

<b>Planning &amp; Zoning:</b>	April 3, 2023	<b>Staff Contact:</b>	Robyn Miga, Assistant Director
<b>City Council:</b>	April 25, 2023	<b>E-mail:</b>	robym@m-pflugervilletx.gov
<b>Case No.:</b>	2022-5-PUD	<b>Phone:</b>	512-990-6300
<b>Agenda No:</b>	ORD-0704		

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**SUBJECT:** To receive public comment and consider an application to rezone an approximately 11.858 acres from the Agriculture/Development Reserve (A) district to Planned Unit Development (PUD) district, with a base zoning designation of Urban (Level 4: CL4) to allow for multi-family and townhome uses by right. The property is situated in the Jacob Casner Survey No. 9, Abstract No. 2753, generally located south of Gattis School Road, east of SH 130, north of Steeds Crossing, and west of Derby Day Ave., locally addressed 21101 F.M. 685, to be known as the Fairfield PUD (2022-5-PUD).

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**SUMMARY OF REQUEST:**

The applicant is requesting for the approximately 11.858-acre property to be rezoned from Agriculture/Development Reserve (A) to Planned Unit Development (PUD) with a base zoning district Urban (Level 4: CL4). The proposed PUD regulations are requesting that multi-family and townhomes be allowed by right at a density not to exceed 40 dwelling units/acre, with a minimum of 17,000 sq. ft. of commercial vertically integrated along the frontage of F.M. 685. The regulations also do not allow the site to have a full Certificate of Occupancy until the commercial requirement is met. In addition to the multi-family and townhome addition to the base zoning district, the PUD also prohibits gas stations and drive-in/thru uses.

**LOCATION:**

The property is generally located north of Steeds Crossing, south of Gattis School Road, east of SH 130 Toll, and west of Derby Day Ave., and has a local address of 21101 F.M. 685.

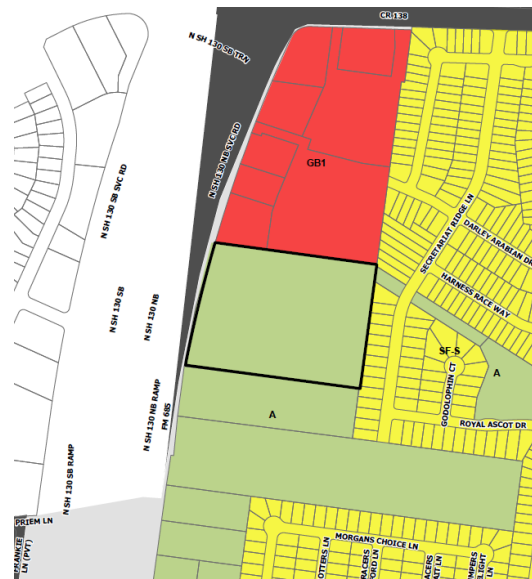


**HISTORY:**

The property was annexed into the city in 2007 by Ordinance No. 920-07-12-11 through a city-initiated annexation, and subsequently zoned to the Agriculture/Development Reserve District. In July 2022 the Planning & Zoning Commission denied a rezoning request for this property that was proposing multi-family at a density of 35 dwelling units an acre, with a minimum of 10,000 sq. ft. of commercial. The case was subsequently denied by City Council in September 2022 because it failed to receive the super majority vote that is required if a case moves forward with a P & Z denial. In addition, this applicant was approved by City Council to request the ability to apply for a Planned Unit Development for this project, because our code requires a 20-acre minimum for PUD requests unless granted approval by City Council.

**SURROUNDING ZONING AND LAND USE:**

Adjacent	Base Zoning District	Existing Land Use
North	General Business 1 (GB-1)	Commercial: car wash, fitness gym, restaurants, etc.
South	Agriculture/Development Reserve (A)	Non-Conforming Business (H & H Oil LP).
East	Single-Family Suburban Residential District (SF-S)	Single-Family (Steeds Crossing Subdivision)
West	SH-130/Hutto ETJ	Commercial along SH 130, with residential tucked behind.



