a Registered Public Surveyor, do hereby certify that the above description was prepared from Public Records, is true and correct to the best of my knowledge and belief and that the property described herein was not determined by an on the ground survey.

WITNESS MY HAND AND SEAL at Austin, Travis County, Texas this 15TH day of OCTOBER, 1987 A.D.

Bury & Pittman, Inc.
Engineers - Surveyors
1601 Rio Grande, Suite 300
Austin, Texas 78701

Registered Public Surveyor
No. 3479, State of Texas

STATE OF TEXAS
LESLIE W. PITTMAN
3479
REGISTERED PUBLIC SURVEYOR


BALTIMORE CT.
BALTIMORE PLACE
HILTON HEAD
LAKE AUSTIN
COLORADO RIVER
SITE
LEGEND
BL BUILDING LINE
PUE PUBLIC UTILITY EASEMENT
ROW RIGHT OF WAY
YR YEAR
FLD FLOOD
PLN PLAIN
S SOUTH
W WEST
E EAST
N NORTH
WSEL WATER SURFACE ELEVATION
AC ACRES
LIST OF DRAWINGS
1 MASTER PLAN
2 SUBDIVISION PLAN
3 SUBDIVISION PLAN
4 SITE PLAN
5 SITE PLAN
6 SITE DETAILS
7 CUT AND FILL
8 CUT AND FILL
9 SLOPE MAP
10 SLOPE MAP
11 DATA AND CALCULATION SHEET
REV NO.
DESCRIPTION
BY
DATE
SIGNATURES
DATE

HEIRD MOUNTAIN VENTURE
CAPITAL OF TEXAS HWY
400 AUSTIN TEXAS 78749
DL. 8394, PG 72

SHEPHERD MOUNTAIN PHASE ONE
BK 83, PGS 200A-B

SHEPHERD MOUNTAIN PHASE THREE
BK 85, PGS 100D-101A

HIDDEN VALLEY PHASE "A"
BK 84, PG 117D-118A

HIDDEN VALLEY PHASE "B"
BK 85, PG 44D-45D

HIDDEN VALLEY PHASE "A"
BK 84, PG 117D-118A

HIDDEN VALLEY PHASE "A"
BK 84, PG 117D-118A

HIDDEN VALLEY PHASE "B"
BK 85 PG 44D-45D

EXISTING BRIDGE POINT PARKWAY

COURTYARD DRIVE

CAPITAL OF TEXAS HIGHWAY

STATE HIGHWAY 360

100 YR FLOOD PLAIN

DRAINAGE EASEMENT

LOT 5

CA-1 0.32 Ac.

CA-2 1.45 Ac.

1 3.00 Ac.

2 1.24 Ac.

3 1.42 Ac.

4 1.48 Ac.

5 2.14 Ac.

6 2.74 Ac.

7 3.17 Ac.

100 YR. WATER SURFACE ELEVATION = 492.8

TOTAL SUBDIVISION ACREAGE : 132.29 Ac.
TOTAL COMMON AREA : 27.92 Ac.

LAKE AUSTIN

COLORADO RIVER

SCALE: 1" = 100'

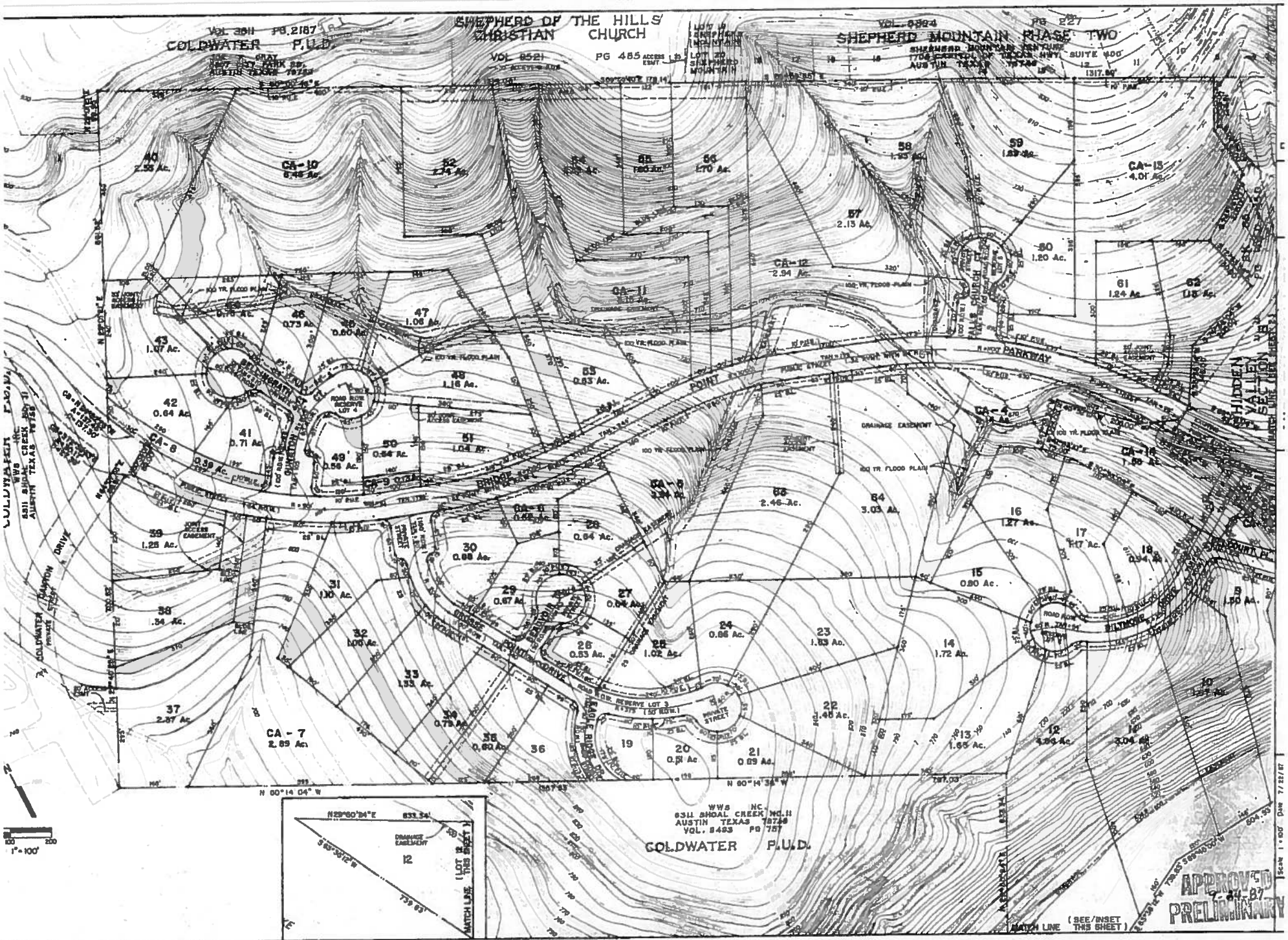
VICINITY MAP
N.T.S.

GENERAL NOTES

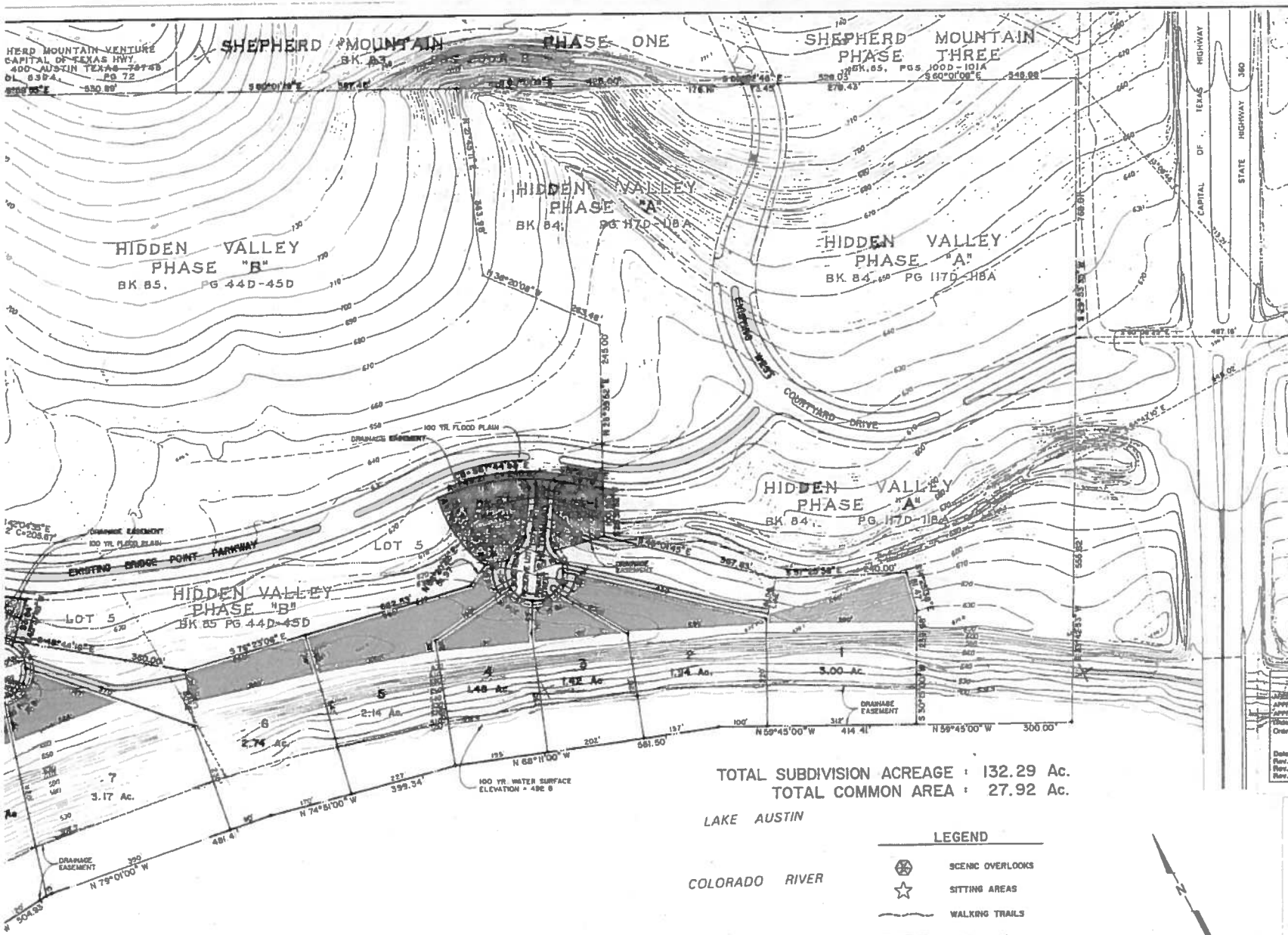
APPROVED 9-24-87
PRELIMINARY

OWNER: CREDITBANC INTERNATIONAL CORP
9442 CAPITAL OF TEXAS HIGHWAY
AUSTIN, TEXAS 78759
343-0021

REV. NO	DESCRIPTION	DATE	DESIGN	TUPER	DATE


SHEPHERD OF THE HILLS CHRISTIAN CHURCH
VOL. 8521 PG 485
COLDWATER P.U.D.
VOL. 3811 PG. 2187
SHEPHERD MOUNTAIN PHASE TWO
VOL. 8594 PG 227
SHEPHERD MOUNTAIN VENTURE
1704 CAPITOL OF TEXAS HWY. SUITE 400
AUSTIN TEXAS 78746
HIDDEN VALLEY SECTION
PARKWAY
POINT
BRIDGE
DRIVE
BILTMORE
CA-4
CA-5
CA-6
CA-7
CA-8
CA-9
CA-10
CA-11
CA-12
CA-13
CA-14
WWS NC.
6311 SHOAL CREEK NO. II
AUSTIN TEXAS 78749
VOL. 8493 PG 757
COLDWATER P.U.D.
N 60°14'04" W
N 60°14'36" W
MATCH LINE (SEE/INSET THIS SHEET)
1" = 100'
APPROVED 9-24-87 PRELIMINARY

C8-86-



TOTAL SUBDIVISION ACREAGE : 132.29 Ac.
TOTAL COMMON AREA : 27.92 Ac.

LEGEND

- SCENIC OVERLOOKS
- SITTING AREAS
- WALKING TRAILS
- COMMON AREAS
- LIMITS OF BUILDABLE AREA

SCALE 1" = 100'

GENERAL NOTES

1. Monumentation to be approved by the City of Austin water and wastewater system.
2. Monumentation shall be City of Austin standard.
3. Public utility easements shall be supplied as required with the final plat.
4. The 100 year flood plains are contained within the drainage easements.
5. Lots 1 - 42 are for single family use.
6. Lots 43 - 77 are common areas.
7. Common areas shall be maintained and maintained by the Homeowners Association and be used for park recreational, social, access and associated utility.
8. The drainage and public utility easements will be dedicated to the public.
9. The roadway design criteria for all roadways are listed in the Zoning Site Plan.
10. Every lot shall be reasonably accessible by vehicle from the roadway to the proposed building site. For a cul-de-sac street distance of hundred feet from the roadway edge, the driveway grade may exceed maximum percent (15%) only with approval of the Director of Public Works and Utilities upon recommendation by the Division of Public Works of the Department.
11. Sole and lot building setback lines are to be as shown on approved drawings.
12. Fire hydrants serving spaces shall be provided as each residential lot develops or spaces provided to develop.
13. Dumpsters items as provided by the Travis Co. Disposal shall be placed without the approval of the Director.
14. Security gates shall meet the approval of the police and fire departments.
15. Roadway intersections shall be limited to between 80° and 100°.
16. The following lots will utilize pole access easements: 17 & 18, 41 & 42, 51 & 52, 53, 54, 55, 56 & 57, 68 & 69, 70 & 71, 74 & 75.
17. Access to Lot 49 shall be limited to Gaston Court.
18. Access to Lot 50 and 51 shall be limited to Greens Point.
19. Ornamentation to common areas other than proposed amenities shown on approved plans is restricted.
20. All long lots can not be served by gravity wastewater lines were use pumps.
21. All cut and fill for streets will be combined with the rights of ways as contained consistent the Ordinance No. 840304-H.
22. A typical type I driveway will be provided for each residential unit. 100' x 20' width, 5' curb radius, 30' minimum spacing.
23. All private streets in this subdivision will be constructed with 28' of pavement face to face with curb and gutter.
24. Property owner shall provide the Annual to Drainage Easement as may be necessary and shall be permanent access by governmental authorities for inspection or maintenance of said easement.
25. No fences shall be constructed or erected within a drainage easement without separate approval from the City of Austin Office of Land Development Services or appropriate governing body.
26. This subdivision complies with the Northwest Area Land Use Guidance Plan as revised January 26, 1982.

(a) For Section 20-1, 75.56% of the slopes in this subdivision are rated 15%. Therefore, 15% of the lots zone in the 20-30% slope category can be developed on impervious cover, 25% with transfer.

(b) Residential density (dwelling units):

20,000 x 1.3 = 33.67 D.U.
20,000 x 1.5 = 38.86 D.U.
12,0833 x 2.5 = 52.34 D.U.

Plat Allowed D.U. = 124.87 D.U.
Density is 124 D.U.

27. Required parkland fees to be paid prior to Final Plat approval.
28. Sight of way reserve lots 1 - 8 will be used for common grading and drainage, utilization and site overlidge.
29. Prior to accepting the final plat review, a plan shall be submitted to the city attorney for review regarding the proposed lots in the nature of homestead Preserve.
30. All residency access lines will be maintained with the O.S.D
31. All access easements and joint access easements with the adjacent property owners will be approved by the City of Austin and Travis County and required prior to final plat approval.
32. Agreements for access to Bridgepoint P.D.A. via Eagle Ridge Drive will be submitted to the Subdivision Ordinance prior to final plat approval.
33. Sidewalks will be provided on one side of all streets.
34. The Site Regulations have stated for the joint access driveway for lots 52, 53, 54, 55 and 56 will be designed to meet Site Regulations standards.
35. No building permit will be issued pursuant to this site plan until a subdivision has been approved in conformance with the Subdivision Ordinance, Chapter 28 of the Austin City Code.

SITE PLAN RELEASE
File No. C814-86-0023
APPROVED ADMINISTRATIVELY ON _____ 19__
APPROVED BY PLANNING COMMISSION ON August 18 1987
APPROVED BY CITY COUNCIL ON September 24 1987
Under Section 2779 of Chapter 13-2A of the City of Austin Zoning Ordinance.
Director, Office of Land Development Services
Date of release: December 3, 1987
Rev. 1 approved on: _____
Rev. 2 approved on: _____
Rev. 3 approved on: _____

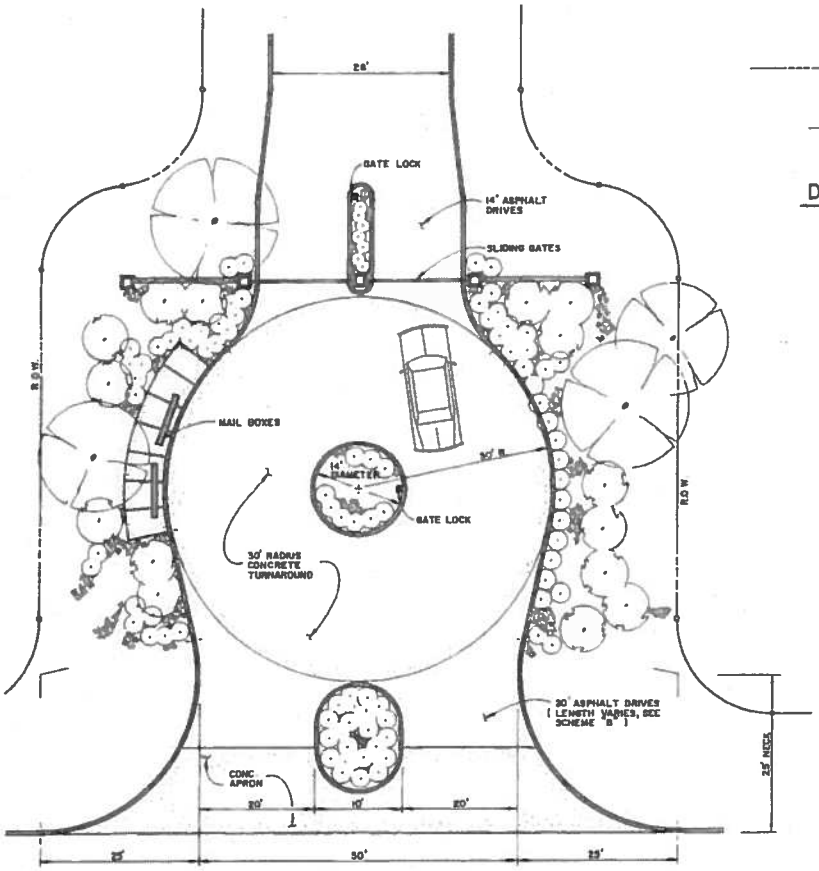
OWNER: CREDITBANC INTERNATIONAL CORP
9442 CAPITAL OF TEXAS HIGHWAY
AUSTIN, TEXAS 78759
343-0081

REV. NO.	DESCRIPTION	DATE	SIGNATURES	DATE

C814-86-23 (u.1)

COLDWATER PUD
SHEPHERD OF THE HILLS CHRISTIAN CHURCH
SHEPHERD MOUNTAIN PHASE TWO
PARKWAY
POINT
BRIDGE
BILTMORE
CO
MATCH LINE (SEE SHEET)

C814-84-23 (ui)

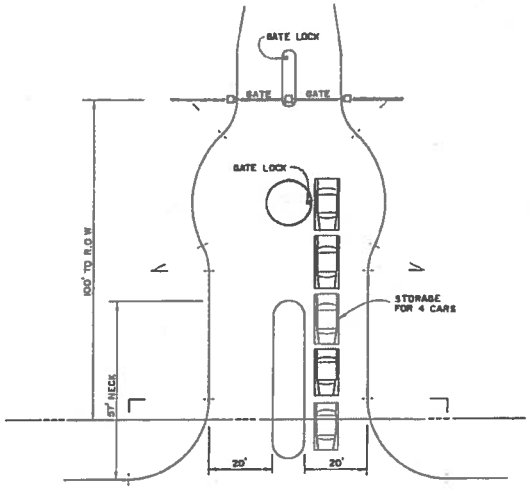


BRIDGE POINT PARKWAY

DETAIL "A" - GATEWAY & TURNAROUND

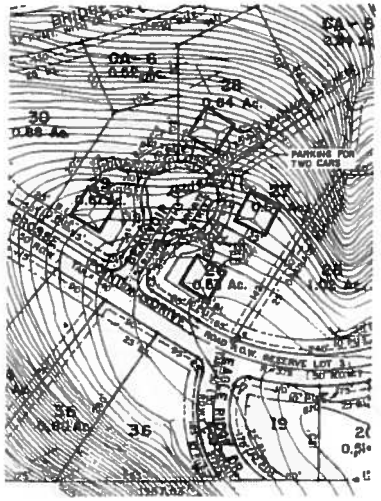
(DETAIL OF GATES TO PRIVATE STREETS)

SCALE : 1" = 10'



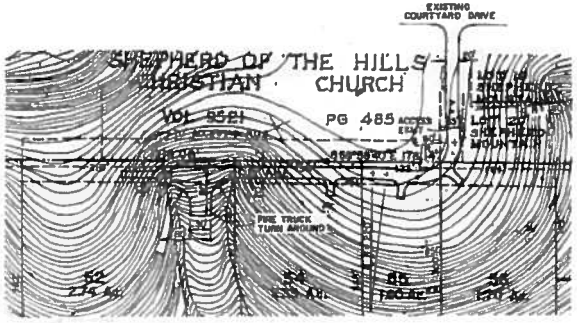
DETAIL "B" - GATE FOR GROSSE POINT

SCALE : 1" = 20'



DETAIL "C" - TYPICAL DRIVEWAY PLAN

SCALE 1" = 100'



DETAIL "D" - PRIVATE DRIVE

SCALE 1" = 100'

SITE PLAN RELEASE
File No. C14-86-203

APPROVED ADMINISTRATIVELY ON _____ 19__
APPROVED BY PLANNING COMMISSION ON August 26 1987
APPROVED BY CITY COUNCIL ON September 24 1987
under Section 2770 of Chapter 13-2A of the City of Austin Zoning Ordinance
Director, Office of Land Development Services
Date of release: December 3, 1987
Rev. 1 approved on: _____
Rev. 2 approved on: _____
Rev. 3 approved on: _____

Nos. | Date | Revisions | Appr.

