

	The Grove at Shoal Creek PUD	BCRC Position	Backup Information
COMPATIBILITY	<p>Regional-scale office and retail uses: 225,000 sf ft office 158,000 sf ft retail</p>	<p>Provide local-serving and appropriate scale office and retail; Decrease office and retail by at least half</p>	<ul style="list-style-type: none"> ▪ PUD site is surrounded by single-family home neighborhoods and is only serviced by a 2-lane residential street ▪ PUD site is inappropriate for regional-scale office and retail that draws its customer base City-wide ▪ Imagine Austin Growth Concept Map does <i>not</i> identify PUD site as neighborhood/ town/ regional center or along activity corridor or high capacity transit
COMPATIBILITY	<p>North boundary: 40' tall buildings within 50' of property line with existing SF homes</p> <p>South boundary: 35' tall detached residential within 35' of property line with existing SF homes</p> <p>West boundary: No setback from street; 40' tall work/living units immediately across from existing SF homes</p>	<p>Provide superior compatibility between existing SF homes and more intensive/larger scale PUD; Include SF homes across Bull Creek Rd in compatibility areas; 32' max height for all SF boundaries; Include adequate public greenway spaces within compatibility areas that can provide dual-use for flood mitigation and 45th alleyway</p>	<ul style="list-style-type: none"> ▪ The disparate scale and development intensity between PUD and existing SF-2/3 homes should require superior compatibility ▪ Compatibility should include 32' max height per McMansion Ordinance ▪ Compatibility areas can provide multiple uses to the benefit of the public and all users of the site, e.g. dedicated greenway parks, alleyway for 45th homes to remove traffic conflicts, natural flood controls for downstream homes ▪ Greenways provide connectivity to Signature Park and "full loop" of recreational trails around PUD and connecting to Shoal Creek trail extension, but greenways must be sized to be desirable and active spaces
COMPATIBILITY	<p>15,000 sf ft of cocktail lounge uses (bars)</p>	<p>Limit cocktail lounge sq ft to accommodate only one or two neighborhood establishments; Existing neighborhood bars are only ±3,000 sf ft; TIA includes 8,000 sq ft drinking place – why not match that number? Include appropriate limitations on operating hours and noise.</p>	<ul style="list-style-type: none"> ▪ Site located in the middle of residential neighborhoods and not appropriate site for collection of bars ▪ Bars, under City code, are allowed to be 3x as loud as restaurants and have extended operating hours – both of which are not appropriate for the site

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PARKLAND	Dedicated parkland, 13.11 acres	Provide superior level of parkland that serves both new residents within the PUD and existing residents in surrounding neighborhoods; Agree with staff's suggested 22.6 acres of dedicated parkland	<ul style="list-style-type: none"> ▪ Site is currently used as de-facto park for surrounding neighborhoods ▪ Area is considered park deficient by City ▪ Parkland should include areas of passive recreation where protection of heritage oak grove and other sensitive environmental features – this area is generally included in the PUD ▪ Parkland should include areas of active recreation sized for both existing residents and thousands of new residents – this area is generally missing from the PUD
DRAINAGE	Standard peak-flow detention sizing; Detention pond located within heritage oak grove; Providing detention for existing impervious cover (TxDOT office and parking)	Provide volumetric detention analysis per staff request and include contingency flood control structures; Locate detention pond(s) to avoid any impact to heritage oak grove	<ul style="list-style-type: none"> ▪ PUD adds over 40 acres of impervious cover to the urban Shoal Creek watershed which has a well-documented history of flooding ▪ Volumetric detention analysis requested by City staff and is considered a more accurate determination of true storm water discharge from site in certain circumstances ▪ PUD detention pond is located in center of oak grove, but proposed pond or multiple smaller ponds should not be located within heritage tree CRZs and constant moisture should be mitigated to not negatively affect adjacent trees
ENVIRONMENTAL	Construction and development within critical root zones of heritage oak grove	Protect heritage oak grove by prohibiting construction and development within critical root zone of all heritage-class trees on site	<ul style="list-style-type: none"> ▪ PUD includes detention pond, possible park infrastructure, and potential restaurant decking/seating within CRZ of heritage oak trees ▪ Oak grove is magnificent and almost unprecedented in this area of Austin, and the PUD is even named after it ▪ BCRC can provide many examples of heritage oaks being degraded and eventually removed due to development within the CRZ

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TRAFFIC	3 rd Traffic Impact Analysis (TIA): 19,441 vehicle trips from PUD Intersections level-of-service mixed	Minimize traffic generation to the extent possible for a context-appropriate development that is neighborhood serving – not regional; Measure traffic impact of all completed development phases and reference to TIA	<ul style="list-style-type: none"> ▪ PUD has access to only 2-lane residential collector road: Bull Creek Road ▪ Any vehicle coming/going to PUD site has to drive through surrounding neighborhoods – single family home front yards, driveways, etc. ▪ Bull Creek Road currently has around 7,000 vehicles per day and experiences significant congestion under existing conditions; Adding 19,441 vehicles per day on top of that is unreasonable and likely unprecedented for a 2-lane residential collector in Austin ▪ Over half of the vehicle trips per day from PUD is generated by office and retail uses; Scale back these uses to neighborhood-serving development and traffic will scale back significantly
TRAFFIC	Various improvements to intersections mostly funded 100% by developer except for one improvement; Improvements constructed over 8-year timeframe	Fund all improvements to maintain level-of-service and construct improvements at first phase of development	<ul style="list-style-type: none"> ▪ TIA includes at least one unfunded proposed improvement to maintain/improve level-of-service ▪ TIA includes three phases of development with various improvements happening in each phase
TRAFFIC	No identified or funded traffic calming measures or off-site ped/bike connectivity for surrounding neighborhood streets	Coordinate with affected neighborhoods and City staff to identify appropriate traffic calming measures and off-site ped/bike connectivity on surrounding streets; Provide 100% funding	<ul style="list-style-type: none"> ▪ TIA indicates that traffic generated from the development may more than double the vehicles per day on surrounding residential neighborhood streets ▪ Speed cushions and traffic circles have been successfully employed in some neighborhood streets already subject to high traffic volumes

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AFFORDABILITY	180 affordable units – mix of rental and for-sale at various MFI	Include mix of rental and for-sale genuinely affordable housing units at recommended MFI; Disperse affordable housing among development; Develop mechanism to maintain affordability; Include affordable aging in-place units	<ul style="list-style-type: none"> ▪ For-sale affordable units within PUD are proposed at a MFI range above typical ▪ Subsidized affordable unit are important to providing an array of housing options to those of all economic levels, but incorporating missing middle housing types will also help provide more affordable market-rate units
IMAGINE AUSTIN	Claims to comply with the Imagine Austin Comprehensive Plan	PUD as proposed is not appropriate in scale and intensity to comply with Imagine Austin	<ul style="list-style-type: none"> ▪ Imagine Austin identifies the need to protect existing neighborhoods by “directing growth to areas of change and ensuring context sensitive infill in such locations as designated redevelopment areas, corridors, and infill sites.” ▪ Imagine Austin includes a Growth Concept Map which “illustrates the desired manner to accommodate new residents, jobs, open space, and transportation infrastructure over the next 30 years.” ▪ Growth Concept Map does <u>not</u> identify the PUD location as being any type of center; the PUD is not located on any activity corridor or any substantial transportation or transit network