

Alternative Development Standard #1

MINIMUM DEVELOPMENT STANDARD	
Block Length	<p>2.1 Block length, except where abutting SH Loop 337 ROW, shall not exceed:</p> <ul style="list-style-type: none"> ▪ 550 ft. where within ¼ mile of the Town Center or Neighborhood Center Planning Areas; ▪ 750 ft. in the balance of the project unless otherwise set forth herein; or ▪ outside a ¼ mile of the Town Center or Neighborhood Center Planning Areas, 850 ft. where 60 percent of the lot frontages on a street are 100 ft. or greater. <p>Exceptions to these block lengths are allowed only where set forth elsewhere in this Code e.g. provision of cul-de-sac and extensions of existing stub streets.</p> <p>Note:</p> <p>The block length development standards listed above apply to local streets within precincts.</p>
	<p>Blocks 49, 50 & 51 are 750ft or less in length.</p> <p>ALTERNATE DEVELOPMENT STANDARD FOR BLOCK 48:</p> <p><i>Block length, except where abutting SH Loop 337 ROW, shall not exceed:</i></p> <ul style="list-style-type: none"> • 550 ft. where within 1.4 mile of the Town Center or Neighborhood Center Planning Areas, excluding Blocks 58, 60, 64, 75, 76, 77 & 79 within Sector Plan 3; • 750 ft. in the balance of the project unless otherwise set forth herein, excluding Blocks 48 54 53 within Sector Plan 3; or • outside a ¼ of the Town Center 850 ft. where 60 percent of the lot frontages on a street are 100 ft. or greater. <p>Sector Plan 3, as initially approved include an Alternate Development Standard, including for Block 51, which is included within Precinct 16-2. This amendment proposes to request that except be instead applied to Block 48 (Block 51 complies with the DDCD requirement). Block 53 has been designed out as part of the amendment so the reference to it has been removed from the draft alternative standard.</p> <p>Regarding Block 48, access for pedestrians, bicycles and vehicles has been defined around logical and safe connection points, considering adjoining major roadways, local streets, parks and open spaces, and accessways.</p> <p>The length of Block 48 directly responds to fact that the Block abuts land outside of the Project, and providing a mid-block break would provide a pathway that would stub out at the property line and would ultimately result is a concealed portion of land that is unlikely to be utilized by the public to circulate throughout the community. Future pedestrian and bicycle connections to land outside of the Project, should it be developed later, can achieved via Blieders Creek.</p> <p>While Development Standard 2.4 does not state a specific length, it does allow for blocks adjoining the Project boundary to be wider in length. The proposal to have Block 48 exceed 750 ft is in keeping with allowances that have been permitted in like circumstances throughout the Project.</p>

Alternative Development Standard #2

NEIGHBORHOOD PARKS

MINIMUM DEVELOPMENT STANDARD			
Location	1.1	A neighborhood park shall be located within a ¼ mile walking distance of 90 percent of residential use lots within the Project.	The amendment complies - see Exhibit A, Sheet 6.
	1.2	Neighborhood parks shall not be located adjacent to major roadways unless the portion of the Neighborhood Park adjacent to the major roadway is to provide an integrated water quality facility.	The amendment complies – Park #15 is not located adjacent to a major roadway – see Exhibit A, Sheet 6.
	1.3	For that part of a park’s perimeter that does not share a common lot line with a Park Planning Area, the Guadalupe River or a school use, a minimum of 50% of the park’s perimeter shall abut a minor roadway.	<p>ALTERNATIVE DEVELOPMENT STANDARD</p> <p><i>For that part of a park’s perimeter that does not share a common lot like with a Park Planning Area, the Guadalupe River or a school use, a minimum of 50% of the park’s perimeter shall abut a minor roadway, except for Park 20 in Sector Plan 3, which shall be a minimum of 25 percent, and Park 15 in Sector Plan 3, which shall be a minimum of 10 percent, when park improvements, such as play equipment and shelters, are located in proximity to the street.</i></p> <p>Sector Plan 3, as initially approved include an Alternate Development Standard, which allowed Park 20, a neighborhood park to have a reduced road frontage due to the park largely being encompassed by linear open space, which meant for the non-park frontage, it was a significant constraint to achieve a minimum 50 percent road frontage. Similarly, Park #15, which is located in Precinct 16, as a similar constraint due to the park only have a road frontage on one side. This is because the park ultimately abuts future parkland, and the depth of the adjoining residential lots are necessitated due to site-specific easement requirements. Due to the depth of the lot, and that it will ultimately be part of a larger park network, it is considered Park 15 remains visible to the street, with improvements being located closer to Street H.</p>
Finished Surface Gradient	2.1	A minimum of ¾ acre of each park shall have a maximum finished surface level gradient of 2 percent.	The amendment complies.
Pedestrian & Bicycle Accessibility	3.1	Pedestrian and cycle access to neighborhood parks shall be via sidewalks and bike lanes along streets; and where adjoining a neighborhood park, pedestrian and cycle access shall also be provided via linear open space parks and major accessways.	The amendment complies. Park #15 will be accessible via a sidewalk along Street H, that connects into Hill Country Drive. Recreational off-street pedestrian and bikeway access will be provided commensurate to the delivery the surrounding, future public open space.
Programming Schedule	4.1	<p>Park improvements shall be provided in accordance with Table 26-1.</p> <p>Note: The discretionary component of this Listed Minimum Development Standard is limited so as not to include any design specifications that relate to the appearance, materials or theming of an improvement, unless directly related to the maintenance, durability and/or safety of the improvement.</p>	Unchanged from approved Sector Plan.