

**Planned Development  
District Amendment  
PDD-15-01(A)**

**I-35 and Posey Road**



**Summary**

<b>Request:</b>	An amendment to the Trace Planned Development District allowing two story multifamily residential buildings as the only required elevations without three- and four story requirements		
<b>Applicant:</b>	Caren Williams Murch 5818 S. Old Bastrop Hwy. San Marcos, TX 78666	<b>Property Owner:</b>	Highpointe Trace, LLC 530 Technology, Suite 100 Irvine, CA 92618

**Notification**

<b>Application:</b>	September 9 <sup>th</sup> , 2019	<b>Neighborhood Meeting:</b>	N/A
<b>Published:</b>	October 3 <sup>rd</sup> , 2019	<b># of Participants</b>	N/A
<b>Posted:</b>	October 3 <sup>rd</sup> , 2019	<b>Personal:</b>	October 3 <sup>rd</sup> , 2019
<b>Response:</b>	None as of the date of this report		

**Property Description**

<b>Legal Description:</b>	An approximate 417.63-acre tract, more or less, out of the William H. Van Horn Survey, Abstract No. 464, Hays County, Texas, generally located east of I-35 and south of Posey Road		
<b>Location:</b>	Interstate 35 and Posey Road		
<b>Acreage:</b>	93.2 acres	<b>PDD/DA/Other:</b>	Ord. #2015-42
<b>Existing Zoning:</b>	<u>Base Zoning:</u> Multifamily 24 (MF-24), Public and Institutional (P) <u>Overlay:</u> PDD	<b>Proposed Zoning:</b>	<u>Base Zoning:</u> Multifamily 24 (MF-24), Public and Institutional (P) <u>Overlay:</u> PDD
<b>Existing Use:</b>	Vacant	<b>Proposed Use:</b>	Multifamily, for sale or market rate for rent residences not to exceed more than 24 units per acre
<b>Preferred Scenario:</b>	Medium Intensity	<b>Proposed Designation:</b>	Medium Intensity
<b>CONA Neighborhood:</b>	N/A	<b>Sector:</b>	5
<b>Utility Capacity:</b>	Adequate	<b>Floodplain:</b>	No
<b>Historic Designation:</b>	N/A	<b>My Historic SMTX Resources Survey</b>	No

**Planned Development  
District Amendment  
PDD-15-01(A)**

**I-35 and Posey Road**



**Surrounding Area**

	<b>Zoning</b>	<b>Existing Land Use</b>	<b>Preferred Scenario</b>
<b>North of Property:</b>	GC/ETJ	San Marcos Toyota/Vacant	Employment Area/Low Intensity
<b>South of Property:</b>	GC/CC/MF-18/ETJ	Vacant	Employment Area/Medium Intensity
<b>East of Property:</b>	ETJ	Vacant	Low Intensity
<b>West of Property:</b>	HI/ETJ	H&H Industrial Park/Vacant	Employment Area

**Staff Recommendation**

<b><u>X</u></b>	<b>Approval as Submitted</b>		<b>Alternate Approval</b>		<b>Denial</b>
<b>Staff:</b> Shavon Caldwell					
<b>Title:</b> Planner				<b>Date:</b> October 17, 2019	

**Commission Recommendation**

<b><u>X</u></b>	<b>Approval as Submitted</b>		<b>Approval with Conditions / Alternate</b>		<b>Denial</b>
<b>Speakers in favor or opposed</b> Caren Williams Murch spoke in favor of the project.					
<b>Recommendation from the Planning and Zoning Commission Meeting held October 22<sup>nd</sup>, 2019</b> Approval of Amendment # 1 to the Trace PDD as presented <b>For: 9</b> <b>Against: 0</b> <b>Absent: 0</b>					

<b>Planned Development District Amendment PDD-15-01(A)</b>	<b>I-35 and Posey Road</b>
--	----------------------------



### History

In October 2015 the Trace PDD was adopted via Ordinance No. 2015-42. The approved PDD encompasses approximately 417.63 acres and is intended to facilitate mixed-use development that will include employment, commercial, multifamily, and single family uses, as well as approximately 58 acres of parks and open space.

