

**ZONING CHANGE REVIEW SHEET**CASE: C14-2022-0156DISTRICT: 1ADDRESS: 10711 Decker LaneZONING FROM: I-RRTO: CS-MUSITE AREA: 99.72 acres (4,242,803.20 sq. ft.)PROPERTY OWNER: Heart of Manor LPAGENT: Kimley-Horn (Ethan Harwell)CASE MANAGER: Jonathan Tomko (512-974-1057, [jonathan.tomko@austintexas.gov](mailto:jonathan.tomko@austintexas.gov))STAFF RECOMMEDATION: Staff recommends CS-MU zoningPLANNING COMMISSION or ZONING AND PLATTING COMMISSION ACTION /  
RECOMMENDATION:

May 16, 2023: (ZAP) Approved on Consent

CITY COUNCIL ACTION:

June 8, 2023: Scheduled to hear case

ORDINANCE NUMBER: N/AISSUES: N/ACASE MANAGER COMMENTS:

This large, nearly 100-acre parcel has interim rural residence zoning. The immediate area is beginning to see more development with the construction of SH 130 and Wildhorse Ranch Planned Unit Development to the east.

There is a small creek that crosses the subject tract on the south. To the west, not included in this parcel is a small piece of land used as the Decker Free Church Cemetery.

Transportation access for the subject tract will come from Decker Ln and the future Braker Lane extension that crosses the site. The future Braker Lane extension will be classified as a level 3 roadway under the ASMP. Any future driveways will comply with the transportation criteria manual and the safety standards within. According to the approved TIA, the Breaker Ln Extensions must be constructed prior to issuing a Certificate of Occupancy, so this road will be built prior to people/businesses being able to move in.

BASIS OF RECOMMENDATION:

6. Zoning should allow for reasonable use of the property.

Provided that an extension of Braker Lane will cross this property and is classified as a level 3 roadway under the ASMP, there is substantial roadway capacity to support CS-MU zoning. This is a reasonable use of this property as it develops to a more intense use.

3. The proposed zoning should satisfy a real public need and not provide special privilege to the owner.

There is a real public need for additional, more intense mixed uses in this area of northeast Austin abutting the 2-mile ETJ. With Braker Lane providing greater connections to major highways such as US 290 to the north and SH 130 to the east. This seems like a natural fit for this particular piece of property.

20. Zoning should promote clearly-identified community goals, such as creating employment opportunities or providing for affordable housing.

Zoning that allows a mix of office, retail, commercial and residential districts in a denser development pattern will support goals the City of Austin and the community have developed to improve access to goods, services, and employment opportunities in the Eastern Crescent.

EXISTING ZONING AND LAND USES:

	<b>ZONING</b>	<b>LAND USES</b>
<i>Site</i>	I-RR	Property has one single family home, approximately 2,700 sqft and built in 1975. The remainder of the land has been used as an improved pasture.
<i>North</i>	CH-CO	Property is approximately 53 acres, vacant land with no improvements.
<i>South</i>	P	Approximately 3,695 acres of public property owned by the City of Austin. It contains six small buildings/warehouses built in approximately 1970, one small warehouse built in 2005 and another in 2012. Lester Field (an airport for radio-controlled model airplanes), the Indiangrass Wildlife Sanctuary and Walter E. Long Lake. There is a railroad track between the subject parcel on the south side.
<i>East</i>	CH and CS-MU	Property is vacant land with no improvements. One parcel is approximately 46 acres (CS-MU) to the southeast and the other is approximately 97 acres (CH) to the northeast.
<i>West</i>	Austin 2 Mile ETJ	This land is unzoned. There are two small warehouses one built in 2008 and another in 2015.

NEIGHBORHOOD PLANNING AREA: The parcel is not in a neighborhood planning area

TIA: See *exhibit D*

WATERSHED: Decker Creek Watershed

SCHOOLS: Manor I.S.D.  
Decker Elementary School  
Decker Middle School  
Manor High School

NEIGHBORHOOD ORGANIZATIONS:

Friends of Northeast Austin  
Austin Neighborhoods Council  
Colony Park/Lakeside Community Development Corp  
City of Manor  
Neighborhood Empowerment Foundation

Sierra Club, Austin Regional Group  
 Homeless Neighborhood Association  
 SELTexas  
 Del Valle Community Coalition  
 Austin Lost and Found Pets  
 Friends of Austin Neighborhoods

