



**ITEM FOR ENVIRONMENTAL BOARD AGENDA**

**BOARD MEETING  
DATE REQUESTED:** November 3, 2010

**NAME & NUMBER  
OF PROJECT:** Formula One United States – SP-2010-0245.01D

**NAME OF APPLICANT  
OR ORGANIZATION:** Armbrust & Brown, LLP  
(Richard Suttle, 435-2300)

**LOCATION:** 12700-1/2 FM 812 Road

**PROJECT FILING DATE:** August 25, 2010

**PDR/ENVIRONMENTAL  
STAFF:** Brad Jackson, 974-3410  
brad.jackson@ci.austin.tx.us

**WPDR/  
CASE MANAGER:** Donna Galati, 974-2733  
donna.galati@ci.austin.tx.us

**WATERSHEDS:** Dry Creek East and Maha Creek  
Desired Development Zone

**ORDINANCE:** Comprehensive Watershed Ordinance (current Code)

**REQUEST:** Variance request is as follows:

1. To allow cut up to a maximum of 36 feet for racetrack construction. (LDC Section 25-8-341).
2. To allow fill up to a maximum of 26 feet for racetrack construction. (LDC Section 25-8-342).
3. To allow construction on slopes for racetrack construction. (LDC Section 25-8-302).

**STAFF RECOMMENDATION:** Recommended with conditions.

**REASONS FOR  
RECOMMENDATION:** Findings-of-fact have been met.



## MEMORANDUM

**TO:** Betty Baker, Chairperson  
Members of the Zoning & Platting Commission

**FROM:** Brad Jackson, Environmental Review Specialist Senior  
Planning and Development Review Department

**DATE:** November 16, 2010

**SUBJECT:** Formula One United States – SP-2010-0245.01D

Variance Requests: Variance from LDC 25-8-341 – To allow cut up to a maximum of 36 feet.  
Variance from LDC 25-8-342 – To allow fill up to a maximum of 26 feet.  
Variance from LDC 25-8-301 – To allow construction of a roadway on slopes over 15% in grade.

### **Project Area Description**

The proposed development is located on 902.85 acres of land located within the City of Austin's 2-mile and 5-mile ETJ. The project is located within the Dry Creek East watershed, with a very small portion (approximately 25 acres) within the Maha Creek Watershed to the east. Both watersheds are classified as Suburban watersheds, which are located in the Desired Development Zone.

The Formula One United States development will ultimately consist of the following:

- a 3.25 mile long racetrack constructed under strict engineering standards
- six water quality/detention ponds, four of which are proposed as wet ponds
- a grand stand area for spectator seating at the start/finish line
- extensive parking areas spread around the site
- garage facilities, service roads, water/wastewater utilities and miscellaneous buildings and structures necessary for the function and safety of a high – performance racetrack.

The site plan consists of 11 legal lots totaling approximately 902.85 acres. The maximum allowable impervious cover for the site is 65% of net site area. The net site area is 662.55 acres, after subtracting 143.09 acres for the Critical Water Quality Zone(CWQZ), 89.8 acres for the Water Quality Transition Zone(WQTZ) and 7.4 acres for areas of slopes

over 15%. Therefore, the total allowable impervious cover for the uplands area is 430.66 acres. The allowable impervious cover within the WQTZ is 30% of 54.3, or 16.29 acres. The total amount of impervious cover allowed for this project is 457.6 acres. This site plan proposes only grading activities and no impervious cover. A second site plan will be submitted at a later date for the improvements on the site and will consist of around 36.5% impervious cover.

### **Vegetation, CEFs, and Slopes**

Vegetation is typical of the Texas Blackland Prairie, consisting of scrubby woodlands dominated by honey mesquite, giant ragweed, sunflower and prickly pear cactus. The site has sparse tree canopy coverage, typical of vacant rangelands in the area. The site contains very few significant trees. Since the site is located outside of the city's full-purpose jurisdiction, the development is not required to preserve or mitigate for trees.

There are eleven wetland Critical Environmental Features (CEF's) present on the site, totaling over 76 acres in area. Eight of these features are located to the west of the proposed track and 3 are located to the east of the track. Two of the features are proposed for removal and mitigation to allow necessary access and grading of the site. A portion of a third feature's buffer area will be encroached by a proposed water quality wet pond. In accordance with LDC 25-8-282 and EMC 1.3.0, wetland mitigation will be provided at a minimum 1:1 replacement of square footage as the amount of wetland CEF and standard 150' setback impacted. The development will create three water quality ponds totaling over 11 acres in area to mitigate for the 10 acres of wetlands displaced. Wetlands that will be preserved will be protected with fencing and/or flagged staking spaced at least 25 to 30 feet apart during grading activities so they area are not disturbed.

The site generally drains from east to west with slopes greater than 15% scattered near the south-eastern portion of the site. Although the layout of the track was designed to use the existing topography, there will be significant change to the existing topography with the proposed depth of cut up to 26 feet and fill up to 26 feet to construct the track. The construction of the wetpond will require a cut up to 36 feet. The small areas of slopes over 15% are located near the area of maximum cut at the highest point on the site of 630 feet.

