

STAFF REPORT

Planning & Zoning:	10/7/2019	Staff Contact:	Jeremy Frazzell, Asst. Planning Director
City Council:	10/8/2019	E-mail:	jeremyf@pflugervilletx.gov
Case No.:	REZ1806-01	Phone:	512-990-6300

SUBJECT: To receive public comment and consider an application to rezone approximately 120 acres consisting of an 81.15-acre tract located generally northwest of the SH 130 and E. Pflugerville Pkwy intersection and a 38.14-acre tract located generally northeast of the N. SH 130 North Bound Service Road and Falcon Village Ln intersection, from Urban Level 4 (CL4) district to Planned Unit Development (PUD), to be known as the NorthPointe PUD. (REZ1806-01)

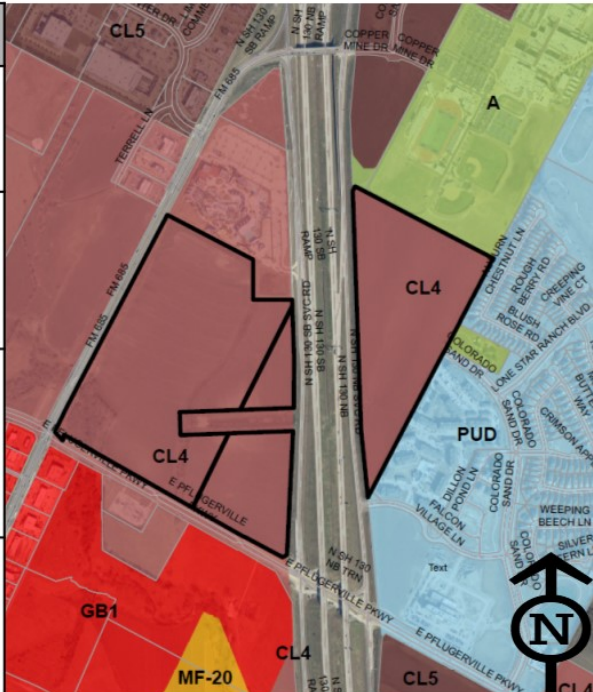
LOCATION:

The proposed development is centrally located within the city, generally south of the SH 45 and SH 130 interchange, and consists of two separate pieces totaling approximately 120 acres. SH 130 bisects the property in a general north to south direction, establishing a west and east side to the NorthPointe development.



The West Tract is located generally northwest of the SH 130 and E. Pflugerville Pkwy intersection and consists of approximately 81.15 acres. The West Tract has frontage along FM 685 (west boundary), E. Pflugerville Pkwy (south boundary), and the southbound SH 130 frontage road (east boundary). Typhoon Texas is located along the northern boundary.

The East Tract is located generally northeast of the Falcon Village Ln and SH 130 frontage road intersection and consists of 38.14 acres. The East Tract has frontage along the northbound SH 130 frontage road (western boundary) and will contain the future extension of Colorado Sand Drive. Hendrickson High School and a small part of the Cornerstone at Kelly Lane commercial subdivision are located along the northern boundary. The Falcon Pointe single family neighborhood, an original homestead, and the Falcon Pointe multi-family (Estraya) complex are located along the eastern boundary.

Adjacent	Zoning District	Existing Land Use	
North -West Tract -East Tract	CL4 CL5, A	Water park Hendrickson High School	
South -West Tract -East Tract	CL4, GB1 PUD	E. Pflugerville Pkwy, substation, retail Apartments, hospital	
East -West Tract -East Tract	CL4 PUD	SH 130 and proposed NorthPointe PUD Apartments, single family	
West -West Tract -East Tract	CL4 CL4	FM 685 with retail SH 130 and proposed NorthPointe PUD	

SITE ANALYSIS

The West Tract has historically been in agricultural production and is generally unimproved. A narrow, wet weather tributary of Wilbarger Creek is centrally located in the tract and flows from the north to the south. The tributary is classified as a “Waters of the U.S.”, meaning no changes may occur to the tributary without the Corps of Engineers approval. Within the PUD document the tributary is referred to as “creek”.

The southwest portion of the West Tract contains a small segment of Wilbarger Creek and associated floodplain near the intersection of FM 685 and E. Pflugerville Pkwy. The corner contains a significant amount of trees which are anticipated to remain as a part of the development. The floodplain will be included as part of the overall open space and will be improved with a future hike and bike trail segment.

