

Planning & Zoning:	7/18/2022	Staff Contact:	Robyn Miga, Planning Manager
City Council:	9/13/2022	E-mail:	robynm@pflugervilletx.gov
Case No.:	2022-2-PUD	Phone:	512-990-6300
Agenda No:	ORD-0663		

SUBJECT: To receive public comment and consider an application to rezone an approximately 11.84 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 (2022-2-PUD).

SUMMARY OF REQUEST:

The applicant is requesting for the approximately 11.84-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 35 dwelling units/acre, with a minimum of 10,000 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. This is the first proposed zoning change on the property. 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.



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.



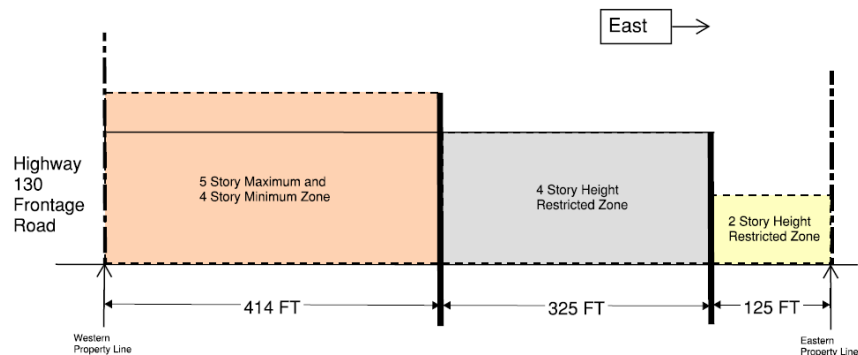
PROPOSED DISTRICT:

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 10,000 sq. ft. of walkup retail required along the frontage integrated as a vertical mixed-use component of the multi-family. The commercial component is a requirement to be full filled prior to issuance 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 increase in density as it moves away from the single-family adjacency toward SH 130. In order to achieve this, there is a no-build area of 65' from the eastern property boundary, and the max height within 125' from the eastern property line is 35', or 2 stories – shown as townhomes on the concept plan. Then the project will progress in height, with a four-story maximum, and eventually a five-story max for the buildings immediately adjacent to SH 130, as shown in the below exhibit.



Another feature of this PUD is a provided “Main Street” concept, which is a private drive where buildings are oriented toward and facing with a walk-up frontage, parallel street parking, and a walkable environment connecting the commercial to the residential area.

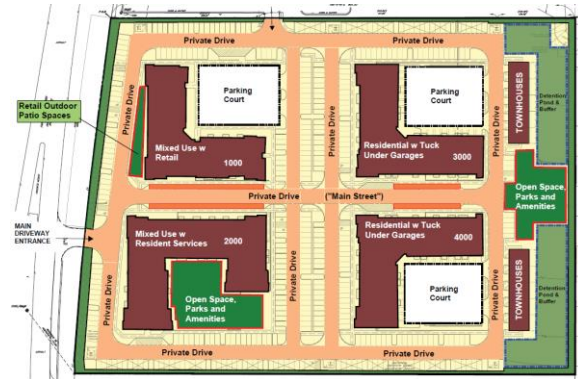
There are a few major components of the proposed Fairfield Crossing PUD that vary from base code, which are outlined below:

Development Standard	Base Code Requirement (CL4)	Proposed PUD Regulation
Allowed Uses	Multi-family (SUP), and TH (with Conditions for design standards and integration. No more than 20 acres may be this product).	Allows MF and TH by right at a density not to exceed 35 units per acre.
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	85 percent
Max Building Height	60 feet and/or 100 feet with density bonus	70 feet/5 stories (heights reduce from west to east (adjacent to the SF subdivision))
Max Density	20 du/acre (with SUP)	35 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.	Multi-family uses shall provide one, 10' x 20' garage, per 10 units. Garages provided for the townhomes shall not count toward this minimum 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, as well as shown on the deviation chart. The applicant is also going to provide seven (7) amenities, which is above what the base code would require.

