



**MEMORANDUM**

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TO: Marisa Perales, Chair  
Environmental Commission

FROM: Andrew Moore, Planning and Zoning Department

DATE: September 15, 2016

RE: C814-2014-0120 – Austin Oaks PUD

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The Zoning Case Report is the same as provided in back up for your September 7, 2016 meeting except the following exhibits have been updated:

- Exhibit C- Land Use Plan
- Exhibit G- Park Plan
- Exhibit J- Creek Plan

## **ZONING CHANGE REVIEW SHEET**

**CASE:** C814-2014-0120 – Austin Oaks Planned Unit Development

**Environmental Commission Date:** September 6, 2016

**DISTRICT:** 10

**ADDRESS:** Southwest Corner of Mo-Pac and Spicewood Springs Road (3409, 3420, 3429, 3445, 3520, 3636, 3701, 3721, 3724, and 3737 Executive Center Drive and 7601, 7718 and 7719 Wood Hollow Drive)

**OWNER/APPLICANT:** Twelve Lakes, LLC (Jon Ruff)

**AGENT:** Graves Dougherty Hearon & Moody (Michael Whellan)

**ZONING FROM:** LO, LR, GR, SF-3   **TO:** PUD                   **AREA:** 31.4 acres

**SUMMARY STAFF RECOMMENDATION:**

Staff supports Planned Unit Development with conditions as described in the Tier Table.

**ENVIRONMENTAL COMMISSION MOTION:**

**EXHIBITS AND ATTACHMENTS TO THE STAFF REPORT:**

- Exhibit A: Zoning Map
- Exhibit B: Aerial Map
- Exhibit C: Austin Oaks Land Use Plan
- Exhibit D: Tier 1 and Tier 2 Compliance Summary
- Exhibit E: Proposed Code Modifications
- Exhibit F: Tree Plan
- Exhibit G: Parks Plan Exhibit
- Exhibit H: Parks and Recreation Memo
- Exhibit I: Transportation Review documents (ATD, TXDOT)
- Exhibit J: Creek Plan
- Exhibit K: Streetscape Plans
- Exhibit L: Open Space Plan

**DEPARTMENT COMMENTS:**

The subject property includes 13 parcels that collectively total 31.4 acres of land that was developed as an office park in the 1970's. The office park consists of 12, two to three-story buildings and associated surface parking lots. The properties are divided north and south of Executive Center Boulevard with all parcels having driveway access from Executive Center Drive. The two parcels that are at the northeast and northwest corners of Wood Hollow Drive and Executive Center Drive also have driveway access from Wood Hollow Drive. Executive Center Drive is accessible from Hart Lane, Wood Hollow Drive, and from the south bound Mopac Express Way feeder road.

The property is currently designated with limited office (LO), neighborhood commercial (LR), and community commercial (GR) district zoning (see Exhibit B). There are also two 25-wide family-residence (SF-3) zoned strips along the western boundary of the project at Hart Lane; these strips pre-

dated compatibility standards, and were to serve as a buffer to residential properties on the opposite side of the roadway. These SF-3 portions have been incorporated into the PUD, along with the existing LO, LR, and GR zoning tracts.

The property, and surrounding neighborhood, is not part of an active or near-future neighborhood planning effort. Surrounding properties are a mix of residential and commercial uses. North of Spicewood Springs Road lies the Balcones West neighborhood, which is mostly family-residence (SF-3) zoning, with office and commercial zoning (LO, LR, and GR) along Spicewood Springs. Mopac is adjacent to the property along the east of the project, with the Allendale neighborhood beyond. Low-density multifamily residential zoning (MF-2) lies to the south, again with some office and commercial districts (LO, GO, LR, GR, and CS-1) along Mopac and Greystone Drive. Hart Lane marks the western edge of the project, beyond which is predominantly family-residence (SF-3), with some higher density residential (SF-6 and the 1979 Williamsburg PUD) along Spicewood Springs at the north.

The Applicant has requested PUD district zoning in order to build a mixed-use development that will include 250 multifamily residential units, a maximum of 12,800 square feet of restaurant uses, 90,000 square feet of hotel uses and 865,900 square feet of office uses. Per the Land Use Plan submitted on August 30, 2016 (please refer to Exhibit C), buildings in the development will have maximum heights ranging from 35 feet to 92.5 feet. Additionally, the development will also provide 8.5 acres of dedicated parkland and trails with a total of 11.01 acres of open space.

The Applicant is proposing to provide a total of 10% of the residential units to households whose income is 80 percent or below the median family income (MFI) for ownership units and 60 percent MFI or below for rental units. Up to 50% of the affordable units may be provided to households in which one of the members is employed by the Austin Independent School District, so long as their income does not exceed 120% MFI of the Austin metropolitan statistical area for ownership units or rental units.

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, affordable housing 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.

City Council approved revisions to the PUD regulations that became effective June 29, 2008. To help evaluate the superiority of a proposed PUD, requirements are divided into two categories: Tier 1, which is requirements that all PUDs must meet, and Tier 2 which provides criteria in 13 topical areas in which a PUD may exceed code requirements and therefore demonstrate superiority. A PUD need not address all criteria listed under Tier 2, and there is no minimum number of categories or individual items required. Please see attached memo from the Parks and Recreation Department regarding superiority (Exhibit H).

As shown in Exhibit C (Land Use Plan), the proposed area has been divided into ten parcels which the applicant intends to redevelop in phases. Below is a table showing each parcel's proposed use and development specifications:

Parcel	Acres	Land Use	Building #	Maximum Floors	Maximum Building Height (feet)	Maximum Building Height (MSL)	Approximate Building square footage
1	4.66	Mopac Office Mixed Use	1	6	80	875	150,000

2	3.7	Mopac Office Mixed Use	2	6	80	865	120,000
Parcel	Acres	Land Use	Building #	Maximum Floors	Maximum Building Height (feet)	Maximum Building Height (MSL)	Approximate Building square footage
3	6.72	Mopac Office Mixed Use	3	7	92.5	875	175,000
			4	7	92.5	845	140,000
4	1.02	Restaurant	5	1	35	770	6,400
5	1.17	Restaurant	6	1	35	770	6,400
6	1.8	Hotel	7	5	67.5	835	90,000
7	2.92	Spicewood Springs Mixed Use	8	1	35	815	6,900
			9	5	67.5	857.5	125,000
8	3.35	Spicewood Springs Office Mixed Use	10	5	67.5	865	125,000
			11	1	35	853	24,000
9	3.69	Mixed Use	12	4	55	830	223,000
10	2.37	Park	0				0
Total	31.4						1,191,700

The Transportation Impact Analysis review has been completed by the Austin Transportation Department (ATD) and traffic infrastructure modifications have been identified for the proposed development and uses. ATD staff is finalizing negotiations with the applicant regarding the required fiscal participation. Please see attached document from Transportation Review staff (Exhibit I).

***Proposed Code Modifications***

There are 10 zoning related modifications to Code requirements requested by the Applicant (please refer to Exhibit E – Proposed Code Modifications for details).

**EXISTING ZONING AND LAND USES:**

<b>SITE</b>	<b>ZONING</b>	<b>LAND USES</b>
<i>properties between Hart Lane and Wood Hollow Drive</i>	LO and SF-3	Administrative and Business Office
<i>North</i>	SF-3, LR, LO	Administrative and Business Office, Single Family Residential, Automotive Repair Services
<i>South</i>	LO	Multifamily – Apartments
<i>East</i>	LO, GR	Administrative and Business Office
<i>West</i>	SF-3	Single Family Residential

<b>SITE</b>	<b>ZONING</b>	<b>LAND USES</b>
<i>Site – properties at the corner of</i>	GR	Administrative and Business Office

<i>MoPac and Spicewood Springs Rd.</i>		
<i>North</i>	LO	Administrative and Business Office
<i>South</i>	MF-2, LR CS-1-CO, GR	Multifamily – Apartments, Administrative and Business Office Service Station, Liquor Sales
<i>East</i>	n/a	MoPac Expressway service road
<i>West</i>	MF-2, LO	Multifamily – Apartments, Administrative and Business Office

<b>SITE</b>	<b>ZONING</b>	<b>LAND USES</b>
<i>Site – properties between Wood Hollow Dr. and MoPac Expwy, South of Executive Center Dr.</i>	LR	Administrative and Business Office
<i>North</i>	GR	Administrative and Business Office
<i>South</i>	CS-1-CO, GR	Service Station, Liquor Sales
<i>East</i>	n/a	MoPac Expressway service road
<i>West</i>	MF-2,	Multifamily – Apartments

**TIA:** Is required

**WATERSHEDS:** Shoal Creek

**DESIRED DEVELOPMENT ZONE:** Yes

**CAPITOL VIEW CORRIDOR:** No

**SCENIC ROADWAY:** No

**NEIGHBORHOOD ORGANIZATIONS:**

Austin Independent School District	742
Northwest Austin Civic Association	53
Austin Neighborhoods Council	511
The Real Estate Council of Austin, Inc.	1236
Austin Heritage Tree Foundation	1340
Sierra Club, Austin Regional Group	1228
SEL Texas	1363
Bike Austin	1528
Balcones Civic Association	5
Homeless Neighborhood Association	1037
Super Duper Neighborhood Objectors and Appealers Organization	1200
North Austin Neighborhood Alliance	283
5702 Wynona Neighbors	769
Allandale Neighborhood Association	3

North Shoal Creek Neighborhood Association	126
Friends of Emma Barrientos MACC	1447
Sustainable Neighborhoods	1396
NW Austin Neighbors	1507

**SCHOOLS:**

Doss Elementary School                      Murchison Middle School                      Anderson High School

**RELATED CASE HISTORIES:**

<b>NUMBER</b>	<b>REQUEST</b>	<b>PLANNING COMMISSION</b>	<b>CITY COUNCIL</b>
C814-2008-0016 – Dell Jewish Community Center, 7300 Hart Lane	SF-3 to PUD	8/19/2008 – Apvd PUD with conditions.	9/29/2008 – Apvd PUD with conditions.

**CITY COUNCIL DATE:**

**ACTION:**

**ORDINANCE READINGS: 1<sup>st</sup>**

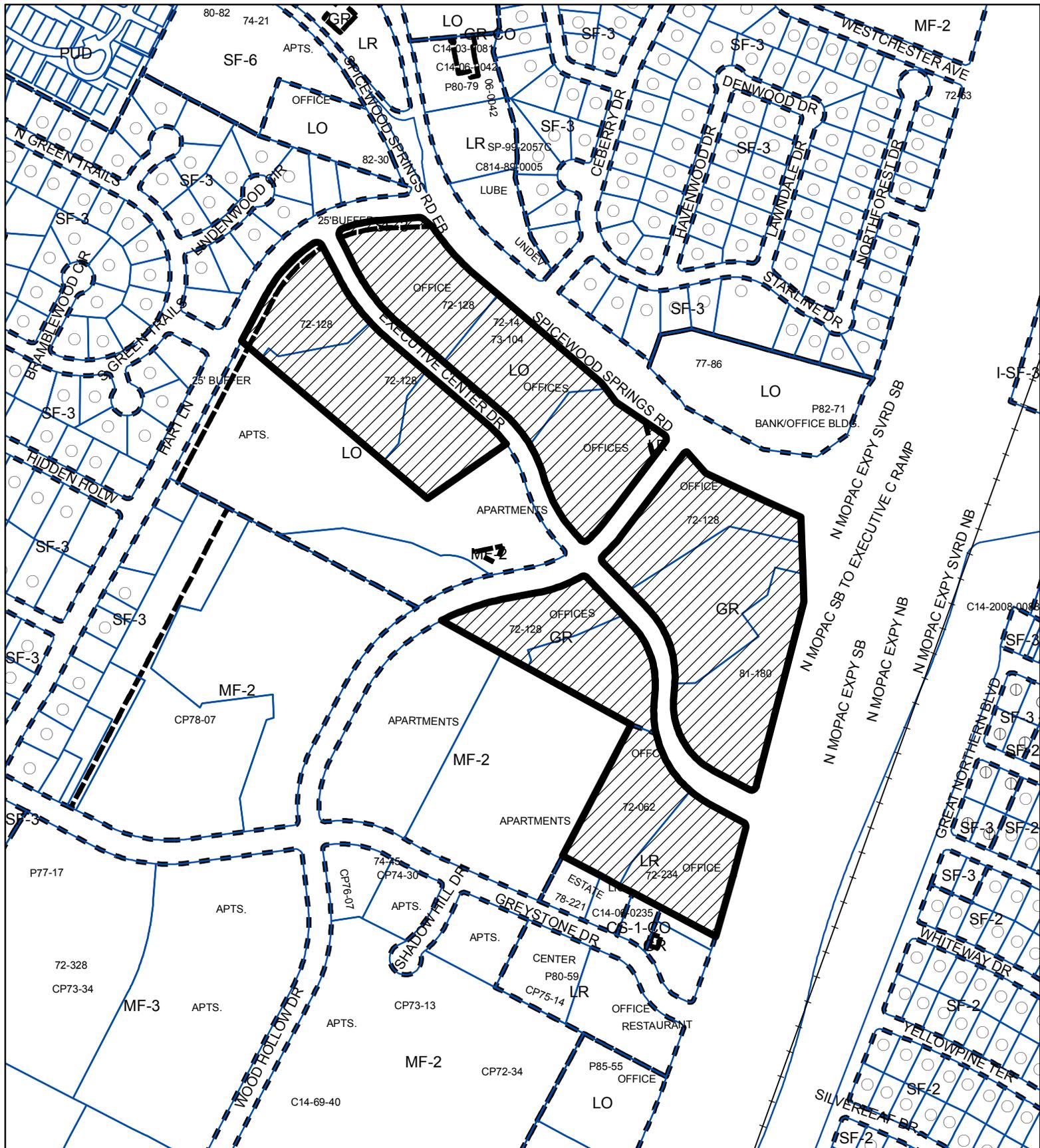
**2<sup>nd</sup>**

**3<sup>rd</sup>**

**ORDINANCE NUMBER:**

**CASE MANAGER: Andrew Moore**

**PHONE: 512-974-7604**  
[andrew.moore@austintexas.gov](mailto:andrew.moore@austintexas.gov)



**PLANNED UNIT DEVELOPMENT**

ZONING CASE#: C814-2014-0120



SUBJECT TRACT

PENDING CASE

ZONING BOUNDARY

1" = 400'

This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by CTM for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

EXHIBIT A





### ZONING

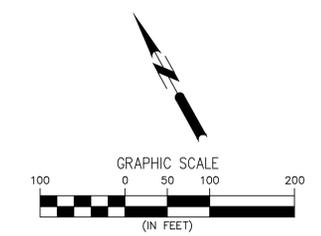
ZONING CASE#: C814-2014-0120 - Austin Oaks PUD  
 LOCATION: MoPac & Spicewood Springs Rd  
 SUBJECT AREA: 31.37 acres  
 GRID: H30  
 MANAGER: ANDREW MOORE



- Creek Centerlines
- City of Austin Fully Developed 100-Year Floodplain
- City of Austin Fully Developed 25-Year Floodplain
- Subject Property
- Critical Water Quality Zone
- Water Quality Transition Zone

1' = 400'

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.