### **Waterways**

The centerline of Dry Creek runs in a north south direction approximately parallel to the track, 600 feet away at the shortest distance and 4000 feet away at the longest distance. A portion of the access road, parking and track will be in the WQTZ. Dry Creek is classified as a major waterway with a 400 foot maximum CWQZ and 300 foot WQTZ. The 100-yr floodplain extends past the CWQZ for a significant portion of the waterway, indicative of just how flat the topography is in this area of the site. The runoff from the completed project will be treated by six water quality ponds before entering Dry Creek.

The natural drainage channels within the site will be confined to underground box culverts in the vicinity of the track to preserve the track foundation and provide necessary drainage control through the site.

### **Variance Request**

The variances being requested for this site plan are as follows:

Variance from LDC 25-8-341 to allow cut up to a maximum of 36 feet.

Variance from LDC 25-8-342 to allow fill up to a maximum of 26 feet.

Variance from LDC 25-8-301 to allow construction of a roadway on slopes over 15% in grade.

### **Recommendations**

The findings of fact have been met for these variance requests. Staff recommends approval of these variances with the following conditions:

1. Areas of cut and fill will be revegetated with no greater than a 3:1 slope or be structurally contained.
2. The development will utilize 19 sediment traps strategically dispersed throughout the areas of cut and fill to catch runoff and allow sediment to settle out, and construct a roadway embankment across the site specifically designed to act as a sediment dike, protecting dry creek from any sediment that might bypass the sediment traps.
3. The development will construct structurally reinforced grass parking areas that will be vegetated with a native grass mix of Buffalo Grass and Blue Gama.
4. The development will provide 1.17 acres of enhancement to an existing wetland Critical Environmental Feature(Pond B).
5. The development will plant 250 inches of class I, native trees.

If you need further details, please feel free to contact me at 974-3410.

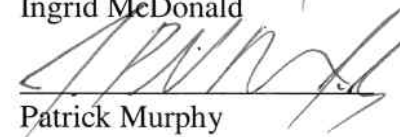


Brad Jackson, Environmental Review Specialist Senior  
Planning and Development Review Department

Environmental Program Coordinator:

  
Ingrid McDonald

Environmental Officer:

  
Patrick Murphy

**Similar Cases**

**ABIA Remain Overnight Apron Expansion - SP-2010-0004C(R1)**

Colorado River and Onion Creek Watersheds

- Granted fill up to a maximum of 10.0 feet (LDC 25-8-342)

**Bird's Nest Airport: Terminal Area Development- Phase I – SP-2009-0153D**

(15012 Fuchs Grove Rd)

Willbarger Creek Watershed

- Granted cut up to a maximum of 20 feet (LDC 25-8-341)
- Granted fill up to a maximum of 20 feet (LDC 25-8-342)



**Planning & Development Review Department**  
**Staff Recommendations Concerning Required Findings**  
**Of Fact**

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<b>Application Name:</b>	<b>Formula One United States</b>
<b>Application Case No:</b>	<b>SP-2010-0245.01D</b>
<b>Code Reference:</b>	<b>Land Development Code Section 25-8-301 Construction on Slopes</b>
<b>Variance Request:</b>	<b>To allow construction on slopes over 15% in grade for development of a racetrack and associated roadways.</b>

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**A. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:**

1. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

**Yes.** Considering the topography of the site, the variance is necessary to develop the racetrack according to strict engineering design and safety constraints. It is not possible to layout the track entirely within areas with less than 15% slopes.

2. The variance:

- a) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

**Yes.** The development is not based on a condition caused by the method chosen by the applicant to develop the property. In order to develop the site with a high performance racetrack, this small area of slopes must be encroached upon.

- b) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

**Yes.** The proposed construction on slopes is the minimum change necessary to construct the racetrack in order to provide for proper race car crash zones adjacent to the track. The areas of slopes are significantly small in

comparison to the overall development and located in a critical area for the design of the racetrack, and therefore cannot be avoided.

c) Does not create a significant probability of harmful environmental consequences; and

**Yes.** This variance does not create a significant probability of harmful environmental consequences. Sedimentation basins will be installed to retain runoff within the site and prevent sediment from entering creeks and tributaries in the area.

3. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

**Yes.** The proposed project will result in water quality that is at least equal to the water quality achievable without the variance through the installation of six water quality ponds.

**B. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):**

1. The above criteria for granting a variance are met;

N/A

2. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and

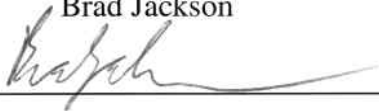
N/A

3. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.

