

ORDINANCE NO. O-2025-043

AN ORDINANCE AMENDING ORDINANCE NO. O-2021-159, ADOPTED BY THE CITY COUNCIL OF ROUND ROCK, TEXAS, ON JUNE 10, 2021, BY AMENDING SECTIONS II.6., II.7., II.10., AND II.11. OF THE DEVELOPMENT PLAN OF PUD NO. 129, APPROVED BY THE CITY COUNCIL IN SAID ORDINANCE; AND PROVIDING FOR A SAVINGS CLAUSE AND REPEALING CONFLICTING ORDINANCES OR RESOLUTIONS.

WHEREAS, on June 10, 2021, the City Council of the City of Round Rock, Texas, adopted Ordinance No. O-2021-159, which established PUD No. 129, and

WHEREAS, to date, there have been three (3) minor amendments to development standards included in PUD No. 129, and

WHEREAS, an application has been made to the City Council of the City of Round Rock, Texas, to amend Sections II.6., II.7., II.10., and II.11 of the Development Plan of PUD No. 129, and

WHEREAS, the Planning and Zoning Commission held a public hearing concerning the requested amendment to Ordinance No. O-2021-159 on the 15th day of January, 2025, following lawful publication of said public hearing, and

WHEREAS, after considering the public testimony received at such hearing, the Planning and Zoning Commission has recommended that Ordinance No. O-2021-159 be amended, and

WHEREAS, on the 13th day of February, 2025, after proper notification, the City Council held a public hearing on the requested amendment to Ordinance No. O-2021-159, and

WHEREAS, the City Council determined that the requested amendment to Ordinance No. O-2021-159 promotes the health, safety, morals and general welfare of the community, and

WHEREAS, each and every requirement set forth in Chapter 211, Sub-Chapter A., Texas Local Government Code, and Zoning and Development Code, Chapter 10, Article I, Section 10-2 and Article IV, Section 10-22, Code of Ordinances (2018 Edition), City of Round Rock, Texas concerning public notices, hearings, and other procedural matters has been fully complied with, Now Therefore

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ROUND ROCK, TEXAS:

I.

That the City Council hereby determines that the proposed amendment to Planned Unit Development (PUD) District #129 meets the following goals and objectives:

- (1) The amendment to P.U.D. #129 is equal to or superior to development that would occur under the standard ordinance requirements.
- (2) The amendment to P.U.D. #129 is in harmony with the general purposes, goals, objectives and standards of the General Plan.
- (3) The amendment to P.U.D. #129 does not have an undue adverse effect on adjacent property, the character of the neighborhood, traffic conditions, parking, utilities or any other matters affecting the public health, safety and general welfare.

II.

That Section II.6 of the Development Plan of PUD No. 129, as approved in Ordinance No. O-2021-159, is hereby amended to read as follows:

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”**.

Article I.

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.

III.

That Section II.7, subsection 7.2 of the Development Plan of PUD No. 129, as approved in Amendment No. 2, is hereby amended to read as follows:

7. **PARKING, STREET DESIGN AND SCREENING**

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 approval of the zoning administrator.	Minimum 5 feet
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.

IV.

That Section II.10 of the Development Plan of PUD No. 129, as approved in Ordinance No. O-2021-159, is hereby amended to read as follows:

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.~~

V.

That Section II.11 of the Development Plan of PUD No. 129, as approved in Ordinance No. O-2021-159, is hereby amended to read as follows:

11. LIST OF EXHIBITS

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

VI.

A. All ordinances, parts of ordinances, or resolutions in conflict herewith are expressly repealed.

B. The invalidity of any section or provision of this ordinance shall not invalidate other sections or provisions thereof.

C. The City Council hereby finds and declares that written notice of the date, hour, place and subject of the meeting at which this Ordinance was adopted was posted and that such meeting was open to the public as required by law at all times during which this Ordinance and the subject matter hereof were discussed, considered and formally acted upon, all as required by the Open Meetings Act, Chapter 551, Texas Government Code, as amended.

Alternative 1.

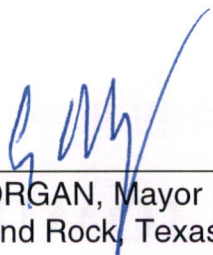
By motion duly made, seconded and passed with an affirmative vote of all the Council members present, the requirement for reading this ordinance on two separate days was dispensed with.

READ, PASSED, and ADOPTED on first reading this 13th day of February, 2025.

Alternative 2.

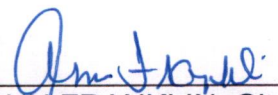
READ and **APPROVED** on first reading this the _____ day of _____, 2025.

READ, APPROVED and **ADOPTED** on second reading this the _____ day of _____, 2025.



CRAIG MORGAN, Mayor
City of Round Rock, Texas

ATTEST:



ANN FRANKLIN, City Clerk

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

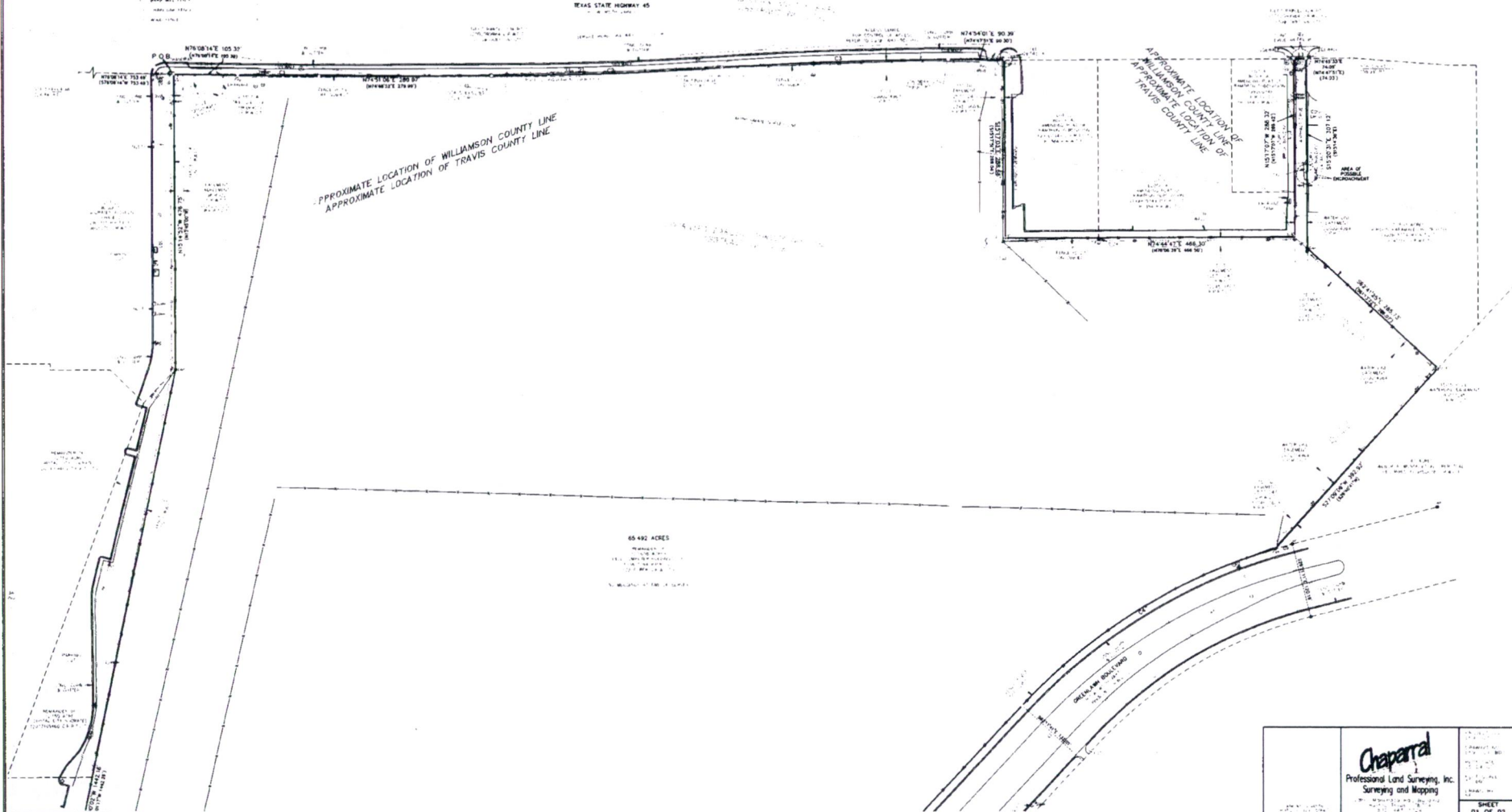
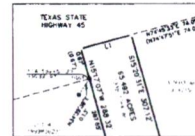
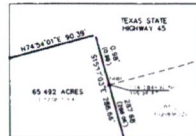
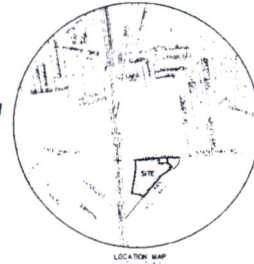
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<u>Exhibit E</u>	<u>MF-3 Area 1 Architectural Elevations</u>