A TxDOT detention pond extends into the West Tract on the eastern side, capturing drainage from SH 130 and associated facilities. The TxDOT detention pond is outside the limits of the subject tract, but is anticipated to be improved aesthetically through an arrangement with TxDOT as a part of the proposed development. An additional detention pond associated with Typhoon Texas is located in the northeastern portion of the tract and is also outside the limits of the subject tract. Overhead distribution power lines extend along the western boundary, while overhead service lines extend along all perimeter roadways. As development occurs, overhead service lines are expected to become underground lines.

The East Tract has also been in agricultural production and is unimproved. No tributaries, floodplain, topography, or stands of trees are located in the East Tract. Colorado Sand Drive stubs into the subject tract from the southeast and is planned to be extended northward through this development.

PROPOSED REQUEST:

The applicant has proposed to rezone the two tracts described above from the Corridor Urban Level 4 (CL4) district to Planned Unit Development (PUD) district in order to establish a compact, walkable environment, with open space provided throughout. While the existing CL4 zoning district does currently allow for a variety of land uses, the proposed development standards included in the PUD will establish expectations of land use, density, and a design that could not otherwise be achievable through standard zoning. Each tract is proposed to consist of further “development areas” with standards and permitted land uses specific to each area.



Development Areas:

The east and West Tracts have been divided into sub-development areas for purposes of establishing expectations throughout the development. As discussed in the PUD, the development pattern of the West Tract is to have a high intensity along the boundary roadways, and a less intensity in the central portion of the tract along the creek. The outer areas are planned with office and multi-storied residential, while the central portion is planned with programmed plaza and open space surrounded by shops and eateries. The following are the development areas on the West Tract:



- *Western Edge:* The Western Edge (WE) is located along FM 685 and adjacent to Typhoon Texas. The WE area will contain office and/or multi-family single use structures designed to be compatible with the current development pattern along FM 685. Buildings are required to have a minimum of two stories.
- *Greenway West:* The Greenway (GW) is predominantly located within the middle of the western tract and planned as the “heart” of NorthPointe. The intent of the GW area is to establish a pedestrian oriented destination location containing shopping, eating, trails, and public plaza spaces. Buildings are planned as small, single story structures clustered along an enhanced creek.
- *Urban Core:* The Urban Core (UC) is located along the southern portion of the western tract with frontage along FM 685, the frontage road, and E. Pflugerville Pkwy. Located at the corner of SH 130 and E. Pflugerville Pkwy, the UC is planned as the mixed-use hub of the development, and as such, is permitted with the greatest height.
- *Neighborhood 2:* The Neighborhood 2 (N2) area is planned within the central portion of the western tract and will contain a mix of uses, with a primary focus on a variety of multi-family and condominium residential structures as depicted in Exhibit M of the PUD. The different building types contain a similar block layout which will allow a “plug and play” approach, meaning certainty will be retained on how the block will be designed regardless of which building type is ultimately selected.

The East Tract is planned as an employment campus with additional opportunities for residential and niche commercial. The eastern tract is anticipated to have lower density residential in the eastern portion of the tract near Falcon Pointe with progressively increased land use intensity and height as development occurs along the SH 130 frontage road. The East Tract will contain the extension of Colorado Sand Drive and an additional road connection to the frontage road. The following are the development areas for the East Tract:



- *Eastern Core:* The Eastern Core (EC) is planned with larger blocks, intended for a variety of uses, with a focus on an employment destination. The EC district allows for the greatest amount of height in the eastern tract and is anticipated to have employment land uses ranging from office, research and development, and office/showroom to commercial/retail uses and multi-family.
- *Neighborhood 1:* The Neighborhood 1 (N1) area provides a transition from the Falcon Pointe single family neighborhood to the east and is limited in land use. As a transitional area, the N1 district has been reduced significantly in land use to ensure neighborhood compatibility is maintained. The N1 area is anticipated to be developed as single family attached products with alley loaded garages.