N/A

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Reviewer Name: Brad Jackson

Reviewer Signature: 

Date: October 22, 2010

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*Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).*



**Planning & Development Review Department**  
**Staff Recommendations Concerning Required Findings**  
**Of Fact**

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<b>Application Name:</b>	<b>Formula One United States</b>
<b>Application Case No:</b>	<b>SP-2010-0245.01D</b>
<b>Code Reference:</b>	<b>Land Development Code Section 25-8-341 Cut Requirements</b>
<b>Variance Request:</b>	<b>To allow cut up to 36 feet for the development of a racetrack and water quality/detention facilities</b>

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**C. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:**

4. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

**Yes.** Considering the topography of the site, the variance is necessary to develop the racetrack according to strict engineering design and safety constraints. Variances to change the topography are common in this area of the City of Austin.

5. The variance:

- d) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

**Yes.** The development is not based on a condition caused by the method chosen by the applicant to develop the property. In order to develop the site with a high performance racetrack, the site topography must be adjusted to meet strict safety standards.

- e) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

**Yes.** The proposed cut is the minimum change necessary to construct the water quality/detention facilities and racetrack in order to provide for proper race car crash zones adjacent to the track. The track will require cut of 26 feet whereas the wetpond construction will require cut of 36 feet.



f) Does not create a significant probability of harmful environmental consequences; and

**Yes.** This variance does not create a significant probability of harmful environmental consequences. Sedimentation basins will be installed to retain runoff within the site and prevent sediment from entering creeks and tributaries in the area.

6. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

**Yes.** The proposed project will result in water quality that is at least equal to the water quality achievable without the variance through the installation of six water quality ponds.

**D. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):**

4. The above criteria for granting a variance are met;  
N/A

5. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and  
N/A

6. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.  
N/A

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Reviewer Name: Brad Jackson

Reviewer Signature: \_\_\_\_\_



Date: October 22, 2010

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*Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).*



**Planning & Development Review Department**  
**Staff Recommendations Concerning Required Findings**  
**Of Fact**

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<b>Application Name:</b>	<b>Formula One United States</b>
<b>Application Case No:</b>	<b>SP-2010-0245.01D</b>
<b>Code Reference:</b>	<b>Land Development Code Section 25-8-342 Fill Requirements</b>
<b>Variance Request:</b>	<b>To allow fill up to 26 feet for the development of a racetrack and water quality/detention facilities</b>

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**E. Land Use Commission variance determinations from Chapter 25-8, Subchapter A – Water Quality of the City Code:**

7. The requirement will deprive the applicant of a privilege or the safety of property given to owners of other similarly situated property with approximately contemporaneous development.

**Yes.** Considering the topography of the site, the variance is necessary to develop the racetrack according to strict engineering design and safety constraints. Variances to change the topography are common in this area of the City of Austin.

8. The variance:

- g) Is not based on a condition caused by the method chosen by the applicant to develop the property, unless the development method provides greater overall environmental protection than is achievable without the variance;

**Yes.** The development is not based on a condition caused by the method chosen by the applicant to develop the property. In order to develop the site with a high performance racetrack, the site topography must be adjusted to meet strict safety standards.

- h) Is the minimum change necessary to avoid the deprivation of a privilege given to other property owners and to allow a reasonable use of the property;

**Yes.** The proposed fill is the minimum change necessary to construct the water quality/detention facilities and racetrack in order to provide for proper race car crash zones adjacent to the track.

i) Does not create a significant probability of harmful environmental consequences; and

**Yes.** This variance does not create a significant probability of harmful environmental consequences. Sedimentation basins will be installed to retain runoff within the site and prevent sediment from entering creeks and tributaries in the area.

9. Development with the variance will result in water quality that is at least equal to the water quality achievable without the variance.

**Yes.** The proposed project will result in water quality that is at least equal to the water quality achievable without the variance through the installation of six water quality ponds.

**F. Additional Land Use Commission variance determinations for a requirement of Section 25-8-393 (Water Quality Transition Zone), Section 25-8-423 (Water Quality Transition Zone), Section 25-8-453 (Water Quality Transition Zone), or Article 7, Division 1 (Critical Water Quality Zone Restrictions):**

7. The above criteria for granting a variance are met;  
N/A

8. The requirement for which a variance is requested prevents a reasonable, economic use of the entire property; and  
N/A

9. The variance is the minimum change necessary to allow a reasonable, economic use of the entire property.  
N/A

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Reviewer Name: Brad Jackson

Reviewer Signature: 

Date: October 22, 2010

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*Staff may recommend approval of a variance after answering all applicable determinations in the affirmative (YES).*



**Carlson, Brigrance & Doering, Inc.**

Civil Engineering ♦ Surveying

October 13, 2010

Mr. Greg Gurnsey, Director  
City of Austin – Planning Development Review Department  
P.O. Box 1088  
Austin, Texas 78767

**RE: FORMULA 1-UNITED STATES AUSTIN, TEXAS  
PRIVATE SITE GRADING, DRAINAGE, EROSION CONTROL, AND WATER  
QUALITY/DETENTION IMPROVEMENTS  
SP-2010-0245.01D  
VARIANCE REQUEST 25-8-301 (Construction on Slopes-Construction of Roadway  
or Driveway)**

Dear Mr. Gurnsey:

This letter is on behalf of our clients, Land Accelerator, LLC and Wandering Creek Investments to formally request a Variance from Land Development Code Section 25-8-301, Construction on Slopes exceeding 15%.