**AREA CASE HISTORIES:**

NUMBER	REQUEST	COMMISSION	CITY COUNCIL
C14-2020-0055	The Applicant proposes to zone approximately 148 acres from I-RR to CH.	ZAP June 16, 2020: Approved CH for Tract 1; and CS-MU for Tract 2, as Staff recommended.	Nov. 12, 2020: Approved CH on Tract 1 and CS-MU on Tract 2, w/conditions of the TIA, as on 1st Reading, on 2nd/3rd Readings.
C14-2007-0143	The applicant is proposing to rezone approximately 88 acres from I-RR, PUD to LI-PDA.	ZAP Nov. 6, 2007: Approved staff recommendation of CH-CO by consent (7-0).	Feb. 14, 2007: Approved staff recommendation of CH-CO by consent (7-0).
C814-00-2063.10	The Applicant is proposing to amend 132.177 acres of the Wildhorse Ranch PUD to accommodate the request of the Austin Transportation Department to locate the proposed realigned Braker Lane arterial through the property to correspond to the recently adopted alignment indicated in the Austin Strategic Mobility Plan.	This case will be administratively reviewed.	This case will be administratively reviewed.
C14-2008-0011	The applicant proposes to zone approximately 2 acres to CH-CO.	ZAP Feb. 19, 2008: Approved staff recommendation of CH-CO by consent (5-0).	Mar. 27, 2008: Approved Ord. 20080327-055 for CH-CO (6-0); on all 3 readings.

**RELATED CASES:**

None

**EXISTING STREET CHARACTERISTICS:**

<b>Name</b>	<b>ASMP Classification</b>	<b>ASMP Required ROW</b>	<b>Existing ROW</b>	<b>Existing Pavement</b>	<b>Sidewalks</b>	<b>Bicycle Route</b>	<b>Capital Metro (within ¼ mile)</b>
DECKER LN - north segment (TxDOT)	Local Mobility - Level 2	80 feet	127 feet	47 feet	No	Shared lane (on-street)	No
DECKER LN - south segment (TxDOT)	Corridor Mobility - Level 3	116 feet	171 feet	67 feet	No	Wide shoulder	No
BRAKER LN (proposed connector)	Corridor Mobility - Level 3	116 feet	DNE	DNE	DNE	DNE	No

**OTHER STAFF COMMENTS:****Site Plan Review:****General**

A site plan will be required for any new development other than single-family, two-family or duplex residential.

Any new development is subject to the design standards in Subchapter E of the Land Development Code. Additional comments will be made when the site plan is submitted.

This site will be subject to the multifamily density provisions in Subchapter E 4.2.1.D.6.c.

**Compatibility Standards**

Due to the presence of an existing adjacent single-family land use to the north, the site is subject to compatibility standards. Along the property line with 10713 Decker Ln, the following standards apply:

- No structure may be built within 25 feet of the property line.
- No parking or driveways are allowed within 25 feet of the property line.
- No structure in excess of two stories and 30 feet in height may be constructed within 50 feet of the property line of the compatibility-triggering property.
- No structure in excess of three stories and 40 feet in height may be constructed within 100 feet of the property line of the compatibility-triggering property.
- For a structure more than 100 feet but not more than 300 feet from the compatibility-triggering property, the height is limited to 40 feet plus one foot for each 10 feet of distance in excess of 100 feet from the compatibility-triggering property.
- For a structure more than 300 feet but not more than 540 feet from the compatibility-triggering property, the height is limited to 60 feet plus one foot for each four feet of distance in excess of 300 feet from the compatibility-triggering property.
- A fence, berm, or dense vegetation must be provided to screen adjoining properties from views of parking, mechanical equipment, storage, and refuse collection.
- An intensive recreational use, including a swimming pool, tennis court, ball court, or playground, may not be constructed 50 feet or less from the property line of the single-family residential land use.
- Additional design regulations will be enforced at the time a site plan is submitted.

### Demolition

In the event that demolition of existing buildings is proposed, the applicant is responsible for requesting demolition or relocation permits at the appropriate stage of the development process. The City Historic Preservation Office will review all proposed building demolitions and relocations. If a building meets city historic criteria, the Historic Landmark Commission may initiate a historic zoning case on the property.

### Hazardous Pipeline Ordinance

Due to the presence of a Hazardous Pipeline overlay near the south property line, this site is subject to the Hazardous Pipeline Ordinance. Development in a restricted pipeline area is regulated by Sec. 25-2-516. Review by the Fire Department will be required for any proposed development. Before a person may place a road, surface parking lot, or utility line in a restricted pipeline area, the person must deliver to the Director a certification by a registered engineer stating that the proposed construction activity and structure are designed to prevent disturbing the pipeline or impeding its operation.