Scale AS NOTED Date 7/29/87

C14-86-23

EPHERD MOUNTAIN VENTURE
S CAPITAL OF TEXAS HWY
TE 400 AUSTIN TEXAS 78746
VOL 8394, PG 72

SHEPHERD MOUNTAIN PHASE ONE
BK 83, PGS. 200A-B

SHEPHERD MOUNTAIN PHASE THREE
BK 85, PGS 100D-101A

HIDDEN VALLEY PHASE "A"
BK 84, PG 117D-118A

HIDDEN VALLEY PHASE "B"
BK 85, PG 44D-45D

HIDDEN VALLEY PHASE "A"
BK 84, PG 117D-118A

HIDDEN VALLEY PHASE "A"
BK 84, PG 117D-118A

HIDDEN VALLEY PHASE "B"
BK 85 PG 44D-45D

EXISTING WEST COURTYARD DRIVE

EXISTING BRIDGE POINT PARKWAY

DRAINAGE EASEMENT

100 YR. FLOOD PLAIN

LOT 5

LOT 5

ROAD

100 YR. WATER SURFACE ELEVATION = 492.8

TOTAL SUBDIVISION ACREAGE : 132.29 Ac.
TOTAL COMMON AREA : 27.92 Ac.

LAKE AUSTIN

COLORADO RIVER

LEGEND

- 0 – 15% SLOPES
- 15 – 25% SLOPES
- 25 – 35% SLOPES
- 35% & OVER SLOPES

SCALE 1" = 100'

VICINITY MAP

SITE

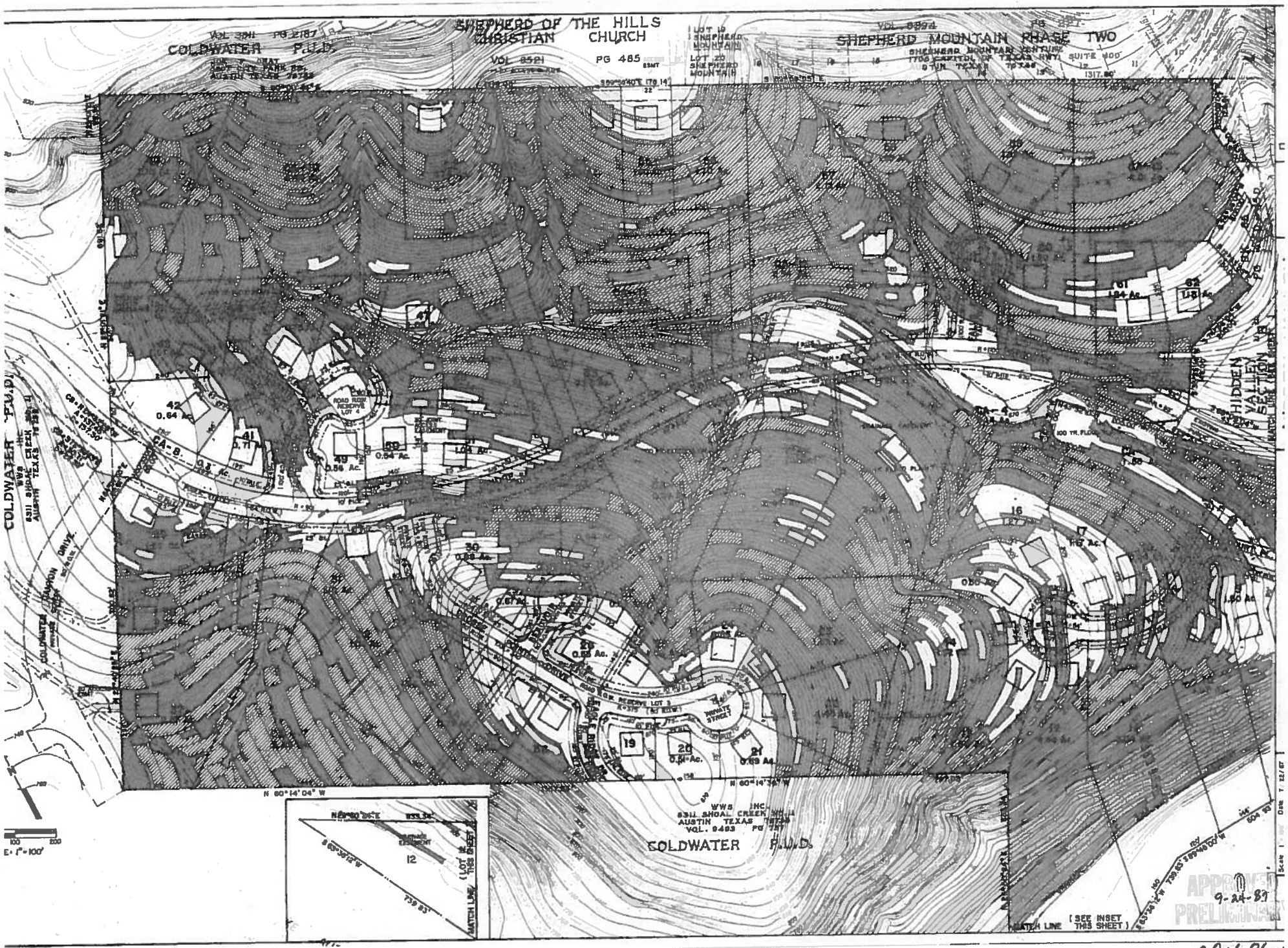
APPROVED PRELIMINARY 9-27-87

OWNER: CREDITBANC INTERNATIONAL CORP
9443 CAPITAL OF TEXAS HIGHWAY
AUSTIN, TEXAS 78759
343-0021

REV NO	DESCRIPTION	DATE	SIGNATURES	DATE

Date 7/22/87

C Rad-RL


SHEPHERD OF THE HILLS CHRISTIAN CHURCH
VOL 8521 PG 485
COLDWATER P.U.D.
SHEPHERD MOUNTAIN PHASE TWO
HIDDEN VALLEY SECTION
COLDWATER P.U.D.
WWS INC.
8311 SHOAL CREEK
AUSTIN TEXAS
VOL. 9483 PG 727
COLDWATER P.U.D.
CA-8
PRIVATE STREET
MATCH LINE (SEE INSET THIS SHEET)
E: 1"=100'
9-24-87
APPROVED PRELIMINARY

CB14-86-6

LAKE AUSTIN WATERSHED
IMPERVIOUS COVER DATA

SUBDIVISION HIDDEN VALLEY PHASE "C" — 132.2900 – 4.632 (WATER) = 127.6580 AC

ITEM	PROPOSED IMPERVIOUS COVERAGE	SLOPES 0-15% ACRES IMPERVIOUS COVERAGE	SLOPES 15-25% ACRES IMPERVIOUS COVERAGE	SLOPES 25-35% ACRES IMPERVIOUS COVERAGE	SLOPES OVER 35% ACRES IMPERVIOUS COVERAGE
1.	ROADWAYS	2.5735	2.0575	0.2991	0.0034
2.	DRIVEWAY APPROACHES				
3	COMMERCIAL AREAS A) ESTM OFF STREET PARKING B) STRUCTURES C) OTHER	B) 3.3390	B) 1.1375		
4	RESIDENCIAL AREAS ESTM. AVG. DWELLING SIZE INCLUDING GARAGES & DRIVES				
5.	TENNIS COURTS AND OTHER RECREATIONAL AREAS				
6	TOTAL IMPERVIOUS AREAS EACH SLOPE CLASS	5.9125	3.1950	0.2991	0.0034
7	TOTAL AREA OF EACH SLOPE CLASS	31.6867	40.8406	34.9435	20.1871
8	PERCENT IMPERVIOUS AREA EACH SLOPE CLASS $\frac{\text{ITEM 6}}{100 \times \text{ITEM 7}}$	18.66%	7.82%	0.86%	
9	MAX. ALLOWABLE IMPERVIOUS AREA	35%	10%	5%	

IMPERVIOUS COVER SLOPES, 0-25% = 9.1075 ACRES = 12.56%
TOTAL SITE IMPERVIOUS COVER = 9.4100 ACRES = 7.37%

NOTE: IMPERVIOUS COVER CALCULATIONS PROVIDED BY CUNNINGHAM GRAVES, INC. REVISED IMPERVIOUS COVER CALCLATIONS BASED ON IMPERVIOUS COVER CALCULATIONS PROVIDED BY CUNNINGHAM GRAVES AND ADJUSTED TOTAL SITE AREA DUE TO BOUNDARY ADJUSTMENTS AT THE WEST PROPERTY LINE BY BURY & PITTMAN, INC.

STREET WIDTH TABLE

STREET NAME	PAVEMENT WIDTH	RIGHT OF WAY WIDTH	STREET STANDARD
BRIDGE POINT PARKWAY (PUBLIC)	32' W/CURB & GUTTER	64'	ALTERNATE URBAN
ALL CUL-DE-SAC (PRIVATE)	28' W/CURB & GUTTER	50'	ALTERNATE URBAN

APPROVED
3-24-87
PRELIMINARY

HIDDEN VALLEY

Scale NO SCALE Date 7/29/87

C814-86

Rhoades, Wendy

From: Linseisen, Andrew
Sent: Wednesday, September 05, 2018 5:21 PM
To: Rhoades, Wendy
Cc: Rusthoven, Jerry; Herrington, Chris; Shaw, Chad; Simmons, Lee
Subject: Camelback Boat Docks
Attachments: C814-86-023 Hidden Valley PUD - George Adams Boat Dock Determination..pdf

Wendy,

Below is DSD's final determination relative to the approval of boat docks with the Camelback PUD. At this point I am not sure how this is to be included in the overall project report but please make sure this information is provided to the applicant and included with the case information. Thanks

Andy

We have completed a detailed review of the zoning ordinance, the approved PUD Site Plan, and files for this project including reviewing previous determinations / communications related to the vested rights to construct boat docks with this development. We found no additional information that would alter the previous determination about the rights to boat docks on this property as outlined in the attached email from the Development Services Department on February 18, 2016.

Accordingly, DSD had determined that the approved PUD / Preliminary Plan entitles each single-family residential lot with frontage on the lake, approximately 12 lots, to one boat dock assuming a single family residence is either existing or permitted concurrently with the boat dock and a site plan and any required variances for the boat dock are approved. Based on the topography of the property a variance from the applicable 1984 Lake Austin Watershed Ordinance regulations may be required to obtain access to some or all of the docks.

Andrew J. Linseisen, P.E., CNU-A
Assistant Director
City of Austin Development Services Department
One Texas Center, 7th Floor
505 Barton Springs Road
Office: 512-974-2239

CITY OF AUSTIN Development SERVICES DEPARTMENT

Building a Better and Safer Austin Together
Follow us on Facebook, Twitter & Instagram @DevelopmentATX
We want to hear from you! Please take a few minutes to complete our online customer survey.
Nos gustaría escuchar de usted. Por favor, tome un momento para completar nuestra encuesta.

EXHIBIT A-4

From:	Adams, George
To:	darmbrust@abaustin.com
Cc:	Eric deYoung (edeyoung@abaustin.com); Lesniak, Chuck; Linseisen, Andrew; Johnston, Liz; Galati, Donna; Guernsey, Greg
Subject:	C814-86-023 Hidden Valley PUD - Draft response. Please review.
Date:	Thursday, February 18, 2016 2:36:18 PM
Importance:	High

Mr. Armbrust,

I am following up on our meeting of January 20, 2016 regarding your question on whether boat docks are permitted per the Hidden Valley PUD (C814-86-023). We have reviewed the zoning ordinance, the approved PUD Site Plan, and files for this project. The ordinance zoning the property PUD (871203-E) states "development of the "P.U.D." Planned Unit Development District herein described shall be accomplished in accordance with the site plan submitted and approved by both the City Planning Commission and the City Council, which is on–file in the Office of Land development Services of the City of Austin."

Neither the approved PUD site plan or the approved preliminary plan identify boat docks on the property and include the following notes:

7) Common areas shall be installed and maintained by the Homeowners Association and be used for park recreational, social, access and established utility.

19) Construction in common areas other than proposed amenities shown or listed shall be restricted.

We have also found no discussion of boat docks or a community boat dock in the engineer's reports, staff comments, meeting minutes or in any other material in the file. Based on this information we have determined that a boat dock could be allowed for each single–family residential lot with frontage on the lake (approximately 12 lots) assuming a single family residence is either existing or permitted concurrently with the boat dock, and a site plan and any required variances for the boat dock are approved. Based on the topography of the property it appears likely environmental variances would be necessary for access to some or all docks.

Please feel free to contact me if you have questions.

Thanks
George Adams, CNU-A
Assistant Director
City of Austin
Development Services Department

(512) 974-2146
(512) 974-2269 Fax
Please note new e-mail: george.adams@austintexas.gov

	★ = Superior to 1987 Entitlements 🏆 = Superior to Current Code = = Equal to 1987/Current	**1987 Entitlements** and applicable regulations	Superior	**PUD Amendment** Proposed	Superior	**Current Code** (assumes Commercial Development Standards)
2	**Tree and Habitat**					
3	Tree Species List	ECM Classification I-IV	★	ECM Appendix F	=	ECM Appendix F
4	Survey Size	N/A	★	8" (except approx. 5-acres in HCR)	=	8" (except approx. 5-acres in HCR)
5	Non-Protected Trees (Up to 18.9")	Ratios varied, typically: Class I & II - 10%-25% Class III & IV - 0%-15%	★	Current Code + 2" for each Ashe Juniper	=	Ratio varies: Appendix F - 50% Non Appendix F - 25%
6	Protected Trees	>19" Ratios varied, typically: Class I & II - 50%-100% Class III & IV - 25%-50%	★	19-23.9" Appendix F - 100% Non Appendix F - 50% (Current Code)	=	19-23.9" Appendix F - 100% Non Appendix F - 50%
7	Heritage Trees	Not Applicable Mitigated as Protected Class	★	Preserved (PUD includes Variance to remove dead/poor health)	=	Preserved except by Variance
8	Permit Review Authority	'City Arborist' (ROW only at Subdivision Construction)	★	City Arborist via Environmental & Heritage Tree Reviewers (at Site Plan)	=	City Arborist via Environmental & Heritage Tree Reviewers (at Site Plan)
9	Tree Mitigation Fee-in-Lieu	$75 per caliper inch	★	$200 per caliper inch	=	$200 per caliper inch
10	Habitat Conservation (GCW)	22.68 acres	★	60.53 acres	🏆	-
11	**Landscape Components**					
12	Turf Grass	Not Regulated	★	Limited by CCR	🏆	Not Regulated
13	Drought/Fire Tolerance	None	★	Firewise	🏆	None
14	Chemical Application	Not Regulated	★	Limited by IPM	=	Limited by IPM
15	Street Trees	Not Required	★	30 feet on center	🏆	-
16	**Environmental Efficiency**					
17	Primary Irrigation Source	Domestic	★	Rainwater Harvest	🏆	Domestic
18	Green Building	Not Applicable	★	Three-Star	🏆	Two-Star
19	Property Maintenance	None	★	Integrated Pest Management (IPM)	=	Integrated Pest Management (IPM)
20	Riparian Restoration	None	★	min. 1-acre along Lake Austin	🏆	Not Required

Exhibit B

PRELIMINARY
FOR REVIEW PURPOSES ONLY
9/27/2018

	= Superior to 1987 Entitlements = Superior to Current Code = Equal to 1987/Current	**1987 Entitlements** and applicable regulations	Superior	**PUD Amendment** Proposed	Superior	**Current Code** (assumes Commercial Development Standards)
22	**Baseline Watershed Ordinance**	Lake Austin Watershed Ordinance (Revised 1984)	★	Watershed Protection Ordinance (with code modifications)		Watershed Protection Ordinance (2013)
23	**Developable Area**	50.07 acres	★	35.16 acres		-
24	**Net Site Disturbance**	34.6%	★	24.3%		-
25	**Dedicated Open Space**					
26	Conservation / Preserve Space	34.80 acres (24.0%)	★	60.53 acres (41.8%)	🏆	approx. 7.9 acres (5.4%)
27	Park (Dedicated & Publicly Accessible)	0 acres	★	26.16 acres (18.1%)	🏆	approx. 1.9 acres (1.3%)
28	***Total***	***34.80 acres (24.0%)***	★	***86.69 acres (61%)***	🏆	***approx. 9.8 acres (6.8%)***
29	**Non-Disturbance Buffer (west & north property line)**	0 feet	★	100 feet	🏆	-
30	**Impervious Cover**					
31	Hidden Valley PUD	16.92 acres		21.86 acres		** 10.54 acres
32	Champions Tract 3	2.00 acres	★	-2.00 acres	🏆	2.00 acres
33	Coldwater Restrictive Covenant	1.23 acres				-
34	*Watershed Impact Subtotal*	*20.15 acres*	★	*19.86 acres*		*12.54 acres*
35	Percent of Gross Site Area (amended PUD = 144.82 acres)	13.9%	★	13.7%		8.7%
36	Notes:					****WSR 20% NSA per City*
38	**Permit Authority (Each Lot)**					
39	Anticipated Structures (excluding Docks)	64	★	32	🏆	-
40	Driveways	Residential Plan Review	★	Commercial Plan Review (Transportation & ROW)	=	Commercial Plan Review (Transportation & ROW)
41	Residential Footprint	Residential Plan Review	★	Commercial Plan Review (Site & Environmental)	=	Commercial Plan Review (Site & Environmental)
42	Outdoor Amenities (Pool, Patio, etc.)	Residential Plan Review	★	Commercial Plan Review (Site, Zoning, & Environmental)	=	Commercial Plan Review (Site, Zoning, & Environmental)

PRELIMINARY
FOR REVIEW PURPOSES ONLY
9/27/2018

	= Superior to 1987 Entitlements = Superior to Current Code = Equal to 1987/Current	**1987 Entitlements** and applicable regulations	Superior	**PUD Amendment** Proposed	Superior	**Current Code** (assumes Commercial Development Standards)
43	**Water Quality Controls**					
44	General Requirement	None Required (< 20% Impervious Cover)	★	Current Code + 75% Treatment by Green Storm Infrastructure	🏆	WQ required for all developments >8,000 sq. ft.
45	Primary BMPs					
46	Public Road	None	★	Biofiltration	🏆	Full Sedimentation/Filtration
47	Residential Development	None	★	Rainwater Harvesting & VFS	🏆	VFS
48	Commercial Development	None	★	Biofiltration	🏆	Partial Sedimentation/Filtration
49	**CEF Preservation**					
50	Point Recharge (> 50 ft buffer)	*0 of 1	=	0 of 1		1
51	Springs / Seeps (> 50 ft buffer)	*5 of 38	★	32 of 38		38
52	Bluff (150 ft buffer)	*approx. 610 LF	★	approx. 2,950 LF		3,300 LF
53	Canyon Rimrocks (> 150 ft buffer)	*3 of 10	★	9 of 10		10
54	Wetlands (> 150 ft buffer)	*1 of 4	★	**2 of 4		4
55	Notes:	**Outside allowed disturbance area*		***Span structure and restoration proposed*		-
56	**Waterway Setbacks**					
57	CWQZ and WQTZ	Not Applicable	★	Yes, with modifications		Yes
58	Development Impact (Current COA GIS Buffers, excl. Park areas)					
59	CWQZ	0.55 acres	★	0.50 acres		-
60	WQTZ	4.33 acres	★	2.80 acres		-
61	**Minor Tributary Crossings**					
62	Public Road	3	=	3		-
63	Driveway / Private Road	7	★	3		-
64	Channel Fill	Not Specified	★	Clear Span 10-yr highwater		Limited to 4 feet
65	**Erosion Hazard Zone**	None	★	Yes	=	Yes
67	**Construction Phase Erosion Controls**	Limited Requirements	★	Current Code	=	Current Code

PRELIMINARY
FOR REVIEW PURPOSES ONLY
9/27/2018

	★ = Superior to 1987 Entitlements 🏆 = Superior to Current Code = = Equal to 1987/Current	**1987 Entitlements** and applicable regulations	Superior	**PUD Amendment** Proposed	Superior	**Current Code** (assumes Commercial Development Standards)
68						
69	**Private Oversight**	Not Required	★	Property Owner's Association	🏆	Not Required
70	**Lighting**	Limited Shielding	★	Dark Sky Compliant + Subchapter E	🏆	Subchapter E
71	**Dock & Shoreline Improvements (by separate permit)**					
72	Max. Quantity of Cluster Dock	0		1		-
73	Max. Number of Private Docks	12	★	0		-
74	Access Points across Bluff	12	★	1		0
75	Proximity to Pennybacker Bridge	>600 LF	★	>2,500 LF	🏆	-
76	Protection of Shoreline Wetland	Not Required	★	Yes, per PUD Env. Resource Exhibit		Yes
77	Safety Regulations	Current Code	★	Current Code + Enhancements	🏆	Current Code
78	Aggregate Dredging without Variance	300 CY (25 CY each)	★	25 CY	=	25 CY
79	**Aesthetic Preservation**					
80	Upland Views	Not Required	★	View Study - See PUD Ex 4	🏆	-
81	Bluff Preservation (Pennybacker POV)	approx. 400 LF	★	approx. 2,900 LF	🏆	-
82	Lake Austin Shoreline	Not Required	★	approx. 2,200 LF	🏆	-
83	Surface Parking	minimum 128 (2 per residence by PUD)	★	Limited Structured Garages proposed	🏆	Not Regulated
84	**Public Amenities**					
85	Parkland Dedication	0 acres	★	26.16 acres	🏆	1.88 acres (assumes max 200 units)
86	Onsite Public Scenic Vistas / Viewpoints	2	★	at least 4	🏆	-
87	ADA/TAS Accessibility	-	★	Yes	=	Yes
88	Parkland Improvement Obligation	1987 Regulations	★	Current Code	🏆	Current Code
89	Tranportation Infrastructure	None	★	Superior, see TIA Memo	🏆	-
90	Public Multi Modal Trails	None	★	+3,500 LF	🏆	N/A
91	Carbon Impact Statement	Score = 0	★	Score = 8	🏆	N/A

PRELIMINARY
FOR REVIEW PURPOSES ONLY
9/27/2018

CAMELBACK PUD
PROPOSED CODE DIFFERENCES SUMMARY

September 28, 2018

1. *Definitions, 25-1-21(46)*	The Applicant proposes that the definition of gross floor area be modified to exclude parking structures.
2. *Definitions, 25-1-21(49)*	The Applicant proposes that the definition of building height shall apply, except that the building height of each segment of a stepped or terraced building be individually determined as defined and described on *Exhibit C – Land Use Plan*. The Applicant also proposes that height limitations are not applicable to any means of access to the civic uses, cluster dock, or shoreline in the Dock (D) District.
3. *Definitions, 25-1-21(105)*	The Applicant proposes that the definition of site be modified to allow a site within the development to cross a public street, private street or right-of-way.
4. *Impervious Cover Measurement, 25-1-23*	The Applicant proposes that the Code be modified to allow impervious cover on a given site within a particular District to exceed the amount provided in the Current Code Site Development Regulations Table as long as the total amount of impervious cover allowed on the Property on an overall basis is not exceeded. The impervious cover calculation will not include any portion of the cluster dock located below the shoreline of Lake Austin. Allowable impervious cover is subject to overall conditions as outlined on *Exhibit C – Land Use Plan*.
5. *Commercial Uses Described, 25-2-4*	The Applicant proposes that uses associated with the cluster dock, such as slips, clubhouse, and recreational facilities, do not count toward the overall limitations on square feet for commercial use.

