

ZONING CHANGE REVIEW SHEET

CASE: C814-97-0001.12

P.C. DATE: May 14, 2019

(Leander Rehabilitation Planned Unit Development Amendment #13)

ADDRESS: 10501 Lakeline Mall Drive

DISTRICT AREA: 6

APPLICANT/OWNER: Austin129, LLC et al

AGENT: Drenner Group, PC (Leah Bojo)

ZONING FROM: PUD

TO: PUD

AREA: 137.8 acres

The applicant is requesting to amend the Leander Rehabilitation Planned Unit Development (PUD) to 1) request a decrease in the amount of parking spaces required on parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 by 10%. Therefore, the applicant is requesting to revise the Land Use Plan (Exhibit A) to include a note to permit parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 to comply with Land Development Code Section 25-6-611, Parking Requirements for a Transit Oriented Development District. In addition, the applicant is requesting to amend the PUD to 2) To modify LDC Sec. 25-4-171 (*Access to Lots*) for parcels CO-1, COR-COR-4, CRE-9, and a portion of CRE-8 to permit a lot to abut a dedicated public street or major internal driveway.

SUMMARY STAFF RECOMMENDATION:

The staff recommends the proposed 13th amendment to the Leander Rehabilitation PUD with the following conditions at noted on the land use plan:

- 1) The minimum off-street parking requirement for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 is prescribed by City of Austin Land Development Code Section 25-6-611 (*Parking Requirements for a Transit Oriented Development District*), up to a 10% reduction.
- 2) City of Austin Land Development Code Section 25-4-171 (*Access to Lots*) is modified for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 to permit a lot to abut a dedicated public street or a major internal drive.
- 3) Platting for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 is permitted off major internal drives as identified in the in the approved exhibit.
- 4) All major internal drives shall be designed in accordance with the Circulation and Drives Exhibit (Exhibit B).
- 5) All major internal drives are required to be located within public access easements.

PLANNING COMMISSION RECOMMENDATION:

5/14/19: Approved staff's recommendation for PUD zoning by consent (13-0); J. Shieh-1st, C. Kenny-2nd.

DEPARTMENT COMMENTS:

The property in question is a 137+ acre area that is located between Lakeline Mall Drive to the north, FM 620 Road to the south, Rutledge Spur to the east and Lake Creek Parkway to the west. Parcels COR-4, COR and CO-1 are undeveloped and moderately vegetated. Across Lyndhurst Street to the east, a portion of parcel CRE-8 and part of parcel CRE-9 is developed with a multifamily residential complex (The Michael Apartments). The eastern corner of parcel COR-9 contains a hotel use (Townplace Suites Marriott). To the north of these parcels in the Leander Rehabilitation PUD, across Lakeline Mall Drive, is an apartment complex (Walden Park at Lakeline), an undeveloped tract of land and Lakeline Station. The property to the east, across Rutledge Spur, is developed by a multifamily use (Lakeline Station Apartments), single family residences and a construction sales and services use (Austin Filter Systems, Inc.). To the west, there is undeveloped land and a hotel/motel use (La Quinta Inn & Suites). Across Lake Creek Parkway, there is a financial services use (Bank of America), a multifamily use (Bexley Apartments), and retail center (Baylor Scott and White Clinic, Nail Salon, Walden Dental and Mattress 1) and a Sam's Club.

In this proposed amendment, the applicant is asking to revise conditions as they apply to only parcels COR-4, COR, CO-1, part of CRE-8 and CRE-9, which are in the southeastern portion of the PUD between Lakeline Mall Boulevard and F.M. 620 Road. The staff recommends the applicant's request to decrease in the amount of parking spaces required on parcels COR-4, COR, CO-1, part of CRE-8 and CRE-9 by up to 10%. This request is consistent with the goals of the Northwest Park and Ride Transit Oriented Development (TOD). The TOD allows for a 40% reduction in the parking per Land Development Code Section 25-6-611. However, while the Northwest Park and Ride TOD overlay covers the Leander Rehabilitation PUD area, the PUD is exempt from the regulations of the TOD. Therefore, the applicant is requesting an amendment to the PUD that would be in line with the goals of the TOD.

In addition, the applicant is requesting to amend the PUD to modify LDC Sec. 25-4-171 (*Access to Lots*) for parcels CO-1, COR-COR-4, CRE-9, and a portion of CRE-8 to permit a lot to abut a dedicated public street or major internal driveway. The DSD Transportation staff has reviewed this request with input from ATD and DSD Subdivision staff and they are recommending this modification subject to the conditions that all major internal drives be designed in accordance with the circulation and drives exhibit (Exhibit B) and that all major internal drives are required to be located within public access easements.

The applicant agrees with the staff's recommendation.

EXISTING ZONING AND LAND USES:

	ZONING	LAND USES
<i>Site</i>	PUD (Leander Rehabilitation PUD)	Parcels COR-4, COR and CO-1: Undeveloped Land, Parcel CRE-8 and part of CRE-9: Multifamily use (The Michael Apartments), Parcel CRE-9: Hotel/Motel use (Townplace Suites Marriott).
<i>North</i>	PUD (Leander Rehabilitation PUD)	Multifamily use (Walden Park at Lakeline), Undeveloped Land and Lakeline Station.

<i>South</i>	ROW, GR, MF-3, LO, GR-CO, GR-CO, RR, GR-CO, LR	Recently Expanded S.H. 45 Westbound Toll Road (North F.M. 620), Retail, Multifamily Uses, Office (State Farm Insurance), Undeveloped Tract, Automotive Rentals use (American Adventure) and Automotive Repair use (Dent Star), Undeveloped Tracts, Convenience Store
<i>East</i>	CS-MU-CO, MF-4-CO	Multifamily use (Lakeline Station Apartments), Single Family Residences, Construction Sales and Services use (Austin Filter Systems, Inc.).
<i>West</i>	GR, CH, MF-6, GR	Financial Services (Bank of America), Undeveloped Land, Sam's Club, Hotel/Motel use (La Quinta Inn and Suites)

TOD DISTRICT: Northwest Park and Ride
Town Center TOD

TIA: Not required – within the area
covered by Senate Bill 1396

WATERSHED: Lake Creek

DESIRED DEVELOPMENT ZONE: Yes

CAPITOL VIEW CORRIDOR: No

HILL COUNTRY ROADWAY: No

NEIGHBORHOOD ORGANIZATIONS:

Austin Heritage Tree Foundation
Austin Monorail Project
Bike Austin
Davis Spring HOA
Davis Springs President
Homeless Neighborhood Association
SELTEXAS
Sierra Club, Austin Regional Group

SCHOOLS: Round Rock I.S.D.