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A LAND TITLE SURVEY OF 65.492 ACRES OF LAND (APPROX. 2,852,822 S.F.) IN THE MEMUCAN HUNT SURVEY, ABSTRACT NO. 2713, AND THE SOCRATES DARLING SURVEY NO. 102, ABSTRACT NO. 232 IN BOTH TRAVIS AND WILLAMSON COUNTIES, TEXAS, BEING A PORTION OF A 120.658 ACRE TRACT DESCRIBED IN A GENERAL WARRANTY DEED TO DELL COMPUTER HOLDINGS, L.P., DATED MAY 14, 1993, AND RECORDED IN BOTH VOLUME 2306, PAGE 663 OF THE OFFICIAL RECORDS, WILLAMSON COUNTY, AND VOLUME 11936, PAGE 1764 OF THE REAL PROPERTY RECORDS OF TRAVIS COUNTY, TEXAS.

EXHIBIT 'A'

Page 1 of 2



Page 2 of 2

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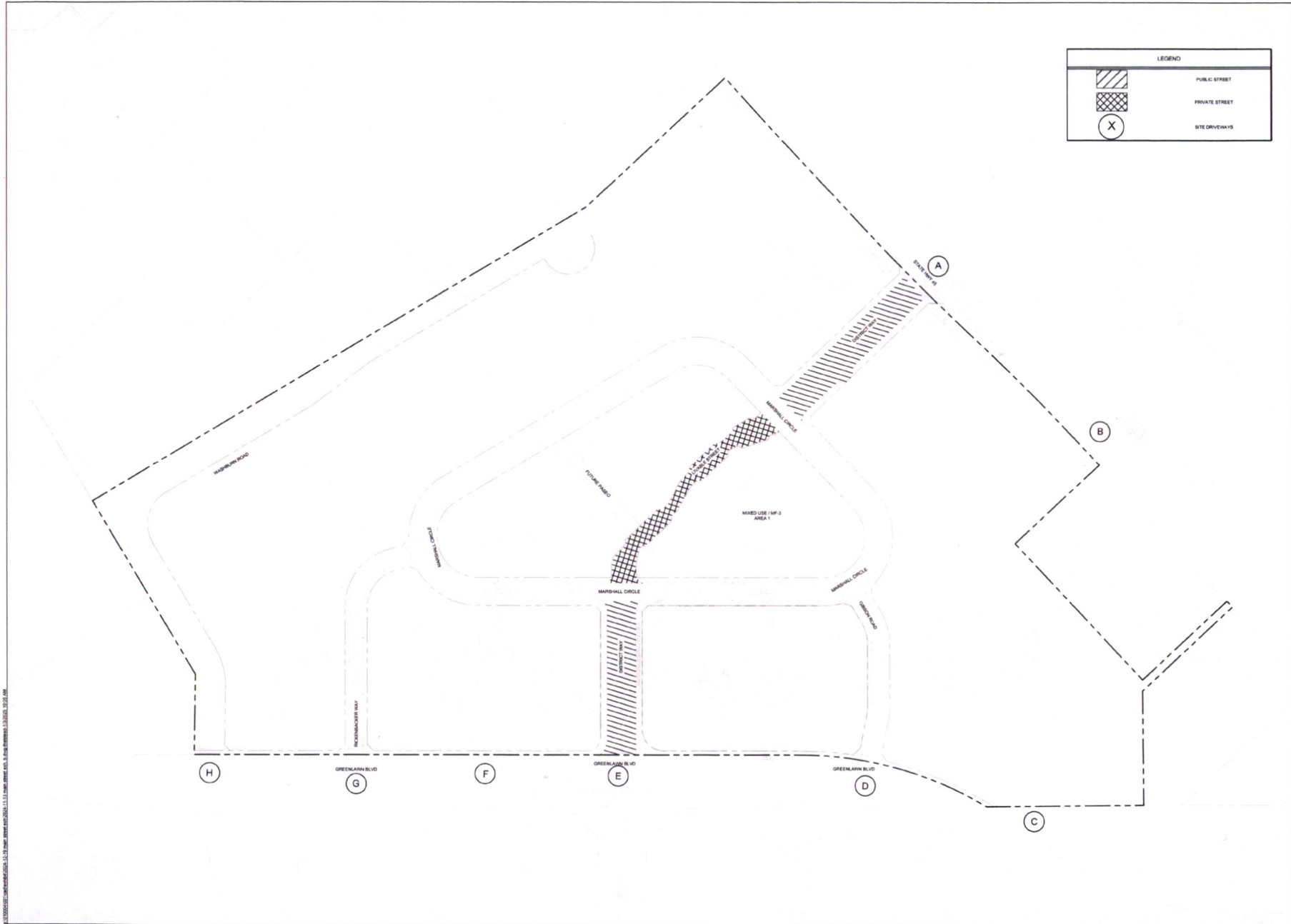
Figure 1. The structure of the proposed system. The system is composed of three main parts: a user interface, a data management system, and a decision support system. The user interface interacts with the data management system, which in turn interacts with the decision support system. The decision support system provides recommendations to the user interface based on the data stored in the data management system.

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C2	241.14'	2788.00	106.31	372.98	372.92	RTZ 27 45'E	107750.17	373.49'	
C3	249.15'	2788.00	112.49	365.84	365.78	RTZ 26 58'E	109772.50	367.18'	
C4	3150.28	892.25	248.97	680.72	679.82	SLZ 15 26 W	154715.16	679.84'	
C5							104754.28	68.75'	

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Surveying and Mapping

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ENGINEERING & DESIGN

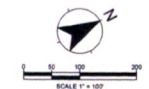
1301 S. MOPAC EXPRESSWAY
SUITE 150
AUSTIN, TEXAS 78746
PHONE: (512) 628-8281
WWW.KFM-LLC.COM
TBPE #: F-20621