Land Use:

The land uses proposed within the PUD are a modification of the CL4 zoning district land uses (refer to Exhibit D of the attached PUD). Land uses not listed in the PUD will not be permitted. Proposed modifications include removal of automobile dominant land uses like drive thru and gas station, while permitting multi-family, research and development, and office/showroom land uses that normally require a specific use permit in the CL4 district. Additional provisions have been provided with the land use table which specify a style of development not currently required by the UDC, and restricts free standing structures for several uses. As noted previously, the development areas further specify where the modified land uses are permitted.

A minimum residential density has been included in the PUD which consists of 20 units per acre in the West Tract while 8 units per acre is proposed in the East Tract. A maximum density of 4,000 residential units is proposed throughout all of NorthPointe with general flexibility given to the distribution of units dispersed throughout the east and West Tracts. At no point will the East Tract be allowed to exceed 1,200 units, while the West Tract is limited to 3,500 units.

In order to ensure a diversity of land uses are provided throughout the entire development, a ratio of three commercial uses to 500 residential units has been established in the PUD. The commercial uses are to be diversified by use and type and not housed by one user. The ratio is to continue for the life of the project and does not prohibit more commercial from being established prior to the residential. Accounting of the ratio of dwelling units to commercial uses will be maintained with the site development process.

Development Standards:

Development standards proposed for the NorthPointe development are intended to offer flexibility in order to create an urban design where buildings may occupy most of a lot and vary in depth from a property line, offer opportunities for greater height, and contain wide sidewalks with street trees to establish a pedestrian oriented streetscape. Exhibit E of the PUD document identifies the specific development standards proposed for the development areas with more restrictions applied to the GW areas. Where development standards are silent, the PUD will follow the CL5 district in the UDC.

The West Tract is planned for a mix of residential and commercial buildings within blocks ranging from 100 feet to 700 feet. The smaller blocks will offer greater connectivity and walkability for residents and visitors. Build to line setbacks are proposed to allow for flexibility in building placement, allowing for a variety of design and opportunity for creating ground floor pedestrian spaces. A minimum two story height throughout the West Tract will ensure new development for the lifetime of the project is designed per the vision. The exception to the two story height provision is in the GW area which allows single story structures, but further limits land use. Four conceptual building types have been included in Exhibit M of the PUD and can be anticipated throughout the West Tract.

The East Tract is intended to be established as an employment campus, consisting of larger, traditional block lengths ranging from 100 feet to 1,200 feet. Buildings within the East Tract will have a minimum height of 25 feet and maximum height of 120 feet, with the exception of the GW area which will be limited to one story. Land adjacent to the Falcon Pointe neighborhood is proposed with less intense land uses and intended to provide a transition from the single family neighborhood. Regardless of use, areas adjacent to existing single family outside the limits of the NorthPointe development will be required to maintain a 30-ft vegetative bufferyard.

Architectural:

Emphasis within the PUD is focused on establishing a pedestrian oriented development with discussion and images conveying the vision for the style and building form. Four different types of “plug and play” conceptual structures (Exhibit M of the PUD) have been included to clarify how the multi-family apartment structures are envisioned to differ from the traditional suburban form achieved through the current UDC requirements and reflect a mix of uses with multi-storied parking structures within the block. The “plug and play” approach offers certainty to the community on what can be expected with regards to building form, and flexibility to allow the development to be constructed over time. Where

structures deviate or standards are silent, the structures will be required to comply with the Unified Development Code for the structure type.

Minimum building height, minimum transparency (windows) along the ground floor, pedestrian entrance requirements, and provisions to reduce blank walls have been included in the architectural requirements to further establish certainty that would not otherwise be achieved through the current UDC. Minimum architectural elements depending on building size and at least two materials per structure have been included to ensure architectural interest is provided. A materials list and architectural examples have been included to provide clarification on what may be used to establish the contemporary design anticipated with the development. If a structure is proposed which does not conform to the design requirements outlined in the PUD, compliance with the Unified Development Code will be required.

