

Trace PDD Overview of Changes Matrix

Page #	Topic & Section	Summary of Revision / Justification
2-5	Table of Contents	Text updated to reflect various changes throughout PDD as indicated below.
Section 1: Introduction		
7	Section 1.1 <i>Goals</i>	New sentence added to state that one of the goals of Trace is to provide needed workforce housing.
9	Illustration 2: <i>Portion of the project within City Limits</i>	Illustration updated to show entire subject property within City Limits for accuracy.
9	Illustration 3: <i>Base Aerial</i>	Illustration updated to show current aerial imagery on the subject property for accuracy.
10	Section 1.4 <i>Existing Property Conditions</i>	Text revised slightly to reflect the current developed status of the subject property for accuracy.
10	Illustration 4: <i>Existing Conditions</i>	Illustration updated to show the existing zoning on the subject property for accuracy.
Section 2: Concept Plan		
11	Illustration 7: <i>Concept Zoning Plan</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • Slight acreage changes to various land uses to reflect phasing and survey/platting configurations • Some Illustration labels are updated to reflect current conditions (ex: Fire Station label is relocated to reflect correct location) • Provided additional flexibility between PD-GC and PD-MF/GC due to continued conversations regarding roadway alignment of El Rio Street between these two zoning districts. • Showing location of elementary school on the concept plan and in the legend • Combined “13A” and “13B” into “13” for simplicity
12	Section 2.1.1 <i>PD Single Family</i>	<ul style="list-style-type: none"> • Updated to show increase in small lots permitted in different sections of Trace, particularly in Planning Area 7. Other areas of the table are updated accordingly. The increase is only 4% more as we wanted to continue to provide smaller alley loaded housing product in the south extension of Esplanade Parkway. That way the street scene remains the same from the entry at Posey Road all the way to the entry at Old Bastrop Highway. • Combined 13A and 13B Planning Area into one line item, “13”, for simplicity • Removed School Site information since this was developed as a school, not residential.
13	Section 2.1.4 <i>PD-CC Community Commercial</i>	Minor text addition to reflect base zoning requirements.
13	Section 2.1.5 <i>PD-GC General Commercial</i>	Minor text addition to reflect base zoning requirements.
14-15	Section 2.2 <i>Phasing</i>	Text revised to reflect correct phasing descriptions for accuracy.

Trace PDD Overview of Changes Matrix

16	Illustration 8: <i>Phasing Plan</i>	Illustration updated to show correct phasing boundaries for accuracy.
Section 3: Public Space		
16	Section 3: <i>Public Space</i>	Revised text slightly to indicate that Rodriguez Elementary has been constructed.
17	Section 3.1 <i>Open Space</i>	Text in table has been updated in order to reflect an increase in open space on the subject property from 84.2 acres to 103.8 acres. This increase is primarily due to a larger environmental buffer that is required (per Engineering Department and associated Watershed Permit reviews), the depiction of the size of neighborhood parks throughout, and also due to the refinement of lot locations and placement which slightly increased or reduced the acreage.
18	Illustration 9: <i>Concept Plan Open Space (does not include detention basin locations)</i>	Illustration modifications include: <ul style="list-style-type: none"> • “Pocket Parks” are now called “Neighborhood Parks” and the label locations are more accurate • Updated acreage in legend to reflect changes in Section 3.1
18	Illustration 10: <i>Open Space Not Eligible for Parkland Dedication</i>	Illustration modifications include: <ul style="list-style-type: none"> • “Pocket Parks” are now called “Neighborhood Parks” and the label locations are more accurate • Updated acreage in legend to reflect changes in Section 3.1
19-20	Section 3.2 <i>Parkland Dedication</i>	<ul style="list-style-type: none"> • The required parkland dedication for Trace has been recalculated to reflect the new proposed lot counts indicated in Section 2.1.1. The total required parkland dedication increased from 22.4 acres to 23 acres. Trace is exceeding the minimum required and is dedicating 49.4 acres. • New text added to clarify park types, associated standards, and process
19	Illustration 11: <i>Parkland for Dedication</i>	Illustration modifications include: <ul style="list-style-type: none"> • Showing expanded environmental buffer • Updated acreage in legend to reflect changes in Section 3.1
21-22	Section 3.3 <i>Open Space & Parks Programming</i>	<ul style="list-style-type: none"> • Changed the name of “Pocket Parks” to “Neighborhood Parks” in the text. • Revised text in the “Open Space & Parks Programming Schedule” to make park identification signage optional rather than mandatory in neighborhood parks and the open space areas.
21	Illustration 12 <i>Open Space and Parks Programming Plan</i>	Illustration modifications include: <ul style="list-style-type: none"> • “Pocket Parks” are now called “Neighborhood Parks” and the label locations are more accurate • Showing expanded environmental buffer
23	Section 3.3.2 <i>Neighborhood Parks</i>	Changed all references of the name “pocket parks” to “neighborhood parks” in the text.
25	Section 3.3.3 <i>Open Space Trails & Boulevard Trails</i>	Added the word “hiking” to match Illustration 17.
25	Illustration 14 <i>Property within ¼ mile of Open Space or Parks</i>	Illustration modifications include: <ul style="list-style-type: none"> • “Pocket Parks” are now called “Neighborhood Parks” and the label locations are more accurate • Demonstrated that 98% of parks are still within a ¼ mile of a park or open space