Exhibit B-1

6. *Planned Unit Developments – Land Use Plan Expiration and Amendment, Chapter 25-2, Subchapter B, Article 2, Division 5, Section 3.1*	The Applicant proposes that an amendment of the proposed district boundaries shown on *Exhibit C – Land Use Plan* and pursuant to Note 24 of *Exhibit C – Land Use Plan* shall be administratively approved.
7. *Permitted, Conditional, and Prohibited Uses, 25-2-491*	The Applicant proposes that the list of permitted, conditional, and prohibited uses applicable to the Property be as shown on *Exhibit C – Land Use Plan.*
8. *Site Development Regulations, 25-2-492*	The Applicant proposes that the site development regulations applicable to the Property be as shown on *Exhibit C – Land Use Plan.*
9. *Lake Austin (LA) District Regulations, 25-2-551 (B)(1)(1), (B)(3), (C)(2), (D)(1), (E)(2) and (F)(1)*	The Applicant proposes that the Code is modified to amend the shoreline setback, allow additional improvements within the Shoreline Recreation Area as shown on *Exhibit C – Land Use Plan* and *Exhibit D – Environmental Resource Exhibit*, remove impervious cover and development limitations on slopes, and remove restrictions on the ability to transfer imperious cover credits.
10. *Community Recreation, 25-2-837*	The Applicant proposes that the entire Code section does not apply to the Property.
11. *Accessory Uses for a Principal Residential Use, 25-2-893(G)(2) and (3)*	The Applicant proposes modifying the Code to include facilities on a proposed cluster dock and mechanized access as a permitted appurtenance and means of access as allowed in the PUD Exhibits.
12. *Accessory Uses for a Principal Commercial Use, 25-2-894(B)*	The Applicant proposes that the definition of a permitted accessory use for a principal commercial use is amended to allow those uses (i) customarily incidental and subordinate to the principal commercial use or building, (ii) is located on the same lot with such principal use or building, (iii) and occupying no more than 15% of the building in which the accessory use is located.

13. *Compatibility Standards, Height Limitations and Setbacks for Large Sites, 25-2-1063*	Due to topography sloping away from single family homes to the north, the Applicant proposes that Subchapter C, Article 10 be modified within the PUD as shown on *Exhibit E – Compatibility Height and Setbacks*. Chapter 25-2, Subchapter C Article 10 (Compatibility Standards) of the City Code does not apply within the PUD.
14. *Compatibility Standards, Chapter 25-2, Subchapter C Article 10*	The Applicant proposes that utility access roads and any means of access to the civic uses, cluster dock, or shoreline in the Dock (D) District are not subject to the Compatibility Standards of Chapter 25-2, Subchapter C Article 10.
15. *Compatibility Standards, Screening Requirements, 25-2-1066(B)*	The Applicant proposes that the Code is modified to allow for alternative methods to screen the shoreline access and may be supplemented by vegetation and tree canopy.
16. *Site Development Regulations for Docks, Marinas, and Other Lakefront Uses, 25-2-1176 (A)(1), (A)(4)(a), and (B)(1)*	The Applicant proposes that the Code be modified to allow a permanent structure (not including docks) to be constructed with a 50-foot setback from the shoreline in the Dock (D) District and allow for the dock to extend up to 75 feet from the shoreline. The Applicant further proposes that the Code be modified to measure the allowable width for a dock based on the entire Property shoreline as depicted in *Exhibit C – Land Use Plan*. Parking shall not be required for any use in the Dock (D) District.
17. *Design Standards and Mixed Use, Chapter 25-2, Subchapter E*	The Applicant proposes that Subchapter E shall not apply except for Sections 2.5 and 2.6 of Subchapter E.

18. *Block Length, 25-4-153*	The Applicant proposes that the Code be modified to allow block length criteria to be satisfied through pedestrian easements and trails, and as further specified on *Exhibit C – Land Use Plan.*
19. *Access to Lots, 25-4-171(A)*	The Applicant proposes that the Code be modified to allow a lot to abut a public street, private street, or private drive within an access easement. Notwithstanding any other provision of the City Code or the Transportation Criteria Manual, any private street may be gated for private access.
20. *Site Plan Expiration, 25-5-81 and Preliminary Plan Expiration, 25-4-62*	The Applicant proposes that the Code be modified to provide that site plans, preliminary plans and other site development related permits expire 7 years after approval.
21. *Street Cross-Section Design, 25-6-203, International Fire Code, 25-12-171, and Local Amendments to International Fire Code, 25-12-173*	Notwithstanding any provision of the City Code, Transportation Criteria Manual, and Fire Protection Criteria Manual, the Applicant proposes that cross-section for the extension of Bridge Point Parkway comply with the illustration provided on *Exhibit F – Onsite Multi Modal Transportation.* In addition, development allowed in the Dock (D) shall not be required to comply with fire apparatus access road requirements, and such development is hereby granted approval of an alternative method of compliance allowed under the International Fire Code without further action of approval required.
22. *Sidewalk Installation in Subdivisions, 25-6-351 and Sidewalk Installation with Site Plans, 25-6-352*	The Applicant proposes that modification to provisions related to sidewalk installation may be administratively approved. Additionally, a minimum of 4-foot wide sidewalk shall be required only on one side of all public right-of-ways (except for Bridge Point Parkway) and internal driveways, and the location of the sidewalks may vary based on topographical and site constraints as addressed on *Exhibit C – Land Use Plan.*

23. *Access Standards, 25-6-442*	The Applicant proposes that modifications to regulations related to access and driveway grades due to topographical constraints may be administratively approved.
24. *Tables of Off-Street Parking and Loading Requirements, 25-6-742 and Chapter 25-6, Appendix A*	The Applicant proposes to amend the Code to eliminate requirements related to parking for any use in the Dock (D) District.
25. *Encroachment on Floodplain Prohibited, 25-7-92*	The Applicant proposes to amend the Code to allow for development in the Dock (D) District within the 100-year floodplain without a need for a variance as long as the development is in compliance with the requirements of Section 25-7-92(C)(1), (3), (4), (5), (6) and (7) and the additional requirements in in Exhibit D (PUD Notes and Tables).
26. *Critical Water Quality Zones Established, 25-8-92(A)(1)(a), (D), and (E)*	Because the Property is not currently subject to current environmental regulations, the Applicant proposes that the definition for critical water quality zone boundaries as it pertains to minor waterway, inundated areas of Lake Austin, and the shoreline of Lake Austin does not apply to the Property. The Applicant proposes that water quality controls be provided in accordance with *Exhibit C – Land Use Plan.*
27. *Water Quality Transition Zones Established, 25-8-93(B)(1)*	Because the Property is not currently subject to current environmental regulations, the Applicant proposes that the definition for water quality transition zone width as it pertains to minor waterway does not apply to the Property. The Applicant proposes that water quality controls be provided in accordance with *Exhibit C – Land Use Plan.*
28. *Water Quality Control Requirement, 25-8-211*	Because the Property is not currently subject to current environmental regulations, the Applicant proposes that water quality controls are provided in accordance with *Exhibit C – Land Use Plan.*

29. *Water Quality Controls, Requirements in All Watersheds, and Water Supply Rural, Chapter 25-8, Subchapter A, 7 and 11*	Because the Property is not currently subject to current environmental regulations, the following code modifications are allowed: a. 25-8-213(C)(3) relating to water quality control requirements in the uplands shall not apply to the Property. b. 25-8-261(B)(3)(E) and (F) relating to hard surface trail location setbacks from the critical water quality zone shall be reduced from 50 to 25 feet. c. 25-8-261(C)(1) relating to the location of docks and appurtenances in the critical water quality zone shall be modified as per the PUD exhibits and these notes to allow access and necessary utilities in the Dock (D) District. d. 25-8-261(D) relating to utility lines in the critical water quality zone is amended to allow suspended or column-supported utility crossings at drive and trail locations, and clarify that utilities are allowed as required to service the shoreline and dock facilities. e. 25-8-261(G) relating floodplain modification shall not apply within the Dock (D) District. f. 25-8-262(B)(2)(a) and 25-8-262(B)(3)(b) relating to distances between street crossings of the critical water quality zone shall not apply to the Property. Street crossings of the critical water quality zone shall be allowed as set forth on Exhibit F. g. 25-8-281 relating to critical environmental features shall apply to the Property except that certain development within critical environmental feature setbacks is allowed according to Exhibit D (PUD Notes and Tables) and as shown in Exhibit G (Environmental Resource Exhibit). h. 25-8-282 relating to wetland protection shall apply to the Property except that certain development within the wetland setbacks is allowed according to Exhibit D (PUD Notes and Tables) and as shown in Exhibit C (Land

	Use Plan) and Exhibit G (Environmental Resource Exhibit). i. 25-8-301 and 25-8-302 relating to construction on slopes shall not apply to the Property except that construction on slopes greater than 35% shall be limited to 1.09 acres, hillside disturbance and restoration shall be provided in compliance with 25-8-302(B)(3) and 25-8-302(B)(4), and, if feasible, engineering solutions that exceed the Environmental Criteria Manual requirements shall be provided for construction on slopes greater than 25%. Notwithstanding the foregoing, construction of mechanical access to the Dock (D) District shall not count against the construction on slopes greater than 35% limitation. j. 25-8-341 relating to cut requirements and 25-8-342 relating to fill requirements shall not apply to the Property except that cut and fill shall be limited as shown in Exhibit D (PUD Notes and Tables). k. 25-8-364 relating to floodplain modification shall apply to the Property except to the extent such requirements are not inconsistent with the development otherwise allowed by the PUD Exhibits and Exhibit D (PUD Notes and Tables). l. 25-8, Subchapter A, Article 11 relating to Water Supply Rural Watershed Requirements shall not apply to the Property.
30. *Tree and Natural Area Protection, Applicability, 25-8-601(A)*	The Applicant proposes modification of the Code to allow the removal of certain trees and to clarify mitigation as provided in Exhibit D (PUD Notes and Tables).
31. *Development Application Requirements, 25-8-604(C) and (D)*	The Applicant proposes that the Code sections do not apply to the Property, and that proposed tree removal shall be consistent with *Exhibit C – Land Use Plan* and *Exhibit D – Environmental Resource Exhibit.*

32. *Heritage Trees, Chapter 25-8, Subchapter B, Article 1, Division 3*	Because the Property is not currently subject to current environmental regulations, The Applicant proposes that the Code Division does not apply to the Property, except for the restrictions and regulations regarding removal and calculation of mitigation credit as set forth on *Exhibit C – Land Use Plan* and *Exhibit D – Environmental Resource Exhibit.*
33. *Local Amendments to the Fire Code, 25-12-173 and General Provisions for Fire Safety, Fire Protection Criteria Manual, 4.4.0*	The Applicant proposes amending the International Fire Code, as adopted and incorporated by reference pursuant to 25-12-171, to allow, with the installation of sprinkler systems, development in the Dock (D) District without the requirement to comply with provisions related to fire access roads. Such development in the Dock (D) District is further hereby granted approval of an alternative method of compliance allowed under the International Fire Code without further action or approval being required.

DISTRICT SUMMARY

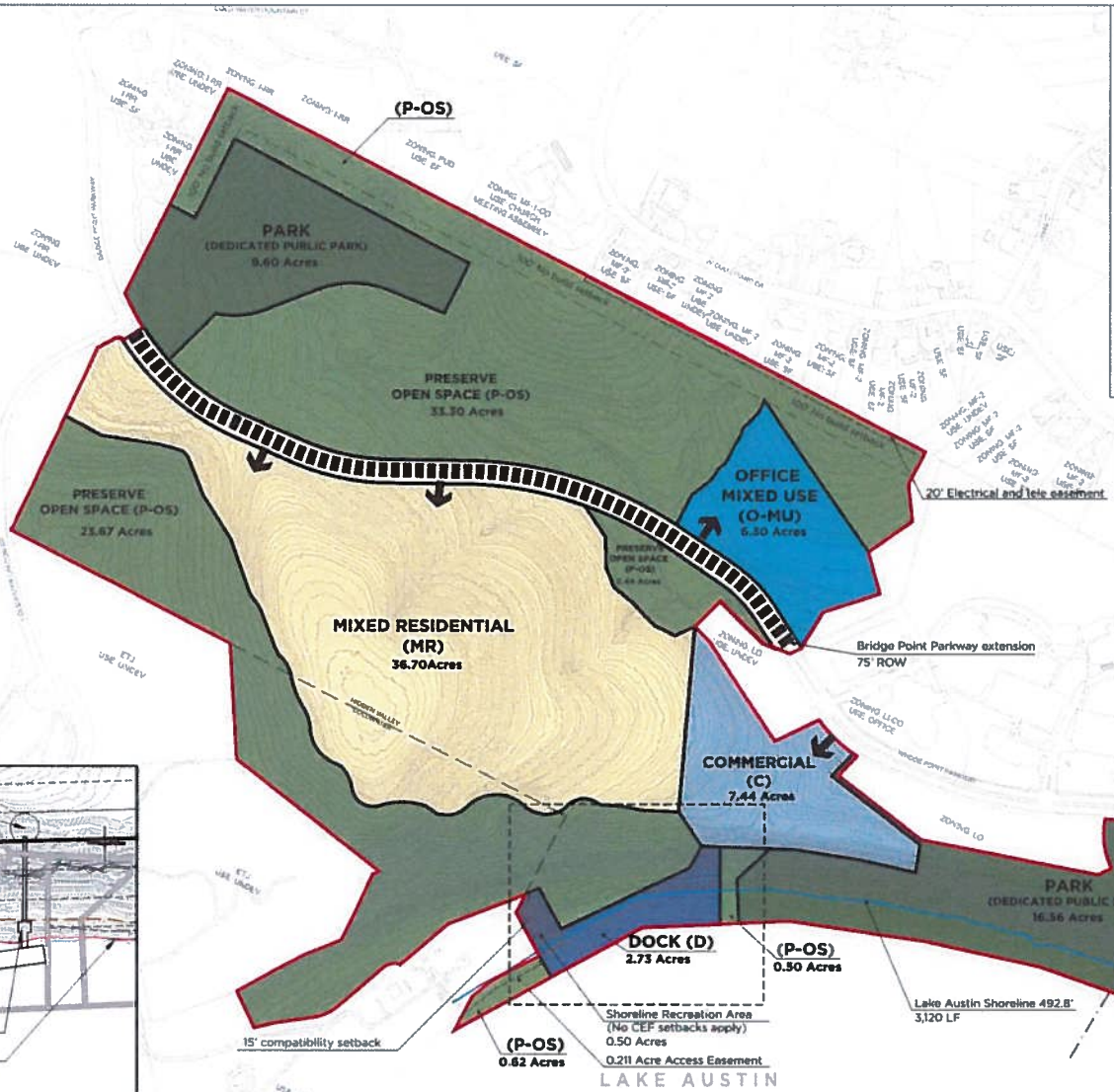
OVERALL SITE AREA: 144.817 AC.

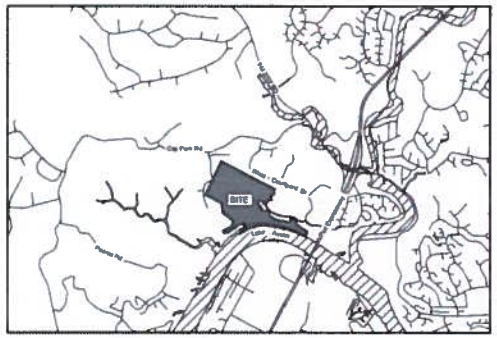
O-MU	6.30 AC.	4%
C	7.44 AC.	5%
MR	36.70 AC.	26%
P-OS*	60.53 AC.	42%
PARK*	26.16 AC.	18%
DOCK	2.73 AC.	2%
Bridge Point Parkway ROW	4.96 AC.	3%
TOTAL	144.82 AC.	100%

* The total proposed Open Space is 86.69 Ac., equivalent to 61% of the total site area.

LEGEND

- VEHICULAR ACCESS
- 360 OVERLOOK
- BRIDGE POINT PARKWAY EXTENSION 75' ROW

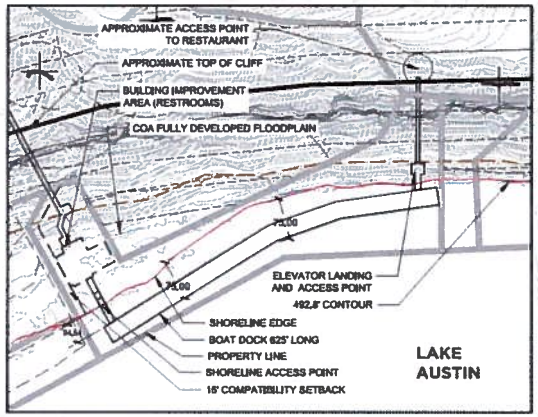




PROJECT LOCATION MAP
NTS

NOTE:

The location of the proposed buildings, parking areas, access areas, and pedestrian routes are approximate as shown on the land use plan. The final location of buildings, parking and loading areas, drive aisles, pedestrian routes and amenities may be approved administratively as long as an improvement is not located in a required setback area and does not result in an increase of the maximum impervious cover allowed under the PUD.



DOCK AREA ENLARGEMENT

The information shown above is conceptual in nature and subject to change.

PHARIS DESIGN PLANNING | LANDSCAPE ARCHITECTURE Kimley»Horn HDR

CAMELBACK PLANNED UNIT DEVELOPMENT

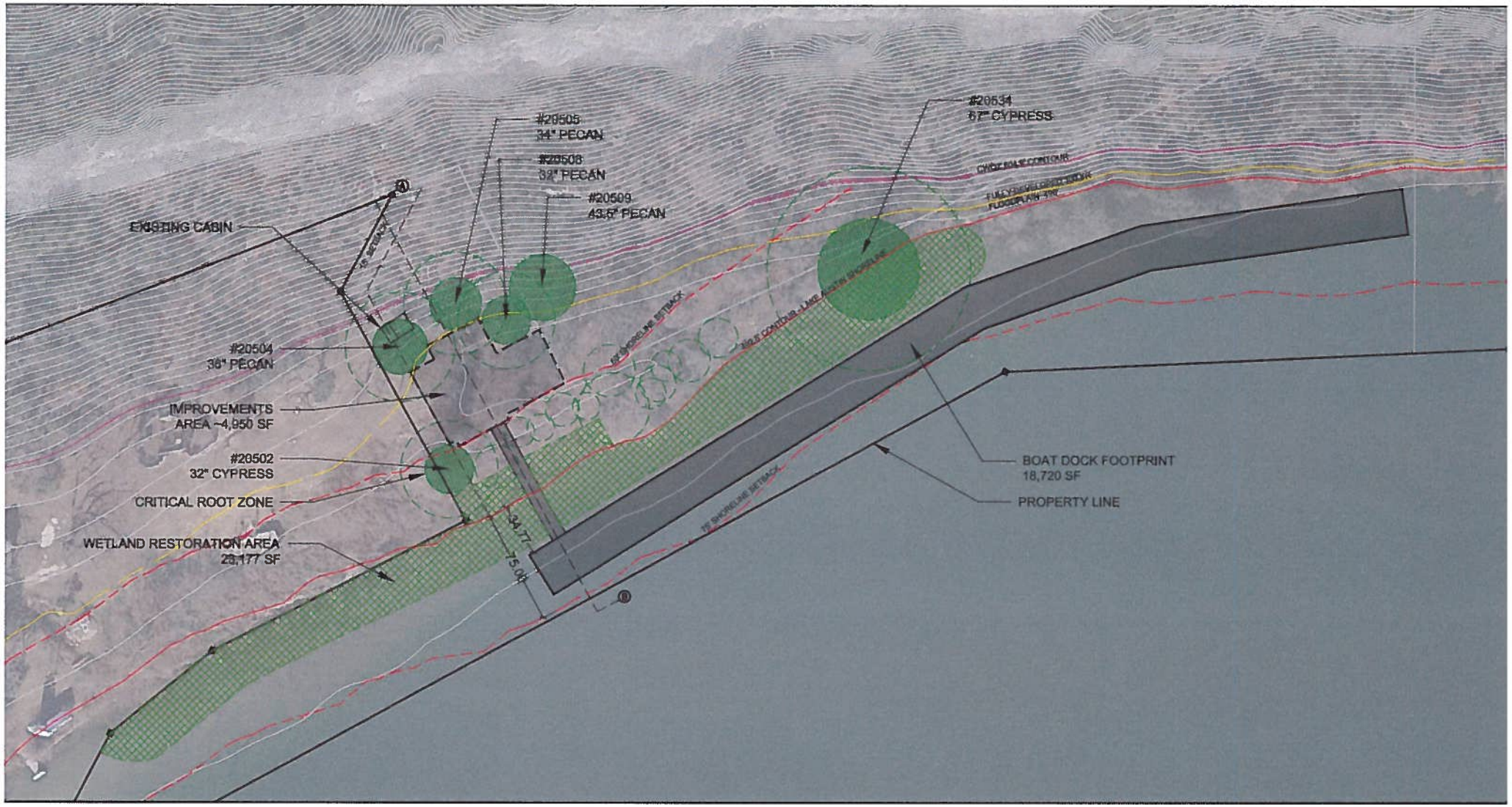
PUD LAND USE PLAN

SEPTEMBER 26, 2018

0 100 200 400

CASE #: C814-86-023.01

EXHIBIT C



PHARIS DESIGN PLANNING | LANDSCAPE ARCHITECTURE Kimley»Horn HDR

CAMELBACK PLANNED UNIT DEVELOPMENT

BOAT DOCK

SEPTEMBER 26, 2018

0 30 60 120

DRAFT Camelback PUD Notes
September 27, 2018

1. A 9.53 acre dedicated park (PARK) and a 16.56 acre (10.713 acres land and 5.847 acres water) dedicated park shall be provided, subject to a Parkland Dedication Improvement Agreement. At least 60.94 acres of designated open space (P-OS) shall be provided on site. Allowable uses within the designated open space are restricted to nature trails, necessary utility easements that cannot reasonably be located elsewhere, utility crossings necessary for the Dock (D) District in the same general alignment as the mechanized dock access, and one mechanized dock access if an inclined elevator is the allowed means to access the Dock (D) District. Any trails established in the Open Space (P-OS) District north of Bridge Point Pa kway will be accessible to the public.

2. Overall project impervious cover is capped at 21.86 acres including impervious cover for Bridge Point Parkway (assumed to be 3.0 acres) and including the Dock District. Impervious cover shall be handled through a "bucket" system and tracked on an individual tract and/or site plan basis, so long as the total project impervious cover does not exceed 21.86 acres. Applicants shall add a tabulation table (as adopted per this PUD Ordinance) to each site plan and subdivision application submittal which will show the current standing of the overall site development regulations. City staff shall review the table provided with each application and verify that it is in accordance with the site development regulations outlined in Exhibit C (Land Use Plan).