The race track requires access to go completely around the track. The layout causes portions of the emergency access road to cross small areas of isolated slopes that exceed 15%. The areas of slopes that exceed 15% over the entire site is 1%. The small areas that need to be crossed to insure safety of the contestants in the race as well as the spectators is approximately .98 acres for the site, or .1%. The slopes will be reduced to a grade of 15% in the worst section. This gradient will meet the International Fire Code 2009. The other slope crossings will occur on the main driveway and finished grade will be 1 to 2%. For these reasons, we therefore feel that the Variance can be granted.

If you have any questions, please give me a call at 280-5160 ext. 133. Thank you for your consideration.

Sincerely,  
CARLSON, BRIGRANCE & DOERING, INC. (F-3791)

Brett R. Pasquarella, P.E.  
Vice President

BP/cgo



## Watershed Variances - Findings of Fact

As required in LDC Section 25-8-301, in order to grant a variance the Planning Commission must make the following findings of fact: Include an explanation with each applicable finding of fact.

Project: Formula 1 United States Austin, Texas

Ordinance Standard: 25-8-301 Variance, (Construction on slopes – Construction of a Roadway or Driveway)

### JUSTIFICATION:

1. Are there special circumstances applicable to the property involved where strict application deprives such property owner of privileges or safety enjoyed by other similarly situated property with similarly timed development? YES

Emergency access, proper erosion control and site accessibility are issues of safety that will be addressed with a variance for construction on slopes.

2. Does the project demonstrate minimum departures from the terms of the ordinance necessary to avoid such deprivation of privileges enjoyed by such other property and to facilitate a reasonable use, and which will not create significant probabilities of harmful environmental consequences? YES

The crossing of slopes will improve some environmental conditions by increasing vegetation on an otherwise poorly vegetated area by providing maintainable uniform slopes and grades. Some steep grades that currently show signs of erosion will be structurally stabilized.

3. The proposal does not provide special privileges not enjoyed by other similarly situated properties with similarly timed development, and is not based on a special or unique condition which was created as a result of the method by which a person voluntarily subdivided land. YES

The property will not create any unique conditions. Just as all similarly situated properties require, the property will require emergency access that meets the International Fire Code (2009).

This project proposes a unique aspect as it also deals with requirements of the International Automobile Federation and its rigorous safety measures. The racetrack safety requirements have to allow for complete access around the racetrack, both inside and outside the actual racing surface. This allows for the immediate response of on-site emergency vehicles to assist in accidents on the track. This type of accessibility would also allow a quick response to a spectator in need of emergency care.

4. For a variance from the requirements for development within the Critical Water Quality Zone and/or Water Quality Transition Zone: Does the application of restrictions leave the property owner without any reasonable, economic use of the entire property? N/A

5. N/A



**Carlson, Brigrance & Doering, Inc.**

Civil Engineering ♦ Surveying

August 2, 2010

Mr. Greg Gurnsey  
City of Austin  
Planning & Development Review Department  
P.O. Box 1088  
Austin, Texas 78767

**RE: VARIANCE REQUEST 25-8-342  
FILL REQUIREMENTS  
FORMULA 1 UNITED STATES AUSTIN, TEXAS  
CBD NO. 4473**


Dear Mr. Gurnsey:

On behalf of our clients, Land Accelerator, LLC and Wandering Creek Investments, LP, we are requesting an administrative variance from Land Development Code Section 25-8-342 (fill requirements). A variance for fill exceeding 4 feet is needed for racetrack grading and construction of the water quality facilities. The maximum fill in the uplands area needed for racetrack construction is 26 feet and the maximum fill needed for construction of the Wet Pond is 24 feet.

The fills in the uplands area are needed to maintain the vigorous safety areas of the racetrack; the fill variance is driven by the need to extend the runoff areas of the track for driver safety in case of loss of vehicle control. Wet Pond "C" will require a maximum fill of 24 feet for the downstream embankment. The main reason for the variance in the pond is that the pond must also have enough volume to pass the probable maximum flood. The pond has to be out of the CWQZ which causes its location to be located on a hillside rather than the lowest part of the drainage basin.

If you have any questions, please give me a call at 280-5160 ext. 133.

Sincerely,  
**CARLSON, BRIGANCE & DOERING, INC.**

  
Brett R. Pasquarella, P.E.  
Vice President

BRP/cgo



## Watershed Variances - Findings of Fact

As required in LDC Section 25-8-342, in order to grant a variance the Planning Commission must make the following findings of fact: Include an explanation with each applicable finding of fact.

Project: Formula 1 United States Austin, Texas

Ordinance Standard: 25-8-342 Administrative Variance, (Fill Requirements)

### JUSTIFICATION:

1. Are there special circumstances applicable to the property involved where strict application deprives such property owner of privileges or safety enjoyed by other similarly situated property with similarly timed development? YES

Intersection sight distances, site accessibility, site drainage, racetrack safety requirements, lot drainage, and proper erosion control are issues of safety that will be addressed with a variance request for fill.