### Environmental Review:

The site is not located over the Edwards Aquifer Recharge Zone. The site is in the Decker Creek Watershed of the Colorado River Basin, which is classified as a Suburban Watershed by Chapter 25-8 of the City's Land Development Code. The site is in the Desired Development Zone.

Under current watershed regulations, development or redevelopment on this site will be subject to the following impervious cover limits:

Development Classification	% of Gross Site Area	% of Gross Site Area with Transfers
Single-Family (minimum lot size 5750 sq. ft.)	50%	60%
Other Single-Family or Duplex	55%	60%
Multifamily	60%	70%
Commercial	80%	90%

According to floodplain maps there is a floodplain within or adjacent to the project location. Based upon the location of the floodplain, offsite drainage should be calculated to determine whether a Critical Water Quality Zone exists within the project location.

Standard landscaping and tree protection will be required in accordance with LDC 25-2 and 25-8 for all development and/or redevelopment.

At this time, site specific information is unavailable regarding vegetation, areas of steep slope, or other environmental features such as bluffs, springs, canyon rimrock, caves, sinkholes, and wetlands.

Under current watershed regulations, development or redevelopment requires water quality control with increased capture volume and control of the 2-year storm on site.

At this time, no information has been provided as to whether this property has any preexisting approvals that preempt current water quality or Code requirements.

### PARD Review:

Parkland dedication will be required at the time of subdivision or site plan application for the new uses proposed by this rezoning, multifamily, condo, and commercial with CS-MU, per City Code §

25-1-601, as amended. The intensity of the proposed development creates a need for over six acre of additional parkland, per requirements described in § 25-1-602; when over six acres, parkland must be dedicated – see § 25-1-605 (A)(2)(a). As such, land dedication shall be required, unless the land available for dedication does not comply with the standards for dedication. Any remaining fees in-lieu after dedication shall also be required.

If the land available for dedication complies with the parks standards, the Parks and Recreation Department (PARC) would consider a new park along Decker Creek toward satisfying the requirement at time of permitting (whether subdivision or site plan).

Should there be any remaining fees in-lieu, those fees shall be used toward park investments in the form of land acquisition and/or park amenities within the surrounding area, per the Parkland Dedication Operating Procedures § 14.3.11 and City Code § 25-1-607 (B)(1) & (2).

If the applicant wishes to discuss parkland dedication requirements in advance of site plan or subdivision applications, please contact this reviewer: [thomas.rowlinson@austintexas.gov](mailto:thomas.rowlinson@austintexas.gov). At the applicant's request, PARC can provide an early determination letter of the requirements.

Austin Water Utility Review:

The landowner intends to serve the site with City of Austin water and wastewater utilities. The landowner, at own expense, will be responsible for providing any water and wastewater utility improvements, offsite main extensions, utility relocations and or abandonments required by the land use. The water and wastewater utility plan must be reviewed and approved by Austin Water for compliance with City criteria and suitability for operation and maintenance.

Based on current public infrastructure configurations, service extension requests (SER) will be required to provide service to this parcel. For more information pertaining to the Service Extension Request process and submittal requirements contact the Austin Water SER team at [ser@austintexas.gov](mailto:ser@austintexas.gov).

The landowner must pay the City inspection fee with the utility construction. The landowner must pay the tap and impact fee once the landowner makes an application for a City of Austin water and wastewater utility tap permit.

Comprehensive Planning Review:

**Project Name and Proposed Use:** 10711 DECKER LANE. C14-2022-0156. Project: Webb Tract Rezoning. 99.72 acres from I-RR to CS-MU. Proposal: Mixed-use commercial and residential development. Nov 9, 2022