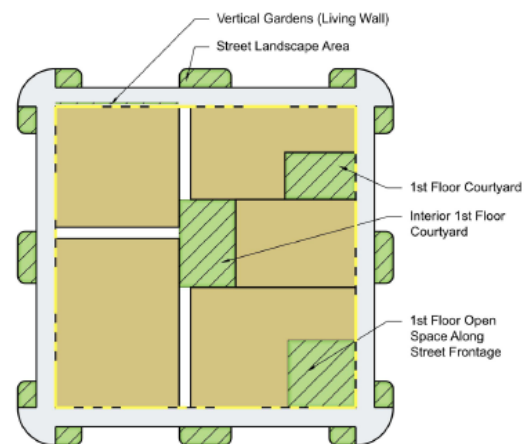
Parking:

A blend of parking options will be provided within the development including surface lots, structured parking garages, and on-street parking. On-street parking and shared parking will be permitted for all uses, but will not count toward minimum parking for residential uses unless otherwise specified in the PUD. Surface parking lots provided in the development will be designed to be located behind buildings, as represented by the Liner Building in Exhibit M of the PUD, or otherwise screened from the street as noted in the landscape section to maintain the streetscape. Structured parking garages will be integrated into structures as identified in Exhibit M of the PUD and multi-storied parking garages will be masked with wrapped townhomes, retail, or similar screening to limit the visibility of the garage along the street. Traditional garages as currently required for multi-family in the UDC will not be required in this development. Single family attached units will require alley loaded garages.

A temporary park and ride facility is anticipated with the first phase of development to create synergy, community interest, and provide a resource to the community. The park and ride facility may be designed in an interim basis with limited infrastructure and may include office space, a mobile food park, and retail uses. As part of the conditions for approval, the temporary condition shall contain a date certain for temporary conditions to be reconstructed in order to meet all code requirements.

Landscaping and Street Trees:

Landscaping will be established as a minimum of 10% of each lot, with trees and shrubs provided at the ratio required by the UDC for the CL5 district. Landscaping installed as rooftop gardens, within the right of way along the street frontage, interior courtyards, and landscaping installed as a living wall or vertical garden will receive credit towards the required landscaping. Street trees are required along all streets and will be spaced in 50' intervals. Street yards along boundary streets will be



installed per the UDC. Surface parking lots containing more than 20 spaces will be required to comply with the UDC parking lot landscaping requirements.

Additional landscaping is anticipated through unique features in NorthPointe. “Super Trees” are planned as 3,000 sf structural art pieces proposed throughout the development which will function as destination interest points, rainwater collection, and a framework for vertical gardens. Additional landscaping is anticipated along a pedestrian overpass contemplated to connect the East Tract and West Tract over SH 130.

Lighting and Signage:

Lighting is briefly discussed in the PUD and intended to provide clarification that any light standards pertaining to residential standards will only apply to the N1 area. Additionally wall wash and uplighting may be used to highlight building features and allowed for enhanced areas/activities.

Signage is also included in the PUD and intended to provide clarification to how signage is anticipated throughout the development. Major monuments are discussed with locations identified along major entrances into the development. Major monuments are intended to be large, artistic type monuments which may be the basis for a series of public art pieces throughout the development. Major monuments may be as tall as the allowable building height per development area. An example of a major monument envisioned for the project is the “Super Tree”. Minor monuments are the same as major monuments, but on a smaller scale with a proposed maximum height of 25 feet.



Roadways:

Colorado Sand Drive will be extended through the East Tract to provide the missing gap between the current terminus in Falcon Pointe and Copper Mine Dr. to the north. The PUD includes a cross section for the segment of Colorado Sand Drive which includes four travel lanes, designated on-street parallel parking lanes, and wide sidewalks. The final alignment and cross section of Colorado Sand Drive will be established with coordination of all property owners during the subdivision process.



Geraldine Drive, a future collector level street planned as a connection from Pfluger Farm Lane to FM 685, will be extended through the proposed West Tract to provide a connection from FM 685 to the SH 130 Frontage Road. The PUD includes a cross section for the segment of Geraldine Drive which includes two travel lanes with a turn lane, designated on-street parallel parking lanes, and wide sidewalks.

Additional street cross sections planned throughout the development are included within the PUD and have been designed to meet minimum requirements while offering a context for the urban environment. On-street, parallel parking within designated lanes is provided in most of the cross sections to offer additional parking opportunities and to help facilitate active ground floor areas. Where designated parking lanes have not been provided, no on-street parking will be allowed. As the development is designed during the subdivision process, adjustments will be made as needed to ensure the design remains compliant with emergency service needs.