2. Does the project demonstrate minimum departures from the terms of the ordinance necessary to avoid such deprivation of privileges enjoyed by such other property and to facilitate a reasonable use, and which will not create significant probabilities of harmful environmental consequences? YES

The fill will improve some environmental conditions by increasing vegetation on an otherwise poorly vegetated area by providing maintainable slopes and grades. Some steep grades that currently show signs of erosion will be structurally stabilized with uniform grade and vegetation distribution. Some areas will actually be retained by a concrete retaining wall.

3. The proposal does not provide special privileges not enjoyed by other similarly situated properties with similarly timed development, and is not based on a special or unique condition which was created as a result of the method by which a person voluntarily subdivided land. YES

The property will not create any unique conditions. Just as all similarly situated properties require, the property will require water quality and detention. This will result in a large portion of the fill created on the site in a manner similar to many other projects. Wet Pond "C" is located at the lowest point in its drainage basin in order to collect the required site area for water quality treatment as well as detention.

This project proposes a unique aspect as it deals with requirements of the International Automobile Federation and its rigorous safety measures. The racetrack safety requirements have to allow for runoff areas along the racetrack for race cars that lose control and leave the track. These areas protect the drivers and also the spectators. While the Racetrack itself has limited cuts and fills, the runoff areas have to continue at the same grade to allow an out of control racecar to leave the race track and come to a safe stop. This is driving the maximum fill area of 26 feet. The track in this area is in a 10 foot fill and the required length of runoff area continues at the grade of the track to a distance where 26 feet of fill is required to maintain a safe slope on the runoff area.



The wet Pond method of water quality was chosen for this project due to the "D" Soils located on site. The in-situation material makes an excellent clay liner for the ponds. The fill of 18 feet is required to provide the necessary volume needed for detention and water quality. The pond also has to have the necessary volume to pass the Probable Maximum Flood without one-topping. The area for the pond is restricted in this location due to the proximity of the LCRA power lines to the south and the high pressure natural gas line to the west. These requirements and restrictions are all contributing to the 24 feet fill.

4. For a variance from the requirements for development within the Critical Water Quality Zone and/or Water Quality Transition Zone: Does the application of restrictions leave the property owner without any reasonable, economic use of the entire property? N/A

5. N/A





**Carlson, Brigrance & Doering, Inc.**

Civil Engineering ♦ Surveying

August 2, 2010

Mr. Greg Gurnsey  
City of Austin  
Planning & Development Review Department  
P.O. Box 1088  
Austin, Texas 78767

**RE: VARIANCE REQUEST 25-8-341  
CUT REQUIREMENTS  
FORMULA 1 UNITED STATES AUSTIN, TEXAS  
CBD NO. 4473**

Dear Mr. Gurnsey:

On behalf of our clients, Land Accelerator, LLC and Wandering Creek Investments, LP, we are requesting an administrative variance from Land Development Code Section 25-8-341 (cut requirements). A variance for cut exceeding 4 ft is needed for site grading and construction of the water quality facilities. The maximum cut in the uplands area needed for racetrack and storm water facilities construction will not exceed 26 feet and the cut needed to construct Wet Pond "A" is 36 feet.

The cuts in this case are being driven to maintain the vigorous safety areas of the racetrack. The main reason for the cut variance is to extend the runoff areas of the tract for driver safety in case of loss of control. The pond maximum cut is being dictated by the pond volume needing to have a large enough volume to pass the probable maximum flood and provide the required water quality depths per ECM 1.6.6.

If you have any questions, please give me a call at 280-5160 ext. 133.

Sincerely,  
**CARLSON, BRIGANCE & DOERING, INC.**

Brett R. Pasquarella, P.E.  
Vice President

BRP/cgo



## Watershed Variances - Findings of Fact

As required in LDC Section 25-8-341, in order to grant a variance the Planning Commission must make the following findings of fact: Include an explanation with each applicable finding of fact.

Project: Formula 1 United States Austin, Texas

Ordinance Standard: 25-8-341 Variance, (Cut Requirements)

### JUSTIFICATION:

1. Are there special circumstances applicable to the property involved where strict application deprives such property owner of privileges or safety enjoyed by other similarly situated property with similarly timed development? YES

Intersection sight distances, site accessibility, site drainage, racetrack, lot drainage, and proper erosion control are issues of safety that will be addressed with a variance request for cut.

2. Does the project demonstrate minimum departures from the terms of the ordinance necessary to avoid such deprivation of privileges enjoyed by such other property and to facilitate a reasonable use, and which will not create significant probabilities of harmful environmental consequences? YES

The fill will improve some environmental conditions by increasing vegetation on an otherwise poorly vegetated area by providing maintainable slopes and grades. Some steep grades that currently show signs of erosion will be structurally stabilized with uniform grade and vegetation distribution. Some areas will actually be retained by a concrete retaining wall.