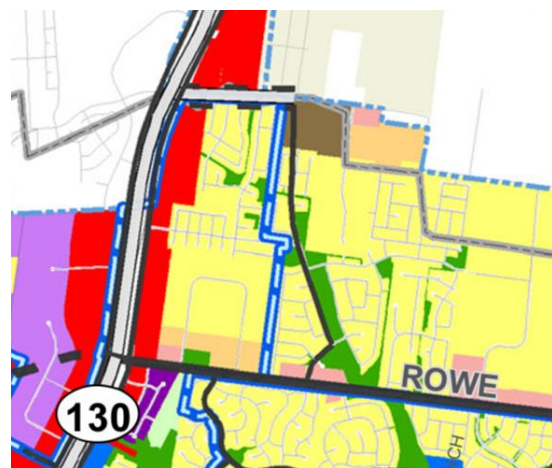
PARKS:

At their June 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 5.47 acres. That fee would be \$238,047. 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 \$205,344 for the park development fee, based on a maximum of 414 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

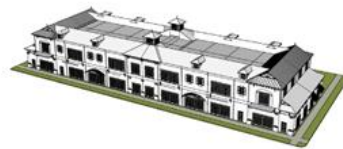
for this designation.



Mixed-Use, Neighborhood Scale



Mixed-Use, Community Scale



Mixed-Use, Regional Scale



Courtyard/Garden Apartment



Urban Apartment



Regional Office and Commercial



Regional Shopping Center



Civic/Recreation

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.

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 there is an existing line that runs along the frontage of F.M. 685. The exact detail of the required improvements to serve this site will be determined at the time of subdivision.

STAFF RECOMMENDATION:

Since December 2021, staff has worked with the applicant through several iterations of the PUD request in order to meet the land use and development goals and policies of the comprehensive plan, as well as to ensure compatibility with adjacent land uses. The Aspire 2040 plan calls this area out as the Mixed-Use Commercial future land use, 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. Also, 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.

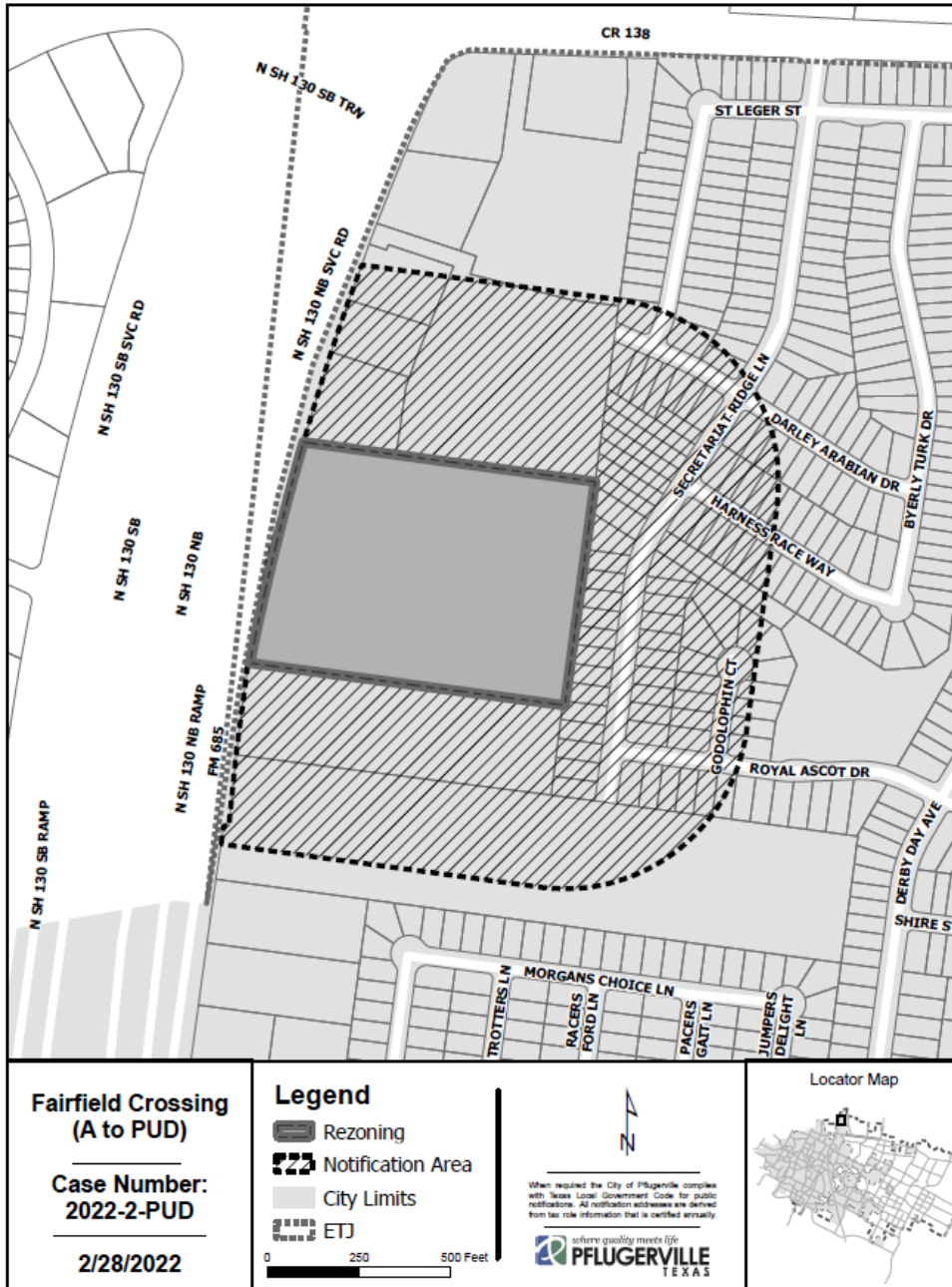
NOTIFICATION:

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
- Letter of Intent
- Site Photos
- Exhibit A - Fairfield PUD Development Standards
- Exhibit B - Fairfield PUD UDC Deviations Chart
- Exhibit C - Commons District Overview
- Exhibit D - Mixed-Use Commercial Overview

NOTIFICATION MAP:



APPLICANT REQUEST

DRENNER
GROUP

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

July 14, 2022

Mr. Jeremy Frazzell
Planning & Development Services Department
City of Pflugerville
100 East Main Street, Suite 500
Pflugerville, TX 78660

Via Electronic Delivery

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

Mr. Frazzell:

As representatives of the owners and developers of the Property, we respectfully submit this PUD zoning application package. The project is titled Fairfield Crossing PUD, consists of 11.858 acres, and is located at 21101 F.M. 685, which is also known as the State Highway 130 Toll Northbound Frontage Road.

The site is currently zoned A, Agriculture/Development Reserve. The requested rezoning is from A to PUD, Planned Unit Development. 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 City Council granted consent to submit this PUD zoning package on January 11, 2022.

The purpose of this PUD application package is to develop an urban-style mixed-use project, containing approximately 370 urban-style multifamily residential units, 10 for-rent townhomes and a minimum of 10,000 square feet of commercial and retail uses fronting F.M. 685. 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 35 dwelling units per acre. An estimated 1.3-acre detention pond is proposed to make up the eastern boundary of the Property, acting as a natural buffer between the project and the single family residential homes directly to the east. Additionally, the density and height of the project will decrease from west to east, with the highest density units making up 5-story mixed-

use urban structures along the highway, transitioning east to 3 to 4-story multifamily residential, and further east to 2-story townhomes closest to the single-family homes. Between the 2-story townhomes and the rear property line, the proposed project would include a structure-free 10-foot buffer zone.

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 built in tuck-under garages and surface parking lots at an average ratio of at least 1.5 spaces per multifamily unit, and 2 garage spaces per townhome unit. Access is proposed to be taken directly from the F.M. 685/SH 130 frontage road in one location as approved by TxDOT, with a connecting drive to the adjacent retail development to the north; no vehicular access is proposed through the neighborhood to the east.

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 and CL-5 zoning districts 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 and CL-5 is to provide a structure-parked, higher density project, which at this time is not feasible on the Property.

The following exhibits are included for review with this request:

- A. Fairfield Crossing PUD Development Standards
 - 1. Survey
 - 2. Site Location Map
 - 3. Land Use Plan
 - 4. Conceptual Townhome Architectural Elevations and Renderings
 - 5. Conceptual Multifamily Architectural Elevations and Renderings
 - 6. Street Cross Sections
 - 7. Circulation Plan
 - 8. Conceptual Landscape Plan
 - 9. F.M. 685/Highway 130 Landscape Buffer Detail
 - 10. Building Height Limits Exhibit

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

SITE PHOTOS



View looking east from SH 130



View looking east from SH 130 closer to the commercial development