**LEGEND**

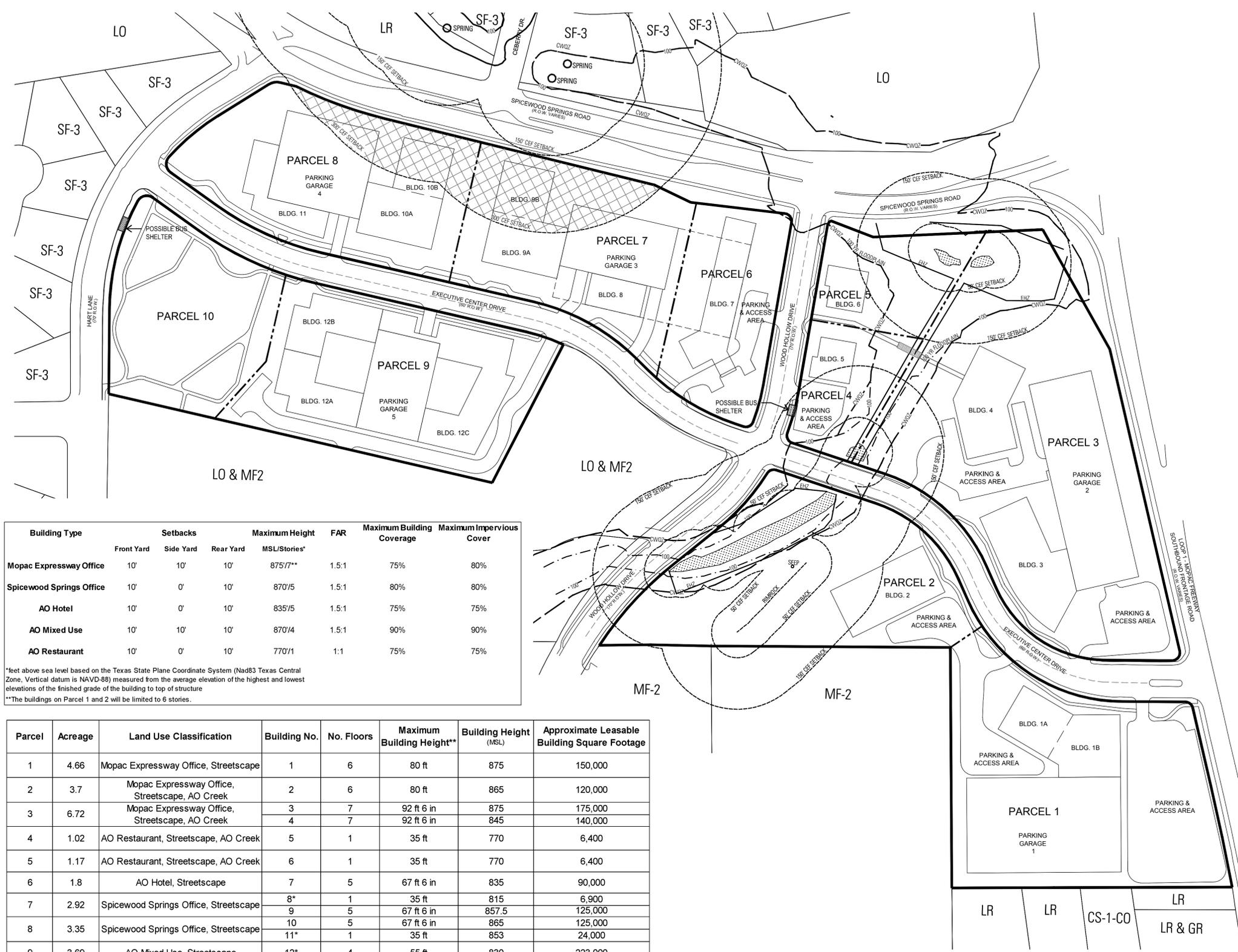
- AREA (1.64 AC.) LIMITED TO 50% IMPERVIOUS COVER.
- WETLANDS
- SEEP
- RIMROCK AND WETLAND CEF SETBACK
- EHZ
- 100 YEAR FLOODPLAIN
- CWQZ - CRITICAL WATER QUALITY ZONE
- PARCEL BOUNDARY

**Notes:**

- Impervious cover may be adjusted among parcels; however, the overall impervious cover shall not exceed 58% of the total 31.4 acres.
- Building square footage is approximate and can be transferred among buildings so long as the total leasable square footage does not exceed 1,191,700 sf.
- Pursuant to Sections 25-1-133 (Notice of Applications and Administrative Decisions), notice shall be provided prior to approval of an amendment to this Exhibit C under Section 3.1.3 (Approval Director) that is not a substantial amendment described under Subsection 3.1.2 (Substantial Amendments) of Chapter 25-2, Subchapter B, Article 2, Division 5 (Planned Unit Developments).
- Bus shelter subject to Capital Metro need and approval.
- The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.

In addition to the other provisions of this Ordinance and the Exhibits, the following provisions of City Code and the City Environmental Criteria Manual ("ECM") have been replaced, otherwise satisfied or exceeded and do not apply within the PUD:

- Section 25-8-25(B)(1) and (3) (Redevelopment Exception in Urban and Suburban Watersheds) are modified to apply on an overall basis;
- ECM Section 2.4.3 (Buffering) is modified as to Parcel 1 and Parcel 4;
- Section 25-6-477 (Bicycle Parking) is modified for office, residential, and hotel uses;
- Section 25-2-1008(A)(1) (Irrigation Requirements) will be applied on an overall basis;
- ECM Section 2.4.1 D (Street Yard Trees) is modified to increase the requirements;
- ECM Section 3.3.2(A) (General Tree Survey Standards) is modified to lengthen the time period for which the survey can be used;
- Sections 25-7-32 (Director Authorized to Require Erosion Hazard Zone Analysis) is modified;
- Section 25-2-1062 (Height Limitations and Setbacks for Small Sites) is modified as set forth on the Exhibits;
- Section 25-2-1063 (Height Limitations and Setbacks for Large Sites) is modified as set forth on the Exhibits;
- Section 25-2-1065 (Scale and Clustering Requirements) is modified as set forth on the Exhibits;
- Subchapter E (Design Standard and Mixed Use) Section 2.2 (Relationship of Buildings to Streets and Walkways) is modified as set forth on the Exhibits;
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- Subchapter E (Design Standard and Mixed Use) Section 2.4 (Building Entryways) is modified as set forth on the Exhibits;
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- Section 25-10-101(C)(2) and (3)(a) (Signs Allowed in All Sign Districts Without An Installation Permit) is modified to improve directional signage;
- Section 25-10-130 (Commercial Sign District Regulations) is modified to allow projecting signs and increase sign size; and
- Section 25-10-154 (Subdivision Identification Sign) is modified to provide for an appropriate number of subdivision signs.



Building Type	Setbacks			Maximum Height MSL/Stories*	FAR	Maximum Building Coverage	Maximum Impervious Cover
	Front Yard	Side Yard	Rear Yard				
Mopac Expressway Office	10'	10'	10'	875/7**	1.5:1	75%	80%
Spicewood Springs Office	10'	0'	10'	870/5	1.5:1	80%	80%
AO Hotel	10'	0'	10'	835/5	1.5:1	75%	75%
AO Mixed Use	10'	10'	10'	870/4	1.5:1	90%	90%
AO Restaurant	10'	0'	10'	770/1	1:1	75%	75%

\*feet above sea level based on the Texas State Plane Coordinate System (Nad83 Texas Central Zone. Vertical datum is NAVD-88) measured from the average elevation of the highest and lowest elevations of the finished grade of the building to top of structure  
 \*\*The buildings on Parcel 1 and 2 will be limited to 6 stories.

Parcel	Acreeage	Land Use Classification	Building No.	No. Floors	Maximum Building Height**	Building Height (MSL)	Approximate Leasable Building Square Footage
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9	3.69	AO Mixed Use, Streetscape	12*	4	55 ft	830	223,000
10	2.37	AO Park, Streetscape	-	-	-	-	-
<b>Total</b>	<b>31.4</b>						<b>1,191,700</b>

<b>Baseline for Determining Development Bonuses per Section 1.3.3</b>	<b>1,082,126</b>
<b>Bonus area square footage</b>	<b>109,574</b>
<b>x 10% (Requirement per Section 2.5.3)</b>	<b>10,957</b>
	<b>(Approx. 11 units)</b>

Parcel	Garage No.	No. Levels	Garage Height (Includes Parapet)
1	1	5	50 ft
3	2	6.5	65 ft
7	3	6.5	65 ft
8	4	6	60 ft
9	5	6	60 ft

\*To include retail.  
 \*\*The maximum heights of buildings are subject to the exceptions in City Code Section 25-2-531 (Height Limit Exceptions), which shall apply to the PUD.

**EXHIBIT C**

REVISED : SEPTEMBER 13, 2016

**UDG**  
 Urban Design Group PC  
 TX Registered Engineering Firm #11843  
 3660 Stoneridge Road  
 Suite E101  
 Austin, TX 78746  
 512.347.0040

**T B G**  
 Landscape Architects Planners  
 1705 Guadalupe Street, Suite 500  
 Austin, Texas 78701  
 (512) 327-1011 Fax: (512) 327-0488  
 Austin Dallas Houston San Antonio

AUSTIN OAKS PUD

**LAND USE PLAN**

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

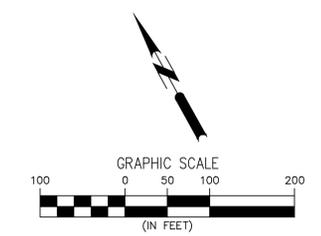
**EXHIBIT C**

AUGUST 30, 2016

UDG JOB NO. 15-864

1"=100'

CASE NUMBER: C814-2014-0120



**LEGEND**

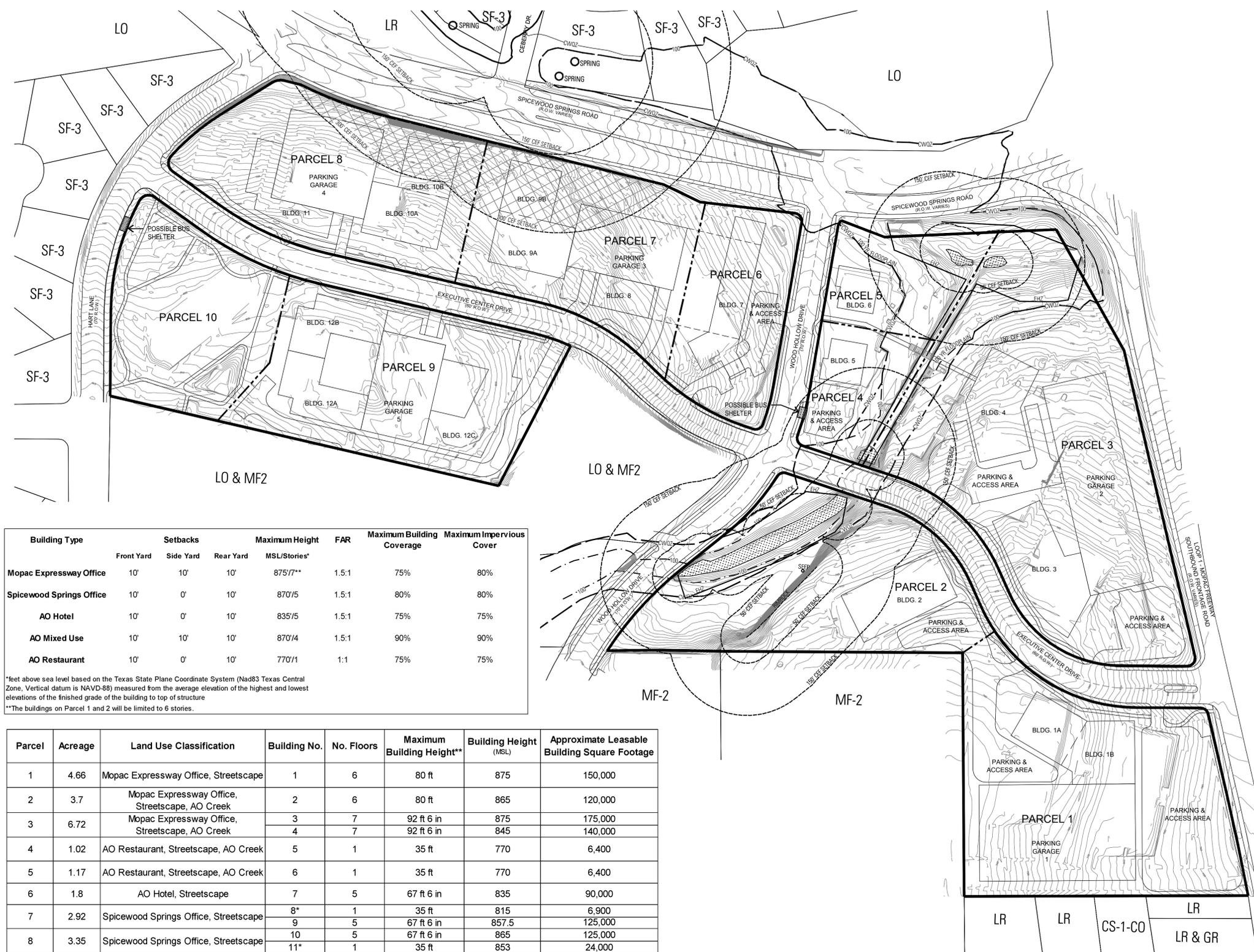
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\*feet above sea level based on the Texas State Plane Coordinate System (Nad83 Texas Central Zone. Vertical datum is NAVD-88) measured from the average elevation of the highest and lowest elevations of the finished grade of the building to top of structure  
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7	3	6.5	65 ft
8	4	6	60 ft
9	5	6	60 ft

**UDG**  
 Urban Design Group PC  
 TX Registered Engineering Firm #11843  
 3660 Stoneridge Road  
 Suite E101  
 Austin, TX 78746  
 512.347.0040

**T B G**  
 Landscape Architects Planners  
 1705 Guadalupe Street, Suite 500  
 Austin, Texas 78701  
 (512) 327-1011 Fax: (512) 327-0488  
 Austin Dallas Houston San Antonio

**AUSTIN OAKS PUD**  
**TOPOGRAPHY AND**  
**LAND USE PLAN**

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

**EXHIBIT K**

AUGUST 30, 2016

UDG JOB NO. 15-864

1"=100'

CASE NUMBER: C814-2014-0120

REVISED : SEPTEMBER 13, 2016

Austin Oaks  
Tier 1 & Tier 2 Compliance  
September 1, 2016

Tier I Requirement	Compliance	Explanation
1. Meet the objectives of the City Code.	Yes.	<p>The property is 31.4 acres located within an Urban Watershed and is situated at the intersection of a Highway and a Major Arterial, and consists of a dated and conventional office park with surface parking developed in the 1970's and 1980's. Due to its age and the intervening regional infill and development of the area, it is a prime candidate for redevelopment. As the result of a week-long design charrette facilitated by nationally recognized architect Doug Farr, at which representatives of various neighborhood associations as well as the City and other interested stakeholders participated and provided input, a balanced and cohesive plan was developed. The resulting plan reflects a walkable and multi-modal, mixed-use project integrating residential, retail, hotel, restaurant and parkland uses in addition to office use.</p>
2. Provide for development standards that achieve equal or greater consistency with the goals in Section 1.1 than development under the regulations in the Land Development Code.	Yes.	<p>The project will improve the natural environment by reducing the amount of impervious cover that presently exists on the site and is less than the amount that could be developed under existing entitlements. Additionally, such design allows a high percentage of Protected and Heritage trees to be preserved. The project will replace an outdated office project that has no water quality controls with a mixed-use project that provides water quality facilities and that provides public open space areas and uses. The project will remove approximately 1 acre of existing untreated surface parking lot impervious cover located in or immediately adjacent to the Critical Water Quality Zone and Critical Environmental Features and will provide some restoration as well as habitat enhancements to a creek and natural areas.</p> <p>The project provides enhancement of pedestrian and bicycle access to and throughout the site, including on-street bike lanes and development of a pedestrian "Heritage Trail" connecting the Neighborhood Park and creek, and preservation and enhancement of many of the existing Oak trees along most of Executive Center Drive.</p> <p>The project includes approximately 8.50 acres of on-site parkland, which will be improved in accordance with a plan developed during the charrette with neighborhood and City staff input (e.g. Neighborhood Park on Parcel 10 and Heritage Park on Parcel 8). More than 5.22 acres of on-site parkland are</p>

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		within the AO Creek Plan.
<p>3. Provide a total amount of open space that equals or exceeds 10% of the residential tracts, 15% of the industrial tracts, and 20% of the nonresidential tracts within the PUD, except that:</p> <p>a. A detention or filtration area is excluded from the calculation unless it is designed and maintained as an amenity, and</p> <p>b. The required percentage of open space may be reduced for urban property with characteristic that make open space infeasible if other community benefits are provided.</p>	Yes.	<p>The project will provide open space equal to more than 35% of the Property's total area (approximately 11.01 acres of 31.4 acres), which exceeds the minimum open space requirements by 41%. This percentage exceeds the cumulative requirements of 10% of residential tracts and 20% of the nonresidential tracts within the PUD. Filtration areas are excluded from the calculation.</p> <p>A new Exhibit L has been added to the draft ordinance, which sets forth most of the open space that will be provided throughout the Property; however, Exhibit L only shows the primary open space areas and does not include additional open space areas within the Property between buildings, parking areas and streets -- all of which would further increase the overall open space. Exhibit L shows a minimum of 11.01 acres of open space, which is 41% more open space than is required.</p>
4. Comply with the City's Planned Unit Development Green Building Program.	Yes.	The project will comply with the requirements of the Austin Energy Green Building (AEGB) rating system using the applicable rating version in effect at the time a rating application is submitted for a building at a 2-Star Level.