3. The proposal does not provide special privileges not enjoyed by other similarly situated properties with similarly timed development, and is not based on a special or unique condition which was created as a result of the method by which a person voluntarily subdivided land. YES

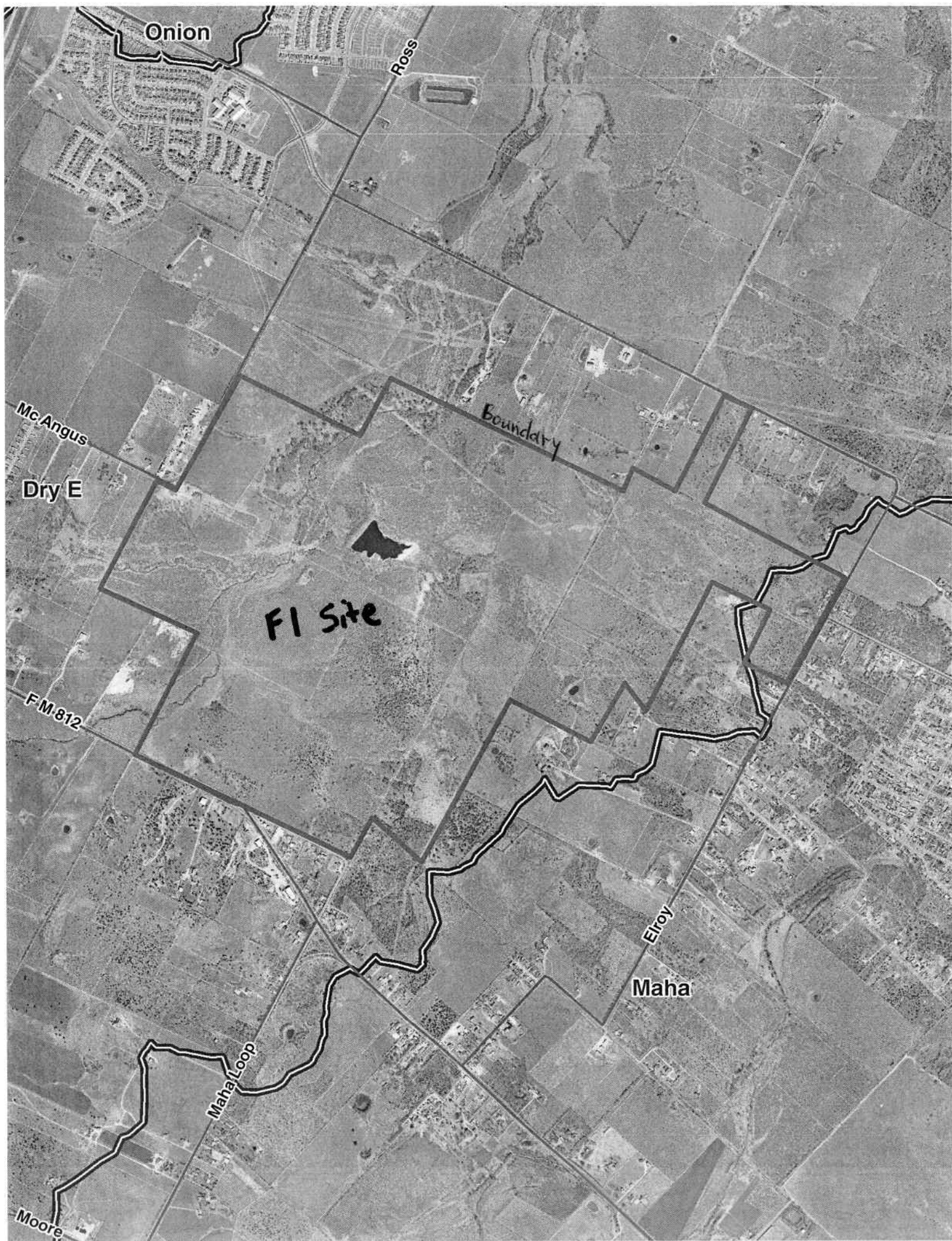
The property will not create any unique conditions. Just as all similarly situated properties require, the property will require water quality and detention. This will result in a large portion of the cut created on the site in a manner similar to many other projects. The racetrack safety requirements dictate the cut requirements on the tract, not only for driver's safety, but spectators as well.

This project proposes a unique aspect as it deals with requirements of the International Automobile Federation and its rigorous safety measures. The racetrack safety requirements have to allow for runoff areas along the racetrack for race cars that lose control and leave the track. These areas protect the drivers and also the spectators. While the Racetrack itself has limited cuts and fills, the runoff areas have to continue at the same grade to allow an out of control racecar to leave the race track and come to a safe stop. This is driving the maximum cut area of 26 feet. The track in this area is in a 10 foot cut and the required length of runoff area continues at the grade of the track to a distance where 26 feet of cut is required to maintain a safe slope on the runoff area.

4. For a variance from the requirements for development within the Critical Water Quality Zone and/or Water Quality Transition Zone: Does the application of restrictions leave the property owner without any reasonable, economic use of the entire property?