Forest North Elementary School
Grisham Middle School
Mc Neil High School

CASE HISTORIES:

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C814-97-0001.11 (Leander Rehabilitation Planned Unit Development Amendment #12: North F.M. 620 Road)	PUD to PUD: To request a decrease in the amount of parking spaces required on parcels CRE-8 and CRE-9 by 6.1%. Therefore, the applicant is requesting to revise the Land Use Plan to include a note to permit parcels CRE-8 and CRE-9 to	5/27/14: Approved staff's recommendation to approve the 12 th amendment to the Leander Rehabilitation PUD on consent (8-0, J. Nortey-absent); R. Hattfield-1 st , N. Zaragoza-2 nd .	6/26/14: Approved PUD zoning on consent on all 3 readings (6-0, M. Martinez-off the dais); B. Spelman-1 st , S. Cole-2 nd .

	comply with Land Development Code Section 25-6-611, Parking Requirements for a Transit Oriented Development District.		
C14-2014-0030.SH (Rutledge Spur Apartments: 13635 Rutledge Spur)	I-RR, CS-MU-CO to MF-4	4/08/14: Approved staff's recommendation for MF-4-CO zoning, with conditions, by consent (9-0); R. Hatfield- 1 st , A. Hernandez-2 nd .	5/15/14: Approved 1 st reading for MF-4-CO zoning on consent (7-0); B. Spelman-1 st , M. Martinez-2 nd . 8/07/14: Approved MF-4-CO zoning on consent on 2 nd /3 rd readings (7-0); B. Spelman-1 st , M. Martinez-2 nd .
C14-2014-0012 (Merritt Lakeline Station: 9829 ½ North Lake Creek Parkway)	LO, GR to MF-6	4/15/14: Approved staff recommendation of MF-6 zoning on consent (5-0, B. Baker, R. McDaniel-absent); G. Rojas-1 st , C. Banks-2 nd .	5/15/14: Approved MF-6 zoning on consent on all 3 readings (7-0); B. Spelman-1 st , M. Martinez-2 nd .
C814-97-0001.10 (Leander Rehabilitation PUD Amendment #11: North F.M. 620 Road)	PUD to PUD: To add Multifamily Residential as a permitted use on parcels COR, CO-1 and COR-4; to amend Exhibit E.3 of the land use plan to change the site development standards for parcels COR, CO-1, and COR-4; to have the ability to “bucket’ or allow the impervious cover to be allocated and calculated on an overall basis for parcels CRE-8, CRE-9, COR, CO-1, and COR-4 and to increase the impervious cover on these parcels to 85%; to state that south of Lakeline Mall Boulevard the lots within parcels CRE-8, CRE-9, COR, CO-1, and COR-4 will provide a 5-foot building setback, except along Rutledge Spur where Compatibility Standards still apply; to	06/05/13: Approved administratively.	N/A

	state that Lakeline Mall Boulevard east of Lyndhurst Street will provide 6-foot sidewalks and Lyndhurst Street south of Lakeline Mall Boulevard will provide 6-foot wide sidewalks; to state that there are no RSMP fees for parcels CRE-8, CRE-9, COR, CO-1, and COR-4; and to note that street cross sections for Lakeline Mall Boulevard east of Lyndhurst Street and Lyndhurst Street south of Lakeline Mall Boulevard shall be approved with the preliminary plan.		
C814-97-0001.09 (Leander Rehabilitation PUD Amendment #10: North F.M. 620 Road)	PUD to PUD: To remove two internal neighborhood collector roadways, Lago Drive and Arbor Way, from the land use plan; to adjust the boundaries for parcels CRE-6 and CRE-14; to add a note to the land use plan that would allow for alternate pavement widths of streets; to reduce the size of the OSE Pond; to add Multifamily Residential as a permitted use to parcel ECO-3; and to modify notes on the PUD land use plan to reflect the revisions requested above.	10/16/12: Approved administratively.	N/A
C814-97-0001.08 (Leander Rehabilitation PUD Amendment #9: North F.M. 620 Road)	PUD to PUD: To modify the alignments of Staked Plains Drive and Northwoods Drive north of Lakeline Boulevard. The proposed changes will correspond with the updated Northwoods at Lakeline Preliminary Plan.	3/01/11: Approved administratively.	N/A

<p>C814-97-0001.07 (Leander Rehabilitation PUD Amendment #8: North F.M. 620 Road)</p>	<p>PUD to PUD: To revise the Land Use Plan (Exhibit A) and the Development Standards Table (Exhibit E) in the State of Texas Special Board Orders to include additional notes to clarify conditions to permit the following: 1) Modification of the Development Standards Table (shown in this proposed amendment as Exhibit E.3) to allow for an increase in impervious cover of up to 85% for parcels CRE-6, CRE-7, CRE-14 (except for the portion of CRE-14 located at the southeastern corner of Lago Drive and Arbor Way) and CRE-15. 2) Modification of the Development Standards Table (shown in this proposed amendment as Exhibit E.3) to allow for an increase in impervious cover of up to 75% for parcels ECO-3, CRE-8, CRE-9, COR-1, COR-2 and COR-4. 3) Modification of Section 14(A) of the Order and of the Land Use Plan (Exhibit A) to eliminate the 35-foot OSE (Open Space Easement) area along portions of Lyndhurst Drive, Lakeline Mall Boulevard, and Lago Drive to allow buildings to be located closer to those streets. 4) Modification of the Land Use Plan set forth on Exhibit A in the Order to eliminate the “Compatibility Height and Setbacks” along Rutledge</p>	<p>2/10/09: Approved staff’s recommendation for PUD zoning, with conditions that the applicant will 1) provide twelve (12) foot sidewalks on the south side of Lakeline Boulevard along parcel CRE-6, if the applicant exceeds 75% impervious cover within this parcel. If twelve (12) foot sidewalks are constructed, the fifteen (15) foot building setback lines will be removed. 2) The applicant will provide twelve (12) foot sidewalks on the east and west sides of Lyndhurst Street along parcels CRE-6, CRE-7, CRE-14, and CRE-15 in accordance with Urban Roadway standards. Where twelve (12) foot sidewalks are proposed, the existing twenty-five (25) foot building setback lines will be removed. 3) The applicant will provide seven (7) foot sidewalks on the north side of the wet pond between Lyndhurst Street and Arbor Way within parcel CRE-14. 4) The applicant shall comply with the following General Building Placement Standard: Notwithstanding the minimum setback requirements of the base zoning districts, at least 50 percent of the net frontage length of the property along Lyndhurst Street on parcels CRE-7, CRE-14, and CRE-15 must consist of</p>	<p>2/12/09: The public hearing was closed and the first reading of the ordinance for planned unit development (PUD) district zoning to change a condition of zoning was approved on consent on Council Member Martinez’ motion, Mayor Wynn’s second on a 7-0 vote. 4/02/09: Approved PUD zoning with the following amendment on consent on Mayor Pro Tem McCracken’s motion, Council Member Cole’s second on a 7-0 vote. The amendment was as follows: Part 4 A 2) should read: “to allow impervious cover to be increased to (i) 85% for Parcels CRE-6, CRE-7, CRE-14 (save and except the area located at southeastern corner of Lago Drive and Arbor Way), and CRE-15; and (ii) 75% for Parcels ECO-3, CRE-8, CRE-9, CO-1, COR, COR-4, and the portion of CRE-14 located at the southeastern corner of Lago Drive and Arborway, if the mitigation standards are met as set forth in Exhibit E-3A.”</p>
---	---	---	--