The project site contains approximately 35.4 acres zoned for multifamily use and approximately 57.8 acres of “Public/Institutional” zoned property that could be used for multifamily development with an approved conditional use permit. The architectural design of multifamily buildings in the Trace PDD is subject to the Multifamily Residential Design Standards attached in this packet as well as the standards outlined in Section 6.2 of the Trace PDD Master Plan and Standards Document. To achieve compatibility between zones of differing height and scale requirements (multifamily and single family zoned districts in this instance) as well as visual interest, the PDD includes additional, superior standards for multifamily residential development within the Trace PDD. These include requirements that multifamily development:

1. Utilize at least three (3) distinctly different building designs on any street frontage;
2. Never locate more than two (2) similar building designs next to each other on any street frontage;
3. Utilize combinations of two, three, and four story buildings to create visual building and roof line variation; and
4. Utilize a variety of roof modulations to create roof variations within any one building.

In 2015, when the Trace PDD was being drafted and reviewed, the multifamily architectural standards were drafted with the construction of four story apartment buildings in mind for the two tracts zoned for multifamily. In place of the setback required by the San Marcos Development Code, it was agreed that residential compatibility between adjacent MF-24 and SF-6 zoned districts would instead be achieved through a “buffer” of two story multifamily buildings between single family residential uses and the desired three and four story multifamily buildings.

With the sale of Planning Area 12 to a builder, the developer is now proposing to develop a complex consisting of *only* two story multifamily products. This request does not meet the requirement outlined in Section 6.2.2 Building Design of the Trace PDD. The developer is requesting that the requirement to utilize combinations of two, three, and four story buildings apply only to instances where three or four story development is proposed.

At their October 22<sup>nd</sup> regular meeting, the Planning & Zoning Commission voted 9-0 to recommend approval of Trace PDD Amendment #1 as presented.

### Additional Analysis

Section 6.2.2 of the Trace PDD requires that all multifamily development in the project site utilize combinations of two and three story; three and four story; or two, three, and four story buildings to create visual variation in buildings and roof lines. The original purpose and intent of this requirement is primarily to

<b>Planned Development District Amendment</b> <b>PDD-15-01(A)</b>	<b>I-35 and Posey Road</b>
--	----------------------------



ensure a compatible transition between zones of differing height and scale requirements, in particular, to ensure a compatible transition between adjacent MF-24 and SF-6 zoned districts.

Instead of the originally envisioned four story apartment buildings, the applicant is now proposing to develop a multifamily product that is more appropriately-scaled in comparison to the adjacent single family uses. The applicant is proposing a collection of narrow to medium sized attached buildings that consist of side-by-side, two story units with individual entries. Staff finds that this type of product is appropriate in locations transitioning from primarily single family residential neighborhoods and that the original intent and purpose of residential compatibility will be achieved without the requirement to combine two, three, and four story buildings on one project site.

In addition to residential compatibility, the requirement to combine two, three, and four story buildings within a project is intended to create visual interest through variations in height. Roofs can indeed serve as a prominent visual termination for the building and can add interest through carefully considered design and architectural complexity. However, staff finds that the desired visual interest and variation in rooflines can also be achieved through alternative methods such as variations in form, pitch, size, orientation, and roofline offsets. Additionally, staff finds that variations in elevations can be achieved without requiring a minimum number of stories. Staff is recommending that when two story multifamily development is proposed that the desired visual interest in rooflines be achieved through variations in story height, roof form, pitch, size, orientation, and offsets.

Staff finds that granting the request as submitted does not impair or diminish the standard's original purpose and intent and is recommending approval as submitted.