Yes	Tomko, Jonathan (Jonathan.Tomko@austintexas.gov) is signed in Decision Guidelines
	<b>Complete Community Measures</b>
Y	<b>Imagine Austin Growth Concept Map:</b> Located within or adjacent to an Imagine Austin Activity Center, Imagine Austin Activity Corridor, or Imagine Austin Job Center as identified the Growth Concept Map. <b>Name(s) of Activity Center/Activity Corridor/Job Center:</b> within and adjacent to the 290 & 130 / Wildhorse PUD Town Center, and less than 0.40 miles from the E. Parmer Lane and Harris Branch Parkway Activity Corridors, and next to the Blue Goose Road Activity Corridor
	<b>Mobility and Public Transit:</b> Located within 0.25 miles of public transit stop and/or light rail station.
	<b>Mobility and Bike/Ped Access:</b> Adjoins a public sidewalk, shared path, and/or bike lane.
	<b>Connectivity, Good and Services, Employment:</b> Provides or is located within 0.50 miles to goods and services, and/or employment center.
Y	<b>Connectivity and Food Access:</b> Provides or is located within 0.50 miles of a grocery store/farmers market.
	<b>Connectivity and Education:</b> Located within 0.50 miles from a public school or university.
Y	<b>Connectivity and Healthy Living:</b> Provides or is located within 0.50 miles from a recreation area, park or walking trail.
	<b>Connectivity and Health:</b> Provides or is located within 0.50 miles of health facility (ex: hospital, urgent care, doctor's office, drugstore clinic, and/or specialized outpatient care.)
	<b>Housing Affordability:</b> Provides a minimum of 10% of units for workforce housing (80% MFI or less) and/or fee in lieu for affordable housing.
Y	<b>Housing Choice:</b> Expands the number of units and housing choice that suits a variety of household sizes, incomes, and lifestyle needs of a diverse population (ex: apartments, triplex, granny flat, live/work units, cottage homes, and townhomes) in support of Imagine Austin and the Strategic Housing Blueprint.
Y	<b>Mixed use:</b> Provides a mix of residential and non-industrial uses.
	<b>Culture and Creative Economy:</b> Provides or is located within 0.50 miles of a cultural resource (ex: library, theater, museum, cultural center).
	<b>Culture and Historic Preservation:</b> Preserves or enhances a historically and/or culturally significant site.
	<b>Creative Economy:</b> Expands Austin's creative economy (ex: live music venue, art studio, film, digital, theater.)
	<b>Workforce Development, the Economy and Education:</b> Expands the economic base by creating permanent jobs, especially in industries that are currently not represented in particular area or that promotes a new technology, and/or promotes educational opportunities and workforce development training.
	<b>Industrial Land:</b> Preserves or enhances industrial land.
5	<b>Total Number of "Yes's"</b>

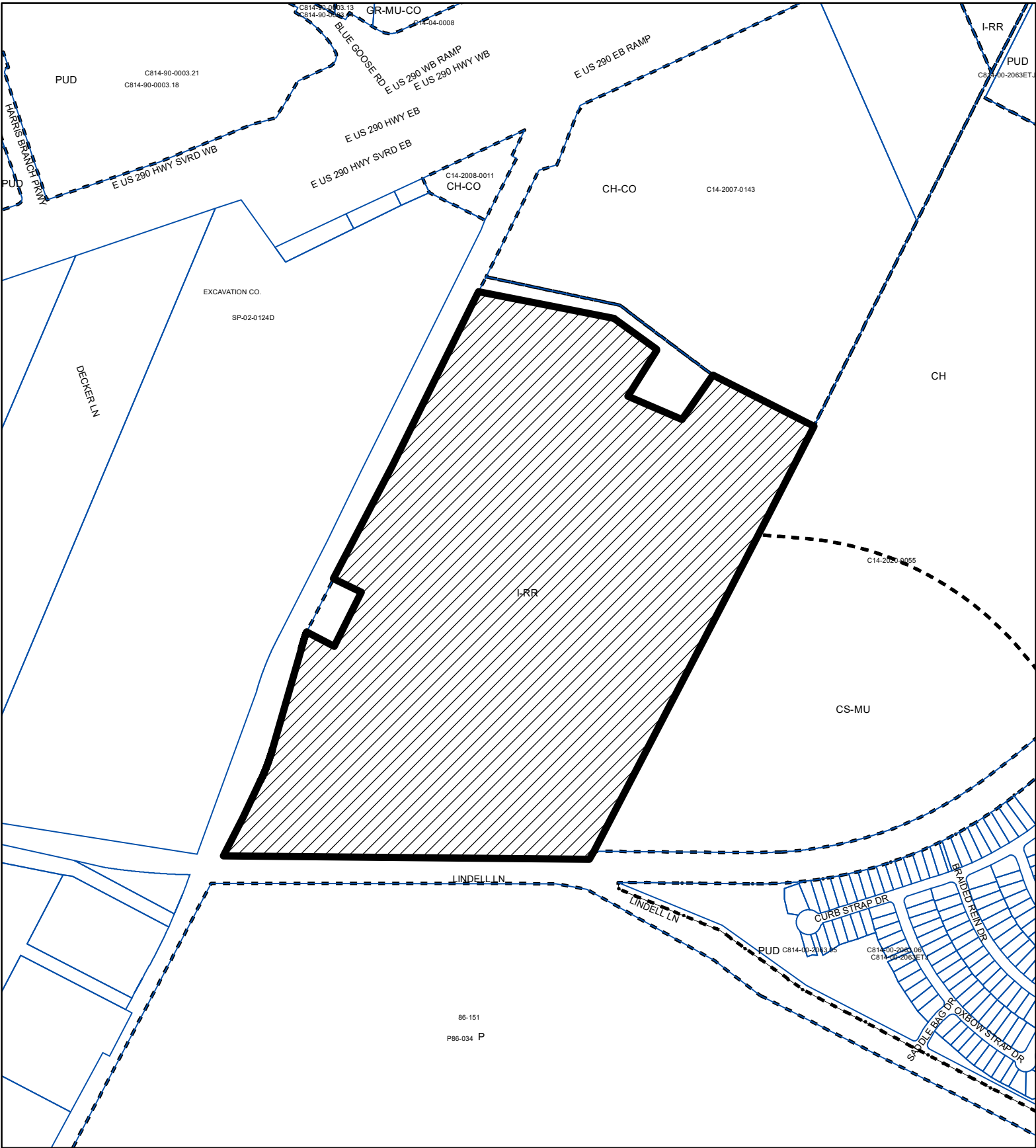
ATD Engineering Review:




A traffic impact analysis (TIA) and transportation demand management (TDM) are required and have been received. Additional right-of-way, participation in roadway improvements, or limitations on development intensity may be recommended based on review of the TA/TIA/TDM. [LDC 25-6-142]. Comments will be provided in a separate memo. A final TIA memo must be approved prior to 3rd reading at Council. ATD

The Austin Strategic Mobility Plan (ASMP) calls for 116 feet of right-of-way for BRAKER LN (proposed connector). It is recommended that 116 feet of right-of-way should be dedicated for BRAKER LN (proposed connector) according to the Transportation Plan with the first subdivision or site plan application. [LDC 25-6-51 and 25-6-55].

INDEX OF EXHIBITS TO FOLLOW

- A: Zoning Map
- B. Aerial Map
- C. Applicant's Letter of Intent
- D. Transportation Impact Analysis



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

## ZONING

ZONING CASE#: C14-2022-0156

1" = 600'

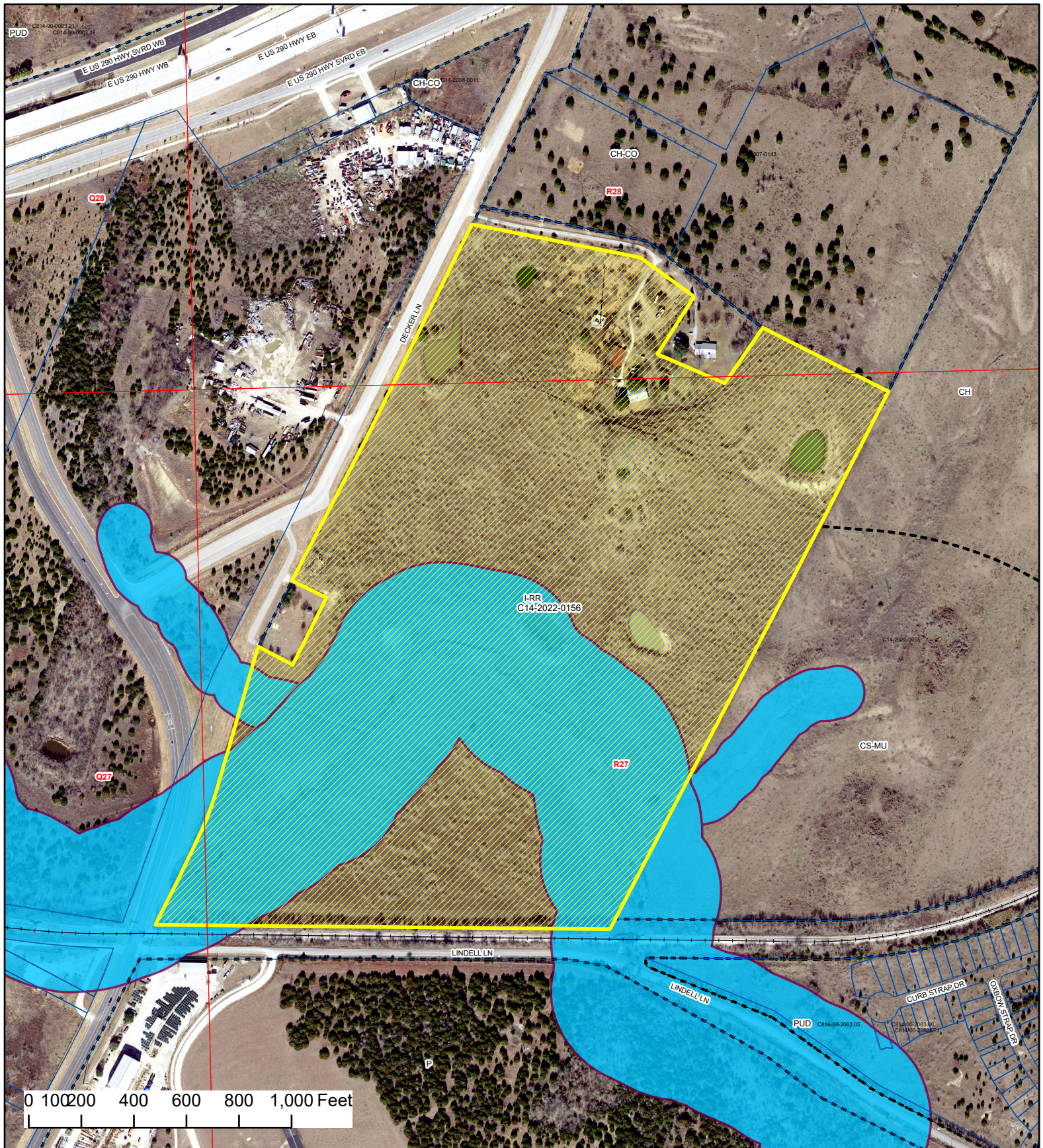
This product is for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. It does not represent an on-the-ground survey and represents only the approximate relative location of property boundaries.