	<p>Spur, if and only if the property adjacent to parcels CRE-8 and CRE-9 along Rutledge Spur should ever be used for any use other than single-family residential use.</p>	<p>continuous building façade. 5) The applicant will provide a new OSE designated area (wet pond site) within parcel CRE-14, along Lakeline Mall Boulevard. This pond site will be used as an amenity for the PUD that will include additional designated hike and bike trails. 6) The applicant will provide a new OSE buffer area along the designated drainage easement within parcel ECO-3. 7) Multifamily, office, commercial and /or mixed use structures shall be designed and constructed to comply with a 2-star rating in the Austin Energy Green Builder Program on parcels ECO-3, CRE-6, CRE-7, CRE-8, CRE-9, CRE-14, CRE-15, COR-1, COR-2, and COR-4, if maximum impervious cover for these uses exceed the impervious cover stated on Exhibit E-3. The applicant will need to verify that these parcels of land fall within the Austin Energy service area. If they do not, then the applicant will be required to provide alternative compliance to meet the intent of these regulations. 8) The applicant shall amend note #4 on the land use plan (Exhibit A) to state that, "Compatibility height and setbacks on parcels CRE-8 and CRE-9 will be required only if the uses across or adjacent to Rutledge Spur</p>	
--	--	---	--

		are used as an urban family residence or zoned to SF-5 or more restrictive zoning district, on the consent (9-0); J. Reddy-1st, M. Dealey-2 nd .	
C814-97-0001.06	PUD to PUD: To clarify portions of the PUD Development Plan and to amend portions of the PUD to assist the creation of a transit oriented, urban, mixed-use development on this site adjacent to Lakeline Station.	1/27/09: Pending - The applicant has requested an indefinite postponement	
C814-97-0001.05	PUD to PUD: To amend the Leander Rehabilitation PUD to revise the Land Use Plan and Exhibit E to include additional notes to clarify conditions to permit the following: to allow the impervious cover for the areas CRE-1, CRE-2, CRE-3, CRE-5, CRE-10, CRE-11, CRE-12 and CRE-16 to be allocated and calculated on an overall basis; to clarify that the building structure for live-work units is in a townhouse type of building and to allow the Mixed Use development standards to be utilized; to revise lot width and reduce setbacks for single family and townhouse lots with detached structures; to clarify that roadways may be designed with the TND design standards, with modifications to Staked Plains Drive; and to reduce the Open Space Easement (OSE) from 35 feet to 20 feet at the northeast and northwest	2/26/08: Approved the PUD amendment by consent (7-0, P. Cavazos-arrived late); J. Reddy-1 st , T. Atkins-2 nd .	3/06/08: Approved 1 st reading of the case on consent, with additional conditions regarding Green Building as read into the record (7-0) 3/27/08: Approved PUD district zoning to change a condition of zoning, with public restrictive covenant, by consent (6-0, Cole-off the dais)

	intersection of Lakeline Boulevard and Staked Plains Drive (along parcels CRE-5 and CRE-10)		
C14-2007-0218	GR-MU to MF-4	11/20/07: Approved MF-4-CO zoning, limit the property to MF-3 density regulations/36 units per acre (7-0, S. Hale-absent, T. Rabago-left early)	12/13/07: Approved MF-4 district zoning (6-0, McCracken-off dais); 1 st reading 1/31/08: Approved MF-4 by consent on 2 nd reading, with additional condition for staff to incorporate green building restrictions offered by applicant into appropriate documents before 3 rd reading (7-0)
C814-06-0218 – Lakeline Station PUD	I-RR to PUD	8/14/07: Approved applicant's request for PUD zoning (7-0, C. Galindo-absent)	10/11/07: Approved PUD zoning, with the amendment from Council Member Leffingwell to incorporate all the conditions outlined in the letter from David B. Armbrust dated October 11, 2007 re: Lakeline Station Area Plan/Planned Unit Development C814-06-0218 (7-0); all 3 readings
C14-85-366(RCA2)	To amend the restrictive covenant to remove lots 9 and 10 from any limits or restrictions.	10/16/07: Approved staff's recommendation to amend the restrictive covenant by consent (6-0, C. Hammond, J. Gohil-absent)	11/29/07: Approved RCA by consent (6-0, Cole-off dais)
C14-04-0166	GO to CS	06/21/05: Approved CS-CO zoning with conditions to prohibit Pawn Shop Services, Exterminating Services, and Adult Oriented Businesses by consent (8-0, K. Jackson-absent)	7/28/05: Approved CS-CO on all 3 readings (7-0)
C14-04-0165	GR to CS	06/21/05: Approved CS-MU-CO zoning with conditions to prohibit Pawn Shop Services,	7/28/05: Approved CS-MU-CO on all 3 readings (7-0)

		Exterminating Services, and Adult Oriented Businesses by consent (8-0, K. Jackson-absent)	
C14-04-0164	GO to CS	06/21/05: Approved CS-MU-CO zoning with conditions to prohibit Pawn Shop Services, Exterminating Services, and Adult Oriented Businesses by consent (8-0, K. Jackson-absent)	7/28/05: Approved CS-MU-CO on all 3 readings (7-0)
C814-97-0001.01 – Leander Rehabilitation PUD Amendment #2	PUD to PUD	4/08/05: Staff approved an administrative amendment to the PUD for a land use change from the ECO to the COR designation on Lot 3, Block A of the Leander Rehabilitation PUD	N/A
C814-97-0001 – Leander Rehabilitation PUD	I-RR to PUD	9/30/97: To Grant PUD with conditions	11/20/97: Denied PUD zoning because it does not conform to purpose and is not a superior development (7-0) (Note: By Orders of the Special Board of Review, the State overrode the City Council's action and approved PUD zoning on 7/01/99).

RELATED CASES: C814-97-0001 (Leander Rehabilitation PUD)

ABUTTING STREETS:

STREET	RIGHT-OF-WAY	PAVEMENT WIDTH	CLASSIFICATION	DAILY TRAFFIC
FM 620 N	~440'	N/A	MAU 4 (existing, but 2025 plan proposes FWY)	N/A
Rutledge Spur	50'	varies	Collector	N/A

CITY COUNCIL DATE: June 20, 2019

ACTION:

ORDINANCE READINGS: 1st

2nd

3rd

ORDINANCE NUMBER:

CASE MANAGER: Sherri Sirwaitis

PHONE: 512-974-3207
sherri.sirwaitis@austintexas.gov

STAFF RECOMMENDATION

The staff recommends the proposed 13th amendment to the Leander Rehabilitation PUD with the following conditions as noted on the land use plan:

- 1) The minimum off-street parking requirement for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 is prescribed by City of Austin Land Development Code Section 25-6-611 (*Parking Requirements for a Transit Oriented Development District*), up to a 10% reduction.
- 2) City of Austin Land Development Code Section 25-4-171 (*Access to Lots*) is modified for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 to permit a lot to abut a dedicated public street or a major internal drive.
- 3) Platting for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 is permitted off major internal drives as identified in the in the approved exhibit.
- 4) All major internal drives shall be designed in accordance with the Circulation and Drives Exhibit (Exhibit
- 5) All major internal drives are required to be located within public access easements.

BASIS FOR RECOMMENDATION

1. *The Planned Unit Development District (PUD) is intended for large or complex developments under unified control planned as a single contiguous project. The PUD is intended to allow single or multi-use projects within its boundaries and provide greater flexibility for development proposed within the PUD.*

The proposed 13th amendment to the Leander Rehabilitation PUD is a request to change to the First Board Order and the attached land use plan of the Leander Rehabilitation PUD to allow parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 to comply with transit oriented development (TOD) parking regulations in the Code. Land Development Code Section 25-6-611 allows for a 40% reduction in the parking. However, while the Northwest Park and Ride TOD overlay covers the Leander Rehabilitation PUD area, the PUD is exempt from the regulations of the TOD. Therefore, the applicant is requesting an amendment to the PUD that would be in line with the goals of the TOD.