**PROPOSED DISTRICT:**

The applicant is proposing to rezone the property from Agriculture/Development Reserve (A) to Planned Unit Development (PUD) with a base zoning district of Urban: Level 4 (CL4). According to the UDC, PUDs

are intended to encourage unique, well planned comprehensive developments, which allow varied standards by both the City and the developer to improve upon the development design or enable a unique development that would not otherwise be accommodated through straight zoning. It also helps with maintaining compatibility with existing or allowable future land uses.



**Concept Elevations looking east from SH 130**

This project is designed to be an urban-style development that enhances the SH 130 corridor with a minimum of 17,000 sq. ft. of walkup retail/commercial required along the frontage integrated as a vertical mixed-use component of the multi-family. The commercial component is a requirement to be fulfilled prior to issuance of a full Certificate of Occupancy for the site. In addition to the walk up commercial that is integrated along the frontage, the site also provides a significant buffer adjacent to the single-family neighborhood to the east of the property in order to create more compatibility of adjacent land uses. The project is proposed to have a residential building setback of 65’ from the eastern property boundary adjacent to the Steeds Crossing Subdivision, and the maximum structure height of 35’ or two stories – shown as townhomes on the concept plan - within 125’ of the eastern property boundary. Additionally, the project has a minimum height of four stories required for the remainder of the site, and the property will be structurally parked with a parking garage not to exceed six stories.

Another feature of this PUD is the entry “Main Street” will be plated on either side with street trees and sidewalks, which will direct you to the properties leasing office and amenity area. There are also required street trees on one side of the north/south connector drive that will be extended from the property to the north.

There are a few major components of the proposed Fairfield Crossing PUD that vary from base code, which are outlined below:

<b>Development Standard</b>	<b>Base Code Requirement (CL4)</b>	<b>Proposed PUD Regulation</b>
Allowed Uses	Multi-family (SUP), and TH (with Conditions for design standards and integration. No more than	Allows MF and TH by right at a density not to exceed 40 units per acre.

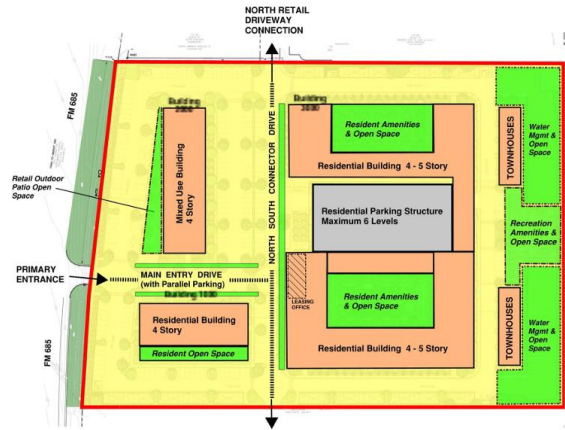
	20 acres may be this product).	
Min. Side Interior adjacent to SF	30 feet	10 feet
Streetscape yard (along toll/frontage)	25 feet	15 feet
Vegetative Bufferyard adjacent to SF	30 feet	65 feet
Max impervious cover	60 percent	80 percent
Max Building Height	60 feet and/or 100 feet with density bonus	70 feet/5 stories for multi-family; structured garage 6 stories.
Max Density	20 du/acre (with SUP)	40 du/acre
Parking and Garage requirements: garage required	1 12'x20' (inside dimensions) garage parking spaces per 2 units, except when structured parking is provided in accordance with Section 9.7. Vertical mixed-use structures shall be exempt from the garage requirement.	Parking structure shall be required to provide parking for multi-family residential uses and shall provide a minimum of 55-percent of the required MF parking spaces. Townhome garages do not count toward this requirement.
Parking and Garage Integration	50% of the required garage spaces for multi-family structures shall be integrated into primary residential structures.	100% of the required garage spaces for multifamily structures shall be integrated into primary residential structures as tuck-under garages.
Parking Ratios	Multi-family: 1.5 spaces per 1 bedroom units; 2 spaces per 2 bedroom unit; 2.5 spaces per 3+ bedroom unit, plus guest parking at a ratio of 5 % of the required spaces.  Ground floor commercial – varies by use.	Multi-family - 1.5 spaces per unit Ground floor commercial – 1:250 sq. ft. (for first 20,000 sf). 1:500 (for 20,000 to 50,000 sf).