Streets will predominantly be public, with license agreements anticipated between the city and a future property owner’s association for maintaining street trees and any pedestrian related amenities (e.g. benches, art). A private street cross section has been included in the PUD to allow for flexibility in building design as well as to offer opportunities for functions such as festivals or similar events where closing a private street may be more feasible. Alternative utility assignments are also included in the cross sections allowing all public utilities to be located in the right of way.

PARKS:

The proposed development has the potential for establishing up to 4,000 residential units, which requires a land dedication of 46.2 acres and a development fee of \$1,984,000.00. As an urban project, the amount of land available for dedication is limited and therefore the applicant proposed an alternative method for allocating open space within the development while confirming the park development fee will be used toward civic improvements within the development. The applicant has also proposed to provide cultural enhancements in the form of an amphitheater/performance stage with open lawn which will be in addition to the required park development fee enhancements.



On September 19, 2019, the Parks and Recreation Commission approved the alternative proposal with a condition that only half of the floodplain on the property be allowed to be creditable toward the required open space with the remainder provided as fee in lieu. Below reflects the Commission’s approval as reflected in the updated PUD document:

- 15.3 acres of allocated civic open space will be provided throughout the east and West Tracts. Land will not be dedicated to the city, and creditable land consists of 13.5 ac out of the floodplain and 1.8 ac in the floodplain (only half of the floodplain is counted toward creditable land and the remainder is included as fee in lieu).
- 7.0 acres to become improved public space within the TxDOT drainage area
- 5.0 acres to be improved civic spaces/enhanced pedestrian experience (sidewalks greater than 6’ in width, enhanced landscaping, vertical gardens)
- 5.0 acres to be improved public/private spaces and courtyards

- 1.0 acre to be counted toward artistic “Super Trees” (Minimum 14 trees estimated at 3,000 sf per tree)
- \$561,924 fee in lieu (includes half of the fee in lieu from the floodplain land) to be provided as additional cultural and trail enhancements
- \$1,984,000 park development fee to be provided as internal park improvements
- \$600,000 amphitheater/performance stage with open lawn area (in addition to park development fee and fee in lieu improvements).

COMPREHENSIVE PLAN:

The Land Use Plan identifies the area as mixed use and employment with medium to high density, destination center, civic center, regional center, and employment centers all within close proximity. According to the Comprehensive Plan, medium density includes residential land uses with a range of 6 to 15 units per acre, while high density is identified as areas with densities greater than 15 units per acre.



Mixed use is described as a built environment that facilitates the ability to live, work and play in one area. These areas should contain convenient pedestrian circulation networks and the mix of uses should accommodate active public uses, such as commercial, retail and restaurants, on the street level and residential or office uses on upper floors. The proposed development standards facilitate a mixed use environment.

High-density residential is typically located within or near community centers with direct access to major transportation routes, retail and community services. High-density residential neighborhoods should be located on major arterials, provide multiple mobility options, and high quality pedestrian walkways. The location of the proposed development is on major arterial streets and is intended to establish walkable blocks with wide sidewalks throughout.

Consistency with Land Use Policy and Action statements in the Comprehensive Plan:

Goal 1: The supply, location, and type of housing will be diverse in order to meet the projected needs of the Pflugerville community in 2030, create a balanced community, and ensure residents have housing options for all phases of their lives.

Action 1.1.6: Encourage medium and high development intensity zoning in target areas near community and regional center and along the SH 130 and SH 45 corridors.

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Goal 2: Development (infill and new development) will be focused around a hierarchy of centers that will create a stronger sense of community, providing employment opportunities and shopping districts while reducing infrastructure costs.

Action 2.3.3: Allow for a mixture of residential types in regional centers that accommodate housing options for employment and commercial centers.

Goal 8 identifies that gateways into the community will be enhanced and provide a clear sense of arrival and departure into the community. The proposed streetscape, mixture of land uses, and anticipated building form will assist in creating a unique sense of place and enhanced gateway.

STAFF RECOMMENDATION:

The proposed development is located at the intersection of E. Pflugerville Pkwy and SH 130, a major entrance into the community within close proximity to major destination centers. As written, the development will offer a unique opportunity for multiple housing options, employment, commercial uses, urban plazas, and destination locations. Located along multiple arterial streets, within close proximity to existing and planned trails, parks, schools, and existing commercial services, the proposed high density residential use is consistent with the Comprehensive Plan. The proposed development standards modify the existing land uses on the property to reduce autocentric land uses currently within the area, and establish additional certainty on what may be considered within the development. The proposed standards establish minimum stories while offering opportunities for height, and creates a building form that is intended to create a pedestrian friendly environment. A ratio of residential to commercial development has been included to ensure a balance is retained and multiple housing structure types will provide flexibility and offer an opportunity for a variety of living opportunities within an infill area.