Existing Land Use

The property in question is part of an existing Planned Unit Development (PUD) that consists of 446.40 acres of land located to the north of the recently expanded S.H. 45 Westbound Toll Road (North F.M. 620). The site is bounded by the Avery Ranch PUD to the north, the Southern Pacific Railroad and Rutledge Spur Road to the east, the S.H. 45 Westbound Toll Road (North F.M. 620 Road) to the south, and the Texas Department of Transportation Cedar Park Campus, developing office uses, and undeveloped Tracts along North Lake Creek Parkway to the west.

Parcels COR-4, COR and CO-1 are undeveloped and moderately vegetated. Across Lyndhurst Street to the east, a portion of parcel CRE-8 and part of parcel CRE-9 is developed with a multifamily residential complex (The Michael Apartments). The eastern corner of parcel COR-9 contains a hotel use (Townplace Suites Marriott).

Arborist

No comments.

Comprehensive Planning

This vacant property is located on the southside of Lakeline Mall Drive and on the north side of N FM 620/SH 45. The property is approximately 137.8 acres in size and is part of a larger 446.4 acre site, which is a five phase mixed use PUD project. The property is not located within a neighborhood planning area. Surrounding land uses includes two large apartment complexes, single family housing, the Lakeline Station Train Station, the Greyhound bus station, and a large office complex to the north; to the south is FM 620 and SH 45, and beyond that a car dealership, a public elementary school, a charter school and several large apartment complexes; to the east is a large apartment complex and single family housing; and to the west is a shopping center, an apartment complex, and big box discount store. The request is an amendment to an existing PUD, to decrease the minimum parking required on the TOD overlay portion of the site by 10 percent and to allow lots to plat off of major internal driveways. The parking reduction will allow Phase III and IV of the Presidio development to build parking to suite the project. The Leander PUD predates the TOD overlay section, which allows development within a TOD a minimum off-street parking requirement that is 60 percent of what is described in Appendix A (Tables of Off-Street Parking and Loading Requirements). Below is an explanation by the developer regarding the request to allow lots off of major internal driveways:

Major Internal Drive. The ability to plat off of major internal drives will allow the applicant to plat without using flag lots and will facilitate the provision of bike and pedestrian infrastructure that is not otherwise required by the PUD ordinance. This allowance to plat off of major internal drives was discussed by the applicant and representatives of the Development Services Department and the Planning and Zoning Department in a meeting on September 11, 2018. This request is consistent with planning efforts in a master planned area as platting off of major internal drives is currently permitted in the Domain Planned Development Area and in the North Burnet Gateway Planning Area.

Connectivity

The Walkscore for this area is **41/100, Car Dependent**, meaning most errands require a car. Public sidewalks and bike lanes are located along Lakeline Mall Drive and N. Lake Creek Parkway. A transit stop is located less than 200 ft. away on the corner of Lakeline Mall Blvd. and N. Lake Creek Parkway. The Lakeline Train Station is located 1,000 ft. away from the subject property. The mobility options in the area are excellent. There are no urban trails within a quarter mile of this site.

Imagine Austin and Conclusions

The property is located within the ‘**Lakeline Station Regional Center**’, as identified on the Imagine Austin’s Growth Concept Map, found in the Image Austin Comprehensive Plan. A Regional Center is the most urban of the three activity centers outlined in the growth concept map. These centers are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. The densities, buildings heights, and overall character of a center will vary depending on location.

The following Imagine Austin policies are applicable to this case:

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **LUT P5.** Create healthy and family-friendly communities through development that includes a mix of land uses and housing types and affords realistic opportunities for transit, bicycle,

and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.

- **HN P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin’s diverse population.
- **HN P10.** Create **complete neighborhoods** across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.

Analysis and Conclusions

Analyzing this specific site, there seems to be an abundance of mobility options in the area (bike lanes, public sidewalks and public transit – both bus and train), a variety of retail and commercial uses, but not much in terms of recreational or educational opportunities for the residents of this mixed use PUD project, unless they use a car to access the schools and parks in the area.

However, this five phase mixed use development is providing much needed workforce housing and an abundance of goods and services within the existing Regional Center. Based on this property: (1) being located by an Regional Center, which supports multifamily and mixed use; (2) residential and commercial uses being located within a quarter mile radius of this site, including single family houses, and another multifamily apartment complex; (3) the existing mobility options available in the area (public sidewalks, bike lanes, and transit stops (bus and train)); and (4) the project providing true mix of uses within the PUD, the proposed minor amendment appears minor in the scheme of the entire development, and overall project appears to support the policies of the Imagine Austin Comprehensive Plan.

Drainage Engineering

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION, AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY, AND ADEQUACY OF HIS/HER SUBMITTAL, WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

This project is located at NFM 620 RD and is within the Lake Creek watershed(s), which are classified as Suburban Watershed. This project located within the Edwards Aquifer Contributing Zone.

No comments regarding drainage.

Environmental

No comments.

Fire

Based on the submitted street sections providing a minimum 25 feet of unobstructed operational area, AFD does not object to development of lots with frontage on internal drives.

Floodplain

Reviewer Notes: Application for PUD Amendment to related to parking. Site located in Austin full purpose jurisdiction in Lake Creek watershed with ETJ nearby. Redlined land use map indicates area is located on an unstudied tributary of Lake Creek watershed with more than 64 acres. No drainage easement indicated on map where creek exists. 2/15: Applicant stated current change request is related to parking only and not changing any language related to the floodplain. Applicant has agreed to complying with floodplain regulations at the site planning stage. Floodplain comments are being cleared on this amendment basis.

FYI: Please note that the current floodplain regulations require that the FFE of the proposed buildings adjacent to the 100-year floodplain must be 1' greater than the 100-year WSEL. City of Austin staff is currently proposing changes to the floodplain regulations to require FFE's be 2' above the current FEMA 500-year floodplain or Atlas 14 100-yr floodplain. FFE requirements will be based on current code at time of application.

FYI: Our understanding of flood risk in Austin is changing. What is now known as the 500year floodplain is a good representation of what the 100-year floodplain will be according to a National Weather Service publication called Atlas 14. This could affect the layout of this development, including the location of drainage easements, buildings, and parking areas. The City will likely be using the current 500-year floodplain as the design floodplain for commercial building permit review by the end of 2018. In order to minimize flood risk to our community and better ensure that this lot can be developed in the future, the City of Austin recommends that you consider the 500-year floodplain as a surrogate for the 100-year floodplain when designing this development. Please contact this reviewer if you have any questions.

- a. For this application, Atlas 14 will not have an impact on the review, but be aware that future permits for the site may fall under Atlas 14 regulations depending upon when they are requested. It is likely that by the time construction is complete for this building/subdivision that Atlas 14 will be in effect for Austin thus changing the floodplain in the area and it is recommend that the Applicant and the Applicant's Engineer discuss flood resiliency and alterations which could be made to plan to reduce the risk of flooding of the proposed development (e.g. elevation of Finished Floors to be above current 500-year floodplain, floodproofing of areas below current 500-year floodplain, utilizing 500-year floodplain in place of the 100-year floodplain, etc.)

Impervious Cover

This project is located at NFM 620 RD and is within the South Brushy Creek watershed(s), which are classified as Suburban Watershed. This project is located within the Edwards Aquifer Contributing Zone.

PARD Planning and Design

The requirement for parkland dedication was satisfied in accordance with City ordinance No. 931021-B and Leander Rehabilitation Center PUD Case C814-97-0001.

Site Plan

No objections or amendments.