In addition to those major deviations that are listed above, the applicant has also requested code deviations regarding landscaping and architectural design, which are provided as an attachment in the development regulations attachment.



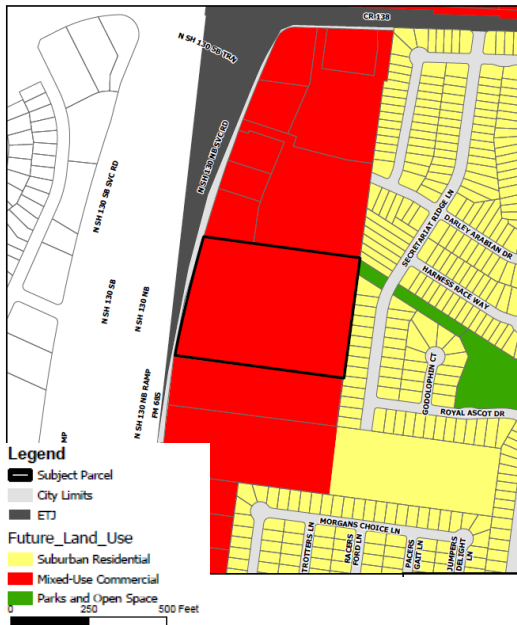
**PARKS:**

At their March meeting, the Parks and Recreation Commission approved the project to pay fee-in-lieu of land based upon the impact the new residents would have on the City’s parks’ system. Under requirements of the Parkland Dedication ordinance, the maximum required parkland dedication would be 6.39 acres. That fee would be \$278,296. In addition to parkland dedication, the project would also be required to pay a park development fee in the amount of \$496/per dwelling unit. This would include a maximum of \$240,064 for the park development fee, based on a maximum of 484 dwelling units at the time of the request.



**COMPREHENSIVE PLAN:**

The city has multiple plans that have been adopted that provide direction on land use, transportation, parks, and future infrastructure needs. The Future Land Use Map was adopted through the Aspire Pflugerville 2040 plan, which outlines the land use mix proposed for this area. This property is designated as Mixed-Use Commercial, with Suburban Residential to the east and Mixed-Use Commercial north and south. The Mixed-Use Commercial designation is identified as 75-percent commercial, with a 25-percent residential component. Furthermore, it identifies multi-family, 5+ units as the residential type mix, with retail making up the majority of the proposed commercial desired for this area. Both urban and courtyard/garden apartments are seen as acceptable housing types in this designation, as well as mixed-use neighborhood scale, community scale, and regional scale, and regional office and commercial, regional shopping centers, and civic recreation uses. This is also provided as an attachment. This scale of development is further identified through the plan with building type suggestions for the various development types proposed for this designation.



Furthermore, the Aspire 2040 plan also created districts throughout the city, and this development is located within the Commons District. The Commons District is described as providing a mix of uses, with commercial and retail developments proposed along the SH 130 frontage,

while noting that more intense residential developments are also appropriate. More details regarding this district are attached.

In addition to the Aspire 2040 plan, there are land use assumptions and infrastructure needs identified through the city’s transportation, water, and wastewater master plans. Within the Wastewater Master Plan, the future land use projection for this parcel was assumed to be retail, which assumes

approximately 5/LUEs per acre. The Water Master Plan does not provide for land use assumption in this area, because it is within Manville's service area.

Additionally, this project takes access from F.M. 685, the frontage roads to SH 130 Toll, and there is a north/south drive aisle that will run through the development to provide additional circulation north to current County Road 138 (Future Williamson County Southeast Loop, which is a proposed ultimate major arterial, six-lane divided roadway).

**UTILITIES:**

This property is within the City of Pflugerville's wastewater CCN and will be required to extend wastewater services from the stubbed line that is located within the commercial development north of this site. This property is within Manville's CCN for water, and they will have to coordinate with them for capacity.