The extension of planned collectors is included through the development to ensure regional connectivity is provided, and block lengths are planned to create a walkable, connected development. The Parks and Recreation Commission recommended approval of the parkland with modifications that are reflected in the proposed PUD. The location and proposed PUD Development Standards are consistent with the Comprehensive Plan for a high-density, mixed use development, and Staff recommends approval.

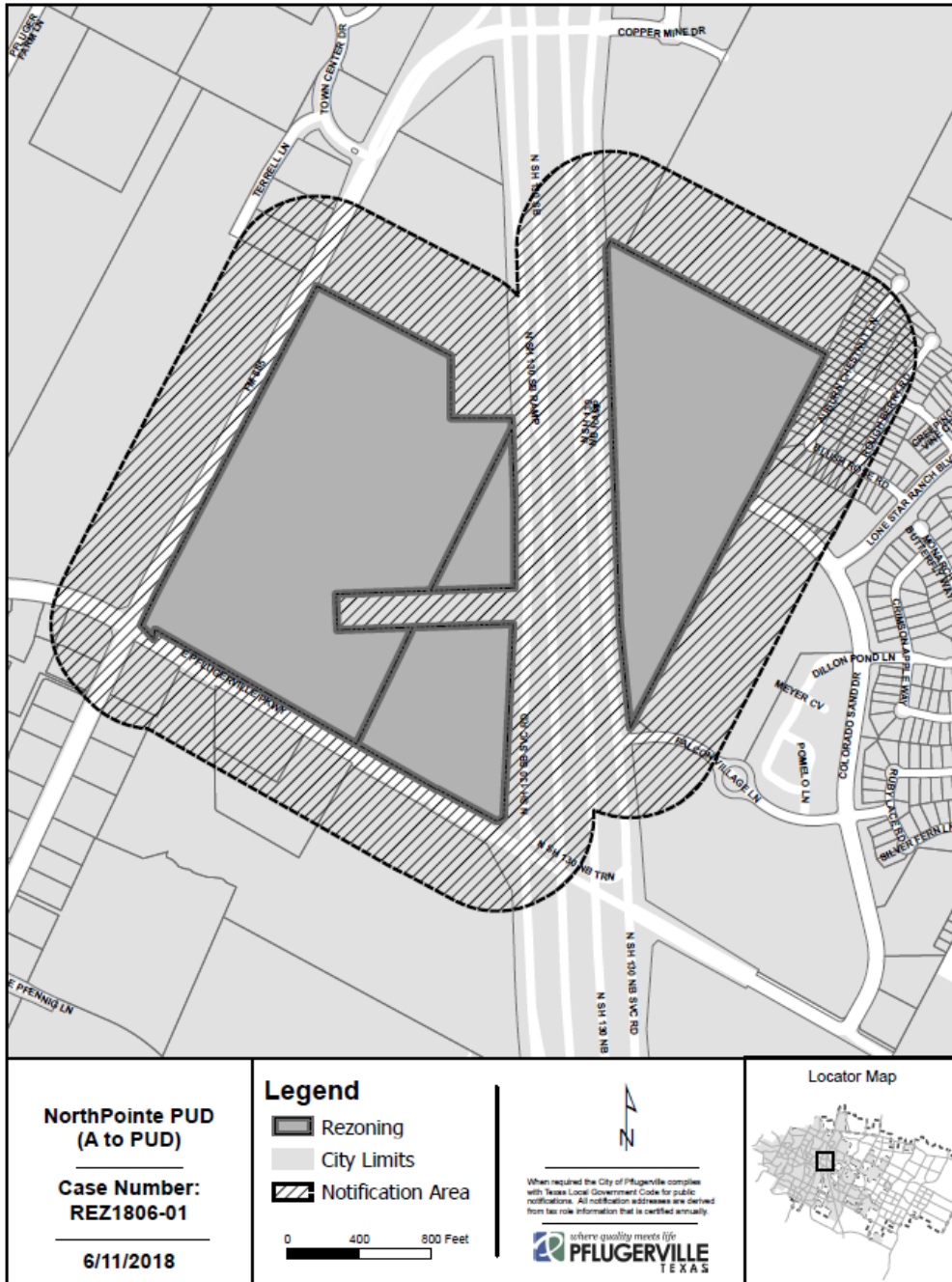
NOTIFICATION:

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.