PROJECT
THE DISTRICT
ROUND ROCK, TEXAS

TITLE
CONCEPT PLAN

EXHIBIT B

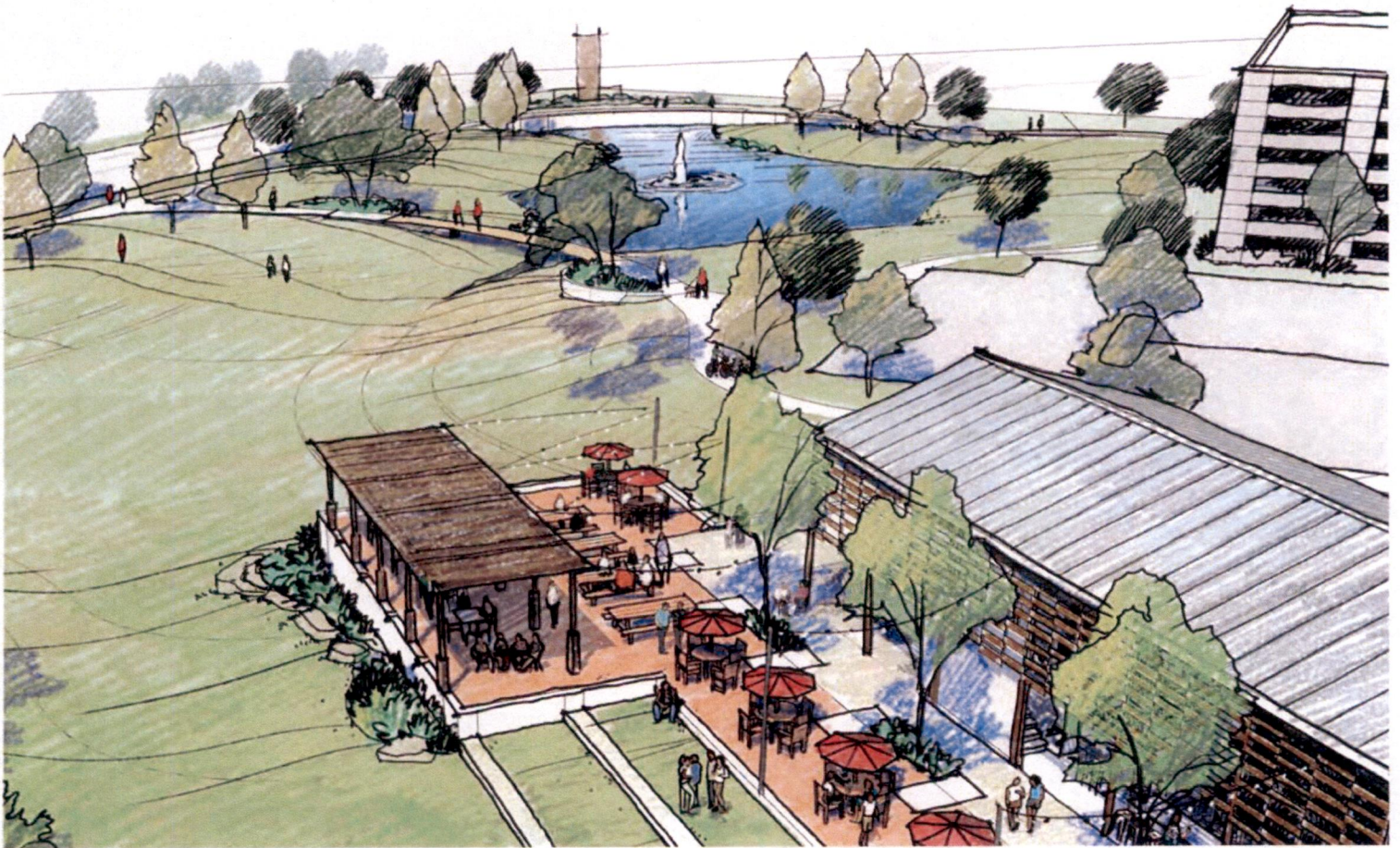
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Exhibit 'C'

The District, Open Space Plan



March 08, 2021
City of Round Rock, Texas

1.1 The District Open Space System

The District is intended to provide unique experiences for visitors while meeting the lifestyle demands of its residents. The urban environment of The District requires a more intentional approach to the development of open space capitalizing the areas walkability and available land to meet the expectation of a highly functioning development. The complexities of an urban built environment necessitate a need for a dynamic approach to partnerships, management, and provision of common space meant to serve individual development demands as well as the greater community. This section provides a unified approach to meeting and exceeding the typical development provisions of open space.

1.1.1 The District

A. Ownership and Maintenance

Open space within The District is privately owned space used as supporting infrastructure for the overall development. The ownership of the open space and oversight of these spaces may be either sole ownership by one entity or areas held in common between two or more entities. Maintenance and upkeep of these spaces shall also be the responsibility of the controlling entity.

B. Access

Visitors to The District are considered guests and are freely welcome throughout the overall plan areas provided they abide by the rules set by property owners and area business establishments. As such, open space within The District is considered semi-public. The role of ownership and responsibility of maintenance provides a defining parameter for access to The District's open space areas. Privately held amenity spaces that are reserved specifically to the leasees or renters would not contribute to open space calculations. Open space that is held in common for The District shall meet requirements for the plan area's multi-family development. Areas that are located adjacent to a structure that are available to patrons of The District's establishments would be considered open space. This arrangement would include spaces that require patronage to be eligible for access to dining or entertainment spaces.

C. Defining Open Space

Open Space within The District is intended to meet the "clearly superior" provisions required as part of a PUD. For the intent of this regulatory element of The District PUD, open space is defined as:

Land that contributes to passive and active recreation areas in natural or improved settings of the built environment.

For the purpose of this PUD, Open Space shall be comprised of the following components: Paseos and Livable Streets, Enhanced Detention Areas and Greenways, Plazas and Courtyards, Greens and Parklets, and Rain Gardens.

In addition to this overarching character definition of open space the following provisions excludes land from being considered open space:

1. Amenity or recreation areas that have controlled access for tenants or business members only.

2. Parking lots and a corresponding 8' buffer from the edge of pavement.

1.1.2 Open Space Sub-Areas

The following section is intended to provide direction for the location and placement of open space. The delineation of open space sub-areas were informed by the definitive extents of streets, paseos, and property boundaries.

A. Open Space Sub-Areas Targets

The District planning area encompasses a specific land area that will be developed in stages over a number of years. As a means to make the phasing more manageable from an open space perspective the plan area was divided into 5 sub areas of The District. These sub-areas are illustrated in Figure 1.2.1 Open Space Sub-Areas, on the following page.

These open space sub-areas provide target acreage for the development and programming of open space. As individual site plans are submitted, the final design of each individual project will impact location and function of adjacent open space. As such it is important to provide a benchmark for open space development, so it too can be realized in accordance with the intended character of The District. Table 1.1.1 Open Space Sub-Area Targets provides a benchmark for the anticipated quantities of overall development types.

B. Open Space Sub-Area Flexibility.

It is important to allow for the flexibility needed in the realization of individual projects. As such, open space will be allowed to fluctuate so long as the plan area maintains a base composition of 16% of open space for The District. Additionally, a minimum 50% of targeted area in each designated open space sub-areas needs to be met.