Trace PDD Overview of Changes Matrix

26	Illustration 15 <i>Landscape Maintenance Plan</i>	Illustration modifications include: <ul style="list-style-type: none"> • “Pocket Parks” are now called “Neighborhood Parks” and the label locations are more accurate • Illustration updated to match Illustration 17 modifications (reference illustration 17 for details)
26	Section 3.4 <i>Elementary School & Fire Station</i>	Revised text slightly to indicate that Rodriguez Elementary has been constructed.
Section 4: Circulation & Connectivity		
27	Illustration 16 <i>Vehicle Circulation Plan</i>	Illustration modifications include: <ul style="list-style-type: none"> • Added an additional roadway connection on South Old Bastrop Highway • Removed a roadway connection across the creek/open space connected PA8 and PA13. This is now proposed as a pedestrian connection instead of a roadway (reference Illustration 17) • A public access easement is added crossing Van Horn Trace connecting PA9 and PA10.
28-29	Section 4 <i>Roadway & Design Standards Table</i>	<ul style="list-style-type: none"> • Increased the landscaping area for the 3 residential street cross-sections from 7’ to 7.5/8.5’ because it was too narrow to allow for sufficient tree growth. • Revised the required spacing of street trees for standard residential street to correctly match the text in Section 4.6 of the PDD. • Cross-section “CC” modified to reflect slight reduction in ROW width, increase in landscaping width, the removal of the 10’ Hike and Bike Trail from the center Esplanade Parkway (south of the roundabout), and the increased sidewalk on both sides of the road from 6’ to a 12’ shared use path. • Revised cross-section “EE” (Van Horn Trace) to reflect modifications during the Public Improvement Construction Plan review process. This includes a reduction in the number of lanes from 4 to 2 and indicates that the landscape area width varies because it meanders and is not straight. • Added a new cross-section “HH” which includes identical standards to “EE” except it shows the water quality zone buffer in the illustration. • Added new cross-sections “FF” and “GG” (portions of Esplanade Parkway south of the roundabout) which reflect slight modifications that occurred during the Public Improvement Construction Plan review process. This portion of roadway was previously intended to follow the “CC” cross-section • Revised superscript “d” text to state that shade trees are required on all single family lots.
30	Section 4.1 <i>Street Section Design</i>	Minor text changes to reflect the revisions to sidewalks as indicated in the Roadway and Design Standards Table as discussed above.