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<p>5. Be consistent with the applicable neighborhood plans, neighborhood conservation combining district regulations, historic area and landmark regulations and compatible with adjacent property and land uses.</p>	<p>Yes.</p>	<p>The Property is not located within a City of Austin Neighborhood Planning Area nor a neighborhood conservation or combining district. The uses and design of the project are compatible with the surrounding properties and are based on design strategies, objectives and measures established by the neighborhood stakeholders and provided to the design team at the charrette.</p> <p>While the project is not fully compliant with all compatibility regulations, it is based on established urban design principles to create a unified context sensitive to the built environment that has lower heights in the areas closest to single family residential uses across Spicewood Springs Road and Hart Lane to minimize the impact on single family residential uses. In addition to this step-down plan, on-site parkland and open space is located along the western and northern edge of the project, closest to single family residential uses across Hart Lane and north of Spicewood Springs Road.</p> <p>The project will remove approximately 1.6 acres of existing untreated surface parking impervious cover located within the Critical Water Quality Zone and CEF buffers.</p> <p>The project is designed to utilize far less impervious cover than (a) is located on the site in its existing condition (proposed 58% versus existing 66%) and (b) is available under existing zoning and watershed rules (proposed 58% versus 70/90%).</p> <p>As part of the charrette outcome, it was determined that additional impervious coverage with the buildings on the updated plan was more compatible with the adjacent neighborhood to less impervious cover with the taller buildings, as submitted in the initial proposals for the project.</p>
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<p>6. Provide for environmental preservation and protection relating to air quality, water quality, trees, buffer zones and greenbelt areas, critical environmental features, soils, waterways, topography and the natural and traditional character of the land.</p>	<p>Yes.</p>	<p>The updated plan as submitted includes a Park Plan, Creek Plan, a Streetscape Plan, a Tree Plan, and an Open Space Plan which provide for environmental preservation and protection of open space and greenbelt areas throughout the development, and pedestrian linkages that are designed around the natural features and the existing Oaks along Executive Center Drive.</p> <p>The project is designed to preserve a meaningful number of the Heritage trees on the site, and the updated plan additionally preserves more than 7,000 caliper inches of trees less than 8" caliper, which could otherwise be removed.</p> <p>The Property currently has no water quality controls and has impervious cover such as surface asphalt parking areas within the Critical Water Quality Zone. The updated plan as submitted will provide water quality controls and will remove impervious cover from the Critical Water Quality Zone. Impervious cover will also be removed around tree critical root zones, and trees and landscaping will be featured and protected along the Heritage Trail, as shown on the exhibits to the submittal.</p> <p>The PUD designates three types of Critical Environmental Features, a Rimrock, Wetlands and Seep, and provides for a minimum 50-foot buffer from each feature. Existing surface parking lot impervious cover will be removed from the 50' buffer designation.</p> <p>There is approximately 2.2 acres of impervious cover within the floodplain, CWQZ and CEF buffers. The proposed redevelopment plan calls for a reduction of approximately 1.6 acres of impervious cover.</p>
<p>7. Provide for public facilities and services that are adequate to support the proposed development including school, fire protection, emergency service and police facilities.</p>	<p>Yes.</p>	<p>Based on City of Austin record data, sufficient infrastructure exists on the Property, with the exception of a water line that would need to be enlarged at the site plan phase; this would be done at the owner's expense.</p> <p>In addition to paying a pro rata share for future traffic improvements, traffic mitigation measures also include specific improvements at nearby intersections such as Hart Lane and Spicewood Springs Road.</p>

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		<p>The Park Plan contains 2.37 acres, which currently comprise an office building and surface parking, and will be redeveloped as a Neighborhood Park as provided in the Park Plan at the developer's cost of approximately \$1,546,500 before it is deeded to the City; this money can also be used to redevelop the Heritage Park located on Parcel 8. The Creek Plan will also have more than 5 acres of public parkland. The Heritage Trail will provide pedestrian connectivity between these two park destinations.</p>
<p>8. Exceed the minimum landscaping requirements of the City Code.</p>	<p>Yes.</p>	<p>The project will exceed the minimum landscaping requirements of the Code and require the utilization of native and adaptive species and non-invasive plants per the Grow Green Program. Specifically, at least 75% of the total plant material planted, exclusive of turf and land within dedicated Parkland, shall be native to Central Texas or on the Grow Green Native and Adapted Landscape Plants. An Integrated Pest Management program will be implemented following the guidelines developed by the Grow Green Program in order to limit the use of pesticides on site.</p> <p>In addition, the owner will increase the requirements set forth in Section 2.4.1(D) of the Environmental Criteria Manual related to Street Yard Trees to provide the following:</p> <ul style="list-style-type: none"> <li>•75% of the street trees planted from the Preferred Plan List, rather than 60%;</li> <li>•Planted street trees will be no less than 8 feet in initial height, rather than 6 feet;</li> <li>•Planted street trees will be no less than 3 inch caliper measured at six inches above grade, rather than 1.5 inch caliper;</li> <li>•No more than 30% of planted street trees will be from the same species, rather than 50%.</li> </ul>
<p>9. Provide for appropriate transportation and mass transit connections to areas adjacent to the PUD district and mitigation of adverse cumulative transportation impacts with sidewalks, trails and roadways.</p>	<p>Yes.</p>	<p>The project is situated in close proximity to entrance/exit point of the MoPac Expressway Managed Lane, currently under construction, allowing access into and out of the areas served by MoPac.</p> <p>The Imagine Austin Plan designates the adjacent Mopac/Anderson Lane intersection as a "High Capacity Transit Stop". Additionally, a Metro Rapid station is located at Anderson Lane east of Mopac, and on-street bicycle lanes are located along Spicewood Springs, Hart Lane, and Wood Hollow</p>

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		<p>Drive allowing direct access to the Metro Rapid Bus Station.</p> <p>Currently, Executive Center Drive does not provide bike lanes; the redevelopment plan includes on-street bicycle lanes for Executive Center Drive.</p> <p>The cross-section of the Heritage Trail along Executive Center Drive illustrates the focus on pedestrian orientation; and separated sidewalks along other portions of the streets, along with dedicated bike lanes on Executive Center Drive, reflect a high level of connectivity for bicyclists, pedestrians, and drivers. Additionally, a pedestrian walk and bridge will be built before conveyed to the City in order to provide connectivity across the creek.</p> <p>An updated TIA has been completed for the updated plan and will be reviewed by staff to determine appropriate (and proportional) transportation improvements needed in the area.</p>
10. Prohibit gated roadways.	Yes.	No gated public roadways will be permitted within the PUD
11. Protect, enhance and preserve the areas that include structures or sites that are of architectural, historical, archaeological or cultural significance.	Not Applicable.	The property does not have any known architectural, historical or archeological areas of significance.
12. Include at least 10 acres of land, unless the property is characterized by special circumstances, including unique topographic constraints.	Yes.	The project is over 31 acres and exceeds the 10 acre requirement.

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Tier II Requirement	Compliance	Explanation
<b>Tier I - Additional PUD Requirements for a mixed use development</b>	<b>Compliance</b>	<b>Explanation</b>
1. Comply with Chapter 25-2, Subchapter E ( <i>Design Standards and Mixed Use</i> )	Yes.	The plan substantially complies with the intent of the Commercial Design Standards and reflects alternative equivalent compliance to obtain full compliance that is responsive to the existing site conditions and incorporate and account for the environmental features. The mixed use design standards developed during the design charrette are reflected in the Land Use Plan and accompanying exhibits. In fact, the Land Use Plan and the exhibits reflect what is believed to be a superior approach to planting zones, clear zones, and building placement appropriate for the site conditions, given the existing environmental constraints and preservation of trees.
2. Inside the Urban Roadway boundary depicted in Figure 2, Subchapter E, Chapter 25-2 ( <i>Design Standards and Mixed Use</i> ), comply with the sidewalk standards in Section 2.2.2, Subchapter E, Chapter 25-2 ( <i>Core Transit Corridor Sidewalk and Building Placement</i> ).	Yes.	The updated plan substantially complies with the intent of the Commercial Design Standards and reflects alternative equivalent compliance to obtain full compliance, as developed during the design charrette and reflected in the Land Use Plan and required by the accompanying exhibits. In fact, the Land Use Plan and the exhibits reflect what is believed to be a superior approach to planting zones, clear zones, and building placement appropriate for the site conditions, given the existing environmental constraints.
3. Contain pedestrian oriented uses as defined in Section 25-2-691(C) ( <i>Waterfront Overlay District Uses</i> ) on the first floor of a multi-story commercial or mixed use building.	Yes.	The updated plan allows pedestrian-oriented uses on the ground floor of buildings fronting on Executive Center Drive and the pedestrian Heritage Trail, and has designated specific retail spaces fronting or combined into parking garages along Executive Center Drive and within the Mixed Use Parcel.

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<p>1. Open Space – Provide open space at least 10% above the requirements of Section 2.3.1.A (<i>Minimum Requirements</i>). Alternatively, within the Urban Roadway boundary established in Figure 2 of Subchapter E of Chapter 25-2 (<i>Design Standards and Mixed Use</i>), provide for proportional enhancements to existing or planned trails, parks, or other recreational common open space in consultation with the Director of the Parks and Recreation Department.</p>	<p>Yes.</p>	<p>35% of gross site area (more than 11 acres) is proposed as open space, which is 41% more open space than required per Tier 1 regulations for residential and commercial uses (3 acres more than required). The Property is within the Urban Roadway boundary and the owner will provide bike lanes, pedestrian paths, and sidewalks throughout -- see Land Use Plan and Streetscape Plan.</p> <p>A new Exhibit L has been added to the draft ordinance, which sets forth most of the open space that will be provided throughout the Property; however, Exhibit L only shows the primary open space areas and does not include additional open space areas within the Property between buildings, parking areas and streets -- all of which would further increase the overall open space. Exhibit L shows a minimum of 11.01 acres of open space, which is 41% more open space than is required.</p> <p>Exhibit G has been further revised to show that a total of 8.50 acres of Park space will be dedicated and available to the public; however, the credited parkland is 5.34 acres which is what would be required for 250 multifamily units and 100 hotel rooms (actual required amount would be 4.79 acres under the current code; under the parkland dedication requirements that applied at the time the rezoning application was filed, the parkland dedication amount is 2.125 acres). A portion of the dedicated property that is located between the 50' and 150' setback from a CEF and currently includes surface parking will be reclaimed and restored to provide an area that may be used for park improvements under Section 25-8-25 (Redevelopment provision of the Code). Moreover, the owner is also contributing \$1,546,500, which is 5x more than would be required if the owner paid a fee-in-lieu for the parkland dedication requirement under the current ordinance.</p> <p>Restoration and enhancement of the drainageways within the PUD shall be provided in accordance with the Creek Plan.</p>
<p>2. Environment/Drainage a</p>	<p>Yes.</p>	<p>Complies with current code instead of asserting entitlement to follow older code provisions by application of law or agreement.</p> <p><b>Reason:</b> Because this is an existing development with structures built in the 1970s and 1980s, the owner will redevelop pursuant to current code provision Section 25-8-25 of the City Code applied on an overall basis, which requires the level of water quality treatment prescribed by current regulations. The owner is not</p>

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		asserting entitlement to follow older code provisions.
b	No	<p>Provides water quality controls superior to those otherwise required by code.</p> <p><b>Reason:</b> The site currently has <i>NO</i> water quality treatment facilities and currently has a considerable amount of impervious cover within the Critical Water Quality Zone and within CEF buffers. The redevelopment will provide water quality facilities meeting current code and remove existing surface parking within the CWQZ that would not be required under current code.</p>
c	No	<p>Uses green water quality controls as described in the Environmental Criteria Manual to treat at least 50 percent of the water quality volume required by code.</p> <p><b>Reason:</b> The opportunity to use green water quality controls is explicitly provided for; however, the site conditions - including tree preservation and topography - make it impossible to commit to such a benchmark without full site plan engineering and substantial regrading of the site.</p>
d	N/A	<p>Provides water quality treatment for currently untreated, developed off-site areas of at least 10 acres in size.</p> <p><b>Reason:</b> Off-site areas do not readily drain to areas of the site that would allow for capture by proposed site water quality ponds. Other environmental Tier II factors have been achieved.</p>
e	Yes	<p>Reduces impervious cover by five percent below the maximum otherwise allowed by code or includes off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code.</p> <p><b>Reason:</b> Impervious cover is limited to (58%) for the entire Property and is calculated on an aggregate (i.e., entire site) basis. The updated plan reduces impervious cover by more than 5% below the maximum otherwise allowed by the Code; the maximum impervious cover otherwise allowed under the current code is 66%.</p> <p>In addition, impervious cover within the portion of the PUD located within 300 feet of the existing off-site springs as shown on Exhibit C (Land Use Plan) shall be limited to 50%.</p>

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f	N/A	Provides minimum 50-foot setback for at least 50 percent of all unclassified waterways with a drainage area of 32 acres.
g	No  See Additional Benefit of laying back the creek.	Provides volumetric flood detention as described in the Drainage Criteria Manual.  <b>Reason:</b> The Owner has agreed to a minimum of 20,000 cubic feet of detention either by laying back a portion of the West side of the unnamed creek bank on Parcels 4 and 5, or creating a dual-use detention/parkland area within the AO Creek Boundary on the East side of the unnamed creek bank; either of which will create flood detention. See Additional Benefit below.  An updated AO Creek Plan includes the layback area.
h	No	Provides drainage upgrades to off-site drainage infrastructure that does not meet current criteria in the Drainage or Environmental Criteria Manuals, such as storm drains and culverts that provide a public benefit.
i	Yes	Proposes no modifications to the existing 100-year floodplain.
j	Yes	Uses natural channel design techniques as described in the Drainage Criteria Manual.  <b>Reason:</b> An Erosion Hazard Zone report has been provided which establishes that the natural channel was originally reconfigured to its current embankment condition. "Natural channel design techniques" are proposed to partially re-establish and improve the channel character.
k	Yes	Restores riparian vegetation in existing, degraded Critical Water Quality Zone areas.  <b>Reason:</b> Construction within the CWQZ and the CEF Buffer shall include the removal of existing surface parking lots and restoration of such areas. A restoration plan for each site plan for Parcels 2, 3, 4 and 5 shall be submitted to the City for review and approval if it complies with the following: (i) Planting and seeding pursuant to the Standard Specification 609S, and (ii) Revegetation adequate to achieve a score of "Good (3)" at maturity for the following parameters of Environmental Criteria Manual Appendix X "Scoring: Zone 1 - Floodplain Helath": Gap Frequency, Soil Compaction, Structural Diversity, and Tree Demography. The identified Zone 1 Parameters shall apply to all restored areas

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		within the CWQZ and CEF buffers. The restoration plan may accommodate a trail or other permitted park improvements. Restoration of existing parking lot areas within the AO Creek Plan, and outside of the CWQZ or CEF buffer, shall be planted and seeded pursuant to Standard Specification 609S..
l	Yes	Removes existing impervious cover from the Critical Water Quality Zone.  <b>Reason:</b> There is approximately 2.2 acres of impervious cover within the floodplain, CWQZ and CEF buffers. The proposed redevelopment plan calls for a reduction of approximately 1.6 acres of impervious cover.
m	Yes, as modified.	Preserves all heritage trees; preserves 75% of the caliper inches associated with native protected size trees; and preserves 75% of all of the native caliper inches.  <b>Reason:</b> The owner will preserve 75% of all of the native caliper inches (1 inch or greater) and will preserve 75% of the total caliper inches of protected and heritage trees together. In addition, the updated plan preserves more than 7,000 caliper inches of trees less than 8" caliper, which could otherwise be removed.
n	No	Tree plantings use Central Texas seed stock native and with adequate soil volume.  <b>Reason:</b> Given the number of trees on the site, as staff noted, it would be very difficult (if not impossible in many cases) to achieve the increased standards that the City has suggested for soil volume without damaging the critical root zone of preserved trees. In the conditions on this site, the City's suggested soil volume would necessitate root ball intrusion among the preserved trees.
o	Yes, as modified.	Provides at least a 50 percent increase in the minimum waterway and/or critical environmental feature setbacks required by code.  <b>Reason:</b> Although no removal of the current impervious cover would otherwise be required under Section 25-8-25 - even in the waterway and CEF buffers -- there is a 95% reduction of impervious cover in the CWQZ (the only proposed impervious cover in the redevelopment plan are sidewalks to a pedestrian bridge), a 58% reduction in impervious cover within the rimrock/seep setback, and a 74% reduction of impervious cover within the wetland setback.
p	Yes	Clusters impervious cover and disturbed areas in a manner that preserves the most environmentally sensitive areas of the site that are not otherwise protected.  <b>Reason:</b> One objective of the Design Charrette was to find a way to reduce