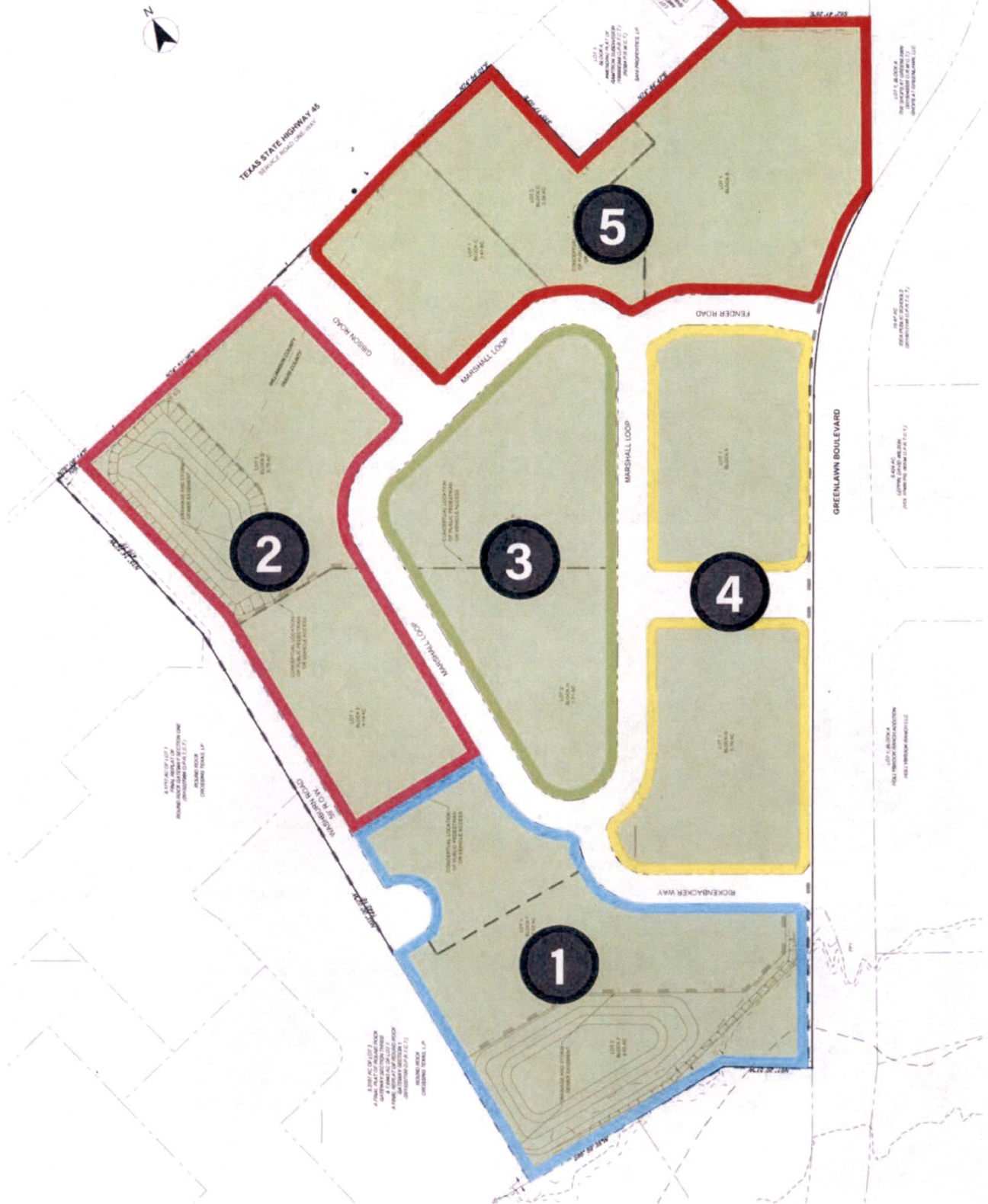
Table 1.1.1 Open Space Sub-Area Targets

Tract #	Site Area (Acres)	Target Open Space (Acres)	Minimum Open Space (Acres)**
Sub-Area 1	11.65	4.5	2.25
Sub-Area 2	10.90	3.5	1.25
Sub-Area 3	8.81	2.0	1.00
Sub-Area 4	9.68	.25	0.13
Sub-Area 5	14.87	.35	0.18
R.O.W.	9.58	-	-
Total	65.49	10.6*	-

*Acreage meeting the 16% base open space composition requirement.

**Reductions to the target open space area shall be accounted for in other open space sub-areas to meet the 10.6 acres or 16% base open space composition requirement.

Figure 1.2.1 Open Space Sub-Areas



1.2 Open Space Components

Open space is fundamental to the success and function of The District's open space provides opportunities for exercise, entertainment, an outlet for youthful exuberance, and opportunity for neighborly fellowship. Open space can be broken down into five different categories: Paseos and Liveable Streets, Enhanced Detention Areas and Greenways, Plazas and Courtyards, Greens and Parklets, and Rain Gardens. Each one of the categories is distinct in its role, which are described in further detail in the following sub-sections.

1.2.1 Paseos and Liveable Streets

Paseos and Liveable Streets are thoroughfare infrastructure with the purpose provide access routes to the spaces to experiences that visitors and residents will enjoy. Paseos are pedestrian connectors in an enhanced environment. For the purpose of this planning document Liveable Streets are local streets that remove the physical and visual separations between the vehicle and pedestrian environment. Paseos and Liveable Streets shall both be considered to provide necessary access that is used to delineated the boundary edge of a block. These spaces are typically privately owned and maintained.

B. Design Intent

Paseos and Liveable Streets can accommodate office, retail, and residential environments found within The District. They have a strong paved thoroughway element that promotes a comfort and safety in their ability to handle significant pedestrian traffic. These routes connect vehicular right-of-way or terminate into other open space areas.

Liveable Streets should have a clear distinct entrance to communicate to vehicle users that it is not a typical street. These streets should be curbless so that they maximize accessibility to adjacent spaces eliminating any need for grade transitions. These streets are positively graded to feed runoff into rain gardens or other drainage infrastructure. Traffic calming elements are encouraged and should be considered a typical application.

The edges of these spaces should be lined with trees, landscaping, seating, and other furnishings. Liveable Streets can have expanded paving areas adjacent to the thoroughway for temporary programming elements such as parking, dining, performance spaces, or other types of exhibit space. Lighting is an essential element as these areas are intended to be lively well into the evening making functionality, comfort, and safety a priority. The use of textured surface material, such as pavers or special concrete finishes, is a recommend design component as it contributes to the delineation of space.

C. Programming

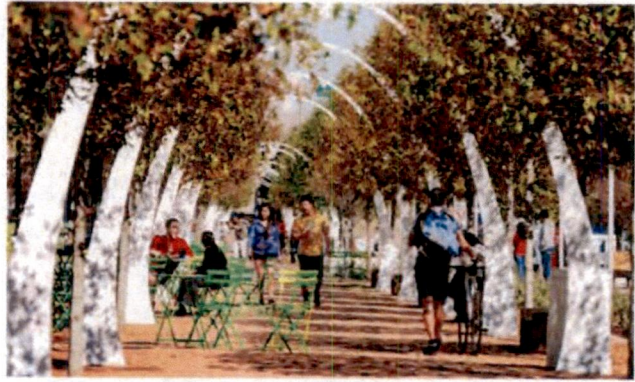
These spaces are unprogrammed, as they will double as a fire lane access in certain instances. Minimum design standards are as follows:

Paseo

- 12' minimum paved surface capable of emergency vehicle traffic
- 20' clear throughway

Liveable Street

- 16' minimum paved surface capable of emergency vehicle traffic.
- 20' clear throughway



Paseos make pedestrians the focal point of the space.



Paseo should engage the adjacent space and provide wayfinding to key destinations.



Liveable streets should use different textures to increase driver awareness.



Liveable streets don't sacrifice pedestrian comfort at the provision of vehicular access.

1.2.2 Enhanced Detention Areas and Greenways

A. Description

Enhanced Detention Areas are stormwater detention and retention facilities that are developed in a manner to provide opportunities for active and passive recreation. Enhanced Detention Area acreage within The District shall fully count as contributing to meet 16% base open space composition. Greenways are tracts of open space that are unprogrammed and defined by prevalent natural environment character. The area making up greenways is predominately the natural drainage corridor along the southern boundary of the The District. Ownership and maintenance of these spaces is typically private. However, these spaces should be publicly accessible, specifically portions that are part of a trail network.

B. Design Intent

Enhanced Detention Areas epitomize the multi-use approach to development. They take vital and often unsightly stormwater infrastructure and add purposeful design and programming to make a valued and attractive contribution to the development. The added elements typically include maintained play lawns, walking trails, wet pond, riparian habitat, overlooks, seating, and complimentary water features. Greenways should work under a conservation approach, using native plantings and natural systems to provide passive recreation opportunities and plan area wide connections.

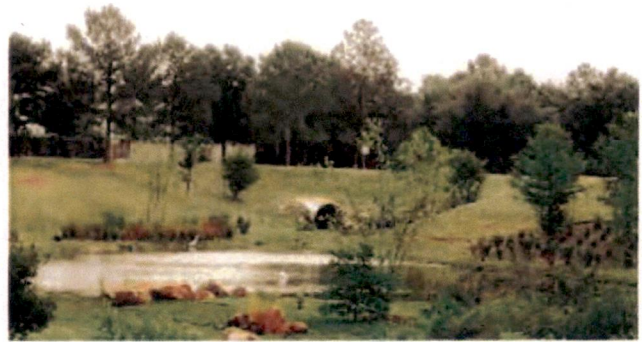
Added grasses, perennials, shrub, and trees plantings should be drought tolerant, with native plants being a preferred over other adapted plant species. Walking paths or multi-use trails found within the Enhanced Detention Areas should be well lit and durable reducing long term maintenance demands. Enhanced Detention Areas should be accessible for routine maintenance and upkeep.

C. Programing

Enhanced Detention Areas are not limited in their size and capacity, instead they should be designed and constructed in a manner that maintains a balance in natural character and recreational use of the space. A portion of the Enhanced Detention areas shall be useable during and after storm events. Three of the following program elements should be included to be considered an Enhanced Detention Area, while Greenways shall have two:

- | | |
|---|--|
| • Walking path loop | • Shade Structures, with seating |
| • Wet pond | • Performance space |
| • Play lawn (2,000 sq. ft min.) | • Water feature |
| • Water feature (fountain, waterfall, stream, etc.) | • Riparian planting (minimum of 10% of pond perimeter) |
| • Secondary seating (boulders, seatwall, etc.) | |

Greenways programed with a multi-use trail would become part of the Gilleland Creek trail system. As such, it is important to establish maintenance and ownership understandings with the City of Round Rock before construction.



Riparian plantings attract wildlife viewing opportunities.



Water features can be added to the wet pond to provide aesthetic and functional purpose.



Performance spaces can be programmed into the general setting of the Enhanced Detention Area.