Trace PDD Overview of Changes Matrix

30	Illustration 17 <i>Pedestrian Sidewalk / Bicycle Circulation Plan</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • The removal of the 10' Hike and Bike Trail from the center Esplanade Parkway (south of the roundabout). To compensate for this removal, the 6' sidewalk on both sides was increased to a 12' shared use path. • A new pedestrian connection over the creek to connect PA13 to Van Horn Trace is added to ensure pedestrian connectivity in this area. • A 10' "Extra Wide Sidewalk" has been added along the south side of Van Horn Trace has been renamed as a "10' Extra Wide Sidewalk". • Hiking trails are now shown on both sides of the creek instead of just one. • A hiking trail is now shown in the Electrical Easement (this is referenced in the text of Section 4.1 but was not reflected in the illustration) • The maroon sidewalks are now labeled as being 5-7' in width instead of just 5' in width.
31	Illustration 18 <i>Key map to Street Cross Sections</i>	Illustration modified to reflect the new cross-sections added in the Roadway & Design Standards Table
31	Illustration 19 <i>Enhanced Residential Street (Standard)</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • Street tree area increased from 7' to 7.5' • Sidewalks extend slightly beyond the right-of-way due to space constraints. • A "public utility and public access easement" is added to allow for pedestrian access on the sidewalks and for city utility access.
32	Illustration 20 <i>Enhanced Residential Street (Central Park)</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • Street tree area expanded from 7' to 8.5'. • Sidewalks extend slightly beyond the right-of-way due to space constraints.
32	Illustration 21 <i>Enhanced Residential Street (School)</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • Street tree area expanded from 7' to 8.5'. • Sidewalks extend slightly beyond the right-of-way due to space constraints.
32	Illustration 22 <i>Enhanced ROW Section AA</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • ROW is reduced from 104' to 100'. • Street tree area expanded from 7' to a variable width. The purpose of this is because the original street tree area was too narrow to allow a shade tree to grow without damaging the street overbuild area. • Sidewalks now extend beyond the right-of-way due to space constraints. • A "public utility and public access easement" is added to allow for pedestrian access on the sidewalks and for city utility access.
34	Illustration 24 <i>Typical Intersection at ROW Section AA</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • More detail added (crosswalks, hardscape, stop bars, etc.) to reflect existing conditions

Trace PDD Overview of Changes Matrix

34	Illustration 25 <i>Enhanced ROW Section BB</i>	Illustration modifications include: <ul style="list-style-type: none"> • Street tree area expanded from 7' to a variable width. The purpose of this is because the original street tree area was too narrow to allow a shade tree to grow without damaging the street overbuild area. • The median width is reduced from 16' to 15'. • Sidewalk extends slightly beyond the right-of-way due to space constraints.
35	Illustration 26 <i>Roundabout Plan View and Typical Future Bus Stop Plan</i>	Illustration modifications include: <ul style="list-style-type: none"> • Reflects the removal of the 10' hike and bike trail in the center of Trace Parkway and the new 12' shared use path on both sides is added as discussed above. • More detailed striping is added.
35	Illustration 27 <i>Enhanced ROW Section CC</i>	Illustration modifications include: <ul style="list-style-type: none"> • ROW is reduced from 120' to 110'. • Reflects the removal of the 10' hike and bike trail in the center of Trace Parkway and the new 12' shared use path on both sides is added as discussed above. • Street tree area expanded from 7' to 8.5'.
36	Illustration 28 <i>Plan View of Section CC</i>	Illustration modifications include: <ul style="list-style-type: none"> • Reflects the removal of the 10' hike and bike trail in the center of Trace Parkway and the new 12' shared use path on both sides is added as discussed above. • Some minor realignment of sidewalks and shared use paths near Old Bastrop Highway. • More detailed striping is added.
36	Illustration 29 <i>Typical Intersection at ROW Section CC</i>	Illustration modifications include: <ul style="list-style-type: none"> • Reflects the removal of the 10' hike and bike trail in the center of Trace Parkway and the new 12' shared use path on both sides is added as discussed above. • More detailed striping is added.
37	Illustration 31 <i>Enhanced ROW Section EE</i>	Illustration modifications include: <ul style="list-style-type: none"> • Van Horn Trace was reduced from a 4 lane road to a 2 lane road to reduce speeds in this area. It remains a 4 lane road along the commercial sites (as reflected in cross-section "DD"). • Street tree area now indicated as a variable width.
37	Illustration 31.1 (Newly added) <i>Enhanced ROW Section FF</i>	Illustration depicts the new cross-section for Esplanade Parkway as reflected in the <i>Roadway & Design Standards Table</i> discussed above.
38	Illustration 31.2 (Newly added) <i>Enhanced ROW Section GG</i>	Illustration depicts the new cross-section for Esplanade Parkway as reflected in the <i>Roadway & Design Standards Table</i> discussed above (the primary difference between "FF" is "GG" shows a turn lane)
38	Illustration 31.3 (Newly added) <i>Enhanced ROW Section HH</i>	Illustration depicts the new cross-section for Esplanade Parkway as reflected in the <i>Roadway & Design Standards Table</i> discussed above. This new cross-section includes identical standards to "EE" except it shows the water quality zone buffer in the illustration.
40	Section 4.6 <i>Street Trees</i>	Minor text change to reference the new cross sections (FF, GG, HH)

