

Amanda Swor
direct dial: (512) 807-2904
aswor@drennergroupp.com

November 21, 2022

The Mayor and City Council
City of Pflugerville
100 East Main Street, Suite 500
Pflugerville, TX 78660

Via Electronic Delivery

Re: PUD Zoning Request for Fairfield Crossing PUD – a Planned Unit Development (“PUD”) zoning request letter for the 11.858-acre piece of property located at 21101 F.M. 685 in the City of Pflugerville, Travis County, Texas (the “Property”).

Mayor Gonzales and Council Members:

As representatives of the owners and developers of the Property, we respectfully submit this request for permission to rezone the Property from A, Agriculture/Development Reserve, to PUD, Planned Unit Development. The proposed project is titled Fairfield Crossing PUD and is located at 21101 F.M. 685 and also fronts the State Highway 130 Northbound Frontage Road. Per UDC 4.5.3.B, “Land with 20 acres or less shall require consent from the City Council prior to an application being submitted for a Planned Unit Development.” The Property is 11.858 acres in size and is therefore subject to this requirement prior to the submittal of the PUD zoning application.

The premise for requesting this waiver is that existing zoning categories would not sufficiently cover the mixed-use project as proposed by the developer and Property owner. An explanation of the limitations of the existing zoning categories as compared with a PUD zoning district follows this section.

This request for the Property was submitted previously, in December 2021 and was approved by the City Council to proceed to PUD zoning. The PUD zoning application for the Project was filed in February 2022 and was reviewed by City staff and received staff recommendation for approval in June 2022. The Project was recommended for denial at the Planning and Zoning Commission on July 18, 2022, and required a $\frac{3}{4}$ majority vote at City Council for approval. The final vote for the Project at City Council on August 16, 2022 was 4-3 for approval, which did not meet the $\frac{3}{4}$ majority vote requirement and therefore was considered a denial of the PUD application.

The proposed development will be a mixed-use project, containing no more than 465 urban-style multifamily residential units, 10 for-rent townhomes and commercial and retail uses fronting F.M. 685 (the "Project"). The maximum proposed height for the project is 5 stories at the 685 frontage and transitioning lower towards the existing single family residential uses with a proposed maximum density of up to 40 dwelling units per acre. In terms of density, the proposal places the commercial uses along the western site frontage and the highest intensity residential and parking structure within the center of the site, transitioning to 2-story townhomes which are the lowest density uses against the neighboring Single Family neighborhood to act as a buffer. A structure-free zone will be placed between the 2-story townhomes and the adjacent single family neighborhood, which will contain open space and an earth and berm detention pond serving as a natural buffer.

The proposed project will incorporate open space in the form of multiple green spaces, a dog park, and amenity area featuring a resort style swimming pool with gathering spaces, outdoor cooking features and multiple seating locations. Parking is proposed to be provided with in a structured parking garage along with surface parking and covered carports along the north and south boundaries of the Property. The average parking ratio for the residential uses will be at least 1.65 spaces per unit (not including commercial) and the ground floor commercial uses will be separately accommodated with a parking ratio of at least 1 space per 250 square feet. Access is proposed to be taken directly from the F.M. 685/SH 130 frontage road, with a connecting drive to the adjacent retail development to the north and a connecting drive to the south for future development; with no vehicular access is proposed through the neighborhood to the east. A Development Agreement with the City and adjoining retail project to the north was implemented so that mutual shared access was ensured between these land parcels.

The base district for the PUD will be Corridor Urban Level 4 ("CL-4"), and will be amended to accommodate the project. While strict compliance with the CL-4 zoning district will allow for a multifamily product, they do not support the proposed project which includes a true mix of uses in an urban-style community with varying building types and scales. The only available avenue to achieve additional density under CL-4 is to provide higher density project to nearly double the unit count, which at this time is not feasible on the Property. We respectfully request the consideration of the superiority items that will be included as part of the proposed PUD project, as outlined below.