Greenways are ideal locations for multi-use trails.

① Walking Path

② Wetpond

③ Water Feature

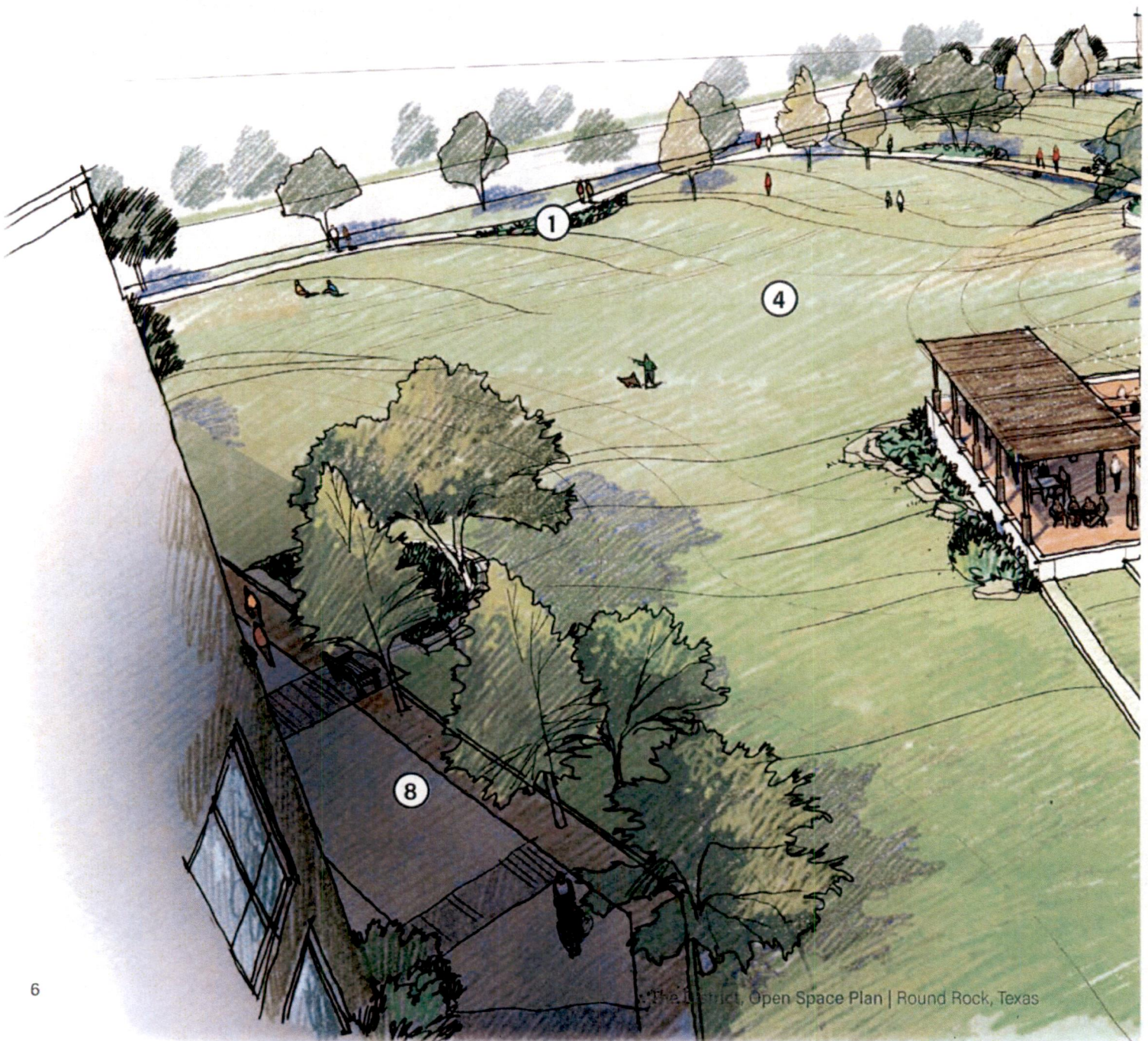
④ Play Lawn

⑤ Riparian Planting

⑥ Secondary Seating

⑦ Outdoor Dining

⑧ Paseo



Enhanced Detention Areas

Enhanced Detention Areas can be developed to act as a focal point and activity area for residents and visitors to The District. Understanding that storm events very rarely need all stormwater detention capacity, these spaces can be further utilized with additional programming so long as it is designed in a resilient manner. The District's Open Space Plan provides the needed flexibility to capitalize on that approach.

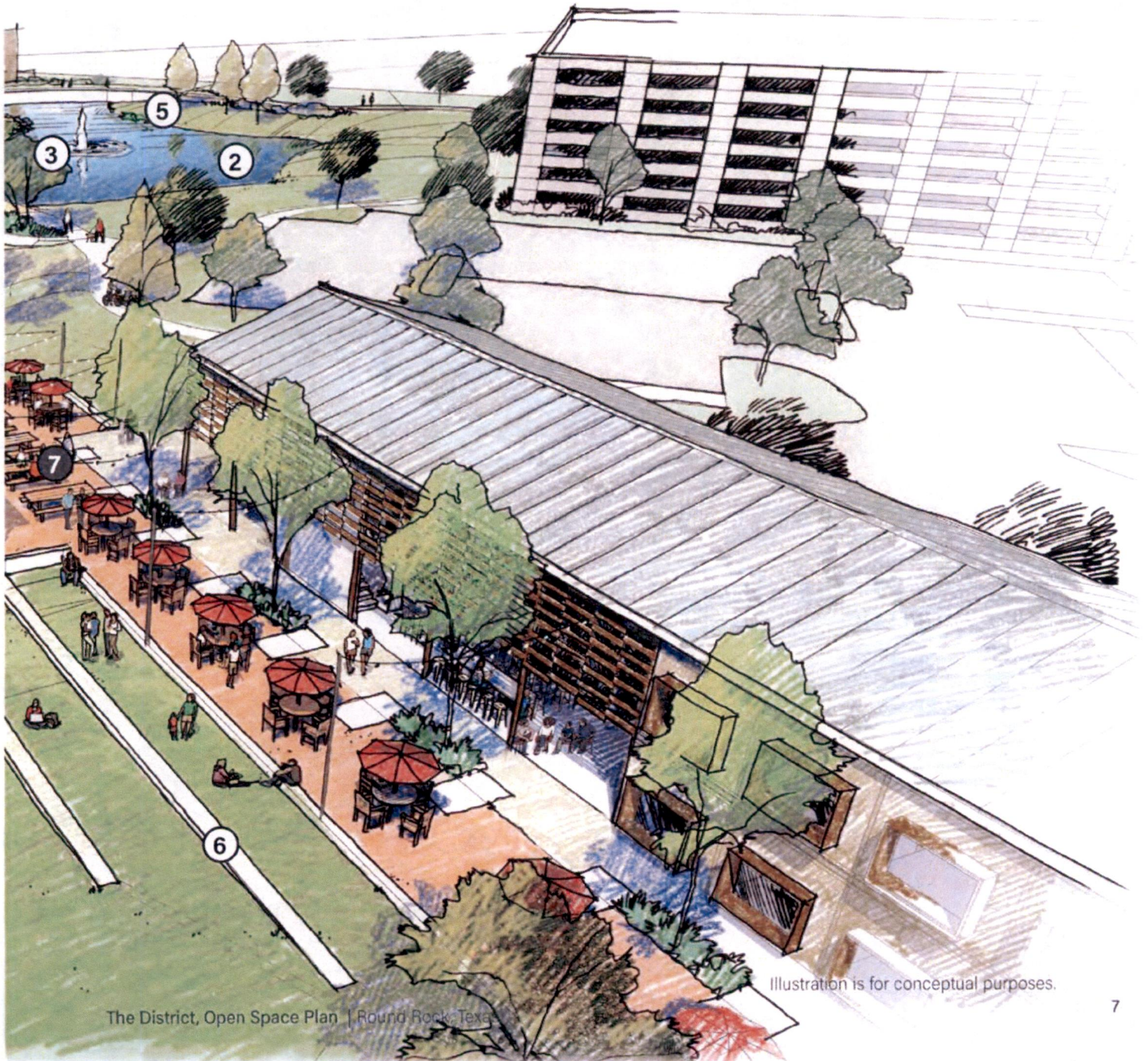


Illustration is for conceptual purposes.