Trace PDD Overview of Changes Matrix

Section 5: Site Design		
42	Section 5.1 <i>Dimensional and Lot Standards</i>	The SF-6 rear setback is revised in the table from 20' to 10' and lot depth is revised from 100' to 120'. This fixes a typo as the intent was always to have a 10' rear setback and 120' lot depth and was indicated as such in Illustration 34 and the associated text adjacent to the illustration. The table had an error and was not consistent.
Section 6: Architectural Design		
46	Section 6.1.1 <i>Variation</i>	Minor text changes to clarify that the standards refer to a residential “block face”. This was the original intent of both staff and the applicant but was not specified directly.
46, 47	Section 6.1.2 <i>Form and Scale</i>	<ul style="list-style-type: none"> • New text added to provide additional options to the list of architectural details that can be selected on a house. • New text added to allow additional flexibility for corner lot houses to achieve the intent of an attractive elevation.
48	Section 6.1.3 <i>Roof Design</i>	Reworded language to clarify the intent of the section. The 2015 PDD text of “Variation in roof material” on each individual house is not desired and was not the original intent of the applicant or staff.
49	Section 6.1.4 <i>Porches</i>	Revised text regarding wrap around porches to align with the revision proposed in section 6.1.2.
50	Section 6.1.6 <i>Garages, Pool Equipment, Trash containers, Misc. Accessory Structures</i>	Revised the text and added a new illustration to clarify the garage standards. This revision reflects how the section has been interpreted by staff and the applicant and merely provides clarification for future reviewers by using similar terminology as the existing Development Code garage standards.
50	Illustration 37.1 (Newly added) <i>Garage Front Diagram</i>	This illustration is supplements Section 6.1.6 above regarding garages.
50	Section 6.1.7 (Newly added) <i>Requirements for Accessory Dwelling Units</i>	New section added to create standards for the use of Accessory Dwelling Units (ADUs). The applicant is proposing to make the use of ADUs “permitted” instead of “conditional” as indicated in Section 13.2. The Planning and Zoning Commission approved two ADUs in Trace in 2021 and the new standards in this section match the conditions approved by Planning and Zoning Commission.
51	Section 6.2 <i>Multifamily Residential</i>	Added text to state that the requested use of “Senior/Age Restricted Dwelling Apartments, Senior Housing Apartments” shall follow the regulations of this section. This ensures that the buildings have design variation similar to multifamily housing.
Section 9: Landscaping & Environmental		
57	Section 9.1.1 <i>Street Trees</i>	Removed text to emphasize that shade trees are required on all lots regardless of lot width.
Section 11: Signage		
60	Section 11 <i>Signage</i>	<ul style="list-style-type: none"> • Added sentence to clarify that the signage illustrations are diagrammatic and flexibility in their exact location is allowed. • Text added to reference the City Council license agreement process regarding requesting signage in the right-of-way.