At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in stormwater runoff will be mitigated through on-site stormwater detention ponds, or participation in the City of Austin Regional Stormwater Management Program, if available.

Subdivision

Defer staff's recommendation for frontage and street design to the transportation review staff.

Transportation

Staff is reviewing the request to modify LDC 25-4-171 to allow lots to abut a major internal drive rather than dedicated ROW. This reviewer has contacted ATD and Addressing for feedback. Comments will be forthcoming.

U1: Comment not cleared. ATD has approved for lots to abut a major internal drive rather than dedicated ROW, but the following conditions are required to be met.

- Exhibit with internal circulation routes and required cross sections should be added to the PUD. A note on the PUD land use plan should state that all internal drives are required to be located within public access easements and constructed to the crosssections provided in the exhibit. "Future internal drives" should either be shown as proposed drives, regardless of the timeline for construction, or removed from the exhibit.
- ATD approval of the cross-sections is required. Previously a 78' cross section was approved and the cross-sections shown here deviate from that previous approval. This reviewer has reached out to ATD for comments.
- Proposed internal drives are required to connect to each other. If the connection is to occur through Street C, then Street C needs to be expanded to include the same level of bicycle and pedestrian infrastructure.

U2: Comment not cleared. Exhibit provided via email dated 4/9/19 was approved for major internal circulation routes. Please add language to the land use plan stating that platting is permitted off major internal drives as identified in the exhibit. That all major internal drives need to be designed in accordance with the circulation/drives exhibit and all major internal drives are required to be located within public access easements. Additionally, please add the following notes to the circulation plan:

- Sidewalks, a minimum of 5' in width, are required along both sides of all major internal drives. The sidewalk may be placed adjacent to, or setback from the back of curb of the Major Internal Drive Street Section. Street trees and landscaping are encouraged where feasible; located between the sidewalk and back of curb or in tree or landscape islands located in the sidewalk.
- At connections with public roadways, additional turn lanes (left or right out) may be added to the Major Internal Drives cross Section as approved by the transportation reviewer in coordination with the Austin Transportation Department.

Water and Wastewater

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own his expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and/or abandonments required by the proposed land uses. It is recommended that Service Extension Requests be submitted to the Austin Water Utility at the early stages of project planning. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility in compliance with Texas Commission of Environmental rules and regulations, the City's Utility Criteria Manual and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fees with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit. Typical water system operating pressures in the area are above 65 psi. Pressure reducing valves reducing the pressure to 65 psi (552 kPa) or less to water outlets in buildings shall be installed in accordance with the plumbing code.

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

1. A minimum separation distance of 5 feet from all other utilities (measured outside of pipe to outside of pipe) and AWU infrastructure;
2. A minimum separation distance of 5 feet from trees and must have root barrier systems installed when within 7.5 feet;
3. Water meters and cleanouts must be located in the right-of-way or public water and wastewater easements;
4. Easements for AWU infrastructure shall be a minimum of 15 feet wide, or twice the depth of the main, measured from finished grade to pipe flow line, whichever is greater.
5. A minimum separation of 7.5 feet from center line of pipe to any obstruction is required for straddling line with a backhoe;
6. AWU infrastructure shall not be located under water quality or detention structures and should be separated horizontally to allow for maintenance without damaging structures or the AWU infrastructure.
7. The planning and design of circular Intersections or other geometric street features and their amenities shall include consideration for access, maintenance, protection, testing, cleaning, and operations of the AWU infrastructure as prescribed in the Utility Criteria Manual (UCM)
8. Building setbacks must provide ample space for the installation of private plumbing items such as sewer connections, customer shut off valves, pressure reducing valves, and back flow prevention devices in the instance where auxiliary water sources are provided.

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



STAFF RECOMMENDATION

The staff recommends the proposed 13th amendment to the Leander Rehabilitation PUD with the following conditions as noted on the land use plan:

- 1) The minimum off-street parking requirement for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 is prescribed by City of Austin Land Development Code Section 25-6-611 (*Parking Requirements for a Transit Oriented Development District*), up to a 10% reduction.
- 2) City of Austin Land Development Code Section 25-4-171 (*Access to Lots*) is modified for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 to permit a lot to abut a dedicated public street or a major internal drive.
- 3) Platting for parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 is permitted off major internal drives as identified in the in the approved exhibit.
- 4) All major internal drives shall be designed in accordance with the Circulation and Drives Exhibit (Exhibit
- 5) All major internal drives are required to be located within public access easements.

BASIS FOR RECOMMENDATION

1. *The Planned Unit Development District (PUD) is intended for large or complex developments under unified control planned as a single contiguous project. The PUD is intended to allow single or multi-use projects within its boundaries and provide greater flexibility for development proposed within the PUD.*

The proposed 13th amendment to the Leander Rehabilitation PUD is a request to change to the First Board Order and the attached land use plan of the Leander Rehabilitation PUD to allow parcels CO-1, COR, COR-4, CRE-9 and a portion of CRE-8 to comply with transit oriented development (TOD) parking regulations in the Code. Land Development Code Section 25-6-611 allows for a 40% reduction in the parking. However, while the Northwest Park and Ride TOD overlay covers the Leander Rehabilitation PUD area, the PUD is exempt from the regulations of the TOD. Therefore, the applicant is requesting an amendment to the PUD that would be in line with the goals of the TOD.

Existing Land Use

The property in question is part of an existing Planned Unit Development (PUD) that consists of 446.40 acres of land located to the north of the recently expanded S.H. 45 Westbound Toll Road (North F.M. 620). The site is bounded by the Avery Ranch PUD to the north, the Southern Pacific Railroad and Rutledge Spur Road to the east, the S.H. 45 Westbound Toll Road (North F.M. 620 Road) to the south, and the Texas Department of Transportation Cedar Park Campus, developing office uses, and undeveloped Tracts along North Lake Creek Parkway to the west.

Parcels COR-4, COR and CO-1 are undeveloped and moderately vegetated. Across Lyndhurst Street to the east, a portion of parcel CRE-8 and part of parcel CRE-9 is developed with a multifamily residential complex (The Michael Apartments). The eastern corner of parcel COR-9 contains a hotel use (Townplace Suites Marriott).

Arborist

No comments.

Comprehensive Planning

This vacant property is located on the southside of Lakeline Mall Drive and on the north side of N FM 620/SH 45. The property is approximately 137.8 acres in size and is part of a larger 446.4 acre site, which is a five phase mixed use PUD project. The property is not located within a neighborhood planning area. Surrounding land uses includes two large apartment complexes, single family housing, the Lakeline Station Train Station, the Greyhound bus station, and a large office complex to the north; to the south is FM 620 and SH 45, and beyond that a car dealership, a public elementary school, a charter school and several large apartment complexes; to the east is a large apartment complex and single family housing; and to the west is a shopping center, an apartment complex, and big box discount store. The request is an amendment to an existing PUD, to decrease the minimum parking required on the TOD overlay portion of the site by 10 percent and to allow lots to plat off of major internal driveways. The parking reduction will allow Phase III and IV of the Presidio development to build parking to suite the project. The Leander PUD predates the TOD overlay section, which allows development within a TOD a minimum off-street parking requirement that is 60 percent of what is described in Appendix A (Tables of Off-Street Parking and Loading Requirements). Below is an explanation by the developer regarding the request to allow lots off of major internal driveways:

Major Internal Drive. The ability to plat off of major internal drives will allow the applicant to plat without using flag lots and will facilitate the provision of bike and pedestrian infrastructure that is not otherwise required by the PUD ordinance. This allowance to plat off of major internal drives was discussed by the applicant and representatives of the Development Services Department and the Planning and Zoning Department in a meeting on September 11, 2018. This request is consistent with planning efforts in a master planned area as platting off of major internal drives is currently permitted in the Domain Planned Development Area and in the North Burnet Gateway Planning Area.