1.2.3 Greens and Parklets

A. Description

Greens and Parklets provide compact leisure and recreation opportunities within the open space systems. Greens and Parklets are located adjacent to streets, paseos, walkways, or are shared spaces adjacent to building frontages. Greens are areas that are held in common and serve as a gathering space for adjacent businesses or building complexes. Parklets can be stand alone spaces or part of a greater open space asset. Both of these spaces are privately owned and maintained as a semi-public business or extensions of multi-family amenity areas.

B. Design Intent

Greens and Parklets are intended to complement the urban development or to provide gathering areas, meet amenity demands, and provide opportunity for informal play. Their placement may occur interior to a developed block, on a street frontage, or programmed as part of a larger open space offering, such as an Enhanced Detention Area. Pedestrian accessibility should be a priority with sidewalks and multi-use trails being adequate methods of access. Nearby on-street parking and structure parking can account for vehicle parking demands, however provision of parking is not a requirement for these spaces. Greens are comprised of lawn, landscaping, and trees and are absent of programmed recreation. Parklets include landscaping and tree plantings that help complement a feature amenity for recreation or gatherings. Seating should accompany lawns and amenities found in greens and parklets.

Greens should have no less than two sides of directly accessible sidewalk or multi-use path. Parklets may only have one sidewalk or multi-use access point. Greens and parklets should be highly visible from adjacent public realms, with pedestrians having the ability to see across the space. Shade and lighting elements are important components to both greens and parklets, as they promote safety and comfort of the space.

C. Programing

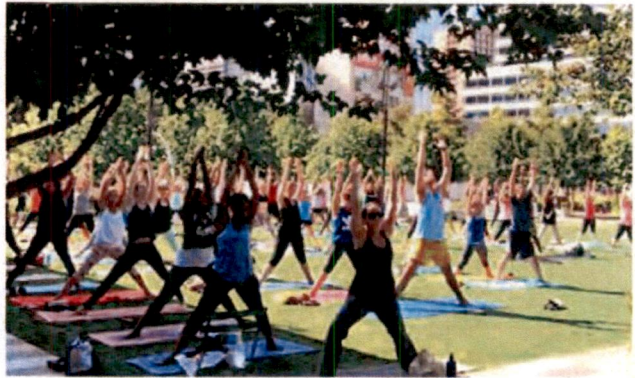
There are no specific program elements required for greens or parklets. However, depending on the scale and context of the amenity, consider planting and fencing to screen adjacent residential and business uses (specifically highly used amenities like sport courts, playgrounds, pools, etc.).



Greens provide dedicated space for unprogrammed play.



Parklets can be simple spaces programed with shade trees, landscaping, and seating.



Benefits of greens include the flexibility of the space for local residents and visitors to maintain a healthy living.



Parklets can fill voids of unprogrammed space near businesses.

1.2.4 Plazas and Courtyards

A. Description

Plazas and courtyards provide gathering spaces for social and community events, within a formal and relatively condensed space. These spaces are most typically found amongst commercial or office development as flexible space for gatherings, entertainment, and special event displays. These spaces can be either publicly or privately maintained, however private ownership allows for surrounding business to have more influence and control over the space's use and programming.

B. Design Intent

Plazas and courtyards should compliment the surrounding environment with prominent connections and engagement. Plazas are predominately hardscape with a mix of plantings, shade trees, and furnishings that result in ample seating opportunities. They should have at least one frontage on a street or key pedestrian thoroughway, which provide clear visibility into the space. Courtyards are composed of lawns, landscaping, hardscapes, shade trees, walking paths, and furnishings. The courtyards are typically by two or more buildings frontages.

The spaces should be designed to handle high amounts of pedestrian traffic. Lighting is important in creating a safe environment and enabling evening activities. These spaces should include infrastructure to accommodate vendors for weekend markets, art shows, craft fairs, etc.

C. Programming

These spaces are relatively unprogrammed to allow for flexibility and creativity for hosting events and gatherings. Each space should consider identifying the placement or inclusion of a permanent structure for the hosting of bands or other performance guests. Fountains and other water features are a welcomed addition, so long as they don't make the space unfeasible for other uses.



Plazas may be integrated into adjacent businesses seating area.



Plazas function well as performance spaces being able to handle groups routinely.



Smaller Courtyards can provide valuable spaces for individual respite.



Courtyards may include a mix of surfaces and plantings.

- ① Green
- ② Public Art
- ③ Rain Garden
- ④ Courtyard

- ⑤ Multi-purpose performance area
- ⑥ Secondary Seating
- ⑦ Outdoor Dining
- ⑧ Paseo