3. Any portion of the cluster dock located in the permanent pool of Lake Austin and any mechanical access to such cluster dock shall not count against the overall project impervious cover stated in Note 2. Any mechanical access to a cluster dock shall not count against any limitation related to construction on slopes.

4. Development within the PUD shall comply with current code and rules for tree preservation and mitigation. Notwithstanding any provision of the City Code or Environmental Criteria Manual, the approval of this PUD by Austin City Council constitutes approval of a variance for the following trees identified in the Tree Survey Prepared by Chaparral and amended January 22, 2016, and confirmed in the additional tree report dated September 14, 2018, to be removed because they are dead or in very poor health: 23179, 23231, 23381, 23399, 23472, 24317. In recognition of the large amounts of land preserved in the Open Space (P-OS) and Park (P) Districts, each ashe juniper tree removed will be mitigated at a rate of 2-inches of replacement trees from the approved tree list. Trees of less than regulatory size preserved within the limits of construction will be counted inch-for-inch towards mitigation as allowed per the Environmental Criteria Manual.

EXHIBIT D

5. The total square footage of commercial uses that may be located on the Property are capped at 325,000 gross square feet. A minimum 60,000 square feet of commercial square footage must be constructed on the Property as a whole and shall be included within the initial site plan application for development within the Commercial (C) or Office Mixed Use (O-MU) Districts.

6. Total residential dwelling units for the Property shall not exceed 200 residential units, including hotel. Commercial square footage must be reduced in order for additional residential units (but excluding hotel rooms) over 64 units to be added, at a rate of 1 square foot of commercial reduction for each square foot of residential units above 64 that are added.

7. Cumulative hotel uses shall be limited to a maximum of 80 rooms for the entire Project and shall count against the allowable residential dwelling unit count for the Project and shall count against the allowable commercial square footage for the Project.

8. Driveway locations, trail locations, dock and other improvements shown on the Land Use Plan and any other Exhibits are schematic and will be determined at the time of site plan or subdivision.

9. Section 25-2-551 (Lake Austin (LA) District Regulations) of the Code is modified to allow additional improvements within the Shoreline Recreation Area of the Dock (D) District as shown on the Exhibit C (Land Use Plan) and Exhibit G (Environmental Resource Exhibit). These improvements may include up to 5,000 square feet of impervious cover and a gross floor area not to exceed 5,000 square feet within the Shore Recreation Area for buildings and related facilities, including, without limitation, clubhouse with private kitchen, decks, trails, walks boardwalk, terraces, utilities, restroom, weir system, berms, swimming area in the lake consistent with the requirements of Note 53, and related improvements and appurtenances; provided that any portion of such improvements within the floodplain must comply with the requirements of Note 33. Aerial portions of any mechanized or other access to the Dock (D) District and any path to a refuge area required by Note 33 shall not count against the foregoing 5,000 sf impervious cover limitation. No outdoor shower facilities are allowed at the clubhouse.

10. Notwithstanding any provision of Chapter 25-2, Subchapter C, Article 10 (Compatibility Standards), compatibility height and setback standards within the property are as shown on Exhibit E (Compatibility Height and Setback Map), and screening of shoreline access may be primarily of alternative methods that may be supplemented by vegetation and tree canopy.

11. <u>Notwithstanding Code Modification 13, zoning districts and land uses outside of the PUD that would otherwise trigger the requirements of Chapter 25-2, Article 10 (Compatibility Standards) to apply shall cause such compatibility standards</u>

to apply to development within the PUD as modified by PUD note 10 and by the PUD Ordinance in Exhibit E (Compatibility Height and Setback Map).

~~11. Notwithstanding PUD Note 10 and any code modification granted by the PUD Ordinance, and except for any development allowed in the Dock (D) District (which shall not cause compatibility standards to apply), development or zoning outside of the PUD that would otherwise cause the compatibility standards of Chapter 25-2, Article 10 (Compatibility Standards) to apply, shall cause such compatibility standards to apply to development within the PUD~~

12. CEF setbacks shall allow construction of one means of mechanized access from the Mixed Residential (MR) or Commercial (C) Districts to the cluster dock via an elevator or an inclined elevator. Emergency stair access is required with any mechanized access option and shall be constructed or contained within the structure of the mechanized access. The elevator or inclined elevator shall span the B-1 bluff such that no structural connections to the vertical face of the bluff or rimrock are utilized as shown on Exhibit G (Environmental Resource Exhibit).

13. CEF setbacks shall comply with Exhibit G (Environmental Resource Exhibit). Notwithstanding the 100-foot setbacks from B-1 in the Mixed Residential (MR) and Commercial (C) districts shown on Exhibit G (Environmental Resource Exhibit), mechanical access in and to the Dock (D) District and through the Open Space (P-OS) District may encroach in such setbacks. Notwithstanding the 100-foot setbacks from B-1 in Exhibit G (Environmental Resource Exhibit), for development in the Commercial (C) District, construction of a building and all related improvements, including without limitation, walkways, landscaping and utilities, and shoreline access is allowed within the B-1 setback with the conditions that no boring, piers, or excavation, shall occur within 50 feet of B-1. In addition, disturbance and cantilevered construction are allowed to extend in the B-1 setback not closer than 30 feet from B-1 in the Commercial (C) District

14. Construction phase erosion controls on the Property shall comply with current code at the time of site plan.

15. Section 25-5-81(B) (Site Plan Expiration) is amended to provide that, except as provided in subsection C, D, and E of that section, a site plan expires 7 years after the date of its approval. Section 25-4-54 (Preliminary Plan Expiration) is amended to provide that a preliminary plan expired 7 years after the date of its approval.

16. Within the Office Mixed Use (O-MU) and Commercial (C) Districts, all commercial buildings shall provide pedestrian access from the public right-of-way. All primary building entrances must be shaded via a canopy, awning, or approved shade device. A shaded pedestrian walk shall be provided to the primary entrance. Shading for building entries and sidewalks shall meet the standards and definitions of Chapter 25, Section 2, Subchapter E, Sections 2.8 (Shade and Shelter) and 5 (Definitions, see 'Awning').

17. Notwithstanding any provision of the City Code, Transportation Criteria Manual, and Fire Protection Criteria Manual, the applicable cross sections for the extension of Bridge Point Parkway may comply with the cross section illustrated on Exhibit F (On Site Multi-Modal Transportation).

18. Notwithstanding any provision of the City Code or the Transportation Criteria Manual, any private street may be gated for private access. Access gates shall not impede access to or along the trails shown on Exhibit F (On Site Multi-Modal Transportation).

19. Modifications to the requirements pertaining to sidewalks as provided in Sections 25-6-351 (Sidewalk Installation in Subdivision) and 25-6-352 (Sidewalk Installations with Site Plans) may be administratively approved. A minimum 4-foot wide sidewalk is required on one side of all public rights-of-way (except for Bridge Point Parkway), private streets, and internal drives. The location of sidewalk may vary based on topography and site constraints and shall meander so that trees greater than 19" are preserved.

20. The District boundaries may be revised administratively so long as the total acreage within the Open Space (P-OS), and Park (P) Districts each equal the acreage shown on the Exhibit C (Land Use Plan).

21. Except as provided herein, building height for all individual buildings shall follow the definition of building height in Section 25-1-21(49) (Definitions; Height). Notwithstanding the foregoing, for a stepped or terraced building, the building height of each segment is determined individually. A stepped or terraced building is any building where the floors are offset. See Stepped Building Height Measurement Diagram on Exhibit C for reference of how height is calculated with respect to stepped buildings.

22. All site plans for the PUD must include a sheet to show compliance with Exhibit E (Compatibility Height and Setbacks).

23. Any applicable limitation on height, whether by compatibility height limitation or setback standards or by Exhibit C (Land Use Plan), are not applicable to aerial portions of any mechanized or other access from and through the Mixed Residential (MR), Open Space (P-OS) or Commercial (C) Districts to and in the Dock (D) District.

24. With respect to Section 25-2-1176 (Site Development Regulations for Docks, Marinas, and Other Lakefront Uses), the Applicant proposes that the Code be modified to allow a permanent structure to be constructed with a setback of 50 feet from the shoreline in the Dock (D) District. The Code shall be modified to allow for the dock to extend up to 75 feet from the shoreline as shown on Exhibit

C (Land Use Plan). The total dock area shall not exceed 30 feet wide by 624 feet length or 18,720 square feet. The total allowable dock length is calculated as 20% of the 3,126 linear feet of shoreline for the project. All motorboats will be moored or stored within the dock footprint. Other than in the Dock (D) District and as allowed in this PUD, no other docks will be allowed along the shoreline. Per Section 25-2-1172 (1) a cluster dock is defined as a dock not used for commercial purposes that is associated with dwelling or residential structures. No sinks or shower facilities are allowed on the dock. No commercial watercraft rentals are allowed on the dock.

25. The cluster dock in the Dock (D) District is permitted for use by residents only. No public uses are allowed for the cluster dock including mooring of boats not associated with the cluster dock property owners association except for use by Austin Police Department and/or Austin Fire Department.

26. Fuel storage is not permitted within the Dock (D) or Open Space (P-OS) Districts.

27. All buildings, docks or structures within the Dock (D) District must install a sprinkler system for fire protection. With the installation of such sprinkler systems, development allowed in the Dock (D) District shall not be required to comply with fire apparatus access road requirements, and such development is hereby granted approval of an alternative method of compliance allowed under the International Fire Code without further action of approval required.

28. Notwithstanding anything in this PUD Land Use Plan to the contrary, in the event that one or more restrictive covenant(s) and/ or conservation easement(s) restricting development of the property described as Lot 1, Block A of the Champion City Park East Subdivision recorded in Document No. 200300122 of the Official Public Records of Travis County, Texas, approved and enforceable by the City, is not recorded within thirty (30) days of the effective date of the ordinance adopting this PUD Land Use Plan (the "Champion Tract Restrictions"), then the total amount of impervious cover allowed in Note 2 above shall be reduced by 2.0 acres. The Champion Tract Restrictions shall (1) reduce allowable vehicle trips per day by 75%, (2) shall reduce gross floor area (excluding parking facilities) to 120,000 square feet, and (3) limit the use of that property to senior living, including without limitation, Congregate Living, Convalescent Services, and Retirement Housing or other low-intensity use allowed by the Champion Tract Restrictions. Applicant shall amend Ordinance #20161110-006, Part 4 (1)(c) to read "In no case may imperious cover on the Property exceed 3.49 acres."

29. The alignment of Bridge Point Parkway may be adjusted administratively so long as the aggregate adverse impact to CEF buffers is not increased and as long as the general location is as shown in the Exhibit C (Land Use Plan).

30. Pedestrian trails and ancillary improvements (fences, seat walls, shade structures, benches, signage, drinking fountain) may be located in CEF buffers within parkland subject to plan review by the Parks and Recreation Department and Watershed Protection Department, and location approval by the Watershed Protection Department if such improvements are in locations other than existing disturbed areas.

31. A use with a drive-through facility is prohibited in all districts of the PUD.

32. Heavy construction and staging of construction materials in the Park (P) and Open Space (P-OS) Districts is permitted for improvements within those Districts only. Otherwise no staging or heavy construction a permitted within these districts. Construction staging for Bridge Point Parkway shall not occur within the Park (P) or Open Space (P-OS) districts.

33. Notwithstanding any provision of the City Code, Environmental Criteria Manual or Drainage Criteria Manual, the approval of this PUD by Austin City Council constitutes an approval of a variance to allow development in the Dock (D) District within the 100-year floodplain provided that all of the requirements of Section 25-7-92(C) of the City Code, except for the provision of normal access per section 25-7-92(C)(2), are met to the satisfaction of the City through the site plan review process. Specifically the requirements of Section 25-7-92(C)(5) and (6) are determined to have been satisfied with the approval of this PUD. The Requirements of Section 25-7-92(C)(1), (3), (4) and (7) shall be deemed to have been satisfied at the time of site plan after approval of a submitted flood study that must include a demonstration of no adverse flooding impact from both the proposed building and dock, structural certification of both the building and dock per ASCE 24, and provision of 2-feet of freeboard above the 100-year flood elevation for the finished floor of the proposed building. Prior to issuance of a certificate of occupancy for the proposed building, the applicant shall submit a completed Elevation Certificate certifying that the finished floor elevation of the proposed building is a minimum of two (2) feet above the 100-year floodplain elevation and the elevation of the machinery (air conditioning unit, etc.) is elevated a minimum of one foot above the 100-year floodplain elevation, signed by an appropriate Texas registered professional. There are two required submittals of the Elevation Certificate. The first is at the foundation inspection and the second is at the final building inspection. Additionally, the applicant shall demonstrate that a sufficient refuge area for occupancy of the building that is accessible from both the building and the dock is provided within the proposed building. The refuge area must be at least 2-feet above the 100-year flood elevation. The applicant shall also provide and implement a Flood Emergency Evacuation and Education Plan.

34. Parking is not required for any use in the Dock (D) District.

35. In lieu of Environmental Criteria Manual Section 1.8.2, all cut and fill over 4 feet shall be structurally contained using retaining walls unless an administrative variance to such requirement is obtained at the time of site plan.

36. Cut and fill shall be limited to the Cut and Fill Table on Exhibit E and shall be contained to the maximum extent per PUD note #43.

37. Public roadway and private drives shall clear span the 10-year storm elevation when crossing a waterway with a drainage area of more than 32 acres.

38. The amount of proposed shoreline wetland disturbance and mitigation is allowed as per Exhibit D. Proposed disturbance within the shoreline wetland CEF per Exhibit D shall be mitigated in conformance with an approved mitigation plan at the time of site plan.

39. 100% water quality capture volume shall be provided using on-site stormwater controls and 75% of that volume shall be treated by distributed green storm infrastructure controls that utilize natural design and infiltration to the maximum extent feasible.

40. An integrated pest management plan (the *"IPM')* plan that complies with ECM Section I.6.9.2(D) and (F) shall be submitted for approval with each site plan application. The Landowner shall provide copies of the IPM plan to all property owners within the PUD.

41. The PUD shall implement an outdoor lighting plan to minimize light pollution using "dark sky" design guidelines and techniques. When operated, light fixtures must not produce an intense glare or direct illumination across the property line, except for the boat dock lighting, which may be installed across property lines where authorized by applicable City regulations. All lights shall be a LED source and a height beam shall be controlled to direct the light downward. All exterior light fixtures must be fully shielded. All luminaries shall be directed down, diffused, and/or indirectly off an opaque surface. The maximum intensity measured at the property line shall be 0.5 foot candles. This excludes dock navigation and safety lighting required by the city.

42. The Property HOA shall establish curfew time(s) after which total outdoor lighting lumens shall be reduced by at least 30% or extinguished. Exceptions to include lighting reductions that are not required for any of the following:
    i. With the exception of landscape lighting, lighting for residential properties including multiple residential properties not having common areas.
    ii. When the outdoor lighting consists of only one luminaire.
    iii. Code required lighting for steps, stairs, walkways, and building entrances.

iv. When in the opinion of the City, lighting levels must be maintained.
v. Dock navigation lighting
vi. Motion activated lighting.
vii. Lighting governed by special use permit in which times of operation are specifically identified.

43. All buildings in the PUD will achieve a 3 star or greater rating under the Austin Energy Green Building Program using the applicable rating version in effect at the time a rating registration application is submitted for a building.

44. All commercial buildings shall utilize non-potable water sources for irrigation of the building grounds.

45. Site plans and building permits for commercial buildings shall demonstrate that air conditioner condensate shall be directed to cisterns or landscaping on site for beneficial reuse. Alternative water sources may only be used for make-up water during buildout of the project.

46. All required tree plantings shall use native tree species selected from Appendix F *(Descriptive Categories of Tree Species)* of the Environmental Criteria Manual (the *"ECM')* All required tree plantings shall use Central Texas native seed stock.

47. At least 90% of all non-turf plant materials shall be selected from the ECM Appendix N *(City of Austin Preferred Plant List)* or the "Grow Green Native and Adapted Landscape Plants Guide".

48. Street Trees generally 30' on center shall be provided along Bridge Point Parkway to the extent feasible.

49. Drainage shall be designed and contained per code at time of site plan.

50. Compliance with Erosion Hazard Zone requirements shall be demonstrated at the site plan stage as per the current code in effect at the time of site plan application unless otherwise allowed by this PUD.

51. Design of the dock facilities and mechanized access should consider input from a design charrette made up of a group approved by the City and the developer to ensure the structure is protective of the environment and minimizes adverse visual aesthetic impacts.

52. Dock construction shall occur from the lake via barge.

53. No intense recreational use as defined by 25-2 Subchapter C, Article 10, shall be allowed within the Shoreline Recreation Area, and swimming areas within the

Dock (D) District shall be restricted in size and location to be protective of public safety, navigation safety, and shoreline integrity.

54. Sewage lift stations within the Dock (D) District shall include an emergency overflow tank and provide an oversized wet well to reduce the potential for sanitary sewer overflows.

55. Mechanized access to the Dock (D) District shall utilize a non-hydraulic method or redundant hydraulic fluid containment if a hydraulic method is utilized.

56. Upon completion of the initial parkland improvements the owner will reserve 1/10 of an acre or 4,356 SF of impervious cover future parkland improvements or modifications. The reservation of impervious cover will expire 10 years from a certificate of occupancy for the initial parkland improvements.

57. 25 public parking spaces for the Cliff Park will be provided in the Commercial (C) District prior to a certificate of occupancy for any building in the Commercial (C) District.

DRAFT

PUD NOTES

1. A 9.53 acre dedicated park (PARK) and a 16.56 acre (10.713 acres land and 5.847 acres water) dedicated park shall be provided, subject to a Parkland Dedication Improvement Agreement. At least 60.94 acres of designated open space (P-OS) shall be provided on site. Allowable uses within the designated open space are restricted to nature trails, necessary utility easements that cannot reasonably be located elsewhere, utility crossings necessary for the Dock (D) District in the same general alignment as the mechanized dock access, and one mechanized dock access if an inclined elevator is the allowed means to access the Dock (D) District. Any trails established in the Open Space (P-OS) District north of Bridge Point Parkway will be accessible to the public.

2. Overall project impervious cover is capped at 21.86 acres including impervious cover for Bridge Point Parkway (assumed to be 3.0 acres) and including the Dock District. Impervious cover shall be handled through a "bucket" system and tracked on an individual tract and/or site plan basis, so long as the total project impervious cover does not exceed 21.86 acres. Applicants shall add a tabulation table (as adopted per this PUD Ordinance) to each site plan and subdivision application submittal which will show the current standing of the overall site development regulations. City staff shall review the table provided with each application and verify that it is in accordance with the site development regulations outlined in Exhibit C (Land Use Plan).

3. Any portion of the cluster dock located in the permanent pool of Lake Austin and any mechanical access to such cluster dock shall not count against the overall project impervious cover stated in Note 2. Any mechanical access to a cluster dock shall not count against any limitation related to construction on slopes.

4. Development within the PUD shall comply with current code and rules for tree preservation and mitigation. Notwithstanding any provision of the City Code or Environmental Criteria Manual, the approval of this PUD by Austin City Council constitutes approval of a variance for the following trees identified in the Tree Survey Prepared by Chaparral and amended January 22, 2016, and confirmed in the additional tree report dated September 14, 2018, to be removed because they are dead or in very poor health: 23179, 23231, 23361, 23399, 23472, 24317. In recognition of the large amounts of land preserved in the Open Space (P-OS) and Park (P) Districts, each sehe juniper tree removed will be mitigated at a rate of 2-inches of replacement trees from the approved tree list. Trees of less than regulatory size preserved within the limits of construction will be counted inch-for-inch towards mitigation as allowed per the Environmental Criteria Manual.

5. The total square footage of commercial uses that may be located on the Property are capped at 325,000 gross square feet. A minimum 60,000 square feet of commercial square footage must be constructed on the Property as a whole and shall be included within the initial site plan application for development within the Commercial (C) or Office Mixed Use (O-MU) Districts.

6. Total residential dwelling units for the Property shall not exceed 200 residential units, including hotel. Commercial square footage must be reduced in order for additional residential units (but excluding hotel rooms) over 64 units to be added, at a rate of 1 square foot of commercial reduction for each square foot of residential units above 64 that are added.

7. Cumulative hotel uses shall be limited to a maximum of 50 rooms for the entire Project and shall count against the allowable residential dwelling unit count for the Project and shall count against the allowable commercial square footage for the Project.

8. Driveway locations, trail locations, dock and other improvements shown on the Land Use Plan and any other Exhibits are schematic and will be determined at the time of site plan or subdivision.

9. Section 25-2-551 (Lake Austin (LA) District Regulations) of the Code is modified to allow additional improvements within the Shoreline Recreation Area of the Dock (D) District as shown on the Exhibit C (Land Use Plan) and Exhibit G (Environmental Resource Exhibit). These improvements may include up to 5,000 square feet of impervious cover and a gross floor area not to exceed 5,000 square feet within the Shore Recreation Area for buildings and related facilities, including, without limitation, clubhouse with private kitchen, decks, trails, walks, boardwalk, terraces, utilities, restroom, wet system, berms, swimming area in the lake consistent with the requirements of Note 53, and related improvements and appurtenances; provided that any portion of such improvements within the floodplain must comply with the requirements of Note 33. Aerial portions of any mechanized or other access to the Dock (D) District and any path to a refuge area required by Note 33 shall not count against the foregoing 5,000 sf impervious cover limitation. No outdoor shower facilities are allowed at the clubhouse.

10. Notwithstanding any provision of Chapter 25-2, Subchapter C, Article 10 (Compatibility Standards), compatibility height and setback standards within the property are as shown on Exhibit E (Compatibility Height and Setback Map), and screening of shoreline access may be primarily of alternative methods that may be supplemented by vegetation and tree canopy.

11. Notwithstanding Code Modification13, zoning districts and land uses outside of the PUD that would otherwise trigger the requirements of Chapter 25-2, Article 10 (Compatibility Standards) to apply shall cause such compatibility standards to apply to development within the PUD as modified by PUD note 10 and by the PUD Ordinance in Exhibit E (Compatibility Height and Setback Map)

12. CEF setbacks shall allow construction of one means of mechanized access from the Mixed Residential (MR) or Commercial (C) Districts to the cluster dock via an elevator or an inclined elevator. Emergency stair access is required with any mechanized access option and shall be constructed or contained within the structure of the mechanized access. The elevator or inclined elevator shall span the B-1 bluff such that no structural connections to the vertical face of the bluff or rimrock are utilized as shown on Exhibit G (Environmental Resource Exhibit).