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		<p>impervious cover and create open space (in this case 41% more open space than required). In order to achieve the park space, Heritage Trail, and Creek area, the redevelopment was clustered. For example, the redevelopment plan has focused the most significant redevelopment density in areas closer to MoPac frontage. In addition, areas that would otherwise be opportune for redevelopment will remain either open space or be credited as parkland; especially the more than 1 acre reduction of impervious cover within the CEF buffers.</p> <p>In addition, impervious cover within the portion of the PUD located within 300 feet of the existing off-site springs as shown on Exhibit C (Land Use Plan) shall be limited to 50%.</p>
q	No.	Provides porous pavement for at least 20 percent or more of all paved areas for non-pedestrian in non-aquifer recharge areas.
r	No.	<p>Provides porous pavement for at least 50 percent or more of all paved areas limited to pedestrian use.</p> <p><b>Reason:</b> The majority of the paved areas - such as the Heritage Trail - will be dedicated to the public and will be multi-use paths and would not be appropriate for porous pavement; park trails in the Neighborhood Park and Creek area constructed by the Owner are proposed as low-maintenance concrete paving.</p>
s	No.	Provides rainwater harvesting for landscape irrigation to serve not less than 50% of the landscaped areas.
t	No.	Directs stormwater runoff from impervious surfaces to a landscaped area at least equal to the total required landscape area.
u	Additional Benefit	Additionally, the project prohibits uses that may contribute air and water quality pollutants (e.g., Automotive Repair Services, Automotive Washing (except as accessory use to office)), which are otherwise presently permitted uses under the existing zoning and other regulations.
v	Additional Benefit	The Owner has agreed to provide a minimum of 20,000 cubic feet of detention storage prior to and as a condition precedent for the issuance of a permanent Certificate of Occupancy for the building(s) to be constructed on the last of Parcel 4 or Parcel 5 to be developed. The Owner has agreed to lay back a portion of the West side of the unnamed creek bank on Parcels 4 and 5, which will create additional flood detention within the existing "Koger" pond as simulated in the City's

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		<p>hydrologic model. The expectation is that potentially up to 43,000 cubic feet of detention may be provided as a result of the creek lay back plan. The total amount of flood detention is unknown and depends on whether the firmly situated rock that lies beneath the surface deposits of soil, alluvium, rock fragments and fill can be readily removed without breaking the rock by blasting, air tool (hoe ram or jackhammer) or other destructive mechanical means. If the Owner is unable to achieve a minimum of 20,000 cubic feet of additional detention by laying back the West side of the unnamed creek bank, the Owner will create a dual-use detention/parkland area within the AO Creek Boundary on the East side of the unnamed creek bank such that at least a total of 20,000 cubic feet of detention is provided between the lay back on the West side and the detention/parkland area on the East side of the unnamed creek.</p> <p>Each site plan must show no-adverse impact downstream for the 2, 10, 25 and 100-year storm events down to the confluence with Shoal Creek, based on a PUD-wide analysis; however, for purposes of any drainage analysis or evaluation, the entire PUD Property will be considered a single site for the drainage analysis and such drainage analysis will utilize the existing impervious cover of the PUD Property as the underlying benchmark, which is 66% of the gross site area.</p>
<p>3. Community Amenities – Provides community or public amenities, which may include space for community meetings, day care facilities, non-profit organizations, or other uses that fulfill an identified community need.</p>	<p>Yes.</p>	<p>The updated plan provides a minimum of 11 acres of open space. Parcel 10 will be redeveloped as a neighborhood park as provided in the Park Plan at the developer's cost before it is deeded to the City. Parkland is distributed through the redevelopment plan to encourage community use. Additionally, a variety of multimodal connections (including proposed bus shelters) promote access to the parkland.</p>
<p>4. Transportation – Provides bicycle facilities that connect to existing or planned bicycle routes or provides other multi-modal transportation</p>	<p>Yes.</p>	<p>The proposed on-site and off-site improvements for the project include enhancing pedestrian and bicycle access to and through the site, including the development of a pedestrian Heritage Trail linking Hart Lane to Wood Hollow as reflected in the Streetscape Plan and the Tree and Landscaping Plan to highlight and preserve the oak trees along most of Executive Center Drive. Dedicated on-street bike lanes will be provided along the length of Executive Center Drive to connect to existing bike lanes along Hart Lane and Wood Hollow Dr.</p>

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<p>features not required by code.</p>		<p>The Cross-section of the “Heritage Trail” within the Streetscape Plan along Executive Center Drive illustrates the pedestrian orientation promoted within the development. In addition, separated pedestrian walks along other portions of the streets as well as the pedestrian bridge and trails shown in the Creek Plan will provide a high level of connectivity for pedestrians and bicyclists. Bus stops are designated at Wood Hollow Drive and Executive Center Drive, and Hart Lane and Executive Center Drive, subject to Capital Metro necessity and approval.</p> <p>The multi-modal routes promote accessibility to public destinations within the updated plan.</p>
<p>5. Affordable Housing – Provides for affordable housing or participation in programs to achieve affordable housing.</p>	<p>Yes.</p>	<p>The project will comply with Planned Unit Development regulations for affordable housing. Participation will be provided with on-site units. 5% of the residential units as a Tier 2 item and 5% of the units for purposes of tier 3, for a total of 10% of the residential units to households whose income is 80 percent or below the median family income of the Austin metropolitan statistical area for ownership units and 60 percent or below the Austin metropolitan statistical area for rental units.</p> <p>Sales or leases of residential units to households in which one of the members is employed by the Austin Independent School District, so long as their income does not exceed 120 percent of the median family income of the Austin metropolitan statistical area for ownership units or rental units, as applicable, shall be considered to be affordable units for purposes of complying with the affordable housing requirements; however, not more than 50% of the total of the required number of affordable units may be such sales or leases to employees of the Austin Independent School District.</p>

## EXHIBIT E

Austin Oaks PUD  
Zoning related Code Modifications

### Proposed Code Modifications

1. Section 25-6-477 (*Bicycle Parking*) for office, residential, and hotel uses;  
*Reducing the required 50% of bicycle parking to be within 50 feet of entrances to 20%.*
2. Section 25-2-1008(A)(1) (*Irrigation Requirements*);  
*8.49 acres of parkland and public space will remain undisturbed across the site to meet the 50% of total required landscaped to be undisturbed with no potable irrigation.*
3. Section 25-2-1062 (*Height Limitations and Setbacks for Small Sites*);  
Removing Compatibility..
4. Section 25-2-1063 (*Height Limitations and Setbacks for Large Sites*);  
Removing Compatibility.
5. Section 25-2-1065 (*Scale and Clustering Requirements*);  
Massing and scale requirements related to other buildings and design criteria.
6. Subchapter E (*Design Standard and Mixed Use*) Section 2.2 (*Relationship of Buildings to Streets and Walkways*);  
Modified to keep existing trees and avoid environmental features.
7. Subchapter E (*Design Standard and Mixed Use*) Section 2.3 (*Connectivity*);  
Modified to keep existing trees and avoid environmental features.
8. Subchapter E (*Design Standard and Mixed Use*) Section 2.4 (*Building Entryways*);  
Modified to keep existing trees and avoid environmental features.
9. Subchapter E (*Design Standard and Mixed Use*) Section 3.2 (*Glazing and Facade Relief Requirements*) shall not apply to the AO Hotel Parcel 6 or the AO Mixed-use/Multifamily Parcel 9;
10. Subchapter E (*Design Standard and Mixed Use*) Article 4 (*Mixed Use*);  
Modified to keep existing trees and avoid environmental features



**TREES LEGEND:**

	70	EXISTING HERITAGE TREES ON-SITE
	57	HERITAGE TREES PRESERVED
	97	EXISTING PROTECTED TREES ON-SITE
	66	PROTECTED TREES PRESERVED
	566	NON PROTECTED/REGULATORY TREES ON-SITE
	327	NON PROTECTED/REGULATORY TREES PRESERVED
	13	HERITAGE TREES - TO BE REMOVED
	31	PROTECTED TREES TO BE REMOVED
	239	NON-PROTECTED/REGULATORY TREES TO BE REMOVED

**UDG**  
 Urban Design Group PC  
 TX Registered Engineering Firm #11843  
 3660 Stoneridge Road  
 Suite E101  
 Austin, TX 78746  
 512.347.0040

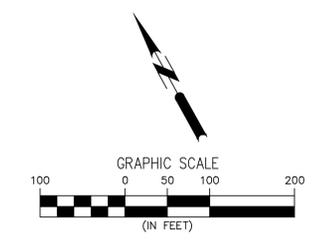
**T B G**  
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 Austin, Texas 78701  
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 Austin Dallas Houston San Antonio

AUSTIN OAKS PUD  
 TREE PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

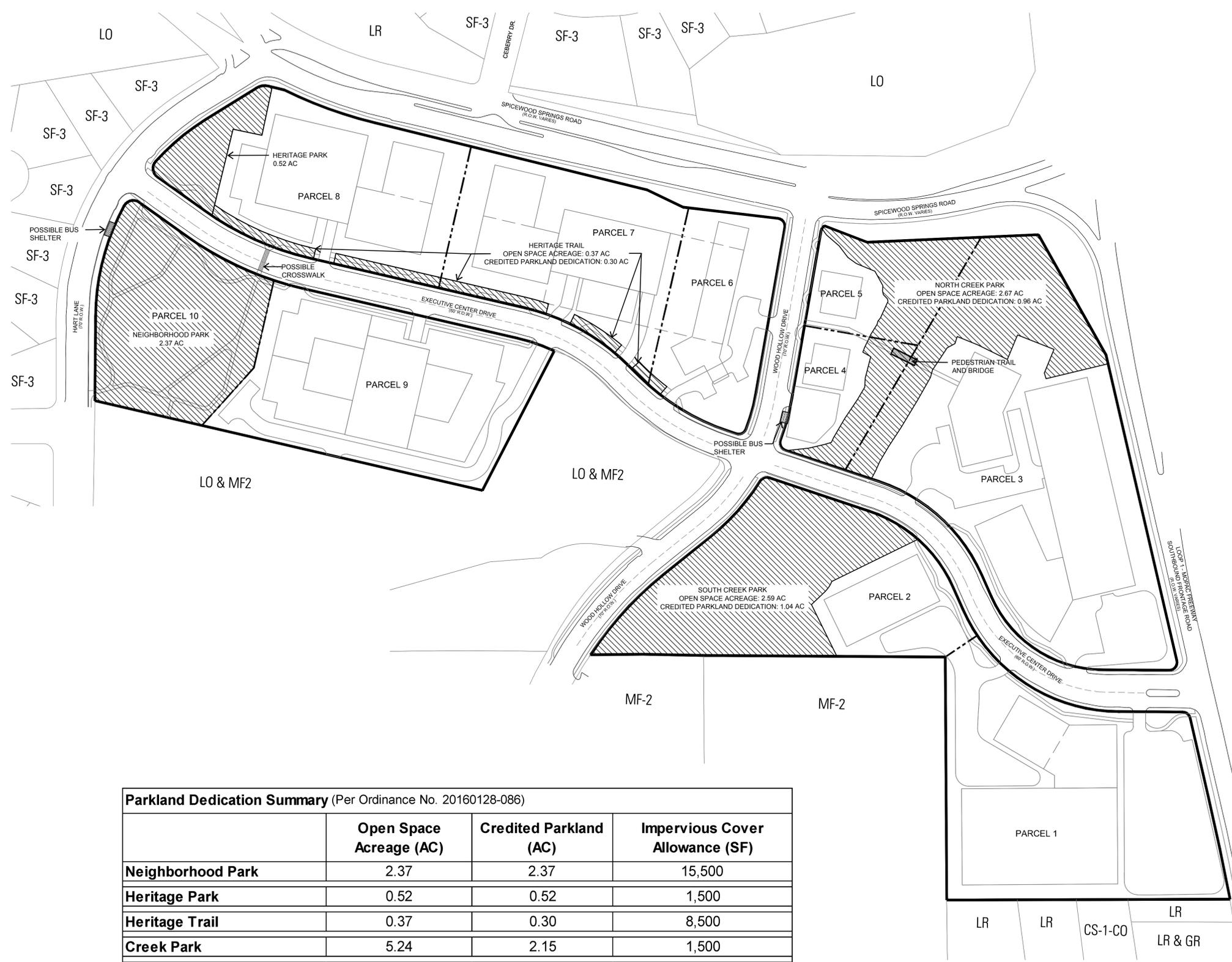
EXHIBIT J  
 AUGUST 30, 2016  
 UDG JOB NO. 15-864  
 1"=80'  
 CASE NUMBER: C814-2014-0120

AUSTIN OAKS 15-864



**LEGEND**

PARKLAND DEDICATION



Parkland Dedication Summary (Per Ordinance No. 20160128-086)			
	Open Space Acreage (AC)	Credited Parkland (AC)	Impervious Cover Allowance (SF)
Neighborhood Park	2.37	2.37	15,500
Heritage Park	0.52	0.52	1,500
Heritage Trail	0.37	0.30	8,500
Creek Park	5.24	2.15	1,500
<b>Total</b>	<b>8.50</b>	<b>5.34</b>	<b>27,000*</b>

\*Impervious Cover Not to Exceed 27,000 SF overall and may be allocated in any of the parkland areas.

- Notes:
- The Owner will spend up to \$1,546,500 to redevelop Parcel 10 as a park and provide improvements prior to deeding the Parcel 10 property to the City as a city parkland and with the approval of the City of Austin; after the redevelopment of the neighborhood Park on Parcel 10, if the cost did not exceed \$1,546,500, the remaining amount may be used toward redeveloping the Heritage Park on Parcel 8. Parkland dedication requirements set forth herein shall satisfy all parkland requirements of the City with respect to the PUD, including parkland dedication and parkland development fees. A portion of the improvement expenditures may be spent on placing of a historic marker or interpretive signage on Parcel 10 and Parcel 8 (within the Heritage Park).
  - Bus shelter subject to Capital Metro need and approval.
  - The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.
  - Per 25-8-63(C), multi-use trails on the parkland and trail easements shall be excluded from impervious calculations.

**EXHIBIT G**

REVISED : SEPTEMBER 13, 2016

**UDG**  
 Urban Design Group PC  
 TX Registered Engineering Firm #11843  
 3660 Stoneridge Road  
 Suite E101  
 Austin, TX 78746  
 512.347.0040

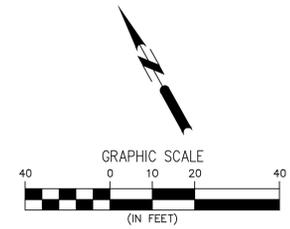
**T B G**  
 Landscape Architects Planners  
 1705 Guadalupe Street, Suite 500  
 Austin, Texas 78701  
 (512) 327-1011 Fax: (512) 327-0488  
 Austin Dallas Houston San Antonio

AUSTIN OAKS PUD

**AO PARK PLAN AND PARK SPACE**

NOTES SURVEY BY NAME DATE  
 DRAWN BY  
 CHECKED BY  
 DESIGNED BY  
 REVIEWED BY

EXHIBIT G  
 PAGE 1 OF 2  
 AUGUST 30, 2016  
 UDG JOB NO. 15-864  
 1"=100'  
 CASE NUMBER: C814-2014-0120



PARCEL 8

PARCEL 9

PARCEL 10  
2.37 AC



**UDG**  
Urban Design Group PC  
TX Registered Engineering Firm #11843  
3660 Stoneridge Road  
Suite E101  
Austin, TX 78746  
512.347.0040

**T B G**  
Landscape Architects Planners  
1705 Guadalupe Street, Suite 500  
Austin, Texas 78701  
(512) 327-1011 Fax: (512) 327-0488  
Austin Dallas Houston San Antonio

AUSTIN OAKS PUD  
**AO PARK PLAN  
AND PARK SPACE**

Notes:

- The Owner will spend up to \$1,546,500 to redevelop Parcel 10 as a park and provide improvements prior to deeding the Parcel 10 property to the City as a city parkland and with the approval of the City of Austin; after the redevelopment of the neighborhood Park on Parcel 10, if the cost did not exceed \$1,546,500, the remaining amount may be used toward redeveloping the Heritage Park on Parcel 8. Parkland dedication requirements set forth herein shall satisfy all parkland requirements of the City with respect to the PUD, including parkland dedication and parkland development fees. A portion of the improvement expenditures may be spent on placing of a historic marker or interpretive signage on Parcel 10 and Parcel 8 (within the Heritage Park).
- Bus shelter subject to Capital Metro need and approval.
- The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.
- Per 25-8-63(C), multi-use trails on the parkland and trail easements shall be excluded from impervious calculations.