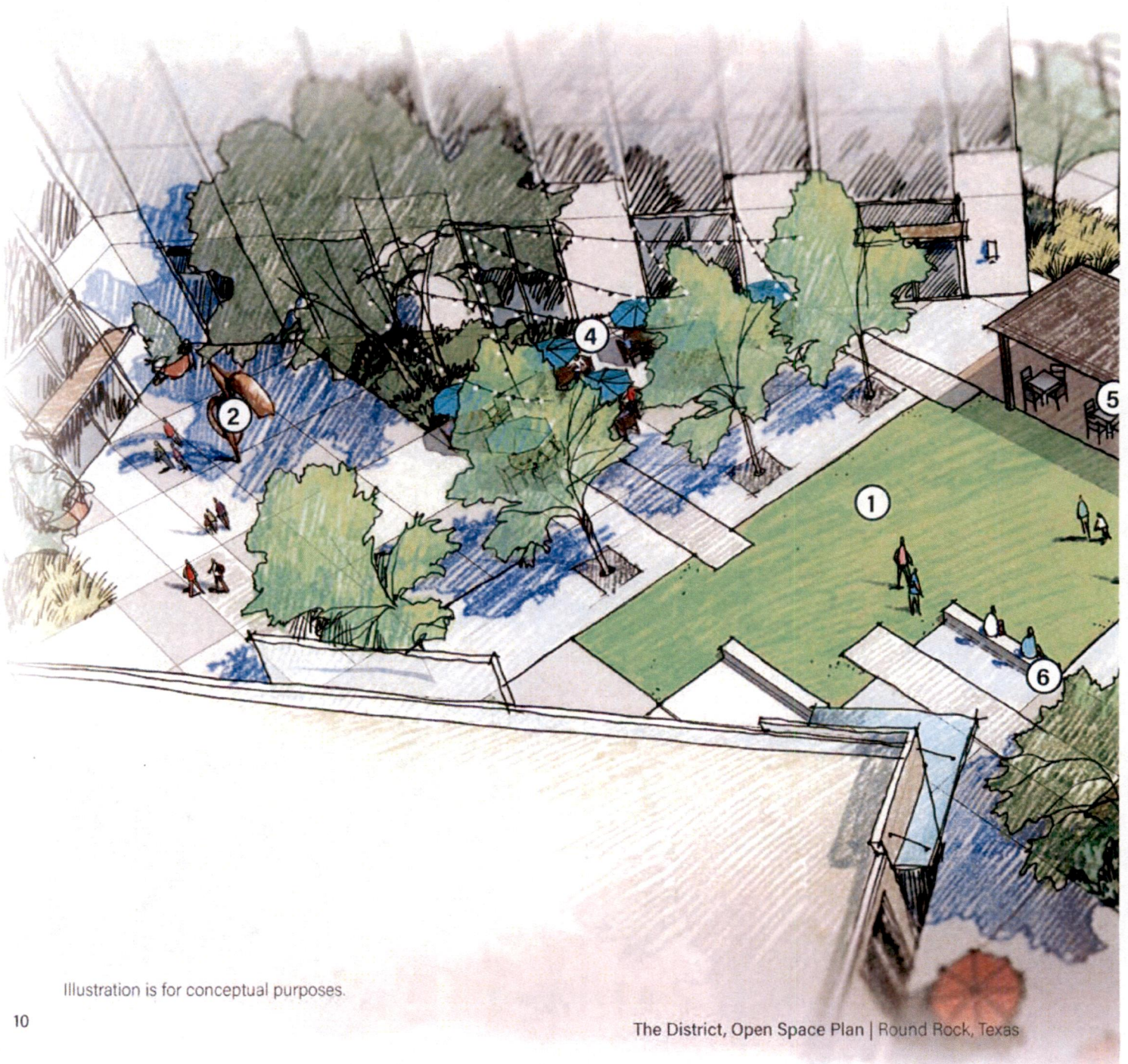
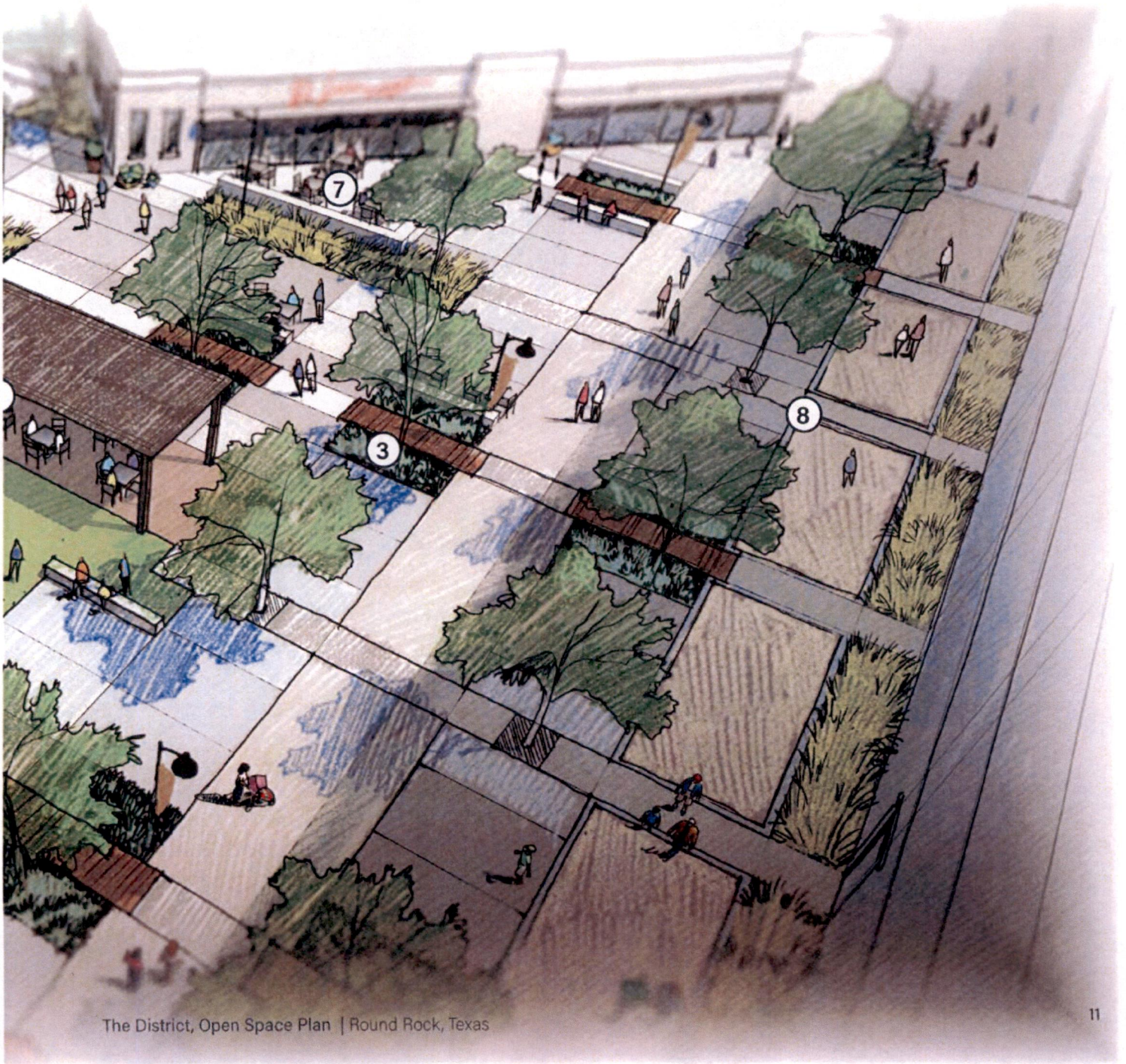


Illustration is for conceptual purposes.

Greens, Parklets, Plazas, and Courtyards.

The District intends to promote an active environment within its core. While some of these spaces are more urban in look and feel they provided the same benefits typically associated with open space. Residents and visitors are able to take advantage of these opportunities for events and gatherings as well as active and passive recreation.



1.2.5 Rain Gardens

A. Description

Rain gardens are landscape areas that are designed and constructed to provide increased stormwater detention, water quality, and soil hydrology benefits. The nature of the planting provides aesthetic appeal that provides additional interest to the built environment.

B. Design Intent

Rain gardens should be located near buildings and paved areas to increase stormwater infiltration where impervious surfaces are more abundant. The planting aesthetic may vary from lush, water loving plants to a more arid plant type, with both approaches meeting the desired characteristics of the overall development.

Rain gardens can be stand alone features or linked into a greater drainage system. Stand alone rain gardens should be designed to utilize surface flow to move water during large storm. Overflow inlets may be installed to handle large storm events, if surface flow is inhibited by the surrounding built environment.

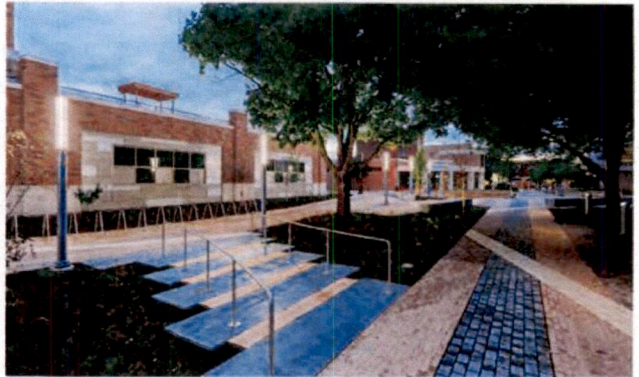
Rain gardens are not intended to be directly accessible so adjacent walkways should provide seating areas within or abutting the planting area. Art can be added as a feature element found within a rain garden. Lighting should be used to highlight art works, feature plants, and seating to ensure a safe environment and enabling evening activities.

C. Programming

These spaces are highly programmed spaces from a planning and supporting infrastructure standpoint. Plants should be selected based on their growing characteristics and applicability for use in a rain garden. Seating and corresponding gathering areas should compliment rain gardens that are adjacent to pedestrian connection routes.



Incorporating artwork into a rain garden can help provide character elements to the site.



Rain gardens can be utilized as a buffer between spaces.



Drain inlets can be used as a point of interest.

2.1 Open Space Landscaping

The landscape requirements for the plan area are important to realizing the desired character in addition to providing beautification and placemaking impacts. The standards are set for the public and private realm in both commercial and residential settings. This section of the PUD is intended to be an addition to the standards found within the City of Round Rock Code of Ordinances, Part III Zoning and Development, Chapter 8 Zoning and Development Standards, Section 8-10 Landscaping.

2.1.1 Plant Standards

A. Plant Size

The following subsections identify the planting standards for the different planting types at time of planting for meeting Section 2.2.2 Open Space Planting Requirements.

1. Shade trees shall have a minimum caliper of 3 inches measured at 6 inches above the root collar, 16' in height, and 7' canopy spread, and 100 gallon container size.
2. Ornamental trees should be a minimum of 8' in height and 50 gallon container size.
3. Formal plantings shall have a minimum 3 gallon container size and 1.5' in height at time of planting. Formal plantings including: shrubs, ornamental grasses, succulents, and perennials.

2.1.2 Open Space Planting Requirements

Open Space standards are intended to provide direction to both privately and publicly accessible spaces. Standards are to be considered minimums to meet or exceed.

A. Paseo and Liveable Street

1. A Paseo or Liveable Street shall have 1 shade trees or 2 ornamental trees per each 50 linear feet on both sides of the corridor.
2. There shall be 8 formal plantings per each 50 linear feet on both sides of the corridor.
3. Plantings can be grouped or evenly spaced to better accommodate adjacent spaces.

B. Enhance Detention Areas

1. There shall be 8 trees per acre of open space
2. Minimum 10% of any wet pond perimeter shall contain riparian planting. 1 tree per 30 linear feet of riparian shoreline. Riparian areas to contain 6 appropriate shrubs, grasses, etc. per 30 linear feet.