13. CEF setbacks shall comply with Exhibit G (Environmental Resource Exhibit). Notwithstanding the 100-foot setbacks from B-1 in the Mixed Residential (MR) and Commercial (C) districts shown on Exhibit G (Environmental Resource Exhibit), mechanical access in and to the Dock (D) District and through the Open Space (P-OS) District may encroach in such setbacks. Notwithstanding the 100-foot setbacks from B-1 in Exhibit G (Environmental Resource Exhibit), for development in the Commercial (C) District, construction of a building and all related improvements, including without limitation, walkways, landscaping and utilities, and shoreline access is allowed within the B-1 setback with the conditions that no boring, piers, or excavation, shall occur within 50 feet of B-1. In addition, disturbance and cantilevered construction are allowed to extend in the B-1 setback not closer than 30 feet from B-1 in the Commercial (C) District

14. Construction phase erosion controls on the Property shall comply with current code at the time of site plan

15. Section 25-5-81(B) (Site Plan Expiration) is amended to provide that, except as provided in subsection C, D, and E of that section, a site plan expires 7 years after the date of its approval. Section 25-4-54 (Preliminary Plan Expiration) is amended to provide that a preliminary plan expired 7 years after the date of its approval.

16. Within the Office Mixed Use (O-MU) and Commercial (C) Districts, all commercial buildings shall provide pedestrian access from the public right-of-way. All primary building entrances must be shaded via a canopy, awning, or approved shade device. A shaded pedestrian walk shall be provided to the primary entrance. Shading for building entries and sidewalks shall meet the standards and definitions of Chapter 25, Section 2, Subchapter E, Sections 2.8 (Shade and Shelter) and 5 (Definitions, see "Awning")

17. Notwithstanding any provision of the City Code, Transportation Criteria Manual, and Fire Protection Criteria Manual, the applicable cross sections for the extension of Bridge Point Parkway may comply with the cross section illustrated on Exhibit F (On Site Multi Modal Transportation)

18. Notwithstanding any provision of the City Code or the Transportation Criteria Manual, any private street may be gated for private access. Access gates shall not impede access to or along the trails shown on Exhibit F (On Site Multi-Modal Transportation).

19. Modifications to the requirements pertaining to sidewalks as provided in Sections 25-6-351 (Sidewalk Installation in Subdivision) and 25-6-352 (Sidewalk Installations with Site Plans) may be administratively approved. A minimum 4-foot wide sidewalk is required on one side of all public rights-of-way (except for Bridge Point Parkway), private streets, and internal drives. The location of sidewalk may vary based on topography and site constraints and shall meander so that trees greater than 19" are preserved.

20. The District boundaries may be revised administratively so long as the total acreage within the Open Space (P-OS), and Park (P) Districts each equal the acreage shown on the Exhibit C (Land Use Plan).

21. Except as provided herein, building height for all individual buildings shall follow the definition of building height in Section 25-1-21(49) (Definitions: Height). Notwithstanding the foregoing, for a stepped or terraced building, the building height of each segment is determined individually. A stepped or terraced building is any building where the floors are offset. See Stepped Building Height Measurement Diagram on Exhibit C for reference of how height is calculated with respect to stepped buildings.

22. All site plans for the PUD must include a sheet to show compliance with Exhibit E (Compatibility Height and Setbacks).

23. Any applicable limitation on height, whether by compatibility height limitation or setback standards or by Exhibit C (Land Use Plan), are not applicable to aerial portions of any mechanized or other access from and through the Mixed Residential (MR), Open Space (P-OS) or Commercial (C) Districts to and in the Dock (D) District.

24. With respect to Section 25-2-1176 (Site Development Regulations for Docks, Marinas, and Other Lakefront Uses), the Applicant proposes that the Code be modified to allow a permanent structure to be constructed with a setback of 50 feet from the shoreline in the Dock (D) District. The Code shall be modified to allow for the dock to extend up to 75 feet from the shoreline as shown on Exhibit C (Land Use Plan). The total dock area shall not exceed 30 feet wide by 624 feet length or 18,720 square feet. The total allowable dock length is calculated as 20% of the 3,126 linear feet of shoreline for the project. All motorboats will be moored or stored within the dock footprint. Other than in the Dock (D) District and as allowed in this PUD, no other docks will be allowed along the shoreline. Per Section 25-2-1172 (1) a cluster dock is defined as a dock not used for commercial purposes that is associated with dwelling or residential structures. No sinks or shower facilities are allowed on the dock. No commercial watercraft rentals are allowed on the dock.

25. The cluster dock in the Dock (D) District is permitted for use by residents only. No public users are allowed for the cluster dock including mooring of boats not associated with the cluster dock property owners association except for use by Austin Police Department and/or Austin Fire Department.

26. Fuel storage is not permitted within the Dock (D) or Open Space (P-OS) Districts.

27. All buildings, docks or structures within the Dock (D) District must install a sprinkler system for fire protection. With the installation of such sprinkler systems, development allowed in the Dock (D) District shall not be required to comply with fire apparatus access road requirements, and such development is hereby granted approval of an alternative method of compliance allowed under the International Fire Code without further action of approval required.

28. Notwithstanding anything in the PUD Land Use Plan to the contrary, in the event that one or more restrictive covenant(s) and/ or conservation easement(s) restricting development of the property described as Lot 1, Block A of the Champion City Park East Subdivision recorded in Document No. 200300122 of the Official Public Records of Travis County, Texas, approved and enforceable by the City, is not recorded within thirty (30) days of the effective date of the ordinance adopting this PUD Land Use Plan (the "Champion Tract Restrictions"), then the total amount of impervious cover allowed in Note 2 above shall be reduced by 2.0 acres. The Champion Tract Restrictions shall (1) reduce allowable vehicle trips per day by 75%, (2) shall reduce gross floor area (excluding parking facilities) to 120,000 square feet, and (3) limit the use of that property to senior living, including without limitation, Congregate Living, Convalescent Services, and Retirement Housing or other low-intensity use allowed by the Champion Tract Restrictions Applicant shall amend Ordinance #20161110-006, Part 4 (1)(c) to read "in no case may impervious cover on the Property exceed 3.49 acres."

29. The alignment of Bridge Point Parkway may be adjusted administratively so long as the aggregate adverse impact to CEF buffers is not increased and as long as the general location is as shown in the Exhibit C (Land Use Plan).

30. Pedestrian trails and ancillary improvements (fences, seat walls, shade structures, benches, signage, drinking fountain) may be located in CEF buffers within parkland subject to plan review by the Parks and Recreation Department and Watershed Protection Department, and location approval by the Watershed Protection Department if such improvements are in locations other than existing disturbed areas

31. A use with a drive-through facility is prohibited in all districts of the PUD.

32. Heavy construction and staging of construction materials in the Park (P) and Open Space (P-OS) Districts is permitted for improvements within those Districts only. Otherwise no staging or heavy construction is permitted within these districts. Construction staging for Bridge Point Parkway shall not occur within the Park (P) or Open Space (P-OS) districts

33. Notwithstanding any provision of the City Code, Environmental Criteria Manual or Drainage Criteria Manual, the approval of this PUD by Austin City Council constitutes an approval of a variance to allow development in the Dock (D) District within the 100-year floodplain provided that all of the requirements of Section 25-7-92(C) of the City Code, except for the provision of normal access per section 25-7-92(C)(2), are met to the satisfaction of the City through the site plan review process. Specifically, the requirements of Section 25-7-92(C)(3) and (6) are determined to have been satisfied with the approval of this PUD. The Requirements of Section 25-7-92(C)(1), (3), (4) and (7) shall be deemed to have been satisfied at the time of site plan after approval of a submitted flood study that must include a demonstration of no adverse flooding impact from both the proposed building and dock, structural certification of both the building and dock per ASCE 24, and provision of 2-feet of freeboard above the 100-year flood elevation for the finished floor of the proposed building. Prior to issuance of a certificate of occupancy for the proposed building, the applicant shall submit a completed Elevation Certificate certifying that the finished floor elevation of the proposed building is a minimum of two (2) feet above the 100-year floodplain elevation and the elevation of the machinery (air conditioning unit, etc.) is elevated a minimum of one foot above the 100-year floodplain elevation, signed by an appropriate Texas registered professional. There are two required submittals of the Elevation Certificate. The first is at the foundation inspection and the second is at the final building inspection. Additionally, the applicant shall demonstrate that a sufficient refuge area for occupancy of the building that is accessible from both the building and the dock is provided within the proposed building. The refuge area must be at least 2 feet above the 100-year flood elevation. The applicant shall also provide and implement a Flood Emergency Evacuation and Education Plan.

34. Parking is not required for any use in the Dock (D) District.

35. In lieu of Environmental Criteria Manual Section 1.6.2, all cut and fill over 4 feet shall be structurally contained using retaining walls unless an administrative variance to such requirement is obtained at the time of site plan.

36. Cut and fill shall be limited to the Cut and Fill Table on Exhibit E and shall be contained to the maximum extent per PUD note #43.

37. Public roadway and private drives shall clear span the 10-year storm elevation when crossing a waterway with a drainage area of more than 32 acres.

38. The amount of proposed shoreline wetland disturbance and mitigation is allowed as per Exhibit D. Proposed disturbance within the shoreline wetland CEF per Exhibit D shall be mitigated in conformance with an approved mitigation plan at the time of site plan

39. 100% water quality capture volume shall be provided using on-site stormwater controls and 75% of that volume shall be treated by distributed green storm infrastructure controls that utilize natural design and infiltration to the maximum extent feasible.

40. An integrated pest management plan (the "IPM") plan that complies with ECM Section 1.6.9.2(D) and (F) shall be submitted for approval with each site plan application. The Landowner shall provide copies of the IPM plan to all property owners within the PUD

41. The PUD shall implement an outdoor lighting plan to minimize light pollution using "dark sky" design guidelines and techniques. When operated, light fixtures must not produce an intense glare or direct illumination across the property line, except for the boat dock lighting, which may be installed across property lines where authorized by applicable City regulations. All lights shall be a LED source and a height beam shall be controlled to direct the light downward. All exterior light fixtures must be fully shielded. All luminaires shall be directed down, diffused, and/or indirectly off an opaque surface. The maximum intensity measured at the property line shall be 0.5 foot candles. This excludes dock navigation and safety lighting required by the city.

42. The Property HOA shall establish curfew time(s) after which total outdoor lighting lumens shall be reduced by at least 30% or extinguished. Exceptions to include lighting reductions that are not required for any of the following:
    i. With the exception of landscape lighting, lighting for residential properties including multiple residential properties not having common areas.
    ii. When the outdoor lighting consists of only one luminaire.
    iii. Code required lighting for steps, stairs, walkways, and building entrances.
    iv. When in the opinion of the City, lighting levels must be maintained.
    v. Dock navigation lighting
    vi. Motion activated lighting.
    vii. Lighting governed by special use permit in which times of operation are specifically identified.

43. All buildings in the PUD will achieve a 3 star or greater rating under the Austin Energy Green Building Program using the applicable rating version in effect at the time a rating registration application is submitted for a building

44. All commercial buildings shall utilize non potable water sources for irrigation of the building grounds

45. Site plans and building permits for commercial buildings shall demonstrate that air conditioner condensate shall be directed to cisterns or landscaping on site for beneficial reuse. Alternative water sources may only be used for make-up water during buildout of the project.

46. All required tree plantings shall use native tree species selected from Appendix F *(Descriptive Categories of Tree Species)* of the Environmental Criteria Manual (the "*ECM*") All required tree plantings shall use Central Texas native seed stock.

47. At least 90% of all non-turf plant materials shall be selected from the ECM Appendix N *(City of Austin Preferred Plant List)* or the "Grow Green Native and Adapted Landscape Plants Guide".

48. Street Trees generally 30' on center shall be provided along Bridge Point Parkway to the extent feasible

49. Drainage shall be designed and contained per code at time of site plan.

50. Compliance with Erosion Hazard Zone requirements shall be demonstrated at the site plan stage as per the current code in effect at the time of site plan application unless otherwise allowed by this PUD.

51. Design of the dock facilities and mechanized access should consider input from a design charrette made up of a group approved by the City and the developer to ensure the structure is protective of the environment and minimizes adverse visual aesthetic impacts.

52. Dock construction shall occur from the lake via barge

53. No intense recreational use as defined by 25-2 Subchapter C, Article 10, shall be allowed within the Shoreline Recreation Area, and swimming areas within the Dock (D) District shall be restricted in size and location to be protective of public safety, navigation safety, and shoreline integrity.

54. Sewage lift stations within the Dock (D) District shall include an emergency overflow tank and provide an oversized wet well to reduce the potential for sanitary sewer overflows

55. Mechanized access to the Dock (D) District shall utilize a non-hydraulic method or redundant hydraulic fluid containment if a hydraulic method is utilized.

56. Upon completion of the initial parkland improvements the owner will reserve 1/10 of an acre or 4,356 SF of impervious cover future parkland improvements or modifications. The reservation of impervious cover will expire 10 years from a certificate of occupancy for the initial parkland improvements.

57. 25 public parking spaces for the Cliff Park will be provided in the Commercial (C) District prior to a certificate of occupancy for any building in the Commercial (C) District.

CUT AND FILL TABLE				
Cut Range (FT)		Area (acres)	Area (% of Disturbed)	Area (% of Site)
-40	-24	0**	0.0%	0.00%
-24	-20	0.27	0.8%	0.19%
-20	-12	1.65	4.7%	1.14%
-12	-4	5.31	15.1%	3.67%
Fill Variance Table*				
Fill Range (FT)		Area (acres)	Area (% of Disturbed)	Area (% of Site)
40	24	0**	0.0%	0.00%
24	20	0.27	0.8%	0.19%
20	12	2.01	5.7%	1.39%
12	4	6.80	19.3%	4.70%
Non-Variance Category				
Category		Area (acres)	Area (% of Disturbed)	Area (% of Site)
+/- 4'		7.18	20.4%	4.96%
Building Coverage		11.67	33.2%	8.06%
Totals		35.16	100.0%	24.3%

* Earthwork quantities may be transferred from higher to lower depth categories at the time of site plan.

** Cut and fill of up to 28 feet shall be allowed for drives that serve as fire lanes and for adjacent improvements (e.g. sidewalks, landscaping, utilities).

DISTRICT PERMITTED LAND USES					
PRESERVE OPEN SPACE P-OS	PARK P	MIXED RESIDENTIAL MR	COMMERCIAL C	OFFICE MIXED USE O-MU	DOCK D
CIVIC USES	**CIVIC USES**	**CIVIC USES**	**CIVIC USES**	**CIVIC USES**	**CIVIC USES**
Pedestrian Hiking Trails	Community Recreation (Public)	Community Recreation (Private)	Community Recreation (Private)	Community Recreation (Private)	Community Recreation (Private)
	Park and Recreation Services (General)	Club or Lodge			Club or Lodge
	Park and Recreation Services (Special)	Maintenance and Service Facilities			Cluster Dock
		RESIDENTIAL USES		**RESIDENTIAL USES**	
		Bed & Breakfast (Group 1)		Condominium Residential	
		Bed & Breakfast (Group 2)		Multifamily Residential	
		Condominium Residential		Single-Family Attached Residential	
		Multi-Family		Small Lot Single-Family Residential	
		Conservation Single Family Residential		Townhouse Residential	
		Duplex Residential		Retirement Housing (Large Site)	
		Single-Family Attached Residential			
		Single-Family Residential			
		Small Lot Single-Family Residential			
		Townhouse Residential			
		Two-Family Residential			
		Short -Term Rental [1,2]			
	COMMERCIAL USES	**COMMERCIAL USES**	**COMMERCIAL USES**	**COMMERCIAL USES**	
	Mobile Food Establishment	Mobile Food Establishment	Administrative and Business Offices	Administrative and Business Offices	
			Art Gallery	Art Gallery	
			Art Workshop	Art Workshop	
			Commercial Off-Street Parking	Commercial Off-Street Parking	
			Communications Services	Communications Services	
			Consumer Convenience Services	Consumer Convenience Services	
			Financial Services	Financial Services	
			Food Sales	Food Sales	
			General Retail Sales (Convenience)	General Retail Sales (Convenience)	
			General Retail Sales (General)	General Retail Sales (General)	
			Hotel (maximum 80 rooms)	Hotel (maximum 80 rooms)	
			Indoor Entertainment	Indoor Entertainment	
			Indoor Sports and Recreation	Indoor Sports and Recreation	
			Medical Office (<20,000 SF per building)	Medical Office (<20,000 SF per building)	
			Mobile Food Establishment	Mobile Food Establishment	
			Off-Site Accessory Parking	Off-Site Accessory Parking	
			Personal Improvement Services	Personal Improvement Services	
			Personal Services	Personal Services	
			Professional Office	Professional Office	
			Restaurant (General)	Restaurant (General)	
			Restaurant (Limited)	Restaurant (Limited)	
			Software Development	Software Development	
			AGRICULTURAL USES	**AGRICULTURAL USES**	**AGRICULTURAL USES**
			Community Garden	Community Garden	

DISTRICT SITE DEVELOPMENT REGULATIONS						
	PRESERVE OPEN SPACE P-OS	PARK P	MIXED RESIDENTIAL MR	COMMERCIAL C	OFFICE MIXED USE O-MU	DOCK D
BASE ZONING DISTRICT	LA	LA	SF-6	GR	GO-MU	LA
MINIMUM LOT SIZE (square feet)	43,560	43,560	5,750	5,750	5,750	5,750
MINIMUM LOT WIDTH	100'	100'	50'	50'	50'	50'
MINIUM CORNER LOT WIDTH	100'	100'	60'	60'	60'	60'
MAXIMUM DWELLING UNITS PER LOT	0	0	**	N/A	**	0
MAXIMUM HEIGHT	0	35'	60*	60*	60*	30'
MINIMUM SETBACKS						
FRONT YARD	40'	25'	10'	10'	10'	N/A
STREET SIDE YARD	25'	25'	10'	10'	10'	N/A
INTERIOR SIDE YARD	10'	10'	5'	N/A	N/A	N/A
REAR YARD	20'	20'	10'	N/A	N/A	N/A
MAXIMUM BUILDING COVERAGE	N/A	10%	75%	75%	75%	20%
MAXIMUM FLOOR TO AREA RATIO			1:01	1:01	3:01	0.5:1

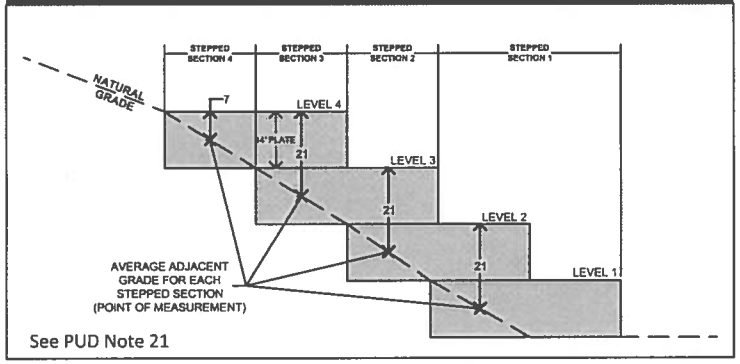
* Additional height restriction may apply per Exhibit E - Compatibility, Height, and Setbacks.

** The overall residential density of the project shall be regulated by PUD note 8 on Exhibit D1.

General Notes: 1. Unless suitable easements are otherwise provided with subdivision or site plan, a 15-ft electrical easement is required on both sides of Bridge Point Parkway. Additional electrical easements within Districts shall be determined at subdivision
2. Any residential building exceeding 3 stories may require a commerical building permit
3. Utility Servies and facilities are allowed within all districts

PARKLAND DEDICATION CALCULATIONS								
APPENDIX Q-1: NET SITE AREA - Cliff Park			APPENDIX Q-1: NET SITE AREA - Preserve Park			APPENDIX Q-1: NET SITE AREA - Total		
Total Gross Site Area	16.58	Acres	Total Gross Site Area	9.60	Acres	Total Gross Site Area	26.17	Acres
Site Deductions			Site Deductions			Site Deductions		
Flood Plain	4.24	Acres	Flood Plain	0	Acres	Flood Plain	4.24	Acres
Deduction Subtotal	4.24	Acres	**Deduction Subtotal**	0	Acres	**Deduction Subtotal**	4.24	Acres
Upland Area (Gross Area Minus Total Deductions)	12.34	Acres	**Upland Area (Gross Area Minus Total Deductions)**	9.60	Acres	**Upland Area (Gross Area Minus Total Deductions)**	21.93	Acres
APPENDIX Q-1: NET SITE AREA - Cliff Park			APPENDIX Q-1: NET SITE AREA - Preserve Park			APPENDIX Q-1: NET SITE AREA - Total		
Total Gross Site Area	16.58	Acres	Total Gross Site Area	9.60	Acres	Total Gross Site Area	26.17	Acres
Site Deductions			Site Deductions			Site Deductions		
Critical Water Quality Zone (CWQZ)	9.95	Acres	Critical Water Quality Zone CWQZ	0	Acres	Critical Water Quality Zone CWQZ	9.95	Acres
Water Quality Transition Zone (WQTZ)	3.01	Acres	Water Quality Transition Zone	0	Acres	Water Quality Transition Zone	3.01	Acres
Critical Environmental Feature Buffer (150' buffer)	3.45	Acres	Critical Environmental Feature Buffer (150' buffer)	3.28	Acres	Critical Environmental Feature Buffer (150' buffer)	6.73	Acres
Deduction Subtotal	16.41	Acres	**Deduction Subtotal**	3.28	Acres	**Deduction Subtotal**	19.6936	Acres
Upland Area (Gross Area Minus Total Deductions)	0.16	Acres	**Upland Area (Gross Area Minus Total Deductions)**	6.32	Acres	**Upland Area (Gross Area Minus Total Deductions)**	6.48	Acres
100% Credit	0.16	Acres	**100% Credit**	6.32	Acres	**Total credited parkland**	6.48	Acres