Connectivity

The Walkscore for this area is **41/100, Car Dependent**, meaning most errands require a car. Public sidewalks and bike lanes are located along Lakeline Mall Drive and N. Lake Creek Parkway. A transit stop is located less than 200 ft. away on the corner of Lakeline Mall Blvd. and N. Lake Creek Parkway. The Lakeline Train Station is located 1,000 ft. away from the subject property. The mobility options in the area are excellent. There are no urban trails within a quarter mile of this site.

Imagine Austin and Conclusions

The property is located within the ‘**Lakeline Station Regional Center**’, as identified on the Imagine Austin’s Growth Concept Map, found in the Image Austin Comprehensive Plan. A Regional Center is the most urban of the three activity centers outlined in the growth concept map. These centers are the places where the greatest density of people and jobs and the tallest buildings in the region will be located. The densities, buildings heights, and overall character of a center will vary depending on location.

The following Imagine Austin policies are applicable to this case:

- **LUT P1.** Align land use and transportation planning and decision-making to achieve a compact and connected city in line with the growth concept map.
- **LUT P5.** Create healthy and family-friendly communities through development that includes a mix of land uses and housing types and affords realistic opportunities for transit, bicycle,

and pedestrian travel and provides both community gathering spaces, parks and safe outdoor play areas for children.

- **HN P1.** Distribute a variety of housing types throughout the City to expand the choices able to meet the financial and lifestyle needs of Austin's diverse population.
- **HN P10.** Create **complete neighborhoods** across Austin that have a mix of housing types and land uses, affordable housing and transportation options, and access to schools, retail, employment, community services, and parks and recreation options.

Analysis and Conclusions

Analyzing this specific site, there seems to be an abundance of mobility options in the area (bike lanes, public sidewalks and public transit – both bus and train), a variety of retail and commercial uses, but not much in terms of recreational or educational opportunities for the residents of this mixed use PUD project, unless they use a car to access the schools and parks in the area. However, this five phase mixed use development is providing much needed workforce housing and an abundance of goods and services within the existing Regional Center. Based on this property: (1) being located by an Regional Center, which supports multifamily and mixed use; (2) residential and commercial uses being located within a quarter mile radius of this site, including single family houses, and another multifamily apartment complex; (3) the existing mobility options available in the area (public sidewalks, bike lanes, and transit stops (bus and train)); and (4) the project providing true mix of uses within the PUD, the proposed minor amendment appears minor in the scheme of the entire development, and overall project appears to support the policies of the **Imagine Austin Comprehensive Plan**.

Drainage Engineering

RELEASE OF THIS APPLICATION DOES NOT CONSTITUTE A VERIFICATION OF ALL DATA, INFORMATION, AND CALCULATIONS SUPPLIED BY THE APPLICANT. THE ENGINEER OF RECORD IS SOLELY RESPONSIBLE FOR THE COMPLETENESS, ACCURACY, AND ADEQUACY OF HIS/HER SUBMITTAL, WHETHER OR NOT THE APPLICATION IS REVIEWED FOR CODE COMPLIANCE BY CITY ENGINEERS.

This project is located at NFM 620 RD and is within the Lake Creek watershed(s), which are classified as Suburban Watershed. This project located within the Edwards Aquifer Contributing Zone.

No comments regarding drainage.

Environmental

No comments.

Fire

Based on the submitted street sections providing a minimum 25 feet of unobstructed operational area, AFD does not object to development of lots with frontage on internal drives.

Floodplain

Reviewer Notes: Application for PUD Amendment to related to parking. Site located in Austin full purpose jurisdiction in Lake Creek watershed with ETJ nearby. Redlined land use map indicates area is located on an unstudied tributary of Lake Creek watershed with more than 64 acres. No drainage easement indicated on map where creek exists. 2/15: Applicant stated current change request is related to parking only and not changing any language related to the floodplain. Applicant has agreed to complying with floodplain regulations at the site planning stage. Floodplain comments are being cleared on this amendment basis.

FYI: Please note that the current floodplain regulations require that the FFE of the proposed buildings adjacent to the 100-year floodplain must be 1' greater than the 100-year WSEL. City of Austin staff is currently proposing changes to the floodplain regulations to require FFE's be 2' above the current FEMA 500-year floodplain or Atlas 14 100-yr floodplain. FFE requirements will be based on current code at time of application.

FYI: Our understanding of flood risk in Austin is changing. What is now known as the 500-year floodplain is a good representation of what the 100-year floodplain will be according to a National Weather Service publication called Atlas 14. This could affect the layout of this development, including the location of drainage easements, buildings, and parking areas. The City will likely be using the current 500-year floodplain as the design floodplain for commercial building permit review by the end of 2018. In order to minimize flood risk to our community and better ensure that this lot can be developed in the future, the City of Austin recommends that you consider the 500-year floodplain as a surrogate for the 100-year floodplain when designing this development. Please contact this reviewer if you have any questions.

- a. For this application, Atlas 14 will not have an impact on the review, but be aware that future permits for the site may fall under Atlas 14 regulations depending upon when they are requested. It is likely that by the time construction is complete for this building/subdivision that Atlas 14 will be in effect for Austin thus changing the floodplain in the area and it is recommend that the Applicant and the Applicant's Engineer discuss flood resiliency and alterations which could be made to plan to reduce the risk of flooding of the proposed development (e.g. elevation of Finished Floors to be above current 500-year floodplain, floodproofing of areas below current 500-year floodplain, utilizing 500-year floodplain in place of the 100-year floodplain, etc.)

Impervious Cover

This project is located at NFM 620 RD and is within the South Brushy Creek watershed(s), which are classified as Suburban Watershed. This project is located within the Edwards Aquifer Contributing Zone.

PARD Planning and Design

The requirement for parkland dedication was satisfied in accordance with City ordinance No. 931021-B and Leander Rehabilitation Center PUD Case C814-97-0001.

Site Plan

No objections or amendments.

At the time a final subdivision plat, subdivision construction plans, or site plan is submitted, the developer must demonstrate that the proposed development will not result in additional identifiable flooding of other property. Any increase in stormwater runoff will be mitigated through on-site stormwater detention ponds, or participation in the City of Austin Regional Stormwater Management Program, if available.

Subdivision

Defer staff's recommendation for frontage and street design to the transportation review staff.

Transportation

Staff is reviewing the request to modify LDC 25-4-171 to allow lots to abut a major internal drive rather than dedicated ROW. This reviewer has contacted ATD and Addressing for feedback. Comments will be forthcoming.

U1: Comment not cleared. ATD has approved for lots to abut a major internal drive rather than dedicated ROW, but the following conditions are required to be met.

- Exhibit with internal circulation routes and required cross sections should be added to the PUD. A note on the PUD land use plan should state that all internal drives are required to be located within public access easements and constructed to the crosssections provided in the exhibit. "Future internal drives" should either be shown as proposed drives, regardless of the timeline for construction, or removed from the exhibit.
- ATD approval of the cross-sections is required. Previously a 78' cross section was approved and the cross-sections shown here deviate from that previous approval. This reviewer has reached out to ATD for comments.
- Proposed internal drives are required to connect to each other. If the connection is to occur through Street C, then Street C needs to be expanded to include the same level of bicycle and pedestrian infrastructure.