1. Development under the CL-4 zoning district does not allow for the proposed project. Compliance with the site development regulations of this district would result in a much denser project when a density bonus is utilized. This project proposes to include community benefits to achieve the additional density than would otherwise be allowed under CL-4 by right instead of just providing structured parking. The proposed project is of significantly reduced intensity than what can be attained with the density bonuses allowed under CL-4, not utilizing the density bonus program, which is 60 dwelling units per acre, and is currently estimated to be less than 40 dwelling units per acre.
2. Decreased units-per-acre allowances for a project with CL-4 zoning would result in a purely multifamily residential project, meaning that the proposed project would be designed without a mix of uses, and without the proposed height transition zones to protect and respect the single-family residential neighbors to the east. By providing varying housing types, we believe that the proposed project would appeal to a broad

audience of community members. Additionally, the proposed project would be able to take advantage of convenient access to F.M. 685, which can better support the proposed commercial uses.

3. Under the CL-4 requirements the buildings and parking would be aggregated to meet a 60% lot coverage limit and would force the proposed project to be concentrated on one portion of the Property. This most likely results in a single, very large, attached building that will be more visually intrusive to the surrounding area, especially to the established single-family residential neighborhood to the east. The current PUD plan will decentralize the density and maintain an urban feel, that allows a smooth transition from the two-story residential buildings to the east and the predominantly one to two story retail structures adjacent and to the north. Additionally, this proposed project can achieve an urban style feel with impervious cover not to exceed 80% of the site area, which is consistent with the commercially-zoned properties north of the Property. This increased impervious cover is requested in exchange for the building layout outlined above as well as development of enhanced pedestrian zones to incorporate a portion of the proposed projects parking as opposed to the typical and aesthetically and environmentally inferior surface parking lots.
4. The entirety of the site is proposed to be capped at 5 stories in height as opposed to the 60 feet by right or 100 feet with density bonus that is achievable in the CL-4 district. Additionally, the PUD plan is proposed to further limit the building heights nearest to the single-family residential homes to the east with a no build zone that will include detention areas and open space, followed by two-story townhome structures then transitioning into the 5-story maximum building height. Under the existing CL-4 district, this height transition would not be possible if the project had to aggregate the density over a required smaller lot coverage, which would then require a taller and more imposing structure would be visible from many more residential homes. We feel the PUD request achieves the desired urban feel while creating a buffer from the existing single family residential projects.
5. The urban village feel of the proposed PUD further promotes walkability by distributing the parks and open spaces throughout the development so that walking from place to place is not only possible, but encouraged and a pleasant experience for the community. If the entire project were to be designed under CL-4 regulations and the vast majority of the parking in a structured garage, all the open space would be provided in one concentrated area, reducing the “eyes on the street” effect as most residents would drive into a parking structure and enter their building without the need to use the neighborhood streets.
6. In summary, the requested PUD is proposing the following superiority that would be defined by the following characteristics and required for the project if approved:
 - a. Mixed Use: The proposed project under the requested PUD would be a true mixed-use development that includes multifamily residential homes and town homes as well as:
 - i. Third party retail uses; and
 - ii. Commercial frontage along the highway for a more urban-style design.
 - b. Height: Height limitations and transition language