STEPPED BUILDING HEIGHT MEASUREMENT DIAGRAM



CAMELBACK PLANNED UNIT DEVELOPMENT

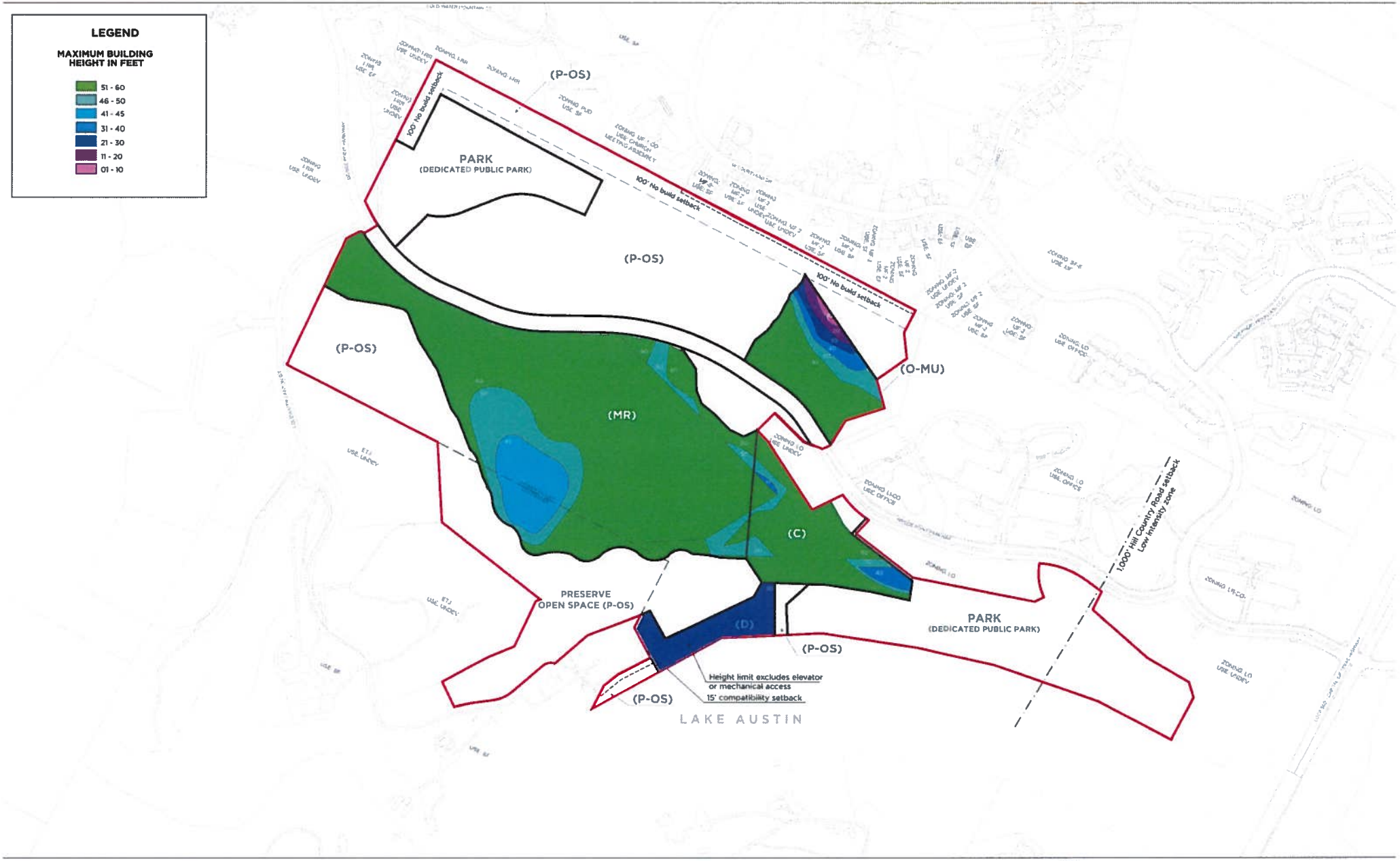
PUD NOTES AND EXHIBITS

SEPTEMBER 26, 2018

PHARIS DESIGN PLANNING | LANDSCAPE ARCHITECTURE Kimley»Horn HDR

EXHIBIT D2

CASE #: C814-86-023.01



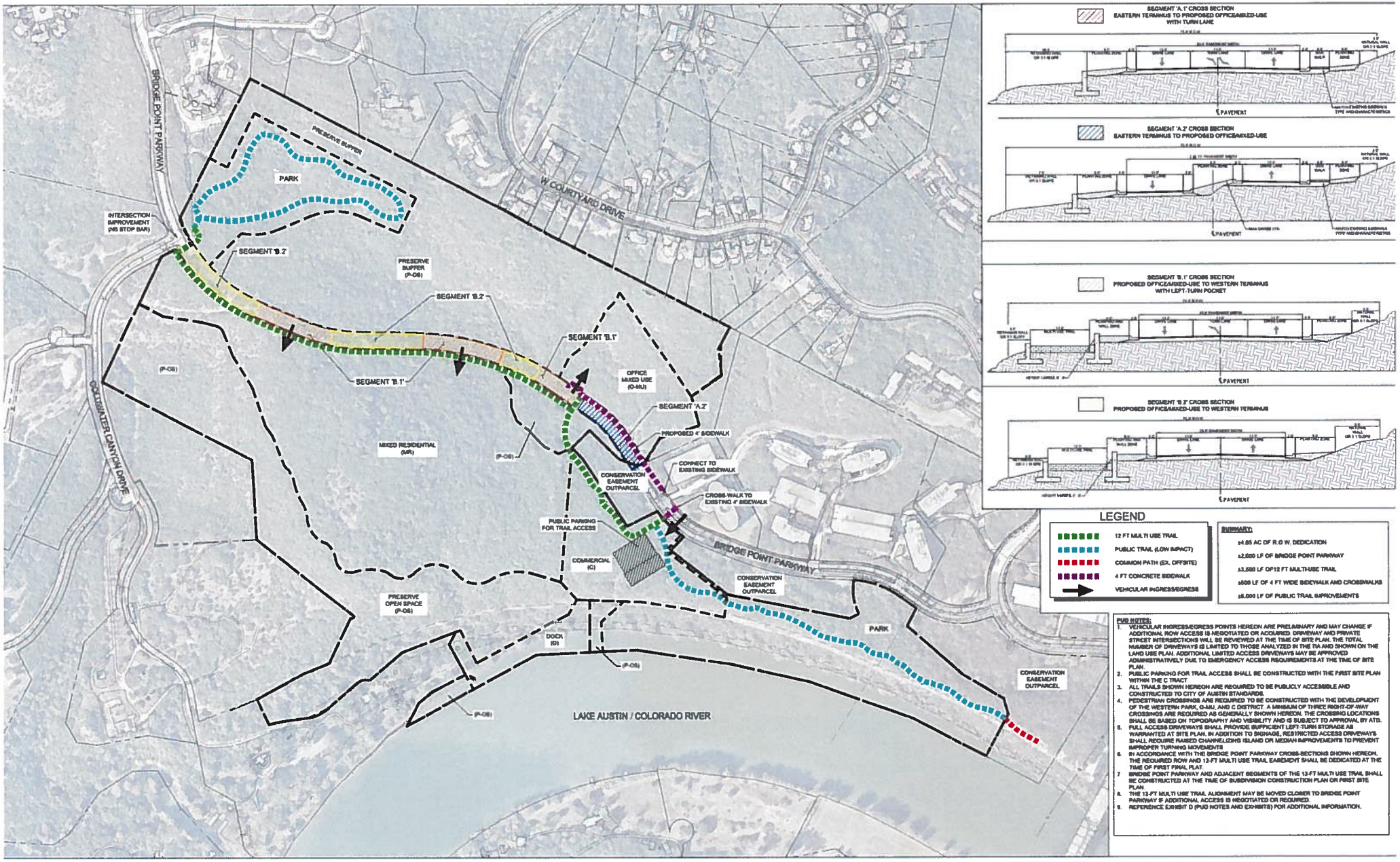
PHARIS DESIGN PLANNING | LANDSCAPE ARCHITECTURE Kimley»Horn HDR

CAMELBACK PLANNED UNIT DEVELOPMENT
PUD COMPATIBILITY HEIGHT AND SETBACKS
SEPTEMBER 26, 2018

0 100 200 400

CASE #: C814-86-023.01

EXHIBIT E



CAMELBACK PLANNED UNIT DEVELOPMENT

ONSITE MULTI MODAL TRANSPORTATION

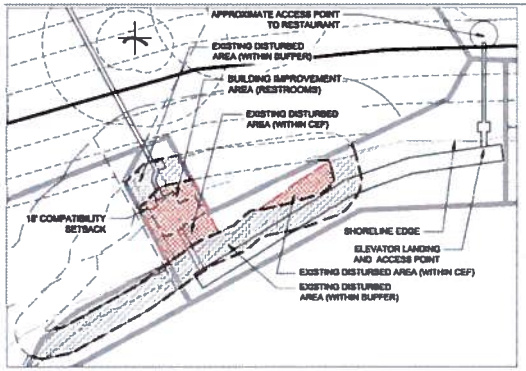
September 28, 2018

PHARIS DESIGN
PLANNING | LANDSCAPE ARCHITECTURE

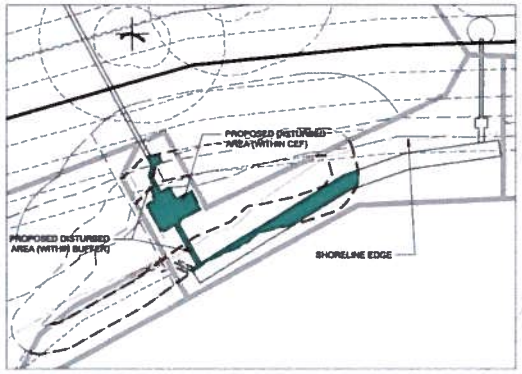
Kimley»Horn HDR

F

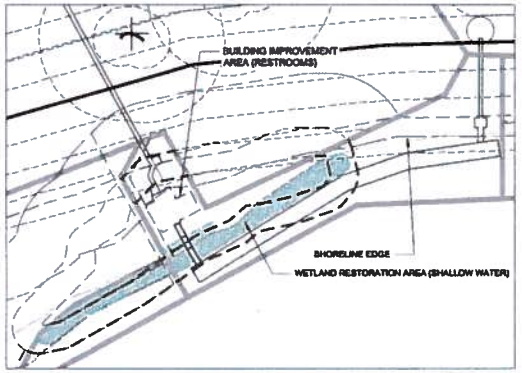
CASE #: C814-86-023.01



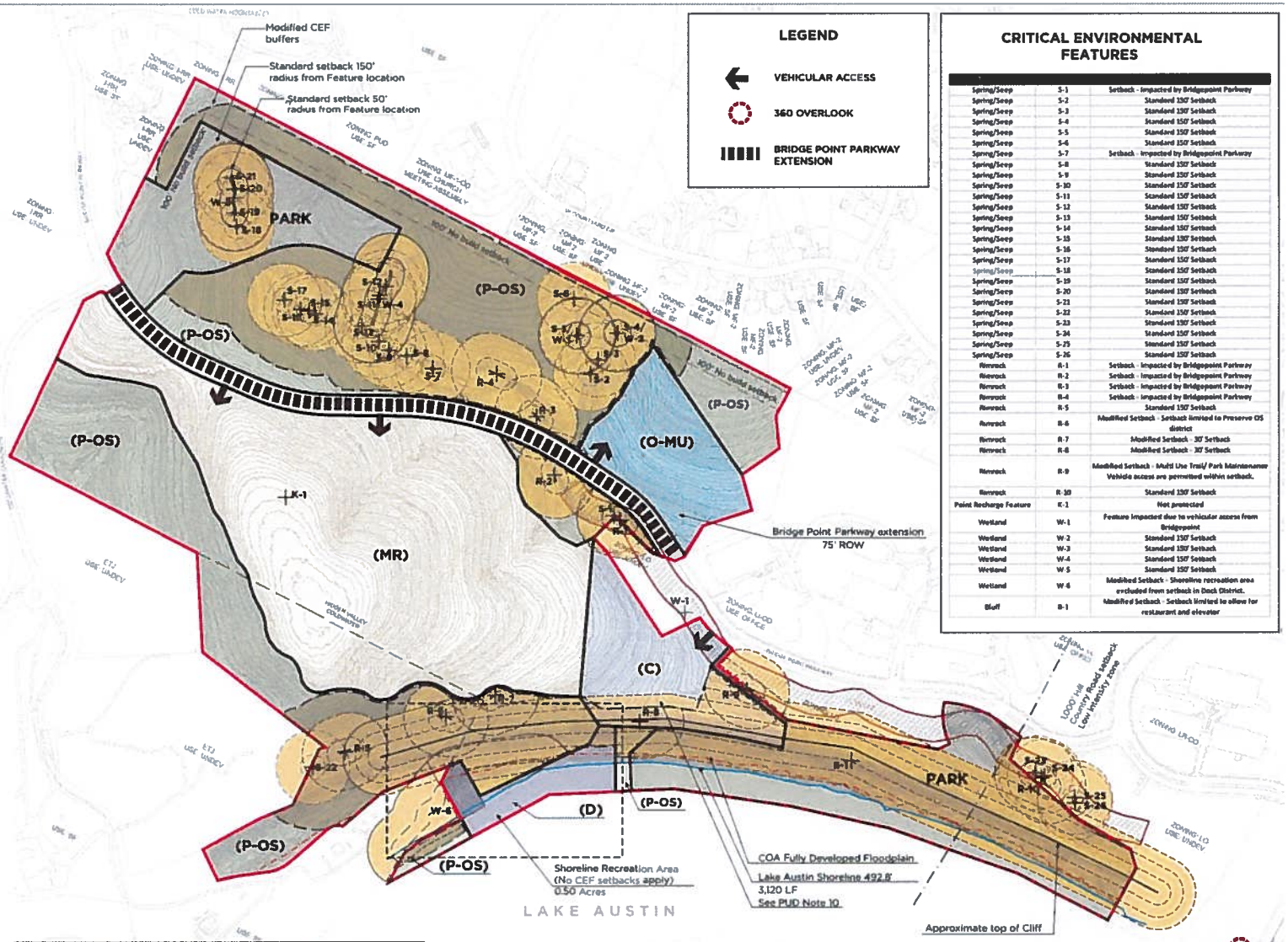
EXISTING DISTURBED AREAS
The information shown above is conceptual in nature and subject to change.



PROPOSED DISTURBED AREAS
The information shown above is conceptual in nature and subject to change.



WETLAND RESTORATION AND ENHANCEMENT AREAS
The information shown above is conceptual in nature and subject to change.



CRITICAL ENVIRONMENTAL FEATURES

Spring/Seep	S-1	Setback - Impacted by Bridgepoint Parkway
Spring/Seep	S-2	Standard 150' Setback
Spring/Seep	S-3	Standard 150' Setback
Spring/Seep	S-4	Standard 150' Setback
Spring/Seep	S-5	Standard 150' Setback
Spring/Seep	S-6	Standard 150' Setback
Spring/Seep	S-7	Setback - Impacted by Bridgepoint Parkway
Spring/Seep	S-8	Standard 150' Setback
Spring/Seep	S-9	Standard 150' Setback
Spring/Seep	S-10	Standard 150' Setback
Spring/Seep	S-11	Standard 150' Setback
Spring/Seep	S-12	Standard 150' Setback
Spring/Seep	S-13	Standard 150' Setback
Spring/Seep	S-14	Standard 150' Setback
Spring/Seep	S-15	Standard 150' Setback
Spring/Seep	S-16	Standard 150' Setback
Spring/Seep	S-17	Standard 150' Setback
Spring/Seep	S-18	Standard 150' Setback
Spring/Seep	S-19	Standard 150' Setback
Spring/Seep	S-20	Standard 150' Setback
Spring/Seep	S-21	Standard 150' Setback
Spring/Seep	S-22	Standard 150' Setback
Spring/Seep	S-23	Standard 150' Setback
Spring/Seep	S-24	Standard 150' Setback
Spring/Seep	S-25	Standard 150' Setback
Spring/Seep	S-26	Standard 150' Setback
Rimrock	R-1	Setback - Impacted by Bridgepoint Parkway
Rimrock	R-2	Setback - Impacted by Bridgepoint Parkway
Rimrock	R-3	Setback - Impacted by Bridgepoint Parkway
Rimrock	R-4	Setback - Impacted by Bridgepoint Parkway
Rimrock	R-5	Standard 150' Setback
Rimrock	R-6	Modified Setback - Setback limited to Preserve OS district
Rimrock	R-7	Modified Setback - 30' Setback
Rimrock	R-8	Modified Setback - 30' Setback
Rimrock	R-9	Modified Setback - Multi Use Trail/ Park Maintenance Vehicle access are permitted within setback.
Rimrock	R-10	Standard 150' Setback
Point Recharge Feature	K-1	Not protected
Wetland	W-1	Feature impacted due to vehicular access from Bridgepoint
Wetland	W-2	Standard 150' Setback
Wetland	W-3	Standard 150' Setback
Wetland	W-4	Standard 150' Setback
Wetland	W-5	Standard 150' Setback
Wetland	W-6	Modified Setback - Shoreline recreation area excluded from setback in Dock District.
Bluff	B-1	Modified Setback - Setback limited to allow for restaurant and elevator

WETLAND CDEF W-6 MITIGATION SUMMARY	
AREA DESCRIPTION	SQUARE FEET
WETLAND EXISTING DISTURBED AREA	57,849.35
WETLAND PROPOSED DISTURBED AREA	13,133.23
WETLAND RESTORATION AREA	23,177.06

CAMELBACK PLANNED UNIT DEVELOPMENT
PUD ENVIRONMENTAL RESOURCE EXHIBIT
SEPTEMBER 26, 2018

PHARIS DESIGN PLANNING | LANDSCAPE ARCHITECTURE Kimley»Horn HDR

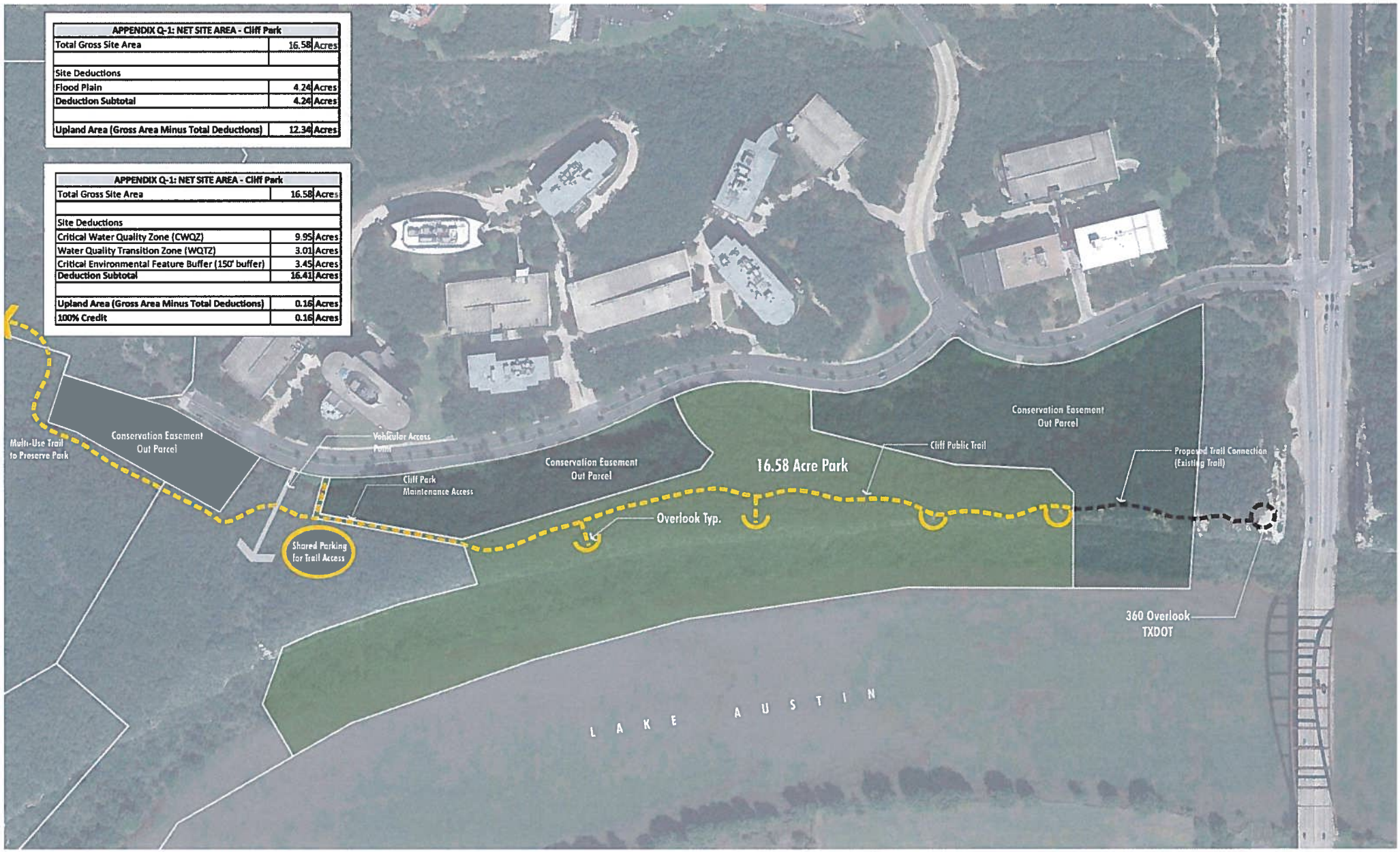
0 100 200 400

CASE #: C814-86-023.01

EXHIBIT G

APPENDIX Q-1: NET SITE AREA - Cliff Park		
Total Gross Site Area	16.58	Acres
Site Deductions		
Flood Plain	4.24	Acres
Deduction Subtotal	4.24	Acres
Upland Area (Gross Area Minus Total Deductions)	12.34	Acres

APPENDIX Q-1: NET SITE AREA - Cliff Park		
Total Gross Site Area	16.58	Acres
Site Deductions		
Critical Water Quality Zone (CWQZ)	9.95	Acres
Water Quality Transition Zone (WQTZ)	3.01	Acres
Critical Environmental Feature Buffer (150' buffer)	3.45	Acres
Deduction Subtotal	16.41	Acres
Upland Area (Gross Area Minus Total Deductions)	0.16	Acres
100% Credit	0.16	Acres



PHARIS DESIGN
PLANNING | LANDSCAPE ARCHITECTURE
OVERLAND
HDR
Kimley»Horn

CAMELBACK PLANNED UNIT DEVELOPMENT
CLIFF PARK IMPROVEMENT PLAN
AUGUST 13, 2018

0 50 100 200

CASE #: C814-86-023.01

EXHIBIT H

PARKLAND DEDICATION CALCULATIONS		
APPENDIX Q-1: NET SITE AREA - Cliff Park		
Total Gross Site Area	16.58	Acres
Site Deductions		
Flood Plain	4.24	Acres
Deduction Subtotal	4.24	Acres
Upland Area (Gross Area Minus Total Deductions)	12.34	Acres
APPENDIX Q-1: NET SITE AREA - Cliff Park		
Total Gross Site Area	16.58	Acres
Site Deductions		
Critical Water Quality Zone (CWQZ)	9.95	Acres
Water Quality Transition Zone (WQTZ)	3.01	Acres
Critical Environmental Feature Buffer (150' buffer)	3.45	Acres
Deduction Subtotal	16.41	Acres
Upland Area (Gross Area Minus Total Deductions)	0.16	Acres
100% Credit	0.16	Acres

PHARIS DESIGN PLANNING | LANDSCAPE ARCHITECTURE Kimley»Horn HDR

CAMELBACK PLANNED UNIT DEVELOPMENT
PRESERVE PARK IMPROVEMENTS PLAN
SEPTEMBER 28, 2018

0 50 100 200

CASE #: C814-86-023.01

EXHIBIT I

MEMORANDUM

TO: Parks and Recreation Board

FROM: Kimberly A. McNeeley, CPRP, Acting Director
Austin Parks and Recreation Department

DATE: August 28, 2018

SUBJECT: Camelback Planned Unit Development C814-86-023.01

The purpose of this memorandum is to provide a status update on the Camelback Planned Unit Development (PUD). The Parks and Recreation Department (PARD), finds that the Camelback PUD is superior to traditional zoning as it pertains to parks. The Parkland Dedication Operating Procedure section 14.3.9 outlines the requirements for a project to be considered superior in terms of parkland. These requirements include:

(1) include at least 10.4 credited acres per 1,000 residents, which reflects the combined citywide level-of-service for neighborhood, greenbelt, and district parks (This amount exceeds by one acre the parkland dedication required under City Code § 25-1-602(E) that is based on a lower citywide level-of-service and includes only neighborhood parks and greenbelts.);

(2) be developed in accordance with a plan approved by PARD; and

(3) be dedicated to a governmental entity.