U2: Comment not cleared. Exhibit provided via email dated 4/9/19 was approved for major internal circulation routes. Please add language to the land use plan stating that platting is permitted off major internal drives as identified in the exhibit. That all major internal drives need to be designed in accordance with the circulation/drives exhibit and all major internal drives are required to be located within public access easements. Additionally, please add the following notes to the circulation plan:

- Sidewalks, a minimum of 5' in width, are required along both sides of all major internal drives. The sidewalk may be placed adjacent to, or setback from the back of curb of the Major Internal Drive Street Section. Street trees and landscaping are encouraged where feasible; located between the sidewalk and back of curb or in tree or landscape islands located in the sidewalk.
- At connections with public roadways, additional turn lanes (left or right out) may be added to the Major Internal Drives cross Section as approved by the transportation reviewer in coordination with the Austin Transportation Department.

Water and Wastewater

FYI: The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own his expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, water or wastewater easements, utility relocations and/or abandonments required by the proposed land uses. It is recommended that Service Extension Requests be submitted to the Austin Water Utility at the early stages of project planning. Water and wastewater utility plans must be reviewed and approved by the Austin Water Utility in compliance with Texas Commission of Environmental rules and regulations, the City's Utility Criteria Manual and suitability for operation and maintenance. All water and wastewater construction must be inspected by the City of Austin. The landowner must pay the City inspection fees with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit. Typical water system operating pressures in the area are above 65 psi. Pressure reducing valves reducing the pressure to 65 psi (552 kPa) or less to water outlets in buildings shall be installed in accordance with the plumbing code.

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

1. A minimum separation distance of 5 feet from all other utilities (measured outside of pipe to outside of pipe) and AWU infrastructure;
2. A minimum separation distance of 5 feet from trees and must have root barrier systems installed when within 7.5 feet;
3. Water meters and cleanouts must be located in the right-of-way or public water and wastewater easements;
4. Easements for AWU infrastructure shall be a minimum of 15 feet wide, or twice the depth of the main, measured from finished grade to pipe flow line, whichever is greater.
5. A minimum separation of 7.5 feet from center line of pipe to any obstruction is required for straddling line with a backhoe;
6. AWU infrastructure shall not be located under water quality or detention structures and should be separated horizontally to allow for maintenance without damaging structures or the AWU infrastructure.
7. The planning and design of circular Intersections or other geometric street features and their amenities shall include consideration for access, maintenance, protection, testing, cleaning, and operations of the AWU infrastructure as prescribed in the Utility Criteria Manual (UCM)
8. Building setbacks must provide ample space for the installation of private plumbing items such as sewer connections, customer shut off valves, pressure reducing valves, and back flow prevention devices in the instance where auxiliary water sources are provided.

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

DRENNER GROUP

October 19, 2018

Mr. Greg Guernsey
Planning and Zoning Department
City of Austin
505 Barton Springs Road
Austin, TX 78704

Via Hand Delivery

Re: Leander Rehabilitation PUD 13th Amendment - C814-97-0001.12 – PUD Amendment for the 137.8 acre Property which includes the property known as 128.68 acres out of the R. Saul Survey, Presidio East Subdivision, Presidio Phase One Subdivision, Presidio Phase Two Subdivision, and Presidio Channel and East Wet Pond Subdivision located in Austin, Williamson County, Texas (the “Property”).

Dear Mr. Guernsey:

As representatives of the owner of the Property, we respectfully submit the enclosed PUD amendment application for the Leander Rehabilitation PUD referenced in zoning case C814-97-0001. The Property is located at RR 620 and Lyndhurst Street, is currently in various states of development, and is designated as CO-1, COR, COR-4, CRE-8 and CRE-9 on the PUD land use plan.

The PUD encompasses 446.4 acres of land and the Property encompasses 137.8 acres. The remaining areas of the PUD are not included in this amendment request. The Presidio East Subdivision was recorded as document number 2015048394 in the Williamson County Plat Records and was approved per City of Austin case number C8-97-0123.03.8A. The Presidio Phase One Subdivision was recorded as document 2014087844 and was approved per City of Austin case number C8-97-0123.08.6A. The Presidio Phase Two Subdivision was recorded as document 2017089607 and was approved per City of Austin case number C8-97-0123.04.1A. The Presidio Channel and East Wet Pond Subdivision was recorded as document number 2014072591 in the Williamson County Plat Records and was approved per City of Austin case number C8-97-0123.7A. The remaining portion of the Property is unplatted and is known as 128.68 acres out of the R. Saul Survey.

The Presidio development is a five-phase residential project located in the Northwest Park and Ride Transit Oriented Development (TOD) District Overlay. The purpose of the PUD amendment is to (1) decrease the minimum parking requirement on the Property by 10% and to (2) allow lots to plat off of Major Internal Driveways. The parking reduction will allow Phases III and IV of the Presidio development to build parking to suit the project. The Leander Rehabilitation PUD

October 19, 2018

Page 2

predates the TOD Overlay, and therefore development within the PUD is not currently able to take advantage of current Code section § 25-6-611 Parking Requirements for a Transit Oriented Development District, which allows development within the TODs a minimum off-street parking requirement that is sixty percent (60%) of what is prescribed by Appendix A (*Tables of Off-Street Parking and Loading Requirements*). Additionally, the PUD is proposing to amend § 25-4-171 to permit a lot to abut a dedicated public street or a Major Internal Drive. With this amendment, Major Internal Drives will be required to have a direct connection to a public street or to other Major Internal Drive that has access to a public street; signage, traffic signals, and other traffic control devices may be installed on Major Internal Drives; and, parking will be permitted along a Major Internal Drive. The ability to plat off of major internal drives will allow the applicant to plat without using flag lots and will facilitate the provision of bike and pedestrian infrastructure that is not otherwise required by the PUD ordinance. This allowance to plat off of major internal drives was discussed by the applicant and representatives of the Development Services Department and the Planning and Zoning Department in a meeting on September 11, 2018. This request is consistent with planning efforts in a master planned area as platting off of major internal drives is currently permitted in the Domain Planned Development Area and in the North Burnet Gateway Planning Area.

This PUD amendment is in accordance with the goals of TODs in that reduced parking benefits other modes of transportation and the TOD is a multimodal environment. A similar amendment (C814-97-0001.11) was processed in 2014 which reduced the parking required on parcels CRE-8 and CRE-9. We are proposing a similar reduction on the Property. The parking requirement reduction constitutes a substantial amendment to the PUD as defined in Chapter 25-2, Subchapter B. Zoning Procedures, Article 2, Special Requirements for Certain Districts, Division 5. Planned Unit Developments, Section 3.1.2 of the City Code, and therefore is considered a PUD amendment that requires Land Use Commission approval.

Please let me know if you or your team members require additional information or have any questions. Thank you for your time and attention to this project.