Wet Pond "A" has been placed in the Water Quality Transition Zone, just outside the CWQZ per the requirements of 30-5, title 30. Due to the CWQZ the pond has to be placed above the lowest point in the watershed. Therefore, a cut exceeding 4 feet is required to construct the forebay and main pool and to insure sufficient volume to pass the probable maximum flood per the dam safety requirements and necessary certification. Without the variance, this portion of the project is severely economically hampered by the restrictions. This portion of the tract is the most densely developed and therefore the pond size is also larger due to the amount of impervious cover.

5. N/A



Onion

Ross

Mc Angus

Dry E

FM 812

FI Site

Boundary

Elroy

Maha

Maha Loop

Moore





Onion

Ross

CWQZ  
WATZ

Mc Angus

Dry E

FM 812

FI  
Site

Boundary

Elroy

Maha

Maha Loop

With Critical Water Quality Zone

Moore





## **Driving Directions to Formula One United States Site**

From One Texas Center, take Barton Springs Road east towards Riverside Drive. Turn right onto Riverside Drive and head east. Continue east on Riverside until it dead-ends into Highway 71. Go left onto Hwy 71 and travel east approximately ½ a mile and exit Highway 183 south. Continue south approximately 4 miles to FM 812 and turn left. Continue east on FM 812 approximately 4 miles and pass under Texas 130 Toll Road. The 900 acre site will be on your left before you reach the intersection of Elroy Road and FM 812.

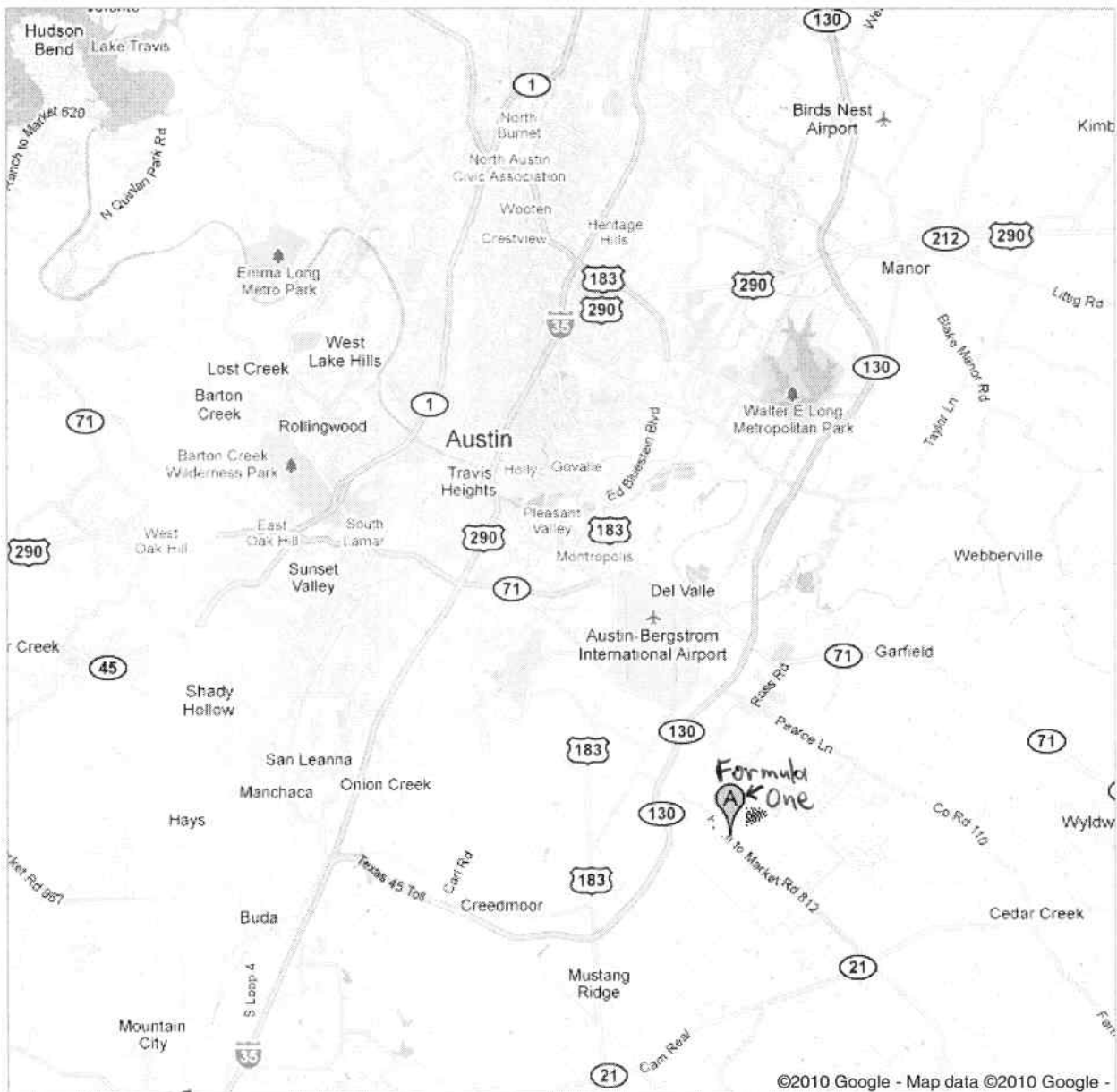
To see the site from the road, you can take Elroy Road north and then west around the site, then left on McAngus heading southwest. You then must continue straight on McAngus away from the site until you can circle back on Fincher Road to FM 812. From FM 812 you can follow Piland Triangle near the southern border of the site to see some of the highest topography within the site.