A PUD district provides greater design flexibility by permitting modifications of site development regulations. The Code reads that the purpose of the PUD is to "***preserve the natural environment, encourage high quality development and innovative design and ensure adequate public facilities and services for development within the PUD.***"

PARD considers the Camelback PUD superior to traditional zoning as it pertains to parks. The project proposal includes the dedication of over 26.11 acres of parkland to the City, which is 16.58 acres more than the 10.4 credited park acres per 1,000 residents required by current Code. The applicant has committed to design, permit, construct, operate, and maintain the parks at its expense. The preliminary budget for the park improvements are estimated to be in excess of $1.5 million dollars. The below items are to serve as an outline for a Park Improvement, Operations and Maintenance Agreement between the City of Austin Parks and Recreation Department and the Developer.

1. **Design, Permitting and Improvement.** The Owner will be responsible for design and construction of the improvements within a time frame set forth in the Agreement. Improvements may include, but are not limited to the list below:

Cliff Park

- (3) 15' x 15' shade structures/pergolas
- (25) off-site dedicated parking spaces for public use, includes ADA spaces
- Off-site public restroom, men and women, with changing stations
- Drinking fountain with dog bowl and jug filler
- (4) trash receptacles (recycling and waste)
- (4) park benches or seat walls
- 1,400 LF nature trail

ATTACHMENT A

- 100 LF of ADA accessible multi-modal trail to 1st cliff overlook, minimum 10' width
- Park signage—interpretive signs, park rules, etc.

Preserve Park

- Trailhead with 15' x 15' shade structure
- Drinking fountain with dog bowl and jug filler
- Trash receptacles (recycling and waste)
- Park benches
- Sidewalk connection for on street parking spaces located on West Bridgepoint Parkway
- 2,000 LF of nature trail
- Park signage—interpretive signs, park rules, etc.

2. **Dedication.** The Owner will dedicate the parkland after all improvements have been constructed on the parkland and prior to any residential certificate of occupancy, CO.

3. **Maintenance.** The Owner shall be responsible for maintaining the parkland based on City standards appropriate for a natural, passive park. The Owner may delegate responsibility for maintenance to a Property Owner's Association (POA) or other non-profit entity.

4. **Management and Security.** The Owner/POA shall be responsible for management and security of the parks. Both parties understand that security is critically important to the Owner and neighbors in the area and that a high standard for security will be maintained at this park. The Owner will ensure that the City of Austin's Park Use Rules are enforced at this park.

5. **Programming and Operations.** It will not be used for the private benefit of the Owner or residents in the Owner's development. The Owner/POA shall be responsible for and have the right to program and operate the park in a manner acceptable to both parties. Both parties agree that operating hours will be from 30 minutes before sunrise to 30 minutes after sunset unless an alternative schedule is otherwise agreed to by both parties. (This is an authority given to the Director 8-1-14.) Given its location on a cliff, nighttime use of the park would require lighting, which has not been anticipated by this agreement.

6. **Concessions, Fees and Revenue.** Any concession and reservation revenues generated from the park will be used by the Owner/POA only for the benefit of the park as defined in the maintenance and operation agreement.

7. **Permitted Activity after Dedication.** After dedication, Owner/POA shall be able to continue to add additional recreational improvements including, utilities, signage and other appropriate improvements related to recreation as defined in a park improvement agreement.

If additional information is needed, please contact Randy Scott, Park Planning Program Manager, at (512) 974-9484 or Randy.Scott@austintexas.gov .

Cc: Liana Kallivoka, PhD, PE, Assistant Director
Ricardo Soliz, Division Manager

MEMORANDUM

TO: Wendy Rhoades, Case Manager
Planning and Zoning Department

CC: Upal Barua, P.Eng., P.E.
Dipti Borkar – Desai, P.E.
Austin Transportation Department

FROM: Scott A. James, P.E., PTOE
Katie Wettick, AICP
Land Use Review – Transportation
Development Services Department

DATE: September 14, 2018

SUBJECT: Traffic Impact Analysis for Camelback Tract PUD Amendment
Zoning application C814 – 86 – 023.01

Section 25 – 6 – 114 of the Land Development Code requires that a traffic impact analysis be conducted for a project proposed with a zoning application if the project is anticipated to generate more than 2,000 daily trips. The Camelback development is located on the north shore of Lake Austin, west of Loop 360. The development is currently zoned PUD and has vested rights that would allow for construction of sixty-four (64) single family residential lots. The applicant is proposing to amend the previously approved land plan to allow for for the following mix of land uses:

Land use	Proposed Intensity
General office	300,000 SF
Restaurant (high-turnover sit down)	19,400 SF
Residential condominiums	40 DU
Single family houses	25 DU

The projected completion year is 2022.

ATTACHMENT C

Staff from the Austin Transportation Department have reviewed the September 7, 2018 *"Traffic Impact Study, Camelback"* with the following comments.

Nearby Roadways

RM 2222

The Austin Metropolitan Area Transportation Plan (AMATP) classifies RM 2222 as a four-lane divided major arterial. According to 24-hour traffic counts conducted by the applicant, 51,700 vpd are estimated on RM 2222, east of Champion Grandview Way, and 27,100 vpd are estimated east of Lakewood Drive. The posted speed limit on RM 2222 is 55 MPH west of Loop 360 and 45 MPH east of the Loop 360 interchange. The 2014 Austin Bicycle Plan recommends a shared use path on RM 2222.

Loop 360 (Capital of Texas Highway)

The AMATP classifies Loop 360 as a four-lane divided major arterial in the vicinity of the site. According to 24-hour traffic counts conducted by the applicant, 59,800 vehicles per day (vpd) are estimated on Loop 360, north of Champion Grandview Way, and 43,900 vpd are estimated south of the Loop 360 bridge. The posted speed limit on Loop 360 is 55 miles per hour (mph). The 2014 Austin Bicycle Plan recommends a shared use path/trail on Loop 360 in the vicinity of the site.

City Park Road

City Park Road is classified as a two-lane undivided minor arterial south of RM 2222, with a third lane (for passing) beginning approximately 475 feet east of West Courtyard Drive. According to TxDOT average daily traffic counts, the 2015 traffic volume south of RM 2222, was approximately 5,900 vehicles per day (vpd). The posted speed limit on City Park Road is 40 MPH. The 2014 Austin Bicycle Plan recommends a protected bike lane on City Park Road south of RM 2222.

West Courtyard Drive

West Courtyard Drive is classified as a two-lane local street. According to 24-hour traffic counts conducted by the applicant, 2,300 vpd south of City Park Road and 5,000 vpd north of Bridge Point Parkway are estimated. The review of peak hour traffic counts conducted by the applicant, indicates approximately 7,300 vpd travel along West Courtyard Drive west of Loop 360. The posted speed limit on West Courtyard Drive is 30 MPH.

Bridge Point Parkway

Bridge Point Parkway is classified as a two-lane local street. Bridge Point is discontinuous, with one section (approximately 2,000 feet in length), beginning at the intersection with West Courtyard Drive. A separate section between City Park Road and Coldwater Canyon Drive is approximately 1,250 feet in length. Based on a review of peak hour traffic counts conducted by the applicant, 3,400 vpd are estimated on Bridge Point Parkway, west of West Courtyard Drive. South of City Park Road,

apprioximately 150 vpd are estimated on West Courtyard Drive. The assumed speed limit of 30 MPH applies to both sections of the roadway.

Trip Generation Estimates

Based on the ITE Trip Generation Manual, 10th Edition, the proposed development will generate approximately 5,808 new daily trips per day (vpd) with 544 trips occurring during the AM peak hour, and 566 occurring during the PM peak hour. Table 1 provides the estimated number of unadjusted daily weekday trips.

Table 1 – Estimate of weekday trip generation

		Weekday AM Peak		Weekday PM Peak		Daily Totals
Land Use (ITE Code)	**Intensity**	**Enter**	**Exit**	**Enter**	**Exit**	
Single Family Detached (210)	25 DU	6	17	17	17	290
Multi-family housing (220)	40 DU	5	15	16	10	262
General Office (710)	300,000 SF	265	43	52	571	3,080
High-Turnover/ Sit Down Restaurant (932)	19,400 SF	106	87	118	72	2,176
Totals		**382**	**162**	**203**	**363**	**5,808**

As stated within the TIA scoping document, reductions were permitted for the proposed site generated traffic to reflect the local transportation travel and transportation access patterms. Accordingly, a 15% reduction for the PM peak hour trips was permitted for the High-Turnover Restaurant during the PM peak period, with an additional 10% internal capture reduction for the office and restaurant land uses during the PM peak period. No other trip reductions were assumed as part of this study. The adjusted estimated weekday trips are reflected in Table 2 below:

Table 2 – Adjusted estimate of weekday trip generation

		Weekday AM Peak		Weekday PM Peak		Daily Totals
Land Use (ITE Code)	**Intensity**	**Enter**	**Exit**	**Enter**	**Exit**	
Single Family Detached (210)	25 DU	6	17	17	10	290
Multi-family housing (220)	40 DU	5	15	16	10	262
General Office (710)	300,000 SF	265	43	47	244	2,926
High-Turnover/ Sit Down Restaurant (932)	19,400 SF	106	87	90	55	1,920
Totals		**382**	**162**	**170**	**319**	**5,398**

Trip Distribution

Table 3 presents how the site traffic was assigned to the surrounding network of public streets to determine the impact of the proposed development upon existing transportation infrastructure.

Table 3 – Directional distribution of site traffic	
Roadway	**% site traffic**
Northbound Loop 360	25%
Southbound Loop 360	25%
Eastbound RM 2222	20%
Westbound RM 2222	25%
Westbound City Park Road	5%
Total	**100%**

The following background projects were listed in the scoping document: Cold Water Garden Homes (SP – 04 – 0287D), Champions Tract 3 (C14 – 2015 – 0160), Champion Tract 1 (SPC – 2018 – 0031C).

As specified in the TIA scoping documents, traffic counts were collected when public schools were in session for the following intersections:

Tuesday February 27, 2018:

- Loop 360 and RM 2222 (NB & SB frontage roads)
- Loop 360 and West Courtyard Drive
- City Park Road and RM 2222
- West Courtyard Drive and City Park Road
- West Courtyard Drive and Bridge Point Parkway
- Bridge Point Parkway and City Park Road

Tuesday, March 27, 2018:

- West Courtyard Drive and Finklea Cove
- West Courtyard Drive and Long Court
- West Courtyard Drive and Monte Vista Condo Driveway
- West Courtyard Drive and Shepherd Mountain Cove

Traffic Analysis Methodology

Table 4 below presents the Highway Capacity Manual (HCM) definitions of 'levels of service' for both ***signalized and unsignalized*** intersections. Within the City of Austin, LOS "D" is considered the acceptable threshold for signalized operations and for intersections where the LOS is projected at "E" or lower, mitigation should be proposed.

Table 4 –Level of Service as defined by HCM

Level of Service	Signalized Intersection Average Total Delay (Sec/Veh)	Unsignalized Intersection Average Total Delay (Sec/Veh)
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

The following tables present summaries of the analysis performed within the TIA. Table 5 below shows the estimated delays (in seconds per vehicle) for the AM and PM peak hours of travel for the neighborhood roadways under two scenarios: "2018 Existing" conditions and "2022 Site + Forecast" conditions. The City of Austin assumes the morning peak hour will occur between 7 and 9 AM, and the evening peak hour between 4 and 6 PM during the regular work week (Monday – Friday).

Table 5 – Calculation of Levels of Service for Existing and Built Scenarios

Intersection	2018 Existing		2022 Built Condition (Site + Forecast)	
	AM LOS (Delay)	PM LOS (Delay)	AM LOS (Delay)	PM LOS (Delay)
West Courtyard Drive and Finklea Cove	A (8.7)	B (10.1)	A (8.6)	A (9.4)
West Courtyard Drive and Long Court	A (9.6)	B (10.5)	A (9.3)	A (9.7)
West Courtyard Drive / Monte Vista Condo Driveway	B (10.1)	B (10.3)	A (9.7)	A (9.6)
West Courtyard Drive / Shepherd Mountain Cove	B (11.7)	B (11.7)	B (11.0)	B (10.6)

Summary of Existing Conditions

As shown in the table above, none of the neighborhood roadways are shown to experience significant levels of delay. These analyses reflect the baseline conditions to which site traffic (and proposed mitigations) will be added.

Identified Neighborhood Traffic Concerns (use of West Courtyard Drive)

As part of the analysis, the applicant assumed a certain amount of roadway traffic would be rerouted from West Courtyard Drive to the proposed extension of Bridge Point Parkway upon completion of the new roadway connection. During the morning and evening peak periods, seventy-five (75) and one hundred thirty-eight (138) trips, respectively, were rerouted from West Courtyard to Bridge Point Parkway. According to the results of the analysis, all of the studied intersections in this section will continue to operate at satisfactory levels of congestion ("LOS A") during both peak periods for all future scenarios.

Previous traffic impact analyses have recommended improvements in the vicinity of this project:

1) The interchange of Loop 360 and RM 2222 is to have modified traffic signal phasing to add an overlap phase to allow the northbound right-turn movement to run simultaneously with the westbound through movement. This modification would also require the eastbound through movement under the bridge be terminated at the same time as the eastbound left-turn movement to avoid conflicting phases.
2) The intersection of City Park Road and RM 2222 is to have modifications and operational upgrades to the traffic signal timing plans.

Discussion of results of TIA analysis:

In order to review the probable traffic impact of the change in allowable land uses and intensities, the applicant reviewed the following scenarios in their analysis:

2018 Existing Conditions
2022 Forecasted Conditions (without site traffic)
2022 Site Plus Forecasted Traffic Conditions (without improvements)
2022 Site Plus Forecasted Traffic Conditions (with improvements)

Each scenario was modeled using industry standard micro-simulation software and the peak hour traffic counts collected for the analysis. Follows is a summary of the results (by location):

The Loop 360 Southbound (SB) Frontage Road and RM 2222 is shown to operate at LOS C under the 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will operate at LOS C and D under 2022 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

The Loop 360 Northbound (NB) Frontage Road and RM 2222 intersection is shown to operate at LOS E under the 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will operate at LOS E and F under 2022 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

The Loop 360 and West Courtyard Drive intersection is shown to operate at at LOS D and E under the 2018 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same geometry, the intersection will operate at LOS E under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods.

The City Park Road and RM 2222 intersection is shown to operate at LOS F and C under the 2018 existing traffic conditions during the AM and PM peak periods, respectively. Assuming the same geometry, the intersection will have the same LOS F and C under 2022 forecasted (without site) traffic conditions during the AM and PM peak periods, respectively.

The West Courtyard Drive and City Park Road intersection is shown to operate at an overall LOS A under 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will continue to operate at LOS A under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods.

The West Courtyard Drive and Bridge Point Parkway intersection is all-way stop-controlled. The overall intersection operates at LOS B under 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will continue to operate at LOS B under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods.

The Bridge Point Parkway and City Park Road intersection is shown to operate at LOS A (overall) under 2018 existing traffic conditions during both the AM and PM peak periods. Assuming the same geometry, the intersection will continue to operate at LOS A under 2022 forecasted (without site) traffic conditions during both the AM and PM peak periods

Future scenarios (Site + Forecasted conditions)

The Loop 360 SB Frontage Road and RM 2222 intersection is shown to operate at LOS D under "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming signal timing optimization.* It should be noted that although the impact of site traffic on westbound left-turn and eastbound through movements of this intersection have not been completely mitigated; no additional improvements are recommended at this intersection. As mentioned previously, this intersection is part of the Loop 360 Improvement Study conducted by TxDOT and long-term

improvements, such as construction/modification of this intersection to a diverging diamond intersection, are under consideration.

The Loop 360 NB Frontage Road and RM 2222 intersection is shown to operate at LOS E under "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming signal timing optimization.* This improvement was recommended in the Champions Tract 3 TIA, which specified that operating conditions may be improved by running the northbound right-turn movement as an overlap phase with the westbound through movement. This modification would require the eastbound through movement under the bridge (from southbound Loop 360) be terminated at the same time as the eastbound left-turn movement. This will allow the northbound right movement to run simultaneously with the westbound through movement. It should be noted that the eastbound left-turn and through movements of this intersection have not been completely mitigated for site traffic; no additional improvements are recommended at this intersection. As mentioned previously, this intersection is part of the Loop 360 Improvement Study being conducted by TxDOT and long-term improvements, such as construction/modification of this intersection to a diverging diamond intersection, are under consideration.

The Loop 360 and W. Courtyard Drive intersection is shown to operate at LOS D and E under "2022 site plus forecasted" traffic conditions during the AM and PM peak periods, respectively, assuming the following improvements are in place:

- *Construction of an additional eastbound turn lane on W. Courtyard Drive, and striping of the approach to provide left-turn, left-turn/through, and right-turn lanes.* This would be accomplished by modifying the existing median.
- *Construction of an acceleration lane on Loop 360 allowing eastbound right turns from West Courtyard Drive.* This would require traffic to merge into southbound Loop 360 traffic prior to reaching the Loop 360 Bridge, and coordination with TxDOT will be required to obtain approval of the design.
- *Construction of an additional northbound left-turn lane to provide dual left-turn lanes. The left-turn lanes will be extended to provide a minimum of 100 feet of storage with a tapering transition.*
- *Removal of pedestrian phasing on the north side of the intersection (crossing Loop 360) to reduce green time for the westbound approach.* (Improvement does not affect analysis results presented in this TIA. Pedestrians would still be allowed to cross Loop 360 on the south side of the intersection.)
- *Signal modification (add signal section head) and timing optimization.*

<u>It should be noted that this intersection is also part of the TxDOT Loop 360 Improvement Study, which calls for grade separation and removal of the traffic signal as part of the long term configuration.</u>

The City Park Road and RM 2222 intersection is shown to operate at LOS F and D under "2022 site plus forecasted" traffic conditions during the AM and PM peak periods, respectively, assuming the following improvements are in place:

- *Construction of an additional northbound right-turn lane on City Park Road to provide dual right-turns (signal phasing to be revised to provide right-turn overlap).*
- *Restriping the westbound left-turn lane to extend the storage length to 700' to accommodate 95th percentile queuing.*
- *Signal modification/optimization (pole relocation and installation of steel mast arms).*

The West Courtyard Drive and City Park Road intersection is shown to operate at LOS A under "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods. *No improvements are recommended at this intersection as part of this project as all traffic movements are operating at acceptable levels of service.*

The West Courtyard Drive and Bridge Point Parkway intersection is shown to operate at LOS B under "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming the construction of a single-lane roundabout.*

The Bridge Point Parkway and City Park Road intersection is shown to operate at LOS A under "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming the construction of a westbound left-turn deceleration lane.*

The Bridge Point Parkway and Cold Water Canyon Drive intersection is proposed as part of the Bridge Point Parkway extension. The new intersection is shown to operate at LOS A under the "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods.

The intersection of Driveway A with Bridge Point Parkway will be constructed as a stop-controlled approach with a minimum 30-foot cross-section that provides one inbound and one outbound lane. This intersection is shown to operate at LOS A under the "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming the construction of a westbound left-turn deceleration lane.*

The intersections of Driveway B/Driveway C and Bridge Point Parkway will be constructed as stop-controlled approaches with minimum 30-foot cross-sections to provide one inbound and one outbound lane. Driveway B will operate as the primary access point for the proposed office development; Driveway C will operate as the primary access point for the proposed residential development. Both intersections are shown to operate at LOS A under the "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming the construction of eastbound and westbound left-turn deceleration lanes along Bridge Point Parkway*

The intersection of Driveway D with Bridge Point Parkway will be constructed as a stop-controlled approach with a minimum 30-foot cross-section to provide one inbound and one outbound lane.

Driveway D will serve as the primary access point for the proposed restaurant development. This intersection is shown to operate at LOS A under the "2022 site plus forecasted" traffic conditions during both the AM and PM peak periods, *assuming the construction of a westbound left-turn deceleration lane along Bridge Point Parkway.*

Recommended Transportation Improvements

The TIA identified improvements to the adjacent and internal transportation infrastructure to mitigate the calculated impact to traffic resulting from this development. Table 6 summarizes the recommended improvements. Current practice applies a percentage of site related traffic using the improved facility to identify the appropriate level of cost participation ("pro-rata" share).

Table 6 – Summary of TIA Recommended Improvements

Intersections	Recommended Improvements	Estimated Cost	Developer Share (%)
Loop 360 northbound Frontage Road and RM 2222	Signal timing upgrades*	$5,000	$5,000 (100%)
Loop 360 and West Courtyard Drive	Construct eastbound acceleration + turn lane for eastbound right turns*	$150,000	$39,750 (26.5%)
	Construct additional northbound left-turn lane to provide dual left turns*	$144,830	$47,215 (32.6%)
	Signal equipment modification*	$5,000	$1,630 (32.6%)
	Signal timing upgrades*	$5,000	$5,000 (100%)
City Park Road and RM 2222	Construct additional northbound right-turn lane to provide dual right-turns*	$299,970	$104,990 (35%)
	Restripe westbound approach to increase left-turn storage*	$10,000	(0%)[1]
	Traffic signal upgrades (pole relocation & mast arms)*	$300,000	(0%)[1]
	Signal timing upgrades	$5,000	$5,000 (100%)
West Courtyard Drive and Bridge Point Parkway	Construct single-lane roundabout	$567,000	$243,243 (42.9%)

[1] Improvements to be funded and/or constructed by TxDOT

Table 6 – Summary of TIA Recommended Improvements			
Intersections	**Recommended Improvements**	**Estimated Cost**	**Developer Share (%)**
Bridge Point Parkway	Construct roadway segment between West Courtyard Drive and City Park Road	TBD	100%
Bridge Point Parkway and City Park Road	Construct westbound left-turn lane	TBD	100%
Driveway A and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
Driveways B & C and Bridge Point Parkway	Construct eastbound left-turn lane	TBD	100%
Driveway D and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
Totals		**$1,638,800**	**$598,828**

*improvements are subject to TxDOT review and approval

City of Austin Staff Recommendations

Review staff discussed the need to implement physical improvements concurrently with the development of the site and thus prioritized the infrastructure elements accordingly. Staff recognized and acknowledged the need to distinguish site related traffic congestion from larger (or preexisting) regional traffic concerns. Therefore, after review and acceptance of the TIA findings, the following goals were identified:

1) Wherever feasible, staff prefers to have the developer construct physical improvements instead of posting fiscal towards the estimated costs of construction.