Sincerely,



Leah M. Bojo

cc: Joi Harden, Planning and Zoning Department (*via electronic delivery*)
Sherri Sirwaitis, Planning and Zoning Department (*via electronic delivery*)
Greg Coutant, StreetLights Residential (*via electronic delivery*)
Scott Miller, StreetLights Residential (*via electronic delivery*)

GENERAL	ONE	COMMERCIAL	RESIDENTIAL
COR	COR	COMMERCIAL OFFICE	RESIDENTIAL
ED	ED	EMPLOYMENT CENTER	OFFICE
ECO	ECO	EMPLOYMENT CENTER	OFFICE
CO	CO	COMMERCIAL OFFICE	
ONE	ONE	OPEN SPACE	EMPALEMENT
COSE	COSE	OPEN SPACE	ROAD EMPLEMENT
COR	COR	OPEN SPACE	RESERVING
COR	COR	OPEN SPACE	FUTURE EMPLEMENT
COSE	COSE	TRANSIT STATION	RESERVING TRACT
ONE	ONE	TRANSIT STATION	RESERVING TRACT

NOTE: All use and occupancy codes are subject to change of the Department of Transportation.

LEANDER REHABILITATION
PUD DISTRICT
446. 4 AC.

[illegible]

PLANNING PERSONAL

ED BY THE CITY.

L OF 70 FEET)

E TAKEN FROM

TIME OF FINAL

ERS. Case Number: _____ Date: _____

[illegible]

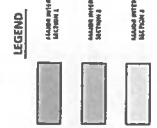
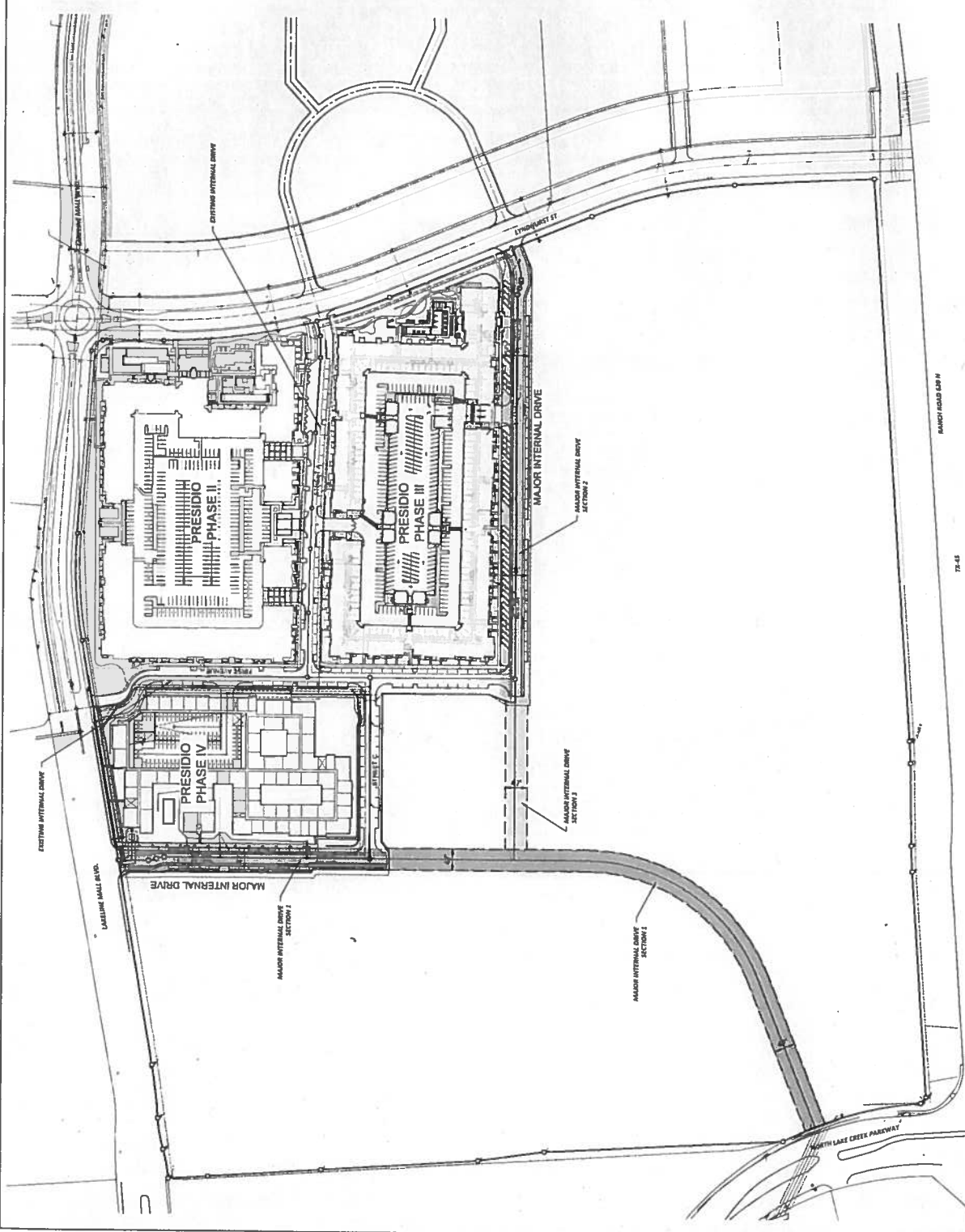
Handwritten notes or scribbles.

[illegible]

16. ALL MAJOR INTERNAL DRIVES SHALL BE DESIGNED IN ACCORDANCE WITH THE CIRCULATION AND DRIVES EXHIBIT.

[illegible]

<p>  </p> <p> YATIRIM MENKUL DEĞERLER A.Ş. YATIRIM MENKUL DEĞERLER A.Ş. YATIRIM MENKUL DEĞERLER A.Ş. </p>	<p> YATIRIM MENKUL DEĞERLER A.Ş. YATIRIM MENKUL DEĞERLER A.Ş. YATIRIM MENKUL DEĞERLER A.Ş. </p>
---	--



PRESIDIO PHASE IV
MAJOR INTERNAL DRIVE
2 LANE ROAD SECTION 1
SCALE 1" = 40'



PRESIDIO PHASE III
MAJOR INTERNAL DRIVE
2 LANE ROAD SECTION 2
SCALE 1" = 40'



PRESIDIO PHASE II
MAJOR INTERNAL DRIVE
2 LANE ROAD SECTION 3
SCALE 1" = 40'

NOTES:

1. DRIVEWAYS, A MINIMUM OF 10' IN WIDTH, ARE REQUIRED ALONG BOTH SIDES OF ALL MAJOR INTERNAL DRIVES. THE DRIVEWAYS MAY BE PLACED EITHER SIDE OF THE DRIVE OR BOTH SIDES. STREET TREES AND LANDSCAPING ARE TO BE PROVIDED ALONG THE DRIVEWAYS. THE DRIVEWAYS AND MAJORITY ROAD LANE SHALL BE CONSTRUCTED TO THE EXISTING GRADE AND SHALL BE CURVED TO FIT THE LANDSCAPE HANDICAPPED IN THE DRIVEWAY.
2. AT CONNECTIONS WITH PUBLIC ROADWAYS, ADDITIONAL TURN LANES SHALL BE PROVIDED. THE TURN LANES SHALL BE CONSTRUCTED TO THE EXISTING GRADE AND SHALL BE CURVED TO FIT THE LANDSCAPE HANDICAPPED IN THE DRIVEWAY. THE TURN LANES SHALL BE CONSTRUCTED TO THE EXISTING GRADE AND SHALL BE CURVED TO FIT THE LANDSCAPE HANDICAPPED IN THE DRIVEWAY.

PRESIDIO III & IV - AUSTIN, TX
INTERNAL DRIVES EXHIBIT