Prior

Google maps

Address **Elroy, TX 78617**

Notes Formula One United States





Prior

Google maps

Address **Elroy, TX 78617**

Notes Map to Formula One site





Search

Find!

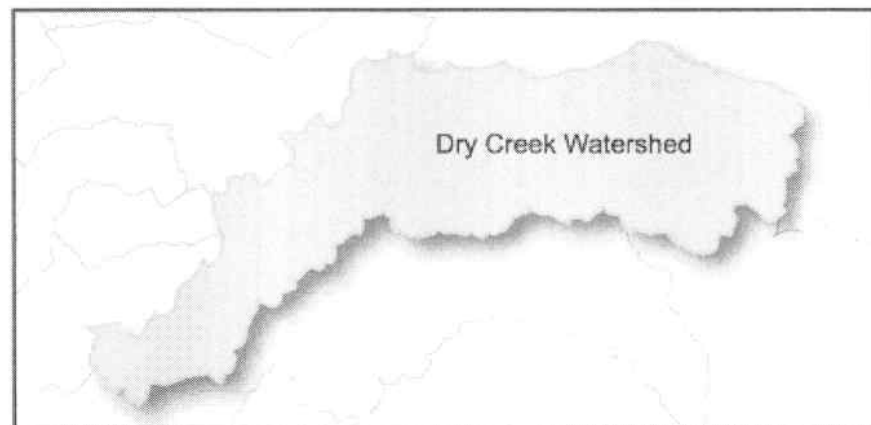
Options

Select a service

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PROTECTION****Education**[Flood](#)[Erosion](#)[Master Plan](#)[Water Quality](#)

### Austin's Watersheds

[Fast Facts](#)[Photo Gallery](#)[Environmental Creek Assessments](#)

#### Fast Facts

**Population**

2000:

2030:

**Creek Length**

miles

**Drainage Area**

square miles

**Drains To**

Colorado River east of Town Lake

**Well Known Sites****Land Use**

Residential	14%
Business	1%
Civic	0%
Parks	0%
Roadways	1%
Undeveloped	84%

#### Watershed Facts

- Dry Creek East is a typical Blackland Prairie stream heavily impacted by agriculture

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### Creek Assessments

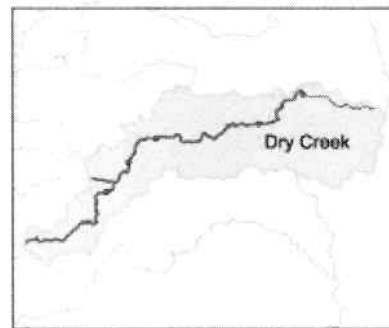
#### Environmental

Index	Score	Category	Notes
<b>Overall Score</b>	55	Fair	Dry (East) ranks 38 out of 46 watersheds in overall quality
<b>Water Chemistry</b>	55	Fair	Water quality is average, ammonia is high, conductivity is high, suspended solids are high
<b>Sediment Quality</b>	86	Very Good	PAHs are very low, herbicides/pesticides are very low, metals are very low
<b>Recreation</b>	89	Excellent	During dry weather conditions, bacteria is not a threat
<b>Aesthetics</b>	57	Fair	Lots of litter present, no odor, water is cloudy, most of the creek bed is dry
<b>Habitat</b>	37	Poor	Increased sediment deposition, cover is insufficient, some channel alteration, bank vegetation is poor, buffer zone is small
<b>Aquatic Life</b>	6	Very Bad	Benthic macroinvertebrate community is poor, diatom community is poor

- Flow limitation due to soil type and topography.
- Increased sediment deposition due to agricultural impacts and native soil types.
- Large portion of riparian zone converted to agriculture uses.
- Loss of riparian buffer due to agriculture impacts aesthetic score.
- Silt and sedimentation may be impacting diatom community, aquatic life impacted by low creek flows.
- Water quality may be impacted from heavy agricultural land use.

[Learn More](#)

Environmental scores are based on a full range of chemical, biological, and physical assessments.



### Photo Gallery



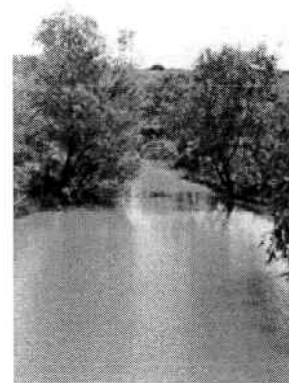
Dry Creek at Elroy Road



Dry Creek at FM 812



Dry Creek at Elroy Road



Dry Creek at Elroy Road