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT G  
PAGE 2 OF 2  
AUGUST 30, 2016

UDG JOB NO. 15-864

1"=20'  
CASE NUMBER: C814-2014-0120

REVISED : SEPTEMBER 13, 2016



## MEMORANDUM

**TO:** Jerry Rusthoven, Planning and Zoning Department Manager

**FROM:** Ricardo Soliz, Division Manager  
Parks and Recreation Department

**DATE:** August 30, 2016

**SUBJECT:** Austin Oaks Planned Unit Development (PUD)

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.*”

The Parks and Recreation Department finds that the Austin Oaks PUD is superior to traditional zoning as it pertains to parks. The following items contribute to the superiority:

- The parkland being provided is 11.3% higher than required by the **2016** Parkland Dedication ordinance and 100% of the neighborhood park acres is level and suitable for open play.  
**Credited Parkland owed = 4.8 acres; Credited Parkland provided = 5.34 acres**
- The Neighborhood Park will be developed by the applicant in an amount of \$1,546,500. This amount is \$5,155 per unit, 15 times more than the current \$317 per unit park-development fee required in 25-1-606. Additional funds will be spent to connect the park areas with trails.
- The plan to develop the neighborhood park will receive staff and neighborhood input and be presented to the Parks and Recreation Board for approval to ensure ample public involvement.

If you need further information, contact me at 974-9452.

## EXHIBIT I

**From:** [James, Scott](#)  
**To:** [Moore, Andrew](#)  
**Cc:** [Befit, Andre](#); [Barua, Upal](#); [Hector Tamez](#); [Mahendran Thivakaran](#); [Linseisen, Andrew](#)  
**Subject:** Austin Oaks TIA - status  
**Date:** Thursday, September 01, 2016 12:33:07 PM

---

Andy,

I have spoken with ATD (and also asked for comment from TxDOT) and my understanding is that the TIA is close to being approved, pending the final revisions and discussions of the proposed mitigation.

No one has identified any reason to postpone discussion of this application before the Environmental Commission.

ATD and TxDOT, please confirm my understanding is correct and that you have no outstanding traffic review questions that would preclude sending this to the EV Board?

Thanks kindly,

Scott

Scott A. James, P.E., PTOE  
Land Use Review | Transportation  
Development Services Department  
505 Barton Springs Road, 4<sup>th</sup> Floor  
Desk line (512) 974 – 2208

**From:** [Bollich, Eric](#)  
**To:** [Moore, Andrew](#)  
**Cc:** [Barua, Upal](#); [Betit, Andre](#)  
**Subject:** RE: Austin Oaks TIA - status  
**Date:** Friday, September 02, 2016 9:52:35 AM  
**Attachments:** [image001.png](#)

---

Andy,

ATD has completed its review of the TIA, which identified traffic impacts and proposed necessary improvements to address these impacts.

Fiscal participation from the applicant still needs to be confirmed. Construction costs for improvements will be checked against the Rough Proportionality determination for this project.

Eric

---

**Eric Bollich, P.E., PTOE**  
Managing Engineer  
Traffic Engineering Division  
Austin Transportation Department  
3701 Lake Austin Boulevard  
Austin, TX 78703  
(512) 974-7767  
[eric.bollich@austintexas.gov](mailto:eric.bollich@austintexas.gov)

---

**From:** Moore, Andrew  
**Sent:** Thursday, September 01, 2016 4:03 PM  
**To:** Bollich, Eric <[Eric.Bollich@austintexas.gov](mailto:Eric.Bollich@austintexas.gov)>  
**Subject:** FW: Austin Oaks TIA - status

Hi Eric,

I'm the case manager for Austin Oaks and the case is going to the Environmental Commission Sept 7<sup>th</sup>. I need to complete my report by Noon tomorrow. I need a concurrence statement from ATD that the TIA response is for the most part complete except for the fiscal participation discussion/negotiation. Andre is out so I'm hoping you can provide it.

Thanks,

Andy

Andrew Moore  
Senior Planner  
City of Austin – Planning & Zoning Dept  
505 Barton Springs Road, 5<sup>th</sup> Floor  
Austin, TX 78704  
512-974-7604  
[www.austintexas.gov](http://www.austintexas.gov)

---

**From:** Hector Tamez [<mailto:Hector.Tamez@txdot.gov>]

**Sent:** Thursday, September 01, 2016 1:20 PM  
**To:** James, Scott; Moore, Andrew  
**Cc:** Betit, Andre; Barua, Upal; Mahendran Thivakaran; Linseisen, Andrew  
**Subject:** RE: Austin Oaks TIA - status

We just have the attached minor comments.



Hector R. Tamez, P.E. | Transportation Engineer  
Traffic Operations - Austin District  
7901 N IH 35, Austin, TX 78753  
Phone: (512) 832-7143 | Email: [Hector.Tamez@txdot.gov](mailto:Hector.Tamez@txdot.gov)

---

**From:** James, Scott [<mailto:Scott.James@austintexas.gov>]  
**Sent:** Thursday, September 01, 2016 12:33 PM  
**To:** Moore, Andrew  
**Cc:** Betit, Andre; Barua, Upal; Hector Tamez; Mahendran Thivakaran; Linseisen, Andrew  
**Subject:** Austin Oaks TIA - status

Andy,

I have spoken with ATD (and also asked for comment from TxDOT) and my understanding is that the TIA is close to being approved, pending the final revisions and discussions of the proposed mitigation.

No one has identified any reason to postpone discussion of this application before the Environmental Commission.

ATD and TxDOT, please confirm my understanding is correct and that you have no outstanding traffic review questions that would preclude sending this to the EV Board?

Thanks kindly,

Scott

Scott A. James, P.E., PTOE  
Land Use Review | Transportation  
Development Services Department  
505 Barton Springs Road, 4<sup>th</sup> Floor  
Desk line (512) 974 – 2208





**From:** [Hector Tamez](#)  
**To:** [jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com); [James, Scott](#); [Betit, Andre](#); [Barua, Upal](#); [Aubert, Nathan](#); [Borkar-Desai, Dipti](#)  
**Cc:** [MWhellan@gdhm.com](mailto:MWhellan@gdhm.com); [JonR@spirerealty.com](mailto:JonR@spirerealty.com); [Mahendran Thivakaran](#); [Lloyd Chance](#); [Joseph Muck](#); [David Baroi](#); [Richard Garcia](#); [Heather Ashley-Nguyen](#)  
**Subject:** RE: Austin Oaks TIA  
**Attachments:** [image001.png](#)

---

Jeff/City of Austin Personnel,

Mahendran Thivakaran and I had a phone conversation with Jeff Whitacre to go over pending TxDOT Traffic Section comments on August 25, 2016. We agreed what improvements would be built on TxDOT ROW at 100% developer's cost and that the rest of their pro-rata share would be used by the City of Austin on other improvements. We agree with Jeff's summary below but have the following comments:

- Point number 2 – Please provide a layout of proposed deceleration lane showing that it is maximized. (Show Certified Heritage Tree Locations).
- Point number 4 – Coordinate with Mopac Express Lane project coordinator (Lloyd Change 512-832-7266) for Shared Use Path.
- North Travis Area Office may have additional comments
- If conditions change TxDOT has the right to amend comments

Thank you,

TxDOT\_Logo\_Email\_Signature



Hector R. Tamez, P.E. | Transportation Engineer  
Traffic Operations - Austin District  
7901 N IH 35, Austin, TX 78753  
Phone: (512) 832-7143 | Email: [Hector.Tamez@txdot.gov](mailto:Hector.Tamez@txdot.gov)

---

**From:** [jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com) [mailto:[jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com)]  
**Sent:** Thursday, August 25, 2016 3:31 PM  
**To:** Hector Tamez; Mahendran Thivakaran  
**Cc:** [MWhellan@gdhm.com](mailto:MWhellan@gdhm.com); [JonR@spirerealty.com](mailto:JonR@spirerealty.com)  
**Subject:** RE: Austin Oaks TIA

Hector –

Thank you for your time today to discuss the comments on the Austin Oaks TIA in more detail. Based on our conversation it is my understanding the improvements being requested by TxDOT are the following:

- 1) Free eastbound right-turn lane from Spicewood Springs on Loop 1 SBFR;
- 2) Southbound deceleration lane at Executive Center Drive; and
- 3) Acceleration lane leaving Executive Center Drive on Loop 1 SBFR. Note, the design of the

acceleration lane is to maximum the length so that it extends to the next driveway to the south. The acceleration lane will not extend to Greystone Drive.

- 4) Install a 10' sidepath adjacent to the improvements, if feasible and depending on topography and trees.

TxDOT is requesting these improvements be 100% the cost of the owner and the owner is agreeable, subject to City concurrence. Can you confirm to the City that TxDOT is in agreement with the TIA analysis and improvements as presented in the July 26, 2016 update and has no further comments.

Thanks!

**Jeff Whitacre, P.E., AICP, PTP**

**Kimley-Horn** | 801 Cherry Street, Unit 950, Fort Worth, TX 76102

Direct: 817 339 2254 | Mobile: 817 721 0188

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---

**From:** Hector Tamez [<mailto:Hector.Tamez@txdot.gov>]

**Sent:** Tuesday, August 09, 2016 9:23 AM

**To:** Whitacre, Jeff <[jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com)>

**Cc:** [MWhellan@gdhm.com](mailto:MWhellan@gdhm.com); [JonR@spirerealty.com](mailto:JonR@spirerealty.com); [Scott.James@austintexas.gov](mailto:Scott.James@austintexas.gov); [Andre.Betit@austintexas.gov](mailto:Andre.Betit@austintexas.gov); [Upal.Barua@austintexas.gov](mailto:Upal.Barua@austintexas.gov); David Baroi <[David.Baroi@txdot.gov](mailto:David.Baroi@txdot.gov)>; Mahendran Thivakaran <[Mahendran.Thivakaran@txdot.gov](mailto:Mahendran.Thivakaran@txdot.gov)>; Michael McKissick <[Michael.McKissick@txdot.gov](mailto:Michael.McKissick@txdot.gov)>; Joseph Muck <[Joseph.Muck@txdot.gov](mailto:Joseph.Muck@txdot.gov)>; Richard Garcia <[Richard.E.Garcia@txdot.gov](mailto:Richard.E.Garcia@txdot.gov)>; Lloyd Chance <[Lloyd.Chance@txdot.gov](mailto:Lloyd.Chance@txdot.gov)>; Heather Ashley-Nguyen <[Heather.AshleyNguyen@txdot.gov](mailto:Heather.AshleyNguyen@txdot.gov)>

**Subject:** RE: Austin Oaks TIA

Jeff,

Please see our answers below in **bold red**.

Thank you,

TxDOT\_Logo\_Email\_Signature



Hector R. Tamez, P.E. | Transportation Engineer  
Traffic Operations - Austin District  
7901 N IH 35, Austin, TX 78753  
Phone: (512) 832-7143 | Email: [Hector.Tamez@txdot.gov](mailto:Hector.Tamez@txdot.gov)

---

**From:** [jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com) [<mailto:jeff.whitacre@kimley-horn.com>]  
**Sent:** Friday, August 05, 2016 4:36 PM  
**To:** Hector Tamez  
**Cc:** [MWhellan@gdhm.com](mailto:MWhellan@gdhm.com); [JonR@spirerealty.com](mailto:JonR@spirerealty.com); [Scott.James@austintexas.gov](mailto:Scott.James@austintexas.gov);  
[Andre.Betit@austintexas.gov](mailto:Andre.Betit@austintexas.gov); [Upal.Barua@austintexas.gov](mailto:Upal.Barua@austintexas.gov); David Baroi; Mahendran Thivakaran; Michael McKissick; Joseph Muck; Richard Garcia  
**Subject:** RE: Austin Oaks TIA

Hector – thanks for your comments on the way in which the proposed improvements should be implemented. I understand that TxDOT may have further information or comments; however, I take it from your response that, at this point, TxDOT (Traffic Section) is satisfied with the proposed recommendations, subject to your feedback on the implementation of the specific TIA recommended improvements.

**TxDOT Comment – Until all our comments are addressed in full, we will consider our TIA review open.**

I have provided some further explanation for your comments – please see my bracketed responses below.

Again, thanks for providing the feedback and for indicating which proposed improvements would be appropriate for us to pursue with you and the City.

**Jeff Whitacre, P.E., AICP, PTP**

**Kimley-Horn** | 801 Cherry Street, Unit 950, Fort Worth, TX 76102

Direct: 817 339 2254 | Mobile: 817 721 0188

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---

**From:** Hector Tamez [<mailto:Hector.Tamez@txdot.gov>]  
**Sent:** Friday, August 05, 2016 1:21 PM  
**To:** Whitacre, Jeff <[jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com)>  
**Cc:** [MWhellan@gdhm.com](mailto:MWhellan@gdhm.com); [JonR@spirerealty.com](mailto:JonR@spirerealty.com); [Scott.James@austintexas.gov](mailto:Scott.James@austintexas.gov);  
[Andre.Betit@austintexas.gov](mailto:Andre.Betit@austintexas.gov); Barua, Upal <[Upal.Barua@austintexas.gov](mailto:Upal.Barua@austintexas.gov)>; David Baroi <[David.Baroi@txdot.gov](mailto:David.Baroi@txdot.gov)>; Mahendran Thivakaran <[Mahendran.Thivakaran@txdot.gov](mailto:Mahendran.Thivakaran@txdot.gov)>; Michael McKissick <[Michael.McKissick@txdot.gov](mailto:Michael.McKissick@txdot.gov)>; Joseph Muck <[Joseph.Muck@txdot.gov](mailto:Joseph.Muck@txdot.gov)>; Richard Garcia <[Richard.E.Garcia@txdot.gov](mailto:Richard.E.Garcia@txdot.gov)>  
**Subject:** RE: Austin Oaks TIA

Jeff,

Here are TxDOT (Traffic Section) comments on the 07-26-2016 Austin Oaks TIA. I will reference improvement numbers from Table 26 on the TIA.:

1. Sidewalks along Mopac Frontage Road – match Mopac improvement project Shared Used Path (SUP) width of 10'. (Improvements 6, 7, 9, 10, 11, 14). [JEFF W – we understand that 10' is preferred; however, given the constrained conditions – including trees – we have proposed maintaining the current 8' sidewalk].

**TxDOT Comment – 10' is not preferred, it is required. The Mopac Express Lane project is**

**installing 10' SUP. Please contact Lloyd Chance or Heather Ashley-Nguyen for details ( I copied them on this e-mail).**

2. Locations with pro-rata share less than 100% will be combined to fund some locations at 100%. [JEFF W – this makes sense and we believe the City is also proposing this approach.]  
**TxDOT Comment – Concur.**
3. Improvement # 7 – This improvement needs to be funded by developer 100% by combining funds from other locations. [JEFF W – yes, it seems that this is one that is an example of your point #2 immediately above and one that we should implement.]  
**TxDOT Comment – Concur.**
4. Improvement # 9 – Based on 50 MPH speed the deceleration length needs to be 465'. Your calculated pro-rata share is 77.5 %. Developer needs to build deceleration length of 360' (465' x 77.5%) at 100% developer cost. [JEFF W – at the time of implementation, we will investigate again the length of the deceleration lane; however, the analysis took into account the site constraints, including trees].  
**TxDOT Comment – The purpose of this comment is to state that TxDOT Roadway Design Manual requires you to build 465' of deceleration lane, but since you are only responsible for 77.5%, you need to build 360' (77.5%) at 100% developer cost.**
5. Improvement # 10 – Based on 50 MPH speed the acceleration length needs to be 720'. Your calculated pro-rata share is 85.6 %. Developer needs to maximize acceleration length to the driveway to the north (720' x 85.6%= 616') at 100% developer cost. [JEFF W – similar to #4 above, at the time of implementation, we will investigate the possibility of adjusting the proposed length of the acceleration lane given the site constraints.]  
**TxDOT Comment – The purpose of this comment is to state that TxDOT Roadway Design Manual requires you to build 720' of deceleration lane, but since you are only responsible for 85.6%, you need to build up to 616' (85.6%) at 100% developer cost.**
6. Improvements # 6, 11, 14 – The funds for these improvements can be combined or used at other locations. If there are any unused funds by TxDOT, they can be used for City of Austin locations. [JEFF W – ok; makes sense].  
**TxDOT Comment – Concur.**
7. Mopac (Lp 1) FR (NB & SB) and Spicewood Springs Rd – No improvements suggested on TIA. Please provide proposed solutions and pro-rata share. [JEFF W – we have a discussion of the regional issues at page 14 of the Updated TIA and include there a discussion of the improvements and challenges at Mopac and Spicewood Springs Rd, such as railroad constraints.]  
**TxDOT Comment – The Austin Oaks re-development will affect these intersections. You need to propose recommendations and pro-rata share. These funds can be applied at other improvements.**
8. Mopac (Lp 1) NBFR and Far West – No improvements suggested on TIA. Please provide proposed solutions and pro-rata share. [JEFF W – we have a discussion of the regional issue at page 14 of the Updated TIA and include there a discussion of the improvements and challenges at Mopac and Far West (SBFR). Determining these regional improvements is within the control of TxDOT and the City; beyond the scope of mitigation for a local development. Do you have a copy of regional improvement plans that you could share with us?]