**STAFF RECOMMENDATION:**

Staff has worked with the applicant since their previous case in effort to address concerns that arose through the public hearing process for the previous rezoning request (2022-2-PUD). The first rezoning request was submitted December 2021, and the latest version was submitted December 2022.

In the latest request that is before you for consideration, the applicant increased the required commercial by 7,000 sq. ft., as well as provided structured parking with a liner building to create more of an urban neighborhood environment. Additionally, there is a 65' setback maintained from the eastern property line adjacent to the Steeds Crossing subdivision, and the maximum height within 125' of that property line is 35', with a vegetative buffer and screening provided as well. The townhomes provide an appropriate transition of this property east to west.

Staff finds that the PUD request meets the land use and development goals and policies of the comprehensive plan, as well as ensures compatibility with adjacent land uses. The Future Land Use Plan calls this area out as the Mixed-Use Commercial, which collectively makes up the entire frontage area of F.M. 685 in the Commons District. While in some instances, there may be a need to apply the future land use designation and its respective 75-percent commercial and 25-percent residential mix on a parcel-by-parcel basis, in this case, it is appropriate to interpret the desired land use mix on a general location basis relative to other existing and anticipated uses within the same future land use designation. For instance, all the properties north of the parcel proposed for development have commercial services that are serving this area, thus already making up a significant portion of desired mix of commercial that is needed to accommodate this area. Additionally, there are more opportunities for future commercial development south of the subject property along F.M. 685 within the Commons District. With the addition commercial development in a vertically mixed-use arrangement along the frontage, it provides needed retail services that further lend themselves to healthy communities and a walkable 10-minute neighborhood for future and current residents in this area.

This Planned Unit Development also complies with the following goals and objectives that are outlined in the Aspire 2040 plan:

**(Ch. 3) Housing and Neighborhoods**

1. Diversify the housing supply, types, and locations to meet community needs through each phase of life.
  - 1.1 Encourage housing to support the differing needs of households and changing characteristics.
  - 1.3 Provide programs and regulations to achieve incremental transitions in design and scale between areas of high density and intensity and existing neighborhoods.
  - 1.4 Encourage housing that addresses the needs and desires of employers and targeted industries.
  - 1.5 Create a regulatory ecosystem that encourages and fosters diverse housing choices to fit residents' needs.

**(Ch. 3) Development, Character, and Placemaking Goals and Policy Statements**

3. Foster transit-ready development patterns and combinations of land use that support walkable access to goods, services, entertainment, opportunity, and quality of life while also providing appropriate transition of intensity and scale between uses.
  - 3.1 Encourage and remove barriers to market-supported mixed-use development. The barriers may be site development requirements, open space, parking, in addition to exclusive zoning.
  - 3.3 Support land use and place type configurations to achieve walkable 10-minute neighborhoods (where daily needs and amenities are within walking distance) throughout the city, allowing high access to goods, services, and opportunities without exclusive reliance on personal automobiles.

**(Ch. 8) Healthy Communities and Neighborhood Vitality Goals, Policies, and action items**

7. Focus on infill areas
  - 7.2 Encourage multi-family along freeway corridors with access to existing or planned services, jobs, retail, and parks within ¼ mile.

Furthermore, this plan also provides urban design guidelines, which adhere to the desired development form in the SH130 corridor and the healthy community goals and policies of the comprehensive plan. The proposed development provides an urban design that orients buildings along the private drive aisles, with public amenities and sidewalks connecting the overall development to the retail services that are on-site, as well as located to the north. There is also an enhanced buffer added along the eastern property boundary, which further lends itself to creating a healthy neighborhood by providing smoother transition between land uses and creating open space.

The proposed PUD was also reviewed by the fire department and engineering to ensure the proposed regulations were in line with their standards.

For the reasons outlined above, staff is recommending approval as presented.