**Comments from Other Departments**

<b>Police</b>	No Comment
<b>Fire</b>	No Comment
<b>Public Services</b>	No Comment
<b>Engineering</b>	No Comment

**Planned Development  
District Amendment  
PDD-15-01(A)**

**I-35 and Posey Road**



Evaluation			Criteria for Approval (Sec.1.5.3.5)
Consistent	Inconsistent	Neutral	
X			<p><b>The extent to which land covered by the proposed PD district fits one or more of the special circumstances in Section 4.2.6.1 warranting a PD district classification</b></p> <ul style="list-style-type: none"> <li>• The land is located in close proximity to established residential neighborhoods where conventional zoning classifications may not adequately address neighborhood concerns regarding the quality or compatibility of the adjacent development, and where it may be desirable to the neighborhood, the developer or the City to develop and implement mutually-agreed, enforceable development standards;</li> <li>• The land, or adjacent property that would be impacted by the development of the land, has sensitive or unique environmental features requiring a more flexible approach to zoning, or special design standards, in order to afford the best possible protection;</li> <li>• The land is proposed for development as a mixed-use development or a traditional neighborhood development requiring more flexible and innovative design standards; <i>The Trace PDD plans for a phased mixed-use development as illustrated in the PDD's Concept Plan and Phasing Plan sections.</i></li> <li>• The land consists of inner-City or downtown property that is proposed for redevelopment or infill development, and special design considerations are deemed desirable;</li> <li>• The land serves as transition between different and seemingly incompatible land uses;</li> <li>• The land is proposed for development as an employment center, and special design standards may be warranted; and</li> <li>• The land is of such a character that it is in the community's best interest to encourage high quality development through flexible development standards to further the goals and objectives of the City's Comprehensive Plan. <i>The PDD contains provisions to allow for flexibility and variance from several development standards as well as a number of enhanced development standards and added public amenities which are intended to yield higher quality development</i></li> </ul>

**Planned Development  
District Amendment  
PDD-15-01(A)**

**I-35 and Posey Road**



Evaluation			Criteria for Approval (Sec.1.5.3.5)
Consistent	Inconsistent	Neutral	
X			<p><b>The extent to which the proposed PD district furthers the policies of the Comprehensive Plan</b></p> <p><i>The change is consistent with the Preferred Scenario Map and Comprehensive Plan Elements in Vision San Marcos. See the additional analysis above and the attached Comprehensive Plan Worksheet completed at the time the PDD was adopted in 2015.</i></p>
X			<p><b>The extent to which the proposed PD district will result in superior development than could be achieved through conventional zoning classifications</b></p> <p><i>The PD district includes a number of standards superior to those in the Land Development Code at the time of establishment including but not limited to:</i></p> <ul style="list-style-type: none"> <li>• <i>Enhanced vehicular, pedestrian, and bicycle connectivity</i></li> <li>• <i>Enhanced streetscape design standards</i></li> <li>• <i>Minimal single family housing that backs on a collector street</i></li> <li>• <b>Enhanced architectural standards</b></li> <li>• <i>Enhanced parking, screening, and landscaping standards</i></li> </ul>
		X	<p><b>The extent to which the PD district will resolve or mitigate any compatibility issues with surrounding development</b></p> <p><i>The area surrounding the property is primarily rural.</i></p>
X			<p><b>The extent to which proposed uses and configuration of uses depicted in the Concept Plan are compatible with existing and planned adjoining uses</b></p> <p><i>Employment Center and commercial uses will be located adjacent to I-35 and multifamily development will provide transition into the single family neighborhoods.</i></p>
X			<p><b>The extent to which the proposed development is consistent with adopted master facilities plans, including without limitation the water facilities, master wastewater facilities, transportation, drainage and other master facilities plans; and</b></p>
X			<p><b>The extent to which the proposed open space and recreational amenities within the development provide a superior living environment and enhanced recreational opportunities for residents of the district and for the public generally</b></p>