**TxDOT Comment – The Austin Oaks re-development will affect these intersection. You**

**need to propose recommendations and pro-rata share. These funds can be applied at other improvements.**

The City of Austin and TxDOT North Travis Area Office may have additional comments.

Thank you,



Hector R. Tamez, P.E. | Transportation Engineer  
Traffic Operations - Austin District  
7901 N IH 35, Austin, TX 78753  
Phone: (512) 832-7143 | Email: [Hector.Tamez@txdot.gov](mailto:Hector.Tamez@txdot.gov)

---

**From:** [jeff.whitacre@kimley-horn.com](mailto:jeff.whitacre@kimley-horn.com) [<mailto:jeff.whitacre@kimley-horn.com>]  
**Sent:** Wednesday, July 27, 2016 7:09 AM  
**To:** [Scott.James@austintexas.gov](mailto:Scott.James@austintexas.gov); [Andre.Betit@austintexas.gov](mailto:Andre.Betit@austintexas.gov); Hector Tamez  
**Cc:** [MWhellan@gdhm.com](mailto:MWhellan@gdhm.com); [JonR@spirerealty.com](mailto:JonR@spirerealty.com)  
**Subject:** Austin Oaks TIA

Scott/Andre/Hector –

I uploaded the Austin Oaks TIA and supporting elements to a ftp site whose instructions are below. The documents should be delivered this morning. Everything on the ftp is on the DVD that is being delivered, but I went ahead and put everything on a ftp for your convenience and in case a DVD gets misplaced or does not work properly. I did upload the documents to the TxDOT drop box as well.

Two items that I attached to this e-mail are the help tools I suggested to Andre. One is a reference to how we addressed the previous comments in the new report. This is nothing official but was made to help in the review process and corresponds to our response to comments. The other is a lookup to help with the Synchro Report Appendix. The matrix tells you what page in the .pdf to go to. Both of these items are on the DVD and FTP, but I thought they were worth pointing out.

During your review if I can assist in answering a question, please let me know.

Thanks!

The ftp folder has been created under the /\_secure folder on the <ftp://ftp.kimley-horn.com> site.

*Folder name :* AustinOaksJuly  
*Username :* AustinOaksTIA  
*Password :* traffic  
*Expiration Date :* 8/31/2016

Every browser handles secure ftp sites differently. The universal method to access the site from different browsers is the link listed below which includes the folder and site names as well as the user name and password:

[ftp://AustinOaksTIA:traffic@ftp.kimley-horn.com/\\_secure/AustinOaksJuly](ftp://AustinOaksTIA:traffic@ftp.kimley-horn.com/_secure/AustinOaksJuly)

### **Access to FTP**

There are multiple ways to gain access to the FTP site.

### **Internet Explorer 7**

IE 7 has implemented changes to browser FTP behavior. Follow the steps below to open the FTP site in IE 7.

1. Click the FTP link.
2. Once the FTP site is open in IE 7, click the Page icon in IE 7. This is located on the right just below the search box.
3. Select Open FTP Site in Windows Explorer.
4. You will get an error message stating that you don't have access. Click OK.
5. Click File in the top menu.
6. Select Login As... .
7. Enter the username and password for the folder you are accessing and click OK.

You should now have access to the FTP site.

### **Copy/Paste Method**

FTP can be handled by Windows' file explorer called Windows Explorer. Simply copy the link from this e-mail, open Windows Explorer, and paste the link into the address bar. This will open the FTP site and grant you access.

### **Link to FTP Site**

Once you are able to access the site, a third way to connect becomes available. Included in the root directory of the FTP site is a command file. You can download this file to your local machine and use it as a direct link to the FTP site. Simply download the 'FTP Link - AustinOaksJuly.cmd' file and place it somewhere you can easily find it, such as your desktop. Once you have it downloaded you can use this to connect to the FTP. Double-click the file and it will open Windows Explorer and prompt you for your username and password. Enter these and press Login and you will be in the FTP site.

---

### **FTP SITE DISCLAIMER**

This secure ftp site has been established by Kimley-Horn and Associates, Inc. (KHA) for limited use by certain of its clients and other expressly authorized users. All authorized users have been provided with a username and password. If you have not been expressly authorized by KHA to access this site, please disconnect immediately.

This site has been established for the purpose of sharing electronic files, including adding to, updating, or deleting files from this site. KHA does not guarantee and makes no warranties with respect to the authenticity of posted files. All authorized users have agreed to share data equally, and agree to do so in a good faith manner consistent with professional business practices.

By using this site, you agree to the following rules and conditions:

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2. Only printed copies of documents conveyed by KHA may be relied upon. Any use of the information obtained or derived from these electronic files will be at the authorized user's sole risk and with no risk or liability to KHA.
3. Because data stored in electronic media format can deteriorate or be modified inadvertently or otherwise without authorization of the data's creator, you agree that no warranties are made with respect to the contents of these files.

**Jeff Whitacre, P.E., AICP, PTP**

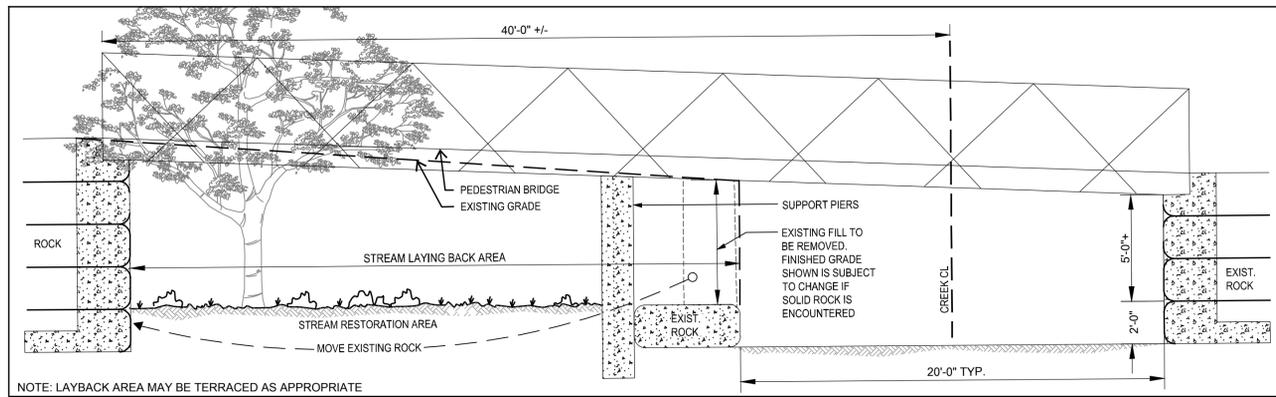
**Kimley-Horn** | 801 Cherry Street, Unit 950, Fort Worth, TX 76102

Direct: 817 339 2254 | Mobile: 817 721 0188

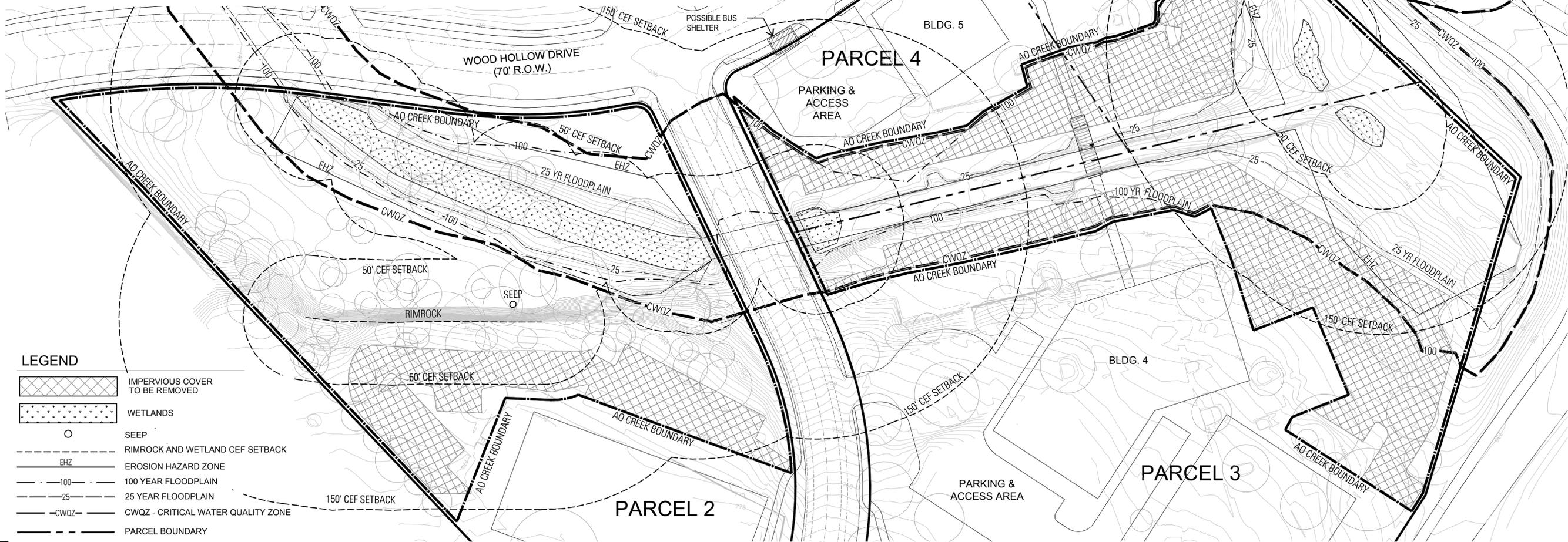
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STREAM LAYING BACK SECTION  
SCALE: 3"=1'-0"



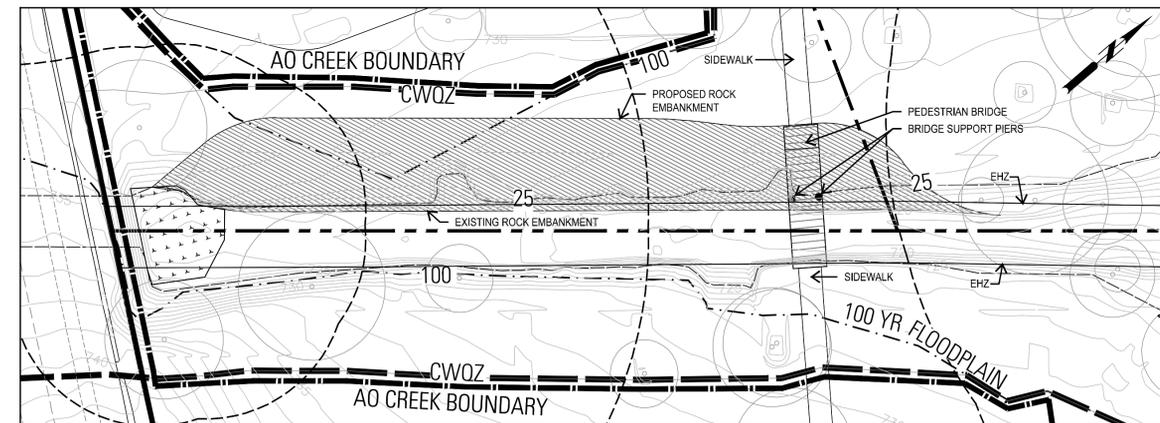
**LEGEND**

	IMPERVIOUS COVER TO BE REMOVED
	WETLANDS
	SEEP
	RIMROCK AND WETLAND CEF SETBACK
	EROSION HAZARD ZONE
	100 YEAR FLOODPLAIN
	25 YEAR FLOODPLAIN
	CWOZ - CRITICAL WATER QUALITY ZONE
	PARCEL BOUNDARY

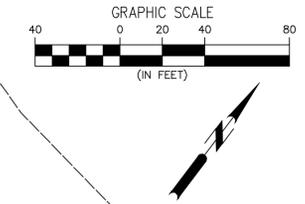
**Notes:**

- Construction within the CWQZ and CEF buffer shall include the removal of existing surface parking lots and restoration of such areas. A restoration plan shall be submitted to the City for review and approval and implemented with each site plan for Parcels 2, 3, 4, and 5. The restoration plan shall be approved if it complies with the following: (i) planting and seeding pursuant to the standard specification 609s, and (ii) revegetation shall be adequate to achieve a score of "Good (3)" at maturity for the following parameters of Environmental Criteria Manual Appendix X "Scoring: Zone 1 - Floodplain Health": gap frequency, soil compaction, structural diversity, and tree demography. The identified Zone 1 parameters shall apply to all restored areas within the CWQZ and CEF buffers. Restoration of existing parking lot areas within the AO Creek Plan, and outside of the CWQZ or CEF buffer, shall be planted and seeded pursuant to standard specification 609s. The restoration plan shall be implemented prior to certificate of occupancy, and restoration shall be considered complete if the goals of the restoration plan have been met following a one year warranty period.
- Construction of the pedestrian bridge to be pre-engineered steel frame with concrete decking at a minimum of 8 ft wide and shall allow for pier supports on the inundation bench. The pedestrian bridge is to be constructed as part of Parcel 3 and maintained by the Owner for ten years from the date of installation and maintained by the City thereafter.
- The West side of the unnamed creek bank on Parcels 4 and 5 will be laid back to create an inundation bench as shown on this Exhibit H, unless uniform cohesive bedrock prevents excavation to the depth shown. The Owner will not be required to excavate further if blasting or cutting of bedrock is required. The inundation bench will be restored pursuant to Note 1 above, unless subsurface conditions such as shallow bedrock make restoration infeasible as determined by Watershed Protection Department staff. The design shall accommodate a minimum of 10 feet at the top of the bank for a future trail or other permitted improvements. To the extent the Owner is unable to achieve 20,000 cubic feet of detention storage by laying back the West side of the unnamed creek bank on Parcels 4 and 5, the Owner will create a dual-use detention/parkland area within the AO Creek boundary on the East side of the unnamed creek bank such that a total of at least 20,000 cubic feet of detention is provided.
- Except as provided in Note 3 above, the existing stable banks, including the sections consisting of stacked limestone boulders, shall remain undisturbed except for enhancements and repairs, including, but not limited to, any work required to eliminate existing flumes which direct untreated runoff directly to the creek area. The construction in the CWQZ may also include hard surfaced paths/trails/walkways, a pedestrian bridge with support piers, and access and utility easements, including utility lines and systems and necessary connections to such lines and systems to provide services to the buildings and improvements within the PUD pursuant to, City Code Sections 25-8-261 (Critical Water Quality Zone Development) and 25-8-262 (Critical Water Quality Zone Street Crossings).
- Bus shelter subject to Capital Metro need and approval.
- The buildings, structures, parking, sidewalks, trails and other improvements shown on this exhibit are graphic representations and are not exact. The exact locations and specifications for the buildings, structures, parking, and other improvements shall be determined as site development permits are issued as is consistent with the provisions and intent of this ordinance.