- c. Pedestrian Walkability: The project would be designed to promote pedestrian activity and walkability by:
 - i. Incorporating enhanced pedestrian zones and providing pedestrian connectivity throughout the Project;
 - ii. Promoting community gathering centers to promote the sense of place and increase social interactions with the use of pocket parks, picnic areas, etc.
- d. Amenities: The proposed project would provide increased amenities than what is typically required for multifamily residential projects under a standard zoning district:
 - i. The Unified Development Code requires five amenities; the proposed PUD plan currently proposes a minimum of 6 amenities.
 - ii. The multiple structures envisioned in the proposed project would allow amenities to be distributed throughout the project, as opposed to aggregated in one specific area adjacent to a singular larger structure.
- e. Transparent Planning Effort: The proposed PUD would allow the City and the community greater control and input into the project design, site layout, and building design, compared with straight zoning which allow the applicant to design only to code requirements. City staff and community members will be fully aware and knowledgeable about the final design well before approval of the site development permit.
- f. Screened Parking: The proposed PUD would require structured parking, in addition to carports. All of the structured parking spaces would be screened by building facades.
- g. Compatibility and Scale: The proposed PUD is respectful of the adjacent single-family residential neighbors to the east, by restricting building heights, offering a mix of product type and increasing building setbacks, all of which reduce the perceived intrusive element of a project that would be designed strictly with the CL-4 zoning district.
- h. Connectivity: The proposed PUD would provide connectivity with the retail to the north and build a connection point for future development to the south, that will enhance the overall project connectivity, and will provide both vehicular and pedestrian connections to that site providing 3 total entry points into and out of the development, exceeding code required minimums.

We believe that once developed, the proposed PUD would be an asset to the Pflugerville community. Central Texas is experiencing a significant housing shortage; the project would provide approximately 475 new homes for residents of Pflugerville in a mixed-use, pedestrian-friendly community with ample open space and amenities, and easy access to F.M. 685/SH 130. Established residents in the neighborhood to the east will be protected with landscape bufferyards and lower density structures a minimum distance of 65 feet away, an increase of more than double the minimum requirement for developments in the CL-4 district.

The Project received constructive feedback from City Council members and Planning and Zoning Commissioners when initially presented during the public hearings last summer. We have been in communication with City staff and have made numerous changes to the Project to address this feedback, which is summarized as follows:

1. Increased Commercial Space: Council and Commissioners expressed a desire for increased commercial uses in the Project. This revised PUD proposal includes a minimum of 17,000 square feet of ground floor commercial space, a 70% increase from the 10,000 square foot minimum from the previous design.
2. Additional Commercial/Retail Parking: In order to support the increased commercial space in the Project, a second row of parking spaces have been added directly in front of the buildings facing F.M. 685.
3. Structured Parking Garage: A desire for the inclusion of a structured parking garage was expressed by Planning and Zoning Commissioners. A parking garage has been added to the design and will be fully wrapped and screened by a multifamily residential structure. Previously, the Project was parked fully with tuck-under garages and surface parking. The previous ratio of covered garage spaces was 10% of the total unit count compared to current ratio of garage parking at over 75% of the total unit count.
4. Increased Open Space: The inclusion of structured parking allows for an increase of open space in the Project and the ability to add open space and additional amenity elements.
5. Decrease of Impervious Cover: An increase in open space on the Property also allows for a decrease in impervious cover. We received feedback from Council Members and Planning and Zoning Commissioners that the previously proposed 85% impervious cover was too high. The revised project has reduced the maximum impervious cover to 80%.
6. Increased Connectivity (Southern Access Point): In seeing the previous iteration of the Project, Council Members were positive about the northern internal access drive providing a connection to the retail uses to the north. This connection point was required by a previous Development Agreement between the Property and the adjacent retail parcels. Council Members expressed a desire to add a connection to the parcel to the south in the event it was redeveloped in the future. This revised PUD plan incorporates a southern internal access point.
7. Alignment of Main Entry with Private Street: The main private drive of internal project circulation has been shifted to align with the access point off F.M. 685, the location of which is required by TxDOT. The previous design incorporated a main private drive that bisected the Property into two equal halves, but was offset from the driveway location required by TxDOT.

We respectfully request the waiver of the 20-acre minimum requirement to pursue PUD zoning. We look forward to the opportunity to present the developer's vision in greater detail on this uniquely situated property.

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.

Very truly yours,



Amanda Swor

cc: Jeremy Frazzell, Planning and Development Services Department (*via electronic delivery*)
Robyn Miga, Planning and Development Services Department (*via electronic delivery*)
Zachary Johnston, Fairfield Residential (*via electronic delivery*)
Larry Lee, Fairfield Residential (*via electronic delivery*)