Trace PDD Overview of Changes Matrix

61	Illustration 40 <i>Entry Monument and Signage Plan</i>	<p>Illustration modifications include:</p> <ul style="list-style-type: none"> • Increase in Commercial Signage (C) along Van Horn and IH-35 in preparation for future tenants (increase from 5 to 9 signs in that area) • Increase in Minor Entry Monuments (Mi) proposed at the corner of Posey and Old Bastrop Highway (increase from 2 to 5 throughout Trace) • Reduction in the number of Neighborhood Monuments (N) (reduction from 11 to 6 throughout Trace) • Increase in Directional Signage (D) throughout the development (increase from 11 to 12 throughout Trace)
61, 62	Section 11.1 <i>Entry Monuments</i>	<ul style="list-style-type: none"> • Added new sentence to clarify that a sign may have other columns or support structures that are not included in the sign square footage. • Added new sentence to clarify that the images in the section are examples and that not all signs may be installed (for example, a commercial tenant might not need all signs indicated on the plan)
63, 64	Section 11.1.3 <i>Minor Entry Monumentation (Mi-B)</i>	<ul style="list-style-type: none"> • Clarified that this section should reference the photo examples in the previous section. • Added text to allow public art at this location with associated standards.
64, 65	Section 11.2 <i>Commercial Signage</i>	<ul style="list-style-type: none"> • Added reference to Van Horn Trace in the text to provide sign standards along that road. The name of this roadway was not known during the drafting of the 2015 PDD so it was not specifically referenced in the section. • A new image and standards related to digital gas price signage was added. • Additional allowances for sign material was added.
65	Section 11.3 <i>Temporary Marketing Signage</i>	<ul style="list-style-type: none"> • Increasing the number of temporary marketing signs at Trace which will be used while construction is ongoing. This increase is depicted in Illustration 40. • Increasing the allowable square footage of temporary signs on Van Horn Trace, Posey, and Old Bastrop Highway from 120 sf to 260 sf (base code is 32 sf). All other temporary signs (besides MI-A through E) shall follow the Development Code requirements.
66	Section 11.5 <i>Parkland Signage (P)</i>	Per Illustration 40, Entry Monument and Signage Plan, Trace is proposing 6 parkland signs. However, the applicant is proposing new text that adds flexibility to not have to provide a sign at every park because not all parks will have a specific name or brand.
67	Section 11.6 <i>Directional Signage (D)</i>	Minor text change to state that signage will be concise, directional “and/or” informative.
68	Section 11.7 <i>Interpretive Signage (I)</i>	Minor text change to clarify that sign material must be durable.
69	Section 11.8 <i>Signage Comparisons</i>	Renamed “subdivision identification” to “neighborhood signage” which is the correct term that should be used. Also increased the allowable height from 8’ to 10’ to increase visibility.

Trace PDD Overview of Changes Matrix

Section 13: Appendixes		
78-84	Section 13.2 <i>Land Use Matrix</i>	<ul style="list-style-type: none"> • Change the use of “Accessory Dwelling Unit (One Accessory Dwelling Unit per lot) from Conditional to Permitted in PD-SF zoning. • Change the use of “Hotel/Motel” from Conditional to Permitted in PD-CC zoning. • Add in the use of “Senior/Age Restricted Dwelling Apartments, Senior Housing Apartments” and make it Permitted in PD-NC zoning.
85-94	Section 13.3 <i>Comparison Table</i> <i>variances/enhancements to City Ordinances/Code</i>	Table updated to reflect proposed edits in PDD as applicable.
95-96	Section 13.4 <i>Illustrations in 11” x 17” Format</i>	Updated list of Illustrations to reflect edits in PDD as applicable.