**EXHIBIT J**



STREAM LAYING BACK AREA  
SCALE: 1"=30'-0"



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TX Registered Engineering Firm #1343  
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512.347.0040

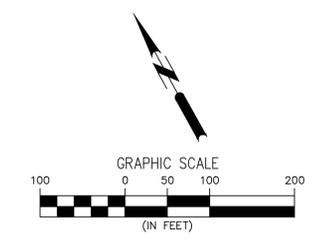
**T B G**  
Landscape Architects Planners  
1705 Guadalupe Street, Suite 500  
Austin, Texas 78701  
(512) 327-1011 Fax: (512) 327-0488  
Austin Dallas Houston San Antonio

AUSTIN OAKS PUD  
**AO CREEK PLAN**

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

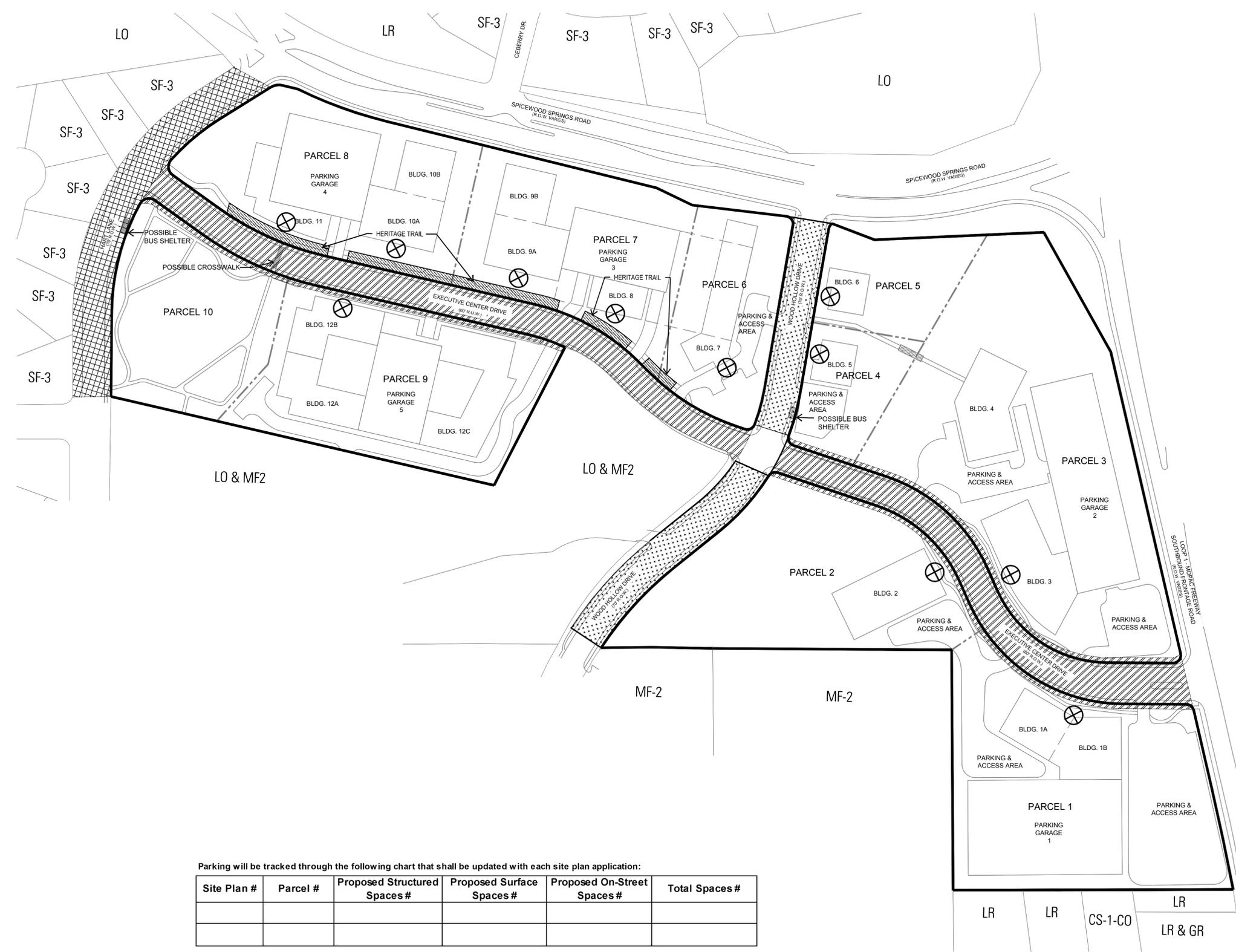
**EXHIBIT H**  
AUGUST 30, 2016  
UDG JOB NO. 15-864  
1"=40'  
CASE NUMBER: C814-2014-0120

REVISED : SEPTEMBER 15, 2016



**LEGEND**

- EXECUTIVE CENTER DRIVE STREETSCAPE
- WOOD HOLLOW DRIVE STREETSCAPE
- HART LANE STREETSCAPE
- INDICATES AT LEAST ONE ENTRY ON STREET FACING FACADE OF BUILDING



Parking will be tracked through the following chart that shall be updated with each site plan application:

Site Plan #	Parcel #	Proposed Structured Spaces #	Proposed Surface Spaces #	Proposed On-Street Spaces #	Total Spaces #

- NOTES:**
- AT THE TIME OF SITE PLAN, A PUBLIC ACCESS/SIDEWALK EASEMENT WILL BE PROVIDED FOR THE PORTION OF THE HERITAGE TRAIL LOCATED WITHIN THE PARCEL FOR WHICH A SITE DEVELOPMENT PERMIT PLAN IS BEING SOUGHT.
  - AT THE TIME OF SITE PLAN (AND AT THE OWNER'S DISCRETION) A PEDESTRIAN PATHWAY WITHIN A PUBLIC EASEMENT THAT IS A MINIMUM OF 8' WIDE WILL BE LOCATED FROM EXECUTIVE CENTER DRIVE TO SPICEWOOD SPRINGS ROAD ON EITHER PARCEL 7 OR PARCEL 8, WITH SPECIFIC LOCATION SUBJECT TO OWNER DISCRETION.
  - STREETSCAPE DESIGN WITHIN R.O.W. ARE SUBJECT TO TRAFFIC IMPACT ANALYSIS IMPROVEMENTS AND CITY APPROVAL.
  - BUS SHELTER SUBJECT TO CAPITAL METRO NEED AND APPROVAL.
  - THE BUILDINGS, STRUCTURES, PARKING, SIDEWALKS, TRAILS AND OTHER IMPROVEMENTS SHOWN ON THIS EXHIBIT ARE GRAPHIC REPRESENTATIONS AND ARE NOT EXACT. THE EXACT LOCATIONS AND SPECIFICATIONS FOR THE BUILDINGS, STRUCTURES, PARKING AND OTHER IMPROVEMENTS SHALL BE DETERMINED AS SITE DEVELOPMENT PERMITS ARE ISSUED AS IS CONSISTENT WITH THE PROVISIONS AND INTENT OF THIS ORDINANCE.

**EXHIBIT K**

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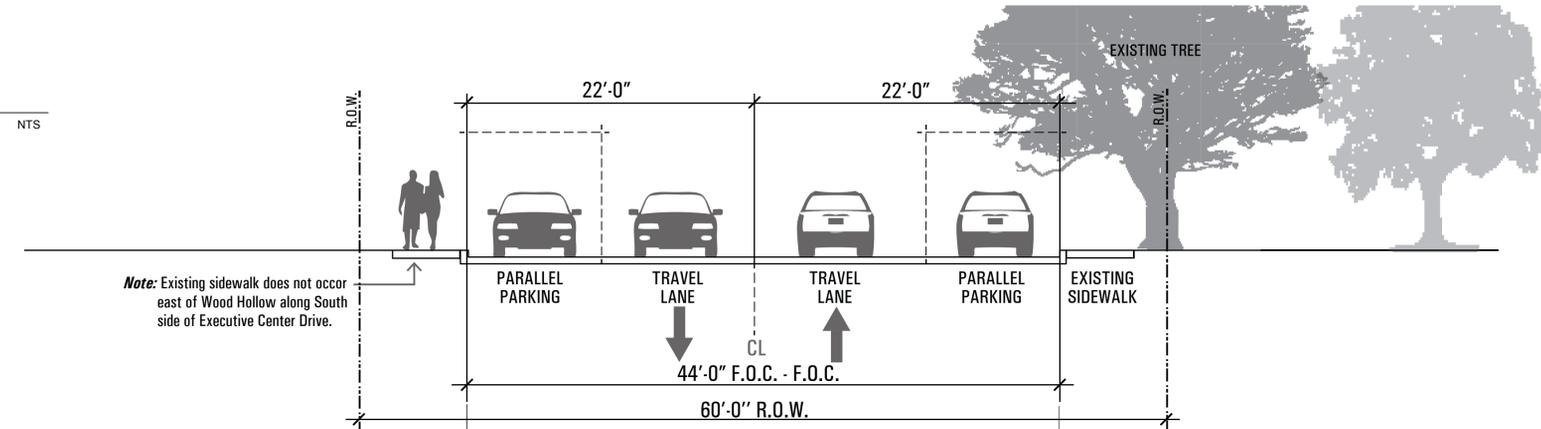
AUSTIN OAKS PUD  
**STREETSCAPE PLAN**

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

**EXHIBIT I**  
 PAGE 1 OF 5  
 AUGUST 30, 2016  
 UDG JOB NO. 15-864  
 1"=100'  
 CASE NUMBER: C814-2014-0120

EXECUTIVE CENTER DRIVE - **EXISTING** CONDITIONS

NTS



*Note:* Existing sidewalk does not occur east of Wood Hollow along South side of Executive Center Drive.

EXECUTIVE CENTER DRIVE - **PROPOSED** CONDITIONS

NTS

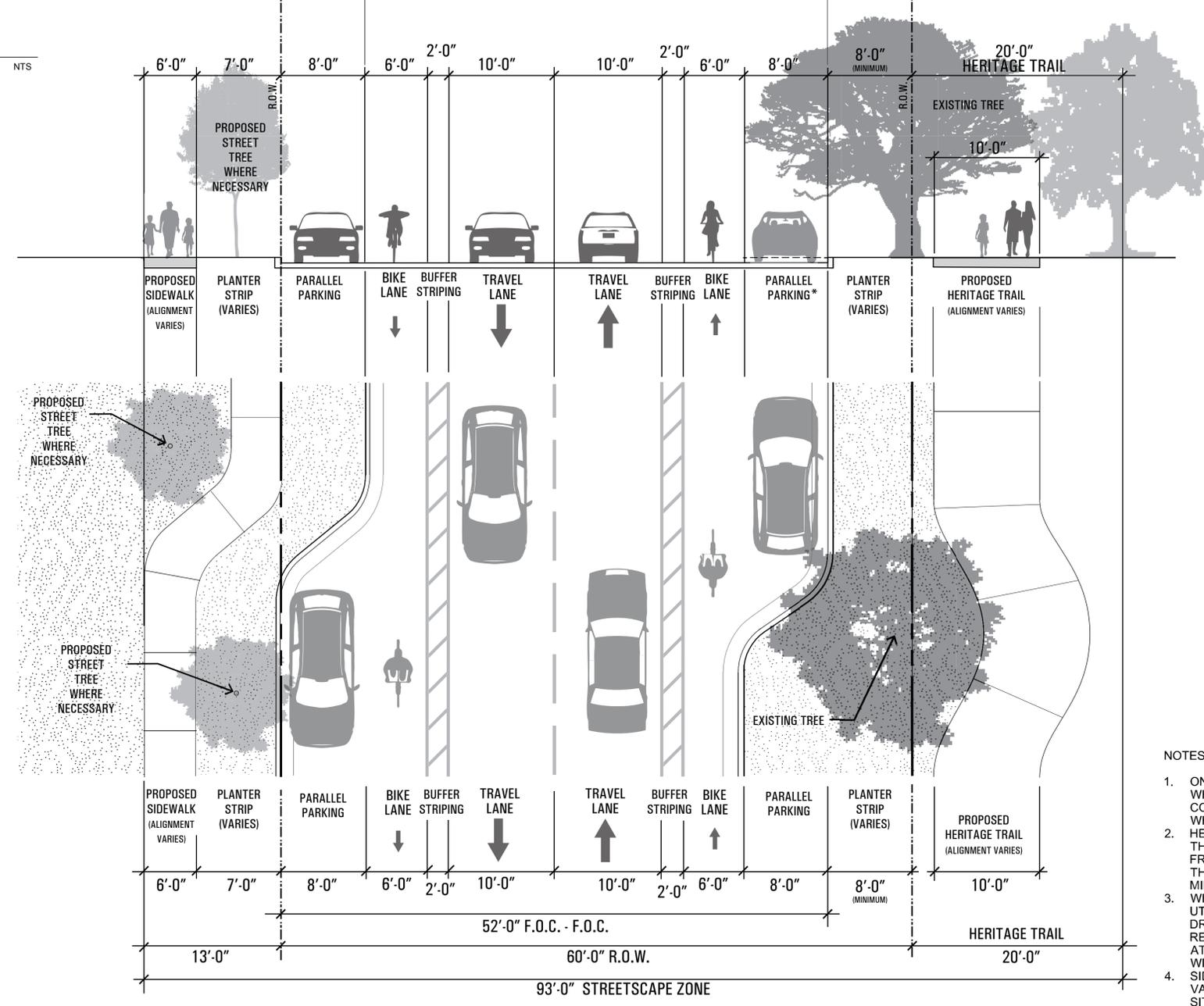


EXHIBIT K

NOTES:

- ON-STREET PARALLEL PARKING MAY BE LOCATED WHERE NOT IN CONFLICT WITH EXISTING SITE CONDITIONS. EXISTING SIDEWALK TO BE REMOVED WHERE PARALLEL PARKING OCCURS.
- HERITAGE TRAIL (10 FT WIDE) EXTENDS ALONG THE NORTH SIDE OF EXECUTIVE CENTER DRIVE FROM HART LANE TO WOOD HOLLOW. THEREAFTER, THE SIDEWALK WIDTH IS 6 FT MINIMUM TO MOPAC FRONTAGE.
- WHERE FEASIBLE, GIVEN EXISTING TREES, UTILITIES, SITE VISIBILITY, STREET LIGHTS, DRIVEWAYS AND OTHER REQUIRED REGULATORY RESTRICTIONS, STREET TREES SHALL BE PLACED AT AN AVERAGE SPACING OF 30 FT ON CENTER WITHIN THE PLANTER STRIP.
- SIDEWALK AND PLANTER STRIP ALIGNMENT WILL VARY DEPENDING ON EXISTING TREES AND OTHER SITE CONDITIONS.
- POSSIBLE STREET AND CURB VARIATION TO ALLOW FOR ON-STREET PARKING AND LANDSCAPE BUMPOUTS, AT OWNER'S DISCRETION.



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AUSTIN OAKS PUD

STREETSCAPE PLAN

NOTES	NAME	DATE
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DESIGNED BY		
REVIEWED BY		