**NOTIFICATION:**

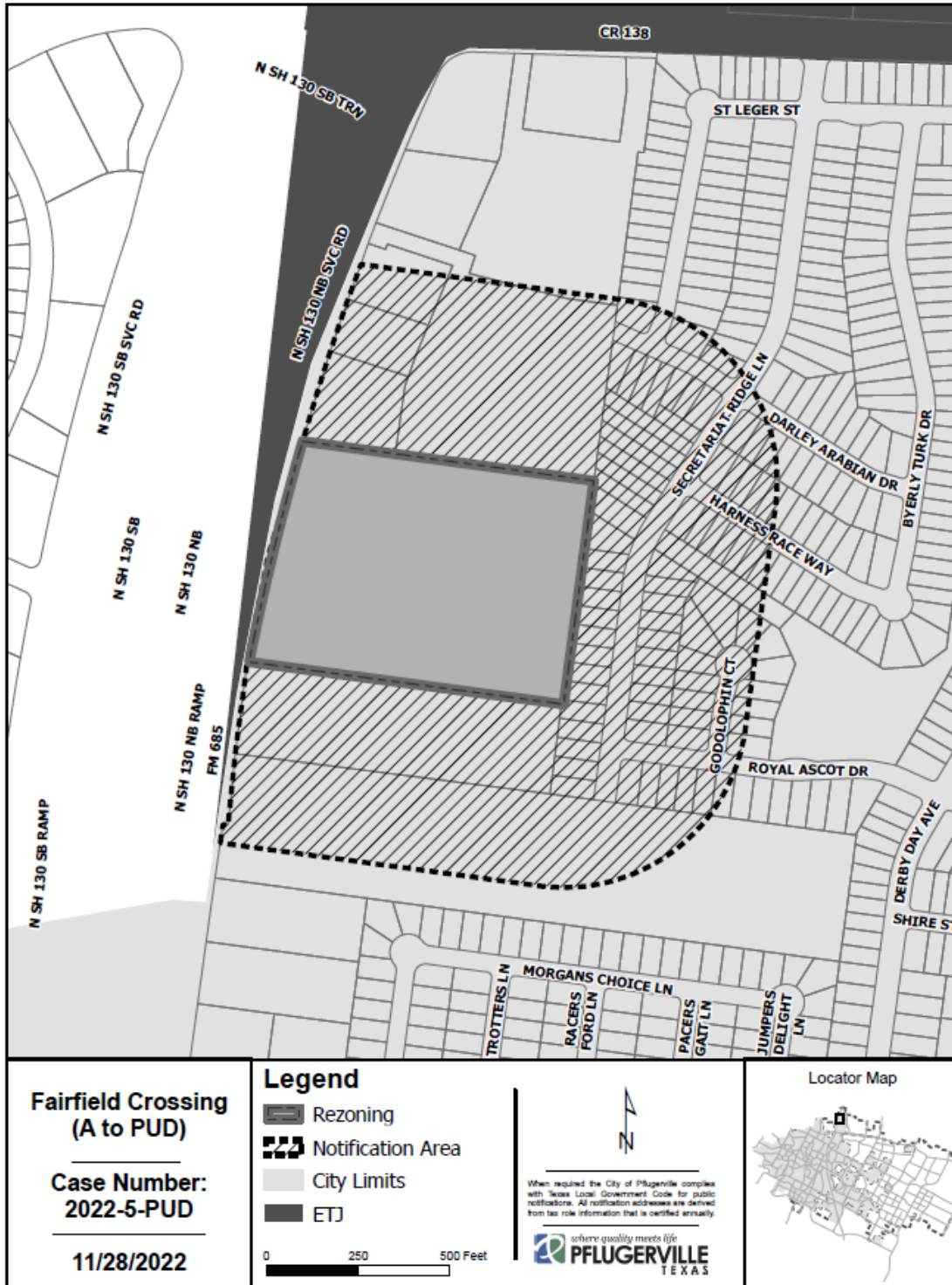
Newspaper notification was published, letters were mailed to property owners within 500 feet of the property within the city limits, and signs were posted as required.

**ATTACHMENTS:**

- Notification Map
- Site Photos
- Fairfield PUD Development Standards
- Commons District Overview
- Mixed-Use Commercial Overview

**NOTIFICATION MAP:**





**SITE PHOTOS**



**View looking east from SH 130**



**View looking east from SH 130 closer to the commercial development**