C. Plaza and Courtyards

1. Plazas and courtyards shall provide 1 shade tree or 2 ornamental trees and 6 formal plantings for every 1,000 sq ft.

D. Greens

1. Greens shall be comprised of no less than 90% manicured and irrigated turfgrass.
2. Water conservation practices are acceptable for the months of July and August.
3. Artificial turf is an acceptable alternative.

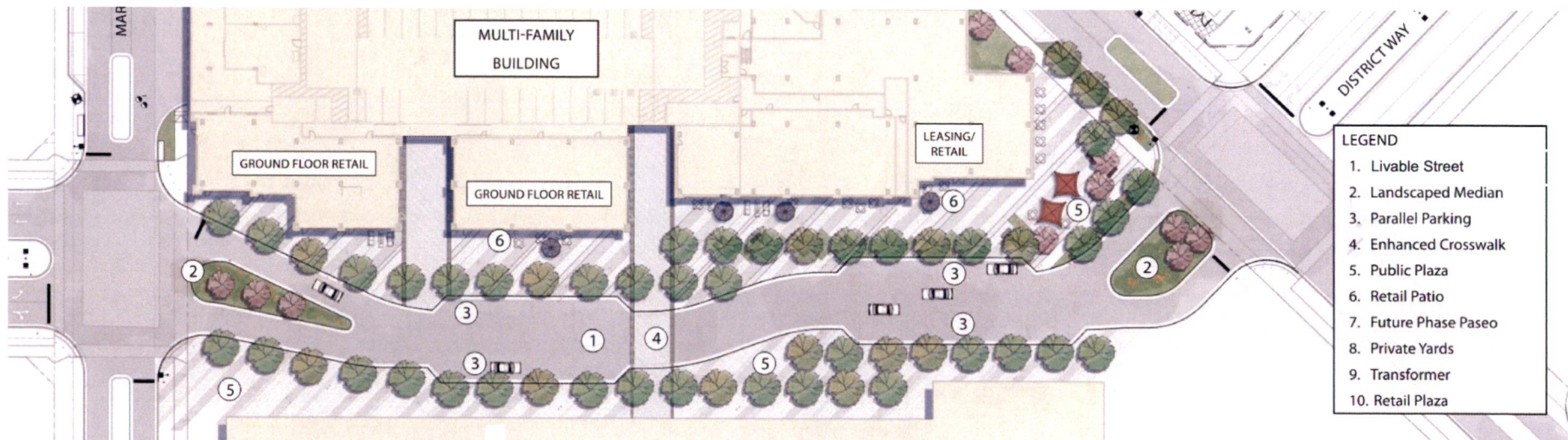
E. Rain Gardens

1. Rain garden shall be comprised of no less than 4 plant species.
2. No one plant species shall account for more than 40 percent of the total plant composition.

Exhibit D (Page 1 of 2)
Conceptual Images of the Livable Street
District Way (Private Portion)



Exhibit D (Page 2 of 2)



Conceptual Plan District Way (Private Street Portion) Round Rock, Texas



SCALE: 1"=60'
0' 30' 60'

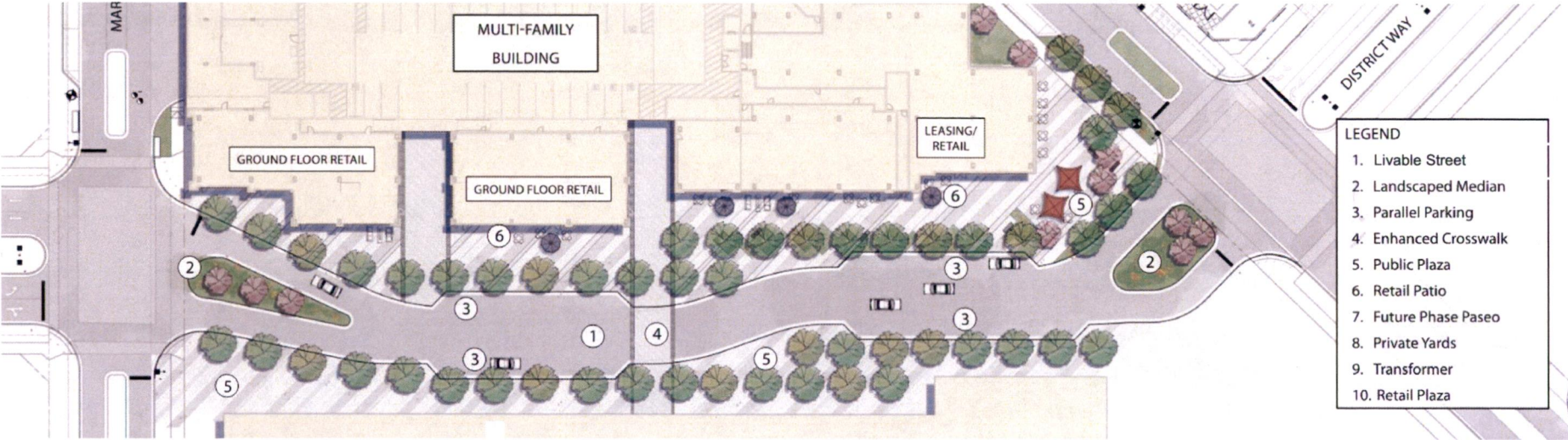
ISSUE DATE: April 25, 2024
All drawings are preliminary and subject to change.
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Exhibit D (Page 1 of 2)
Conceptual Images of the Livable Street
District Way (Private Portion)



Exhibit D (Page 2 of 2)

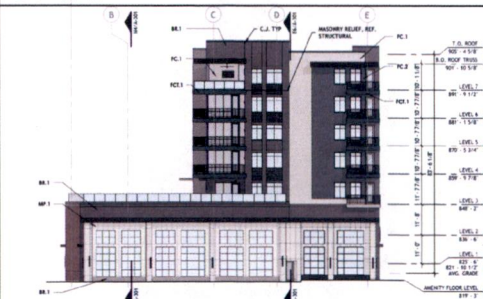




N1 BUILDING ELEVATION - NORTH
1/16" = 1'-0"



J1 BUILDING ELEVATION - WEST
1/16" = 1'-0"



E1 BUILDING ELEVATION - SOUTH
1/16" = 1'-0"



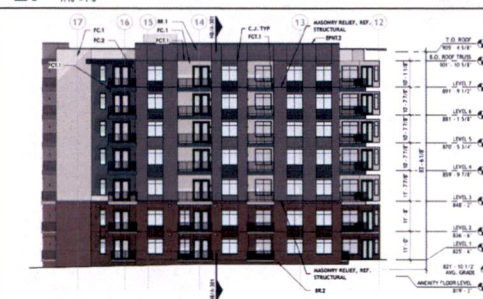
E7 BUILDING ELEVATION - SOUTH
1/16" = 1'-0"



E16 BUILDING ELEVATION - SOUTH
1/16" = 1'-0"



A1 BUILDING ELEVATION - EAST
1/16" = 1'-0"



A7 BUILDING ELEVATION - EAST
1/16" = 1'-0"



A12 BUILDING ELEVATION - EAST
1/16" = 1'-0"

MATERIALS LEGEND



**GENERAL NOTES:
EXTERIOR ELEVATION**

1. INFILL ELEMENTS SHALL HAVE SHOWN FOR APPROPRIATE LOCATION. ALL CURTAIN WALLS SHOWN HORIZONTALLY AND VERTICALLY WHEN POSSIBLE. COLOR TO MATCH ADJACENT MATERIAL.
2. DOWNSPUTS, CORNICES AND GUTTERS TO BE PAINTED TO MATCH ADJACENT MATERIAL.
3. ALL FLOOR CURTAIN WALLS TO MATCH ADJACENT MATERIAL AND COLOR.
4. ALL WINDOW FRAMES TO BE COLOR MATCHED TO ADJACENT MATERIAL AND COLOR.
5. REF. FINISH SCHEDULE ON SHEET A-10.
6. NOTES TO BE USED AT CURTAIN WALL LOCATIONS. ALL NOTES TO MATCH ADJACENT MATERIAL.



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MARK IV CAPITAL

EXHIBIT E

PRINT THIS SHEET IN COLOR

1. DESIGN DEVELOPMENT 06/20/24
2. SCHEMATIC DESIGN 06/20/24
3. PERMIT 06/20/24
Project Number: 16-27001-01
Project Name: [Name]
EXTERIOR ELEVATIONS