EXHIBIT I

PAGE 2 OF 5

AUGUST 30, 2016

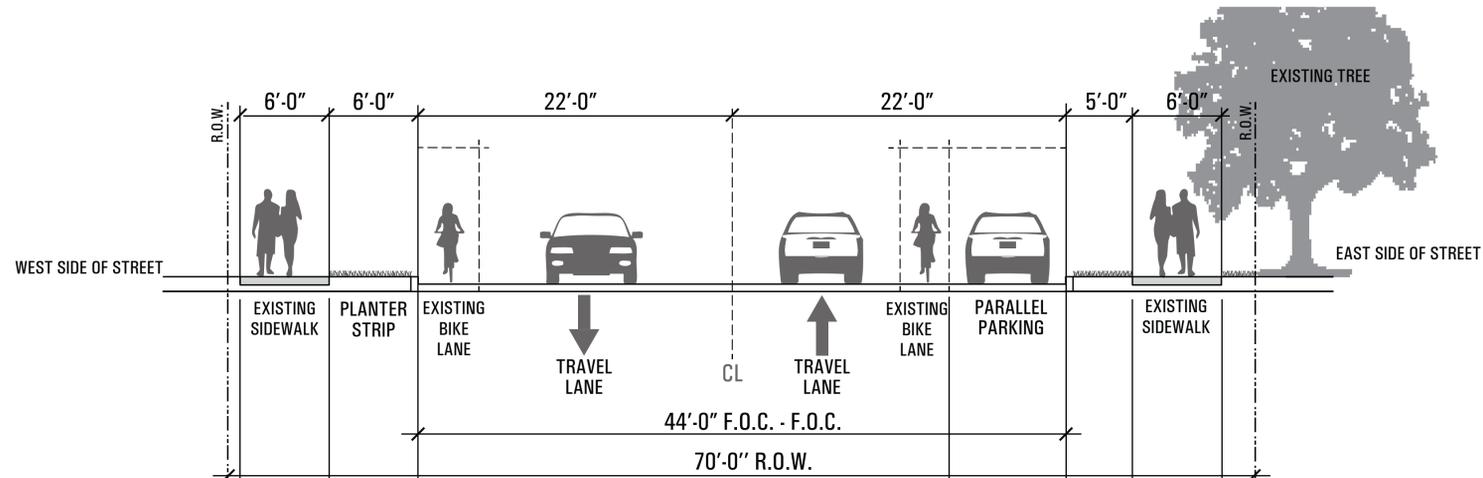
UDG JOB NO. 15-864

CASE NUMBER: C814-2014-0120

AUSTIN OAKS 15-864

WOOD HOLLOW DRIVE - **EXISTING** CONDITIONS

NTS



WOOD HOLLOW DRIVE - **PROPOSED** CONDITIONS

NTS

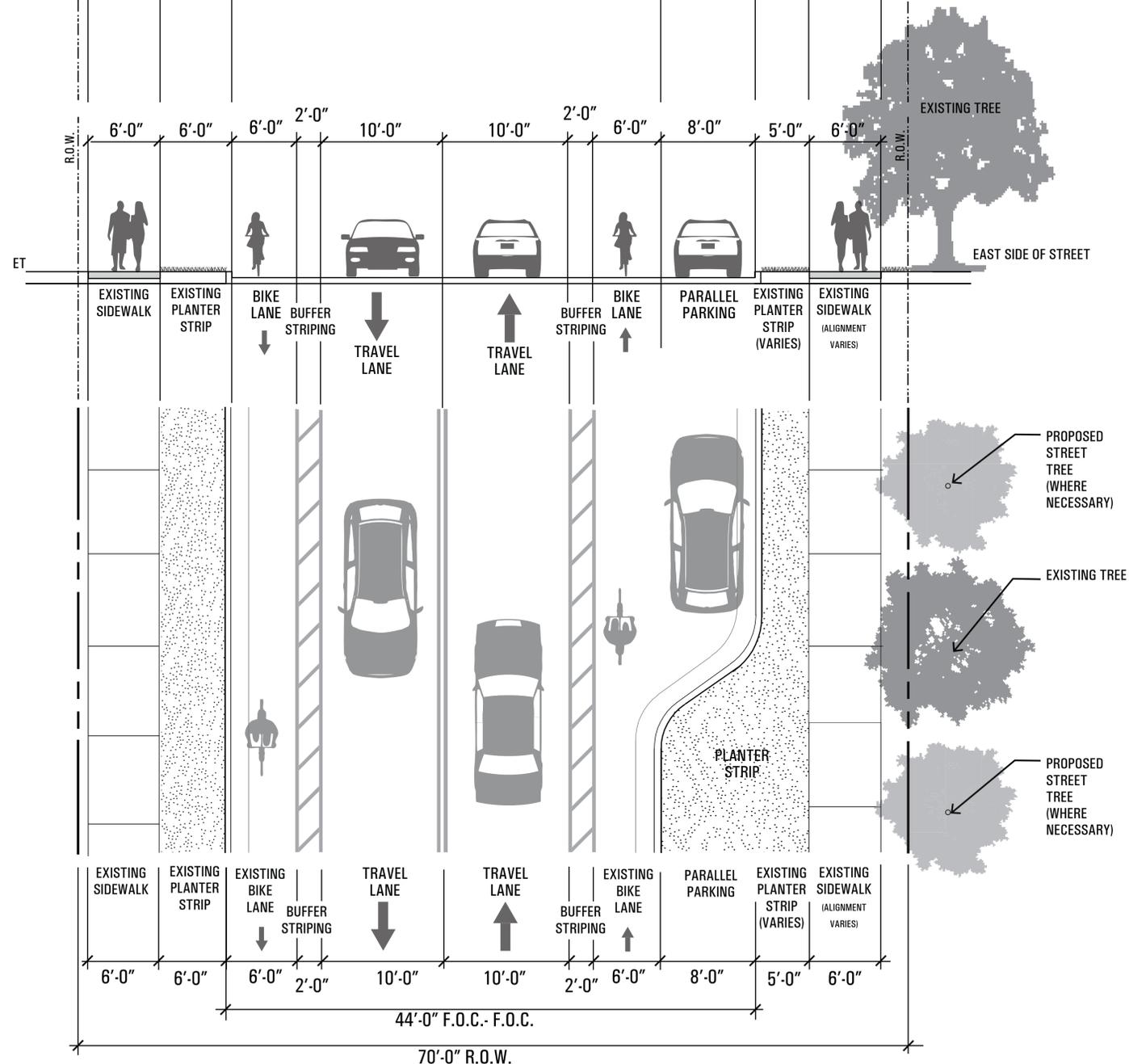


EXHIBIT K

NOTES:

1. WHERE FEASIBLE, GIVEN EXISTING TREES, UTILITIES, SITE VISIBILITY, STREET LIGHTS, DRIVEWAYS AND OTHER REQUIRED REGULATORY RESTRICTIONS, STREET TREES SHALL BE PLACED AT AN AVERAGE SPACING OF 30 FT ON CENTER WITHIN THE PLANTER STRIP.
2. SIDEWALK AND PLANTER STRIP ALIGNMENT WILL VARY DEPENDING ON EXISTING TREES AND OTHER SITE CONDITIONS.
3. POSSIBLE STREET AND CURB VARIATION TO ALLOW FOR ON-STREET PARKING AND LANDSCAPE BUMPOUTS, AT OWNERS DISCRETION.



AUSTIN OAKS PUD  
STREETSCAPE PLAN

NOTES	NAME	DATE
SURVEY BY		
DRAWN BY		
CHECKED BY		
DESIGNED BY		
REVIEWED BY		

EXHIBIT I

PAGE 3 OF 5

AUGUST 30, 2016

UDG JOB NO. 15-864

CASE NUMBER: C814-2014-0120

AUSTIN OAKS 15-864

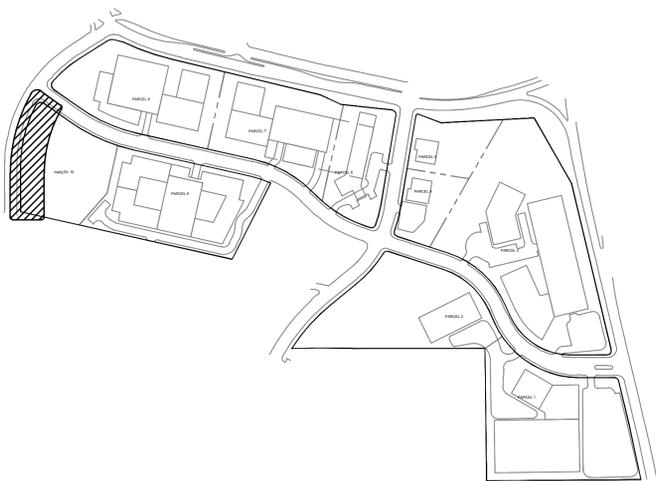


HART LANE - **EXISTING** CONDITIONS AT PARCEL 10

NTS

HART LANE - **PROPOSED** CONDITIONS AT PARCEL 10

NTS



LOCATION MAP

PLAN OF HART LANE STREETScape ALONG PARCEL 10

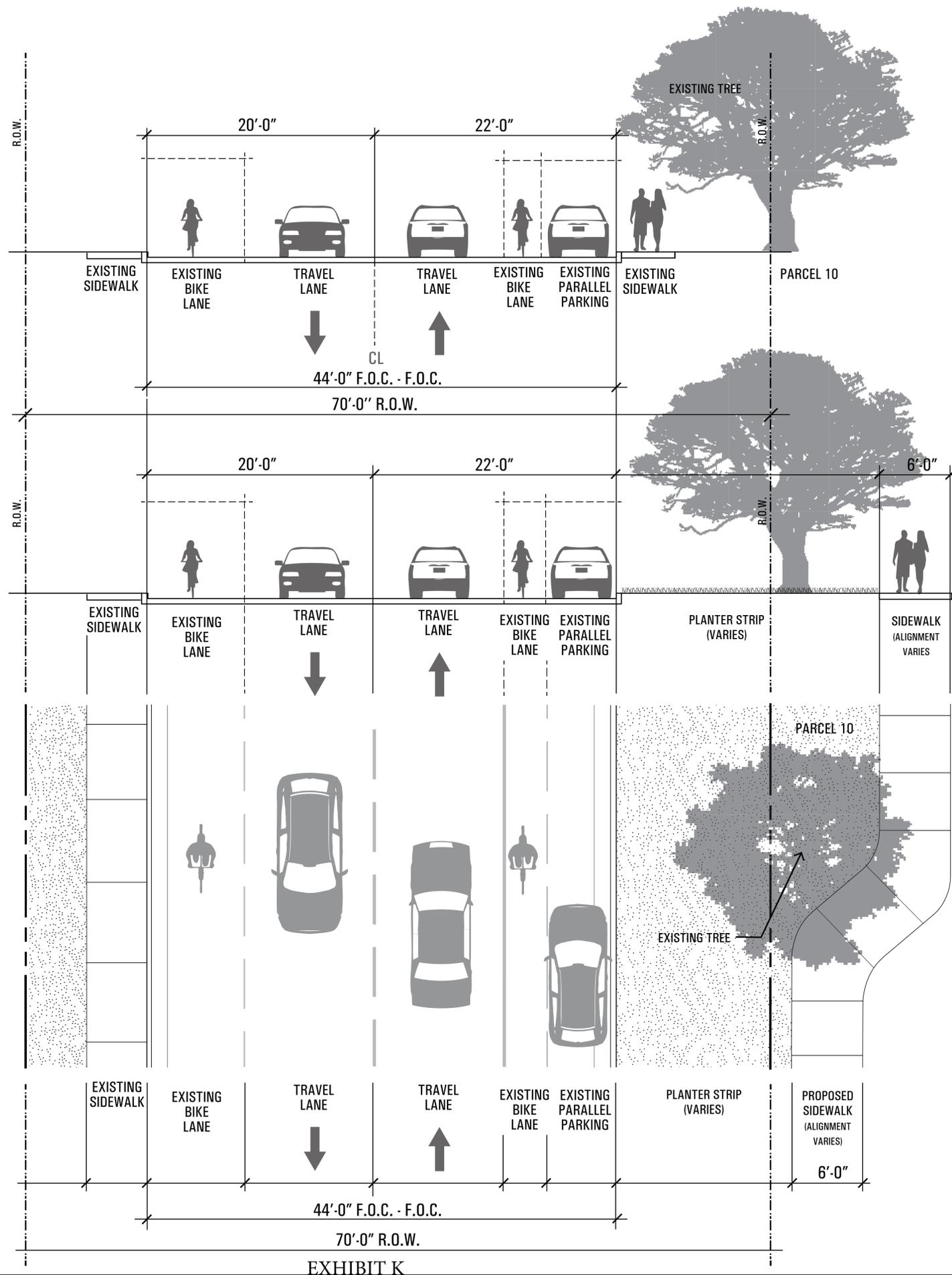


EXHIBIT K

NOTES:

- WHERE FEASIBLE, GIVEN EXISTING TREES, UTILITIES, SITE VISIBILITY, STREET LIGHTS, DRIVEWAYS AND OTHER REQUIRED REGULATORY RESTRICTIONS, STREET TREES SHALL BE PLACED AT AN AVERAGE SPACING OF 30 FT ON CENTER WITHIN THE PLANTER STRIP ALONG PARCEL 10 FRONTAGE.
- SIDEWALK AND PLANTER STRIP ALIGNMENT WILL VARY DEPENDING ON EXISTING TREES AND OTHER SITE CONDITIONS.

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AUSTIN OAKS PUD  
**STREETSCAPE PLAN**

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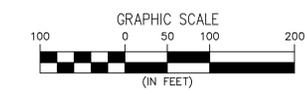
EXHIBIT I

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AUGUST 30, 2016

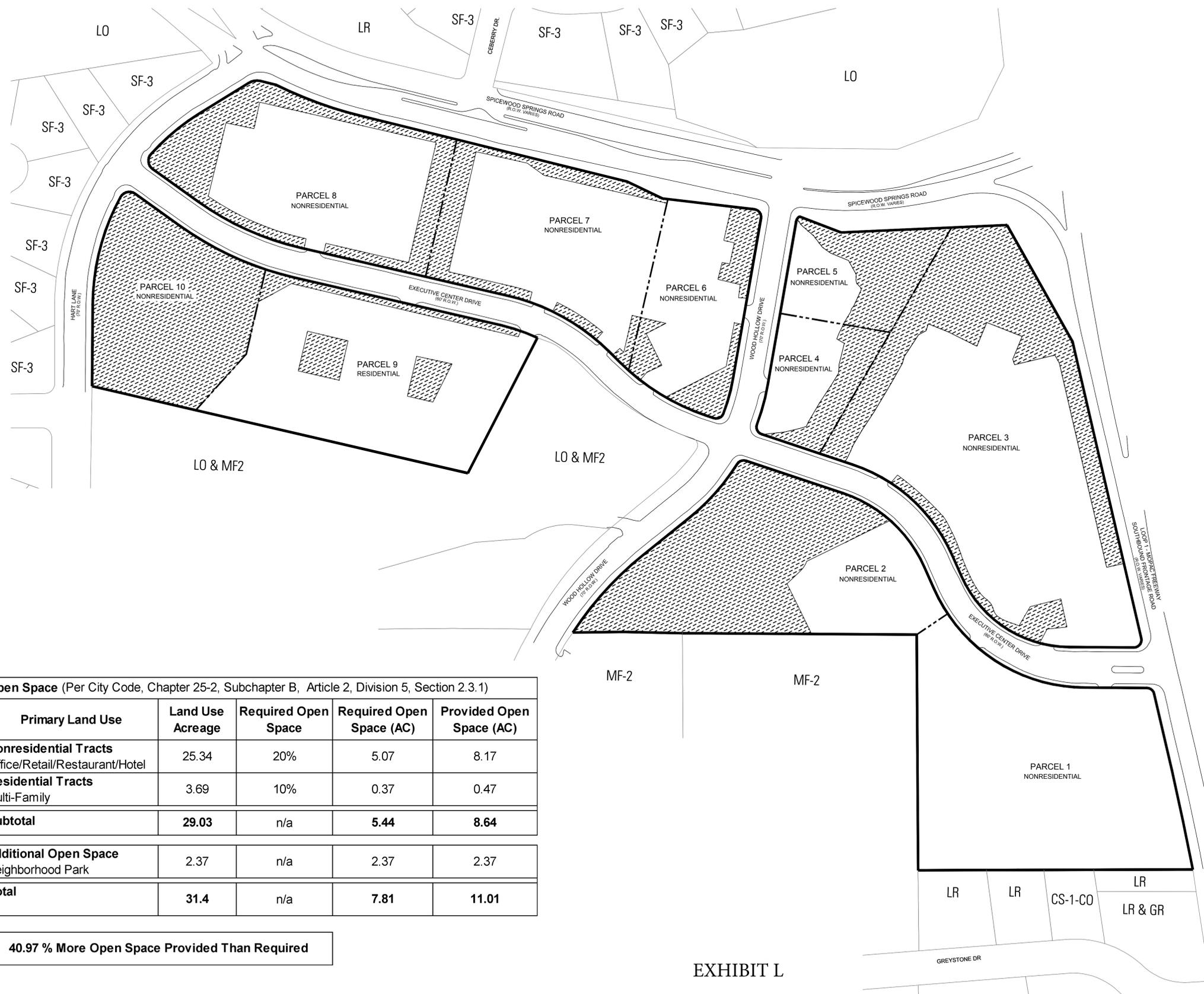
UDG JOB NO. 15-864

CASE NUMBER: C814-2014-0120



**LEGEND**

PROVIDED OPEN SPACE



Open Space (Per City Code, Chapter 25-2, Subchapter B, Article 2, Division 5, Section 2.3.1)				
Primary Land Use	Land Use Acreage	Required Open Space	Required Open Space (AC)	Provided Open Space (AC)
<b>Nonresidential Tracts</b>				
Office/Retail/Restaurant/Hotel	25.34	20%	5.07	8.17
<b>Residential Tracts</b>				
Multi-Family	3.69	10%	0.37	0.47
<b>Subtotal</b>	<b>29.03</b>	n/a	<b>5.44</b>	<b>8.64</b>
<b>Additional Open Space</b>				
Neighborhood Park	2.37	n/a	2.37	2.37
<b>Total</b>	<b>31.4</b>	n/a	<b>7.81</b>	<b>11.01</b>

**40.97 % More Open Space Provided Than Required**

- NOTES:
1. OPEN SPACE REQUIREMENTS FOR THE PROPERTY ARE PROVIDED AND CALCULATED ON AN OVERALL P.U.D. BASIS AND EXCEED THE MINIMUM REQUIREMENTS OF CITY CODE; THEREFORE, INDIVIDUAL PARCELS DO NOT HAVE TO ACHIEVE OPEN SPACE REQUIREMENTS AT THE TIME OF SITE PLAN. THIS EXHIBIT INCLUDES PRIMARY OPEN SPACE AREAS. IT DOES NOT INCLUDE ADDITIONAL OPEN SPACE AREAS INCIDENTAL TO THE PROPERTY LOCATED BETWEEN BUILDINGS, PARKING AREAS AND STREETS ALL OF WHICH WOULD FURTHER INCREASE THE OVERALL OPEN SPACE PROVIDED.

**EXHIBIT L**

AUSTIN OAKS 15-864

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AUSTIN OAKS PUD	<b>OPEN SPACE PLAN</b>
NOTES	NAME
SURVEY BY	DATE
DRAWN BY	
CHECKED BY	
DESIGNED BY	
REVIEWED BY	
<b>EXHIBIT L</b>	
AUGUST 30, 2016	
UDG JOB NO. 15-864	
1"=100'	
CASE NUMBER: C814-2014-0120	