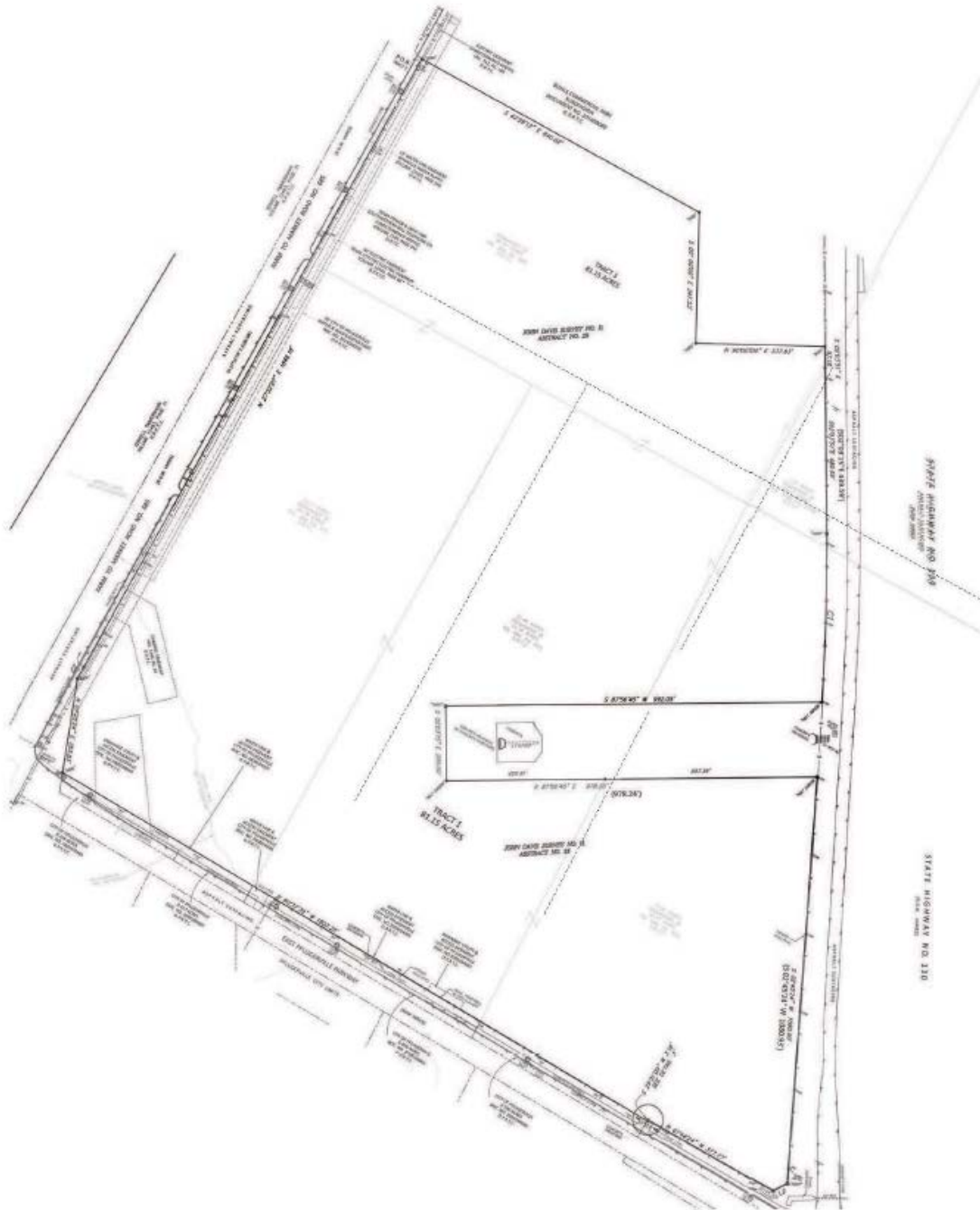
ATTACHMENTS:

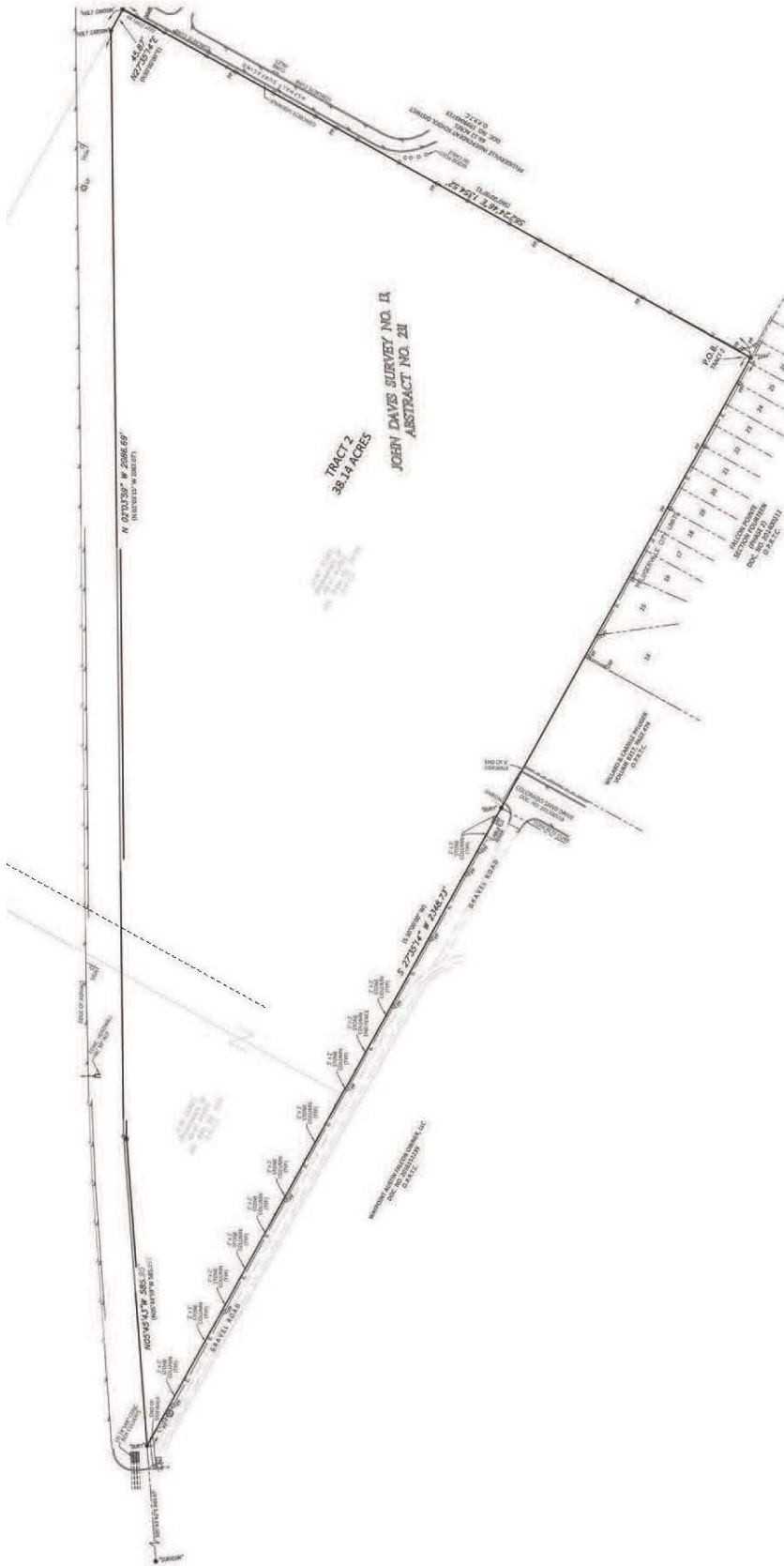
- Notification Map
- Aerial Map
- Survey
- NorthPointe PUD Development Standards (separate attachment)

NOTIFICATION MAP:



SURVEYS:





AERIAL:

