

II. DEVELOPMENT STANDARDS

1. DEFINITIONS

Words and terms used herein shall have their usual force and meaning, or as defined in the City of Round Rock Code of Ordinances, as amended, hereinafter referred to as "the Code."

2. PROPERTY

This Plan covers approximately 65.50 acres of land located within the City of Round Rock, Texas, and more particularly as described in **Exhibit "A"**.

3. PURPOSE

The purpose of this Plan is to ensure a PUD that: 1) is equal to, superior than and/or more consistent than that which would occur under the standard ordinance requirements, 2) is in harmony with the General Plan, as amended, 3) does not have an undue adverse effect upon adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and welfare, 4) is adequately provisioned by essential public facilities and services, and 5) will be developed and maintained so as not to dominate, by scale or massing of structures, the immediate neighboring properties or interfere with their development or use.

4. APPLICABILITY OF CITY ORDINANCES

4.1 **Zoning and Subdivision Ordinances**

The Property shall be regulated for purposes of zoning and subdivision by this Plan. All aspects not specifically covered by this Plan shall be regulated by the **MU-G (Mixed-Use Greenfield)** and **MF-3 (Multifamily – Urban)** zoning districts and other sections of the Code, as applicable and as amended. If there is a conflict between this Plan and the Code, this Plan shall supersede the specific conflicting provisions of the Code.

4.2 **Traffic Impact Analysis**

As stated in Section 2-75 (f)(2) of the Code, a Traffic Impact Analysis (TIA) shall be required for any development in the PUD.

4.3 **Concept Plan**

This Plan, as depicted in **Exhibit "B"**, shall serve as the Concept Plan required by Part III, Section 10-26 of the Code, as amended.

4.4 **Other Ordinances**

All other Ordinances within the Code, in existence upon the date of adoption of this ordinance, shall apply to the Property except as clearly modified by this Plan. In the event of a conflict the terms of this Plan shall control.

4.5 **Platting of Lots**

Lots may be platted and built without frontage on a dedicated public street right-of-way. Such lots shall have frontage on a private access drive. Addresses may be assigned to lots fronting on a private access drive.

5. LAND USES

5.1 Permitted and Prohibited Uses

Section 2-75 (d) of the Code contains the permitted and prohibited uses in the **MU-G (Mixed Use - Greenfield)** zoning district.

6. DENSITY AND DEVELOPMENT STANDARDS

6.1 Height

Maximum building height is fifteen (15) stories.

6.2 Street Types & Pedestrian Corridors (Paseos)

1. Street types, indicated on **Exhibit "B"**, are categorized as follows for the purpose of assigning design standards:
 - a) Main Street is 'District Way', ~~and a portion of 'Marshall Circle'~~, including both public right of way and private drive segments as depicted on the concept plan and shall meet the standards for livable streets outlined in Section 1.21 Paseos and Livable Streets of Exhibit "C" The District, Open Space Plan.
 - b) Internal Streets are 'Marshall Circle', 'Rickenbacker Way', ~~'Fender Road'~~, Gibson Way and Washburn Road.
 - c) Public and Private Road Designations:
 - i. District Way, ~~and~~ Washburn Road ~~and Fender Road~~ are Public Streets.
 - ii. Marshall Circle, Rickenbacker Way, ~~and~~ Gibson Way, and the central portion of District Way (as depicted on the concept plan) are Private Drives.
2. Pedestrian corridors ~~are indicated on Exhibit "B"~~, providing connectivity between blocks shall be designed and incorporated into future Site Development Permits. In no area shall a pedestrian corridor have less than 20' of width between walls of adjacent buildings. Within the pedestrian corridors there will be walking surfaces called paseos, which may vary in width to allow for landscaped areas and other programmed uses.

6.3 Building Setbacks

1. Maximum Front Setback
 - a) 25 feet along SH45 frontage road
 - b) 15 feet along Greenlawn
 - c) 10 feet along Main Street, Internal Streets and Access Streets.
 - d) Setback requirements shall be satisfied so long as thirty-three (33) percent of the of the building façade length facing the street meets the maximum front setback.
 - e) Building setbacks may exceed ten (10) feet along Main Street, Internal Streets, and Access streets where areas between the front of buildings and private or public road right-of-way are utilized to create amenity areas for pedestrians and event programming.
 - f) Along District Way and Fender Road, building setbacks may exceed ten (10) feet where roadway standards and grades prevent compliance with the maximum building setback. The additional area between the building and the roadway shall include landscape areas and other foundation treatment to enhance the pedestrian experience into the site.
2. Minimum Rear Setback
 - a) 0 feet

6.4 Maximum Block Size

1. The maximum block size shall be ten (10) acres and 600 feet. This requirement replaces Section 2-75(b)(4)a.
2. Proposed pedestrian corridors on **Exhibit “B”** are conceptual. Their final locations and configuration shall be determined with the site plan.

6.5 Building Design

1. All buildings other than stand-alone Multifamily shall be constructed in accordance with **MU-G (Mixed-Use Greenfield)** district design standards with the following modifications:
 - a) The first phase of the project, as shown on **Exhibit “B”**, shall include an office use. This requirement replaces Section 2-75(b)(5)(b).
 - b) The following requirements replace Section 2-75(b)(4)c. regarding the design of building facades in the first block off the Main Street, which is not applicable. These requirements are in addition to those in Section 2-75(g)(1-5):
 - i. Concrete tilt wall with a painted, integrated color, or otherwise decorative finish shall be an acceptable Exterior Wall Finish in addition to the those listed in 2-75(g)(1) and as depicted in **Exhibit “D”**.
 - c) Buildings with facades that are longer than one hundred feet (100') shall have their continuous facades broken up into smaller areas through the use of varying façade setbacks, arcades, awnings, canopies, and architectural features such as plazas, patios, courtyards, tower elements, bay windows, balconies, columns, reliefs, colors, textures or other means approved by the Zoning Administrator.
 - d) A unified theme for pedestrian amenities (light poles, benches, trash receptacles, bicycle racks, bus stops) and directional sign and wayfinding design is required along the Main Street, Access Street, and Internal Streets.
 - e) All roof-mounted mechanical equipment shall be screened from public view by parapets or other opaque screening materials so as to not be visible from the ground level within the development and abutting streets and properties. The parapet or screen shall utilize the same or similar materials as the principal structure, customary screening material or other as approved by the zoning administrator.

6.6 Multifamily Parking Standards and Building Design – Multifamily

1. All standalone Multifamily structures shall be constructed in accordance with the MF-3 (Multifamily – Urban) district standards, with the following modifications:
 - a) All required residential parking shall be provided within structured parking. Visitor or temporary stalls may be provided as surface spaces. This replaces Section 2-24(d)(1).
 - a)b) Multifamily residential parking shall be provided at a ratio of one (1) parking space per unit.
 - b)c) Section 2-24(d)(2) requiring no less than 25 percent of all dwelling units shall have a balcony shall not apply.

d) Section 2-24(d)(4) requiring at least one amenity accessible to all residents shall be provided for each urban multifamily complex shall not apply.

e) Where MF-3 (Multi-family Urban) development is proposed, elevations shall be required for each individual MF-3 development and become attachments of the PUD. Elevations shall be added to the PUD through the minor amendment process.

i. The design elements of the multi-family residential structure located in the area labeled as “Mixed Use/MF-3 Area 1” on the Concept Plan shall substantially comply with Exhibit E of the PUD, including, but not limited to elevation variation, roof pitch, and orientation.

6.7 License Agreement

Architectural features, including but not limited to chimneys, balconies, retaining walls and cantilevers, may project into the right-of-way. Any architectural feature projecting into the right-of-way shall be noted in a license agreement.

7. PARKING, STREET DESIGN AND SCREENING

7.1 The standards of Section 2-75(c)(1) shall apply with the following modifications:

- a) Section 2-75(c)(1)(d)(1) shall be replaced with: All proposed projects shall have a main street which serves as the core of the project and is designed in accordance with the "Walkable Thoroughfares" standards in the table in subsection 7.2 below.
- b) One cul-de-sac road indicated as ‘Washburn Road’ on **Exhibit “B”** is permitted.
- c) The location of internal driveways are reflected in **Exhibit “B”**.

7.2 Table in Section 2-75(c)(2) shall be replaced with the following:

Characteristic	Walkable Thoroughfares	Vehicle-Oriented Thoroughfares
Applicable Streets	Gibson Way, Rickenbacker Rd, Marshall Circle, <u>District Way (Private portion)</u>	Fender Rd , District Way, Washburn Rd
Target speed range	15-25 mph	25-35 mph
Pedestrian separation from moving traffic	Curb parking and streetside landscaping and/or furnishing	Optional, typically separation achieved with planting strip.
Streetside width	Minimum 9 feet (residential) and 12 feet (commercial) to accommodate sidewalk, landscaping and street furniture. Where enhanced areas for pedestrian gathering and amenity areas are provided between the street and building, the streetside width may be reduced to a minimum width of 5 feet with	Minimum 5 feet

	approval of the zoning administrator.	
Block lengths	As needed to accommodate pedestrian demands and building design	As needed to accommodate pedestrian demands and building design
Protected pedestrian crossing frequency (pedestrian signals or high-visibility markings at unsignalized crossings)	As needed to accommodate pedestrian demands	As needed to accommodate pedestrian demands
Pedestrian priority at signalized intersection	Pedestrian signals and pedestrian countdown heads, adequate crossing times, and shorter cycle lengths.	Vehicle priority: may have longer cycle lengths and require two cycles for slower pedestrians to cross wide streets with medians.
Pedestrian crossings	High-visibility crosswalks shortened by curb extensions where there is on-street parking.	Full street-width
Median width	Optional	Optional
Vehicular access across sidewalks	24 feet or less, except if specific frequent design vehicle requires added width.	As needed
Curb parking	Normal condition except at bus stops and pedestrian crossings.	None
Curb return radius	0—30 feet or as required to accommodate emergency response vehicles; low-speed channelized right turns where other options are unworkable.	30—75 feet or as required to accommodate emergency response vehicles; high-volume turns channelized.

- 7.3** Section 2-75(f)(1)(c)(1) shall be replaced with: On-street parking within 600' of the site may be used to fulfill a parking requirement determined by a parking generation study, to be submitted for the review and approval of the City. The materials, design and location of the parking improvements shall be approved by the City.
- 7.4** On-site surface parking shall be placed at the rear or side of buildings adjacent to the Main Street.
- 7.5** Visitor parking may be allowed between a building and an Internal Street and Access Street, assuming it is designated as 30 min parking and does not exceed 5 spaces per building.
- 7.6** Stand-alone parking lots and garages shall be shielded from view from the Main Street.

- 7.7 Temporary surface lots with 50 or more spaces must be designed as future development sites. No temporary surface parking lot may contain more than 300 spaces. Temporary surface lots do not need to comply with landscaping, landscape islands, or lighting requirements. Temporary surface lots will expire 3 years after installation.
- 7.8 Exposed parking structures fronting on streets shall have a mix of landscape plantings, green screens, decorative screening, or art installments (such as murals) to screen the pedestrian level, from ground level up to a minimum height of 15 feet, along the facades of parking structure adjacent to the street.
- 7.9 In addition to the exterior garage building materials permitted in Section 2-75(f)(1)(d)(2), concrete with a painted, integrated color, or otherwise decorative finish shall be permitted in addition to other similar material as approved by the zoning administrator.

8. PARKS AND OPEN SPACE

- 8.1 The Open Space Plan in **Exhibit “C”** satisfies the open space requirements of MU-G and MF-3 requirements in Sections 2-75(b)(3), 2-75(f)(8) and 2-24(d)(5).
- 8.2 The provisions of Article V of the Code – Parkland Requirement, shall be met with the payment of a parkland fee. This fee shall be required with the submittal of a site development plan and not with the submittal of a subdivision plat. All other requirements of Article V shall be met.

9. PUBLIC UTILITIES

- 9.1 Public utilities will be permitted within private roadway corridors or other private drives assuming such City utilities are placed within dedicated City easements for water, wastewater, and storm sewer; and franchise utilities are placed in public utility easements.
- 9.2 City of Round Rock staff, and other pertinent franchise utility providers, must approve the typical utility assignment(s) prior to the submittal of an application for a Subdivision Improvement Permit (SIP) or a Site Development Permit (SDP).
- 9.3 All public utility alignments and appurtenances will be subject to review and approval by City staff and staff of the appropriate franchise utility company prior to the issuance of an SIP or SDP.

10. CHANGES TO DEVELOPMENT PLAN

10.1 Minor Changes

1. The PDS director shall have the authority to administratively approve a minor change to a development plan of up to ten percent (10%) of any numerical standard contained within the plan. Minor changes may include, but not be limited to, adjustments to lot lines, parking and loading areas, driveways, parking counts, building configurations and orientations, architectural design, building and landscaping materials, tree retention, street alignments, sidewalks, drainage facilities, project phasing, lighting, and site layout. The PDS director shall also have the authority to administratively approve a change in the development plan to the maximum height of a free-standing sign or a change to the maximum allowable display area of any signage. ~~Minor changes to~~

~~this Plan which do not substantially and adversely change this Plan may be approved administratively if approved in writing by the Director of Planning and Development Services and the City Attorney.~~

2. Minor amendments shall not include:

- a) Changes in land use;
- b) Increases in density, building height, or coverage of the site;
- c) Decreases in setbacks abutting residential land uses and zoning districts;
- d) Decreases in parkland or open space;
- e) Any proposed modification that reduces the quality of the PUD, as determined by the PDS director; or
- f) Any proposed modification that seeks to alter a condition, standard, or requirement that was incorporated into the development plan as a result of public testimony during a planning and zoning commission or a city council hearing.

10.2 Major Changes

All changes not permitted under section 10.1 above shall be resubmitted following the same procedure required by the original PUD application and will require city council approval.

~~All changes not permitted above shall be resubmitted following the same procedure required by the original PUD application.~~

11. LIST OF EXHIBITS

Exhibit A	Survey
<u>Exhibit B</u>	<u>Concept Plan</u>
Exhibit C	Open Space Plan (included for reference only, no changes)
<u>Exhibit D</u>	<u>Livable Street Illustrations</u>
<u>Exhibit E</u>	<u>MF-3 Area 1 Architectural Elevations</u>

[The remainder of this page has been intentionally left blank.]