2) In locations where more than one improvement is identified, staff would accept a fully constructed single improvement in place of several partial funded elements.

3) Where the suggested or recommended improvements are within or along Texas Department of Transportation facilities, the City of Austin shall defer to TxDOT review and approval for said transportation improvements.

Conclusions and Recommendations

While not all of the identified improvements necessary will be constructed as part of this site development, review staff is in agreement that the applicant's contributions, both constructed and in fiscal support, will mitigate the impact determined in the TIA document if certain critical improvements are made as a part of the site development. Therefore, staff recommends approval of this zoning application subject to the following conditions:

1) The applicant shall dedicate the required ROW and trail easement in accordance with the street-cross section for Bridgepoint Parkway at the time of first final plat.

2) The applicant commits to the construction of Bridgepoint Parkway and the adjacent twelve foot (12') multi-use path at the time of subdivision construction plan or first site plan.

3) The applicant commits to providing dedicated public parking for trail access at the time of the first site plan within the C – MU tract, subject to review and approval by the City of Austin.

4) Per LDC Section 25 – 6 – 351 (Sidewalk Installation in Subdivision) and 25 – 6 – 352 (Sidewalk Installations with Site Plans), sidewalks are required on both sides of all public roadways. This development must provide a minimum four foot (4') wide sidewalk on both sides of all public rights-of-way and internal drives, with the exception of Bridgepoint Parkway, which will offer the twelve foot (12') multi-use trail along the northern side of the roadway.

5) Per LDC Section 25 – 4 – 153 (Block Length) the requirement to comply with block length criterian may be met through pedestrian easements and trails instead of public or private roadways.

6) In accordance with the TIA document, no more than four (4) private driveways shall connect to Bridgepoint Parkway from this development.

7) In accordance with the TIA document, and subject to review and approval by the Texas Department of Transportation, prior to the approval of the first site plan, the applicant shall enter into a donation agreement to allow for the following:

Table 7 – List of improvements on TxDOT faciliites*			
Loop 360 northbound Frontage Road and RM 2222	Signal timing upgrades	$5,000	$5,000 (100%)
Loop 360 and West Courtyard Drive	Construct eastbound acceleration + turn lane for eastbound right turns	$150,000	$39,750 (26.5%)
	Construct additional northbound lane to provide dual left turn lanes	$144,830	$47,215 (32.6%)
	Signal equipment modification	$5,000	$1,630 (32.6%)
	Signal timing upgrades	$5,000	$5,000 (100%)
City Park Road and RM 2222	Construct additional northbound lane to provide dual right turn lanes	$299,970	$104,990 (35%)
	Restripe westbound approach to increase left-turn storage	$10,000	(0%)
	Traffic signal upgrades (pole relocation & mast arms)	$300,000	(0%)
	Signal timing upgrades	$5,000	$5,000 (100%)
Total value of constructed improvements		**$924,800**	**$208,585**

The Texas Department of Transportation requires Donation Agreements for the work listed above.

8) In addition, the following physical transportation improvements are to be constructed as part of site plan development of the project:

Table 8 – List of improvements to be built by developer			
Location	**Improvement**	**Cost Estimate**	**Developer Share %**
Bridge Point Parkway	Construct segment between West Courtyard Drive and City Park Road	TBD	100%
Bridge Point Parkway and City Park Road	Construct westbound left-turn lane	$147,000	$147,000 (100%)
Driveway A and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
Driveways B & C and Bridge Point Parkway	Construct eastbound left-turn lanes	TBD	100%
Driveway D and Bridge Point Parkway	Construct westbound left-turn lane	TBD	100%
West Courtyard Drive and Bridge Point Parkway	Construct single-lane roundabout	$567,000	$567,000 (100%)
Total value of constructed improvements		**$714,000+**	**$714,000**

9) Prior to 3rd reading at City Council, the applicant shall post fiscal in the amount of **$714,000** for the improvements presented in Table 8 above.

10) Prior to subdivision and/or site plan approval, the applicant shall enter into a traffic phasing agreement with the City of Austin, which will identify the staged implementation of the development and corresponding infrastructure improvements required to serve each phase.

11) Development of this property should not vary from the approved uses, nor exceed the approved intensities, and estimated traffic generation assumptions within the TIA document (dated September 7, 2018), including land uses, trip generation, trip distribution, traffic controls and other identified conditions.

Please contact me at 974 – 2208, if you have any questions or need additional information.
Thank you.

Scott A. James

Scott A. James, P.E., PTOE
Development Services Department

Carbon Impact Statement

Project: HIDDEN VALLEY P.U.D. PHASE "C"

Scoring Guide:

1-4: Business as usual

5-8: Some positive actions

9-12: Demonstrated leadership

1	2	3	4	5	6	7	8	9	10	11	12

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

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

SUMMARY FOR 1987 PUD

ATTACHMENT D

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

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

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

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

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

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

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

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

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

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

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

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

Carbon Impact Statement

Project: CAMELBACK PUD

Scoring Guide:

1-4: Business as usual

5-8: Some positive actions

9-12: Demonstrated leadership

1	2	3	4	5	6	7	8	9	10	11	12

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

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

SUMMARY FOR CAMELBACK PUD AMENDMENT

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

Cap Metro 2025 has no transit connections proposed anywhere west of MOPAC. Map Attached

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

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

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

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

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

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

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

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

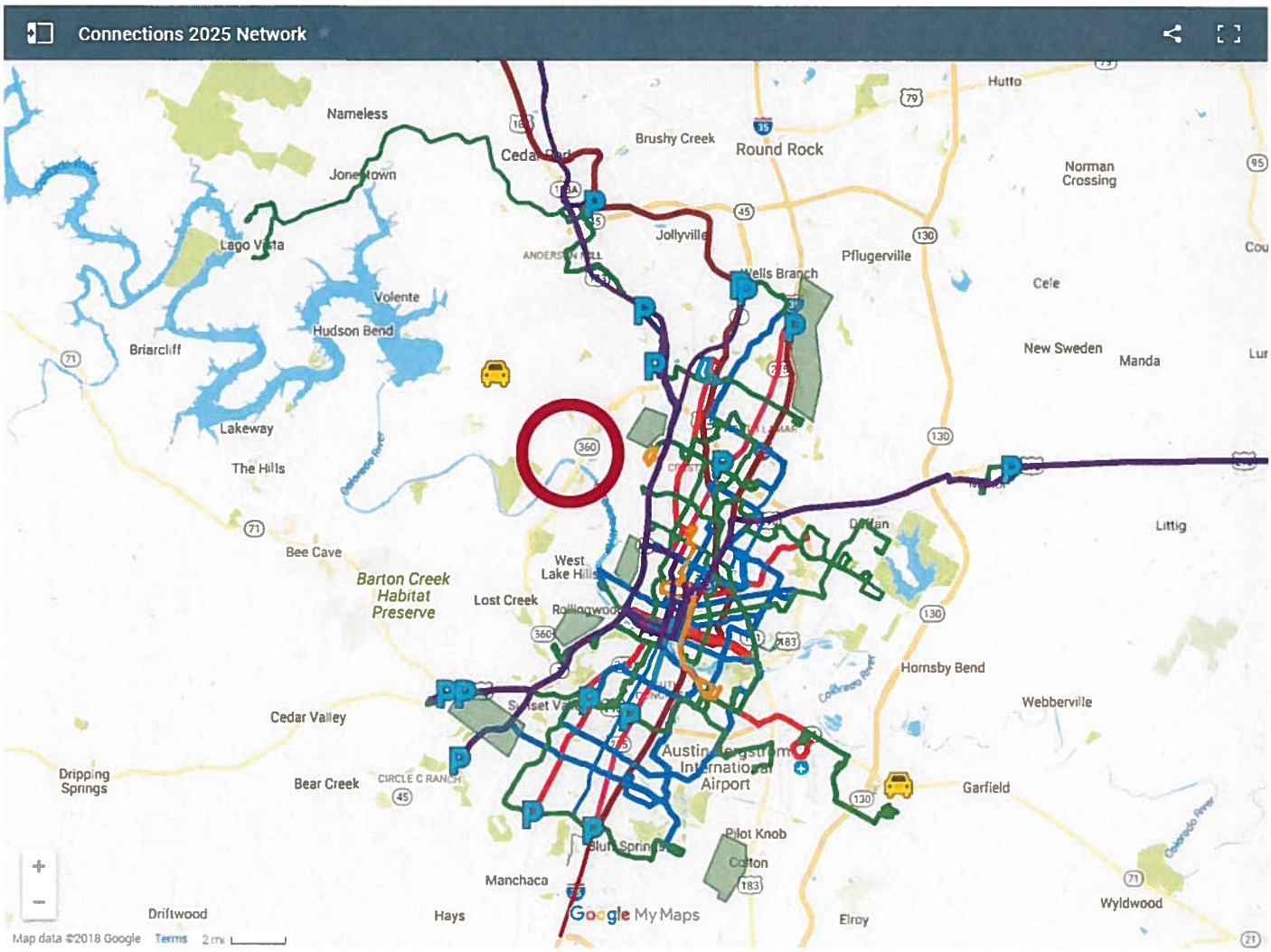
LU2. If located in an Imagine Austin activity center or corridor, will the proposed project use at least 90% of its entitled amount of floor-to-area ratio?

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

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

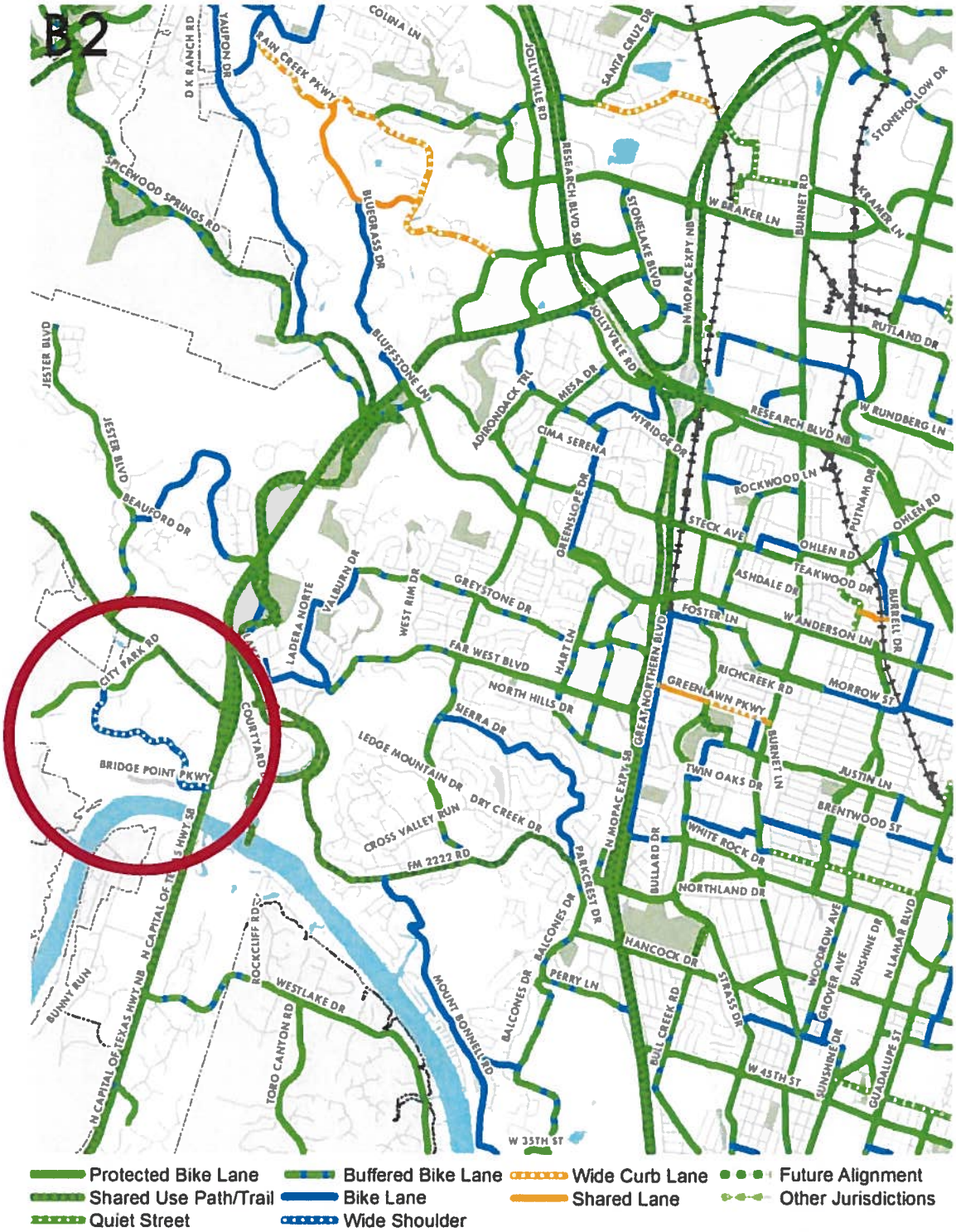
T1. Is any functional entry of the project within 1/4 mile walking distance of existing or planned bus stop(s) serving at least two bus routes, or within 1/2 mile walking distance of existing or planned bus rapid transit stop(s), or rail station(s)?

Cap Metro 2025 has no transit connections proposed anywhere west of MOPAC. Map Attached



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

We are required per our PUD to construct a 12' Multi-Use Trail with the construction of Bridgepoint Parkway. This roadway has a direct connection to a protected bike lane along City Park Road, and Wide Shoulder along West Courtyard Drive.



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

The project will at minimum include office, restaurant, fitness center, and a community park. It may include a bank, retail store, daycare, deli/market, and mobile food services and other uses permitted per the PUD amendment permitted use chart.

DISTRICT PERMITTED LAND USES

PRESERVE OPEN SPACE P-OS	PARK P	RECREATION OPEN SPACE R-OS	MIXED RESIDENTIAL MR	COMMERCIAL MIXED USE C-MU	OFFICE MIXED USE O-MU	DOCK D
CIVIC USES	CIVIC USES	CIVIC USES	CIVIC USES	CIVIC USES	CIVIC USES	CIVIC USES
Pedestrian Hiking Trails	Community Recreation (Public)	Camp	Community Recreation (Private)	Community Recreation (Private)	Community Recreation (Private)	Community Recreation (Private)
	Park and Recreation Services (General)	Club or Lodge	Club or Lodge			Club or Lodge
	Park and Recreation Services (Special)	Community Recreation (Private)	Maintenance and Service Facilities			Cluster Dock
		Maintenance and Service Facilities				
			RESIDENTIAL USES		RESIDENTIAL USES	
			Bed & Breakfast (Group 1)		Condominium Residential	
			Bed & Breakfast (Group 2)		Multifamily Residential	
			Condominium Residential		Single-Family Attached Residential	
			Conservation Single Family Residential		Small Lot Single-Family Residential	
			Duplex Residential		Townhouse Residential	
			Single-Family Attached Residential		Retirement Housing (Large Site)	
			Single-Family Residential			
			Small Lot Single-Family Residential			
			Townhouse Residential			
			Two-Family Residential			
			Short -Term Rental [13]			
	COMMERCIAL USES	COMMERCIAL USES	COMMERCIAL USES	COMMERCIAL USES	COMMERCIAL USES	
	Mobile Food Establishment	Mobile Food Establishment	Mobile Food Establishment	Administrative and Business Offices	Administrative and Business Offices	
		Off-Site Accessory Parking		Art Gallery	Art Gallery	
		Restaurant (General)		Art Workshop	Art Workshop	
				Commercial Off-Street Parking	Commercial Off-Street Parking	
				Communications Services	Communications Services	
		AGRICULTURAL USES		Consumer Convenience Services	Consumer Convenience Services	
		Community Garden		Financial Services	Financial Services	
				Food Sales	Food Sales	
				General Retail Sales (Convenience)	General Retail Sales (Convenience)	
				General Retail Sales (General)	General Retail Sales (General)	
				Hotel (maximum 80 rooms)	Hotel (maximum 80 rooms)	
				Indoor Entertainment	Indoor Entertainment	
				Indoor Sports and Recreation	Indoor Sports and Recreation	
				Medical Office (<20,000 SF per building)	Medical Office (<20,000 SF per building)	
				Mobile Food Establishment	Mobile Food Establishment	
				Off-Site Accessory Parking	Off-Site Accessory Parking	
				Personal Improvement Services	Personal Improvement Services	
				Personal Services	Personal Services	
				Professional Office	Professional Office	
				Restaurant (General)	Restaurant (General)	
				Restaurant (Limited)	Restaurant (Limited)	
				Software Development	Software Development	
				AGRICULTURAL USES	AGRICULTURAL USES	AGRICULTURAL USES
				Community Garden	Community Garden	

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

The project will include shower facilities, secured covered bicycle storage and car sharing parking spaces.

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

As the owner of the project drives an electric car, the project will include at least one DC fast charging station.

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

The project will be utilizing ULI shared parking standards to maximize the use of all parking facilities and minimize the amount of parking provided. For instance in the evenings the office parking, will be used for restaurant and park users. We anticipate at least a 20% reduction in the amount of parking required.

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

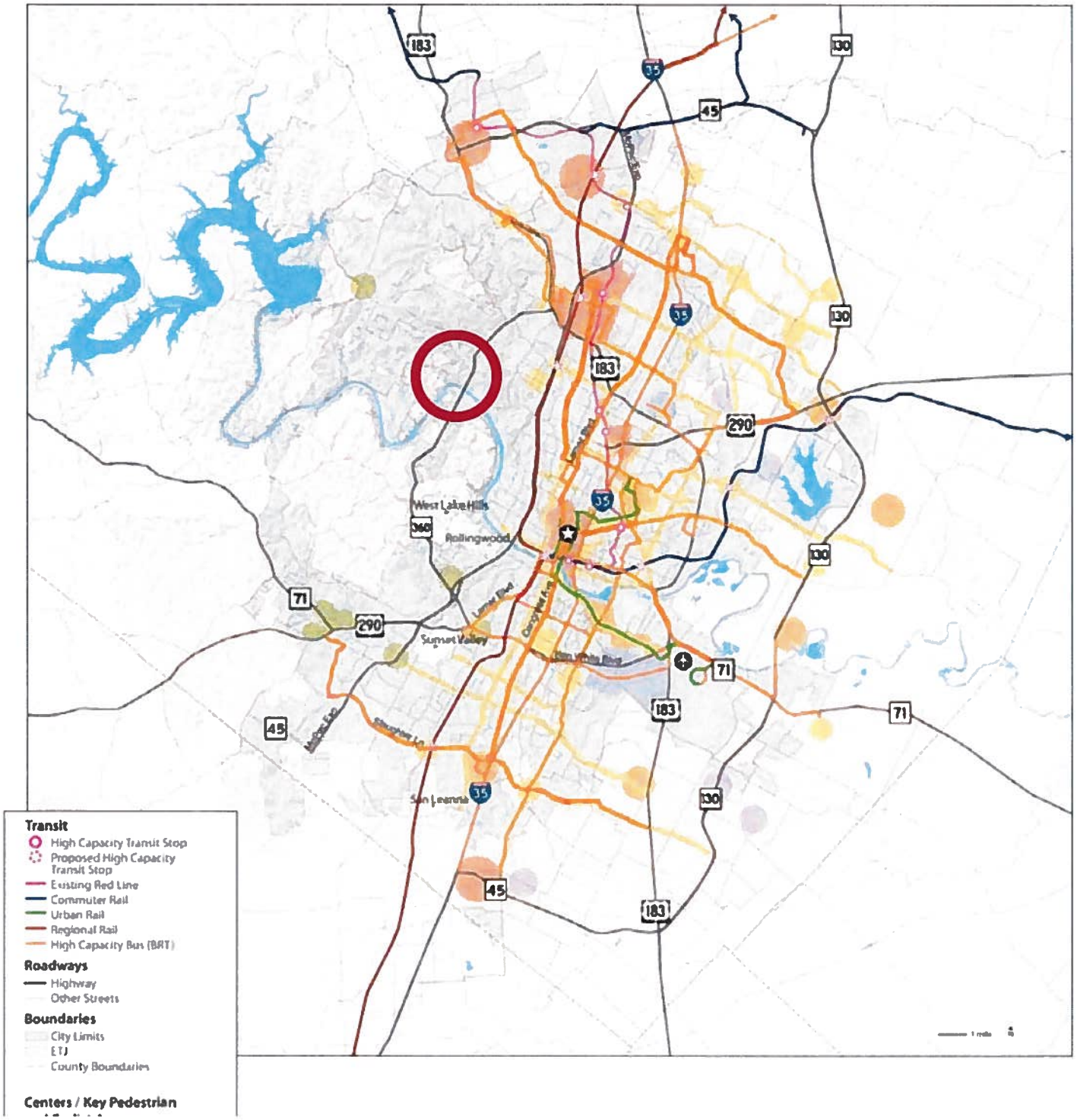
We are committed to this requirement. Additionally we have committed that all buildings on site will be constructed to a minimum Austin Energy GBP 3 star rating. This is a requirement of the PUD.

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

As part of our PUD All commercial buildings shall utilize non-potable water sources for irrigation of the building grounds.

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

We are not located in a center or corridor.



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

We are not located in a center or corridor.

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

We can commit to:

Option 1: implement a weekly local produce delivery program such as farmhouse, greenling, etc.

Option 2: implement a program for purchasing local food produce for the building cafeteria, and restaurants located on site when available and in season.

13. Access to Local & Regional Produce — 1 point

Intent

To reduce environmental impact of globally sourced food production, and improve occupant health and productivity by supporting local, regional and urban agriculture, and by removing key barriers from consumption of healthy and local produce

Requirements

- **OPTION 1**
  Implement a weekly local produce delivery program available on an elective basis to employees or residents of the building.

OR

- **OPTION 2**
  Implement a local produce purchasing policy for the building's cafeteria.

OR

- **OPTION 3**
  Integrate opportunities for agriculture, appropriate to the scale and density of the project, using the Floor Area Ratio (F.A.R.) as the basis for calculation. The garden must be available to building occupants for participation.

Site Description	F.A.R.	Percentage of Site Dedicated to Food Production
Rural to General Urban	< 0.50	5.0%
Urban Core Zone	≥ 0.50	2.5%

Required Documentation

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

There are no existing buildings on site