This product has been produced by the Housing and Planning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or



Created: 11/8/2022





- SUBJECT TRACT
- ZONING BOUNDARY
- PENDING CASE
- CREEK BUFFER

## Webb Tract Rezoning

ZONING CASE#: C14-2022-0156  
 LOCATION: 10711, 10711 1/2 Decker Ln  
 SUBJECT AREA: 99.72 Acres  
 GRID: Q27, R27, R28  
 MANAGER: Jonathan Tomko



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**Created: 5/9/2023**



September 6, 2022

Mr. Jerry Rusthoven, Assistant Director  
Planning and Zoning Department  
505 Barton Springs Road, 5<sup>th</sup> Floor  
Austin, Texas 78704

**Via electronic Delivery**

Re: Application for Rezoning; approximately 99.72 acres located at 10711 Decker Ln & 10711 1/2 Decker Ln., TCAD 227148 (the "Property")

Dear Mr. Rusthoven:

As representatives of the owner of the above stated Property we respectfully submit the attached application for rezoning. The Property is located at the northeast corner of Decker Ln and Lindell Ln (see Location Map attached) and is currently zoned Interim Rural Residential (I-RR). The proposed zoning is Commercial Mixed-Use (CS-MU). The purpose of the rezoning is to allow for a mixed-use commercial and residential development.

The Property is not located within a Neighborhood Plan. Surrounding zoning is ETJ to the west, CH-CO to the north, CS-MU, CH to the east and, P to the south (across Lindell Ln.). Surrounding land uses include commercial/undeveloped to the west, single family residential/undeveloped to the north, undeveloped/agricultural to the west and, undeveloped to the south. A Traffic Impact Analysis (TIA) is required at this time.

If you have any questions about this Application for rezoning or need additional information, please do not hesitate to contact me at your convenience. Thank you for your time and attention to this project.

Sincerely,



Ethan Harwell



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## MEMORANDUM

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**Date:** March 28, 2023  
**To:** Santiago Araque, P.E., Kimley-Horn and Associates. Inc.  
**CC:** Bryan Golden, Maria Cardenas, Austin Transportation Department  
**Reference:** Transportation Impact Analysis Final Memo  
Webb Tract - C14-2022-0156

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### **Summary of the Transportation Impact Analysis (TIA):**

Austin Transportation Department (ATD) has reviewed the "*Webb Tract TIA*" dated September 8, 2022, the subsequent updates received on January 18, 2023, February 16, 2023, and March 22, 2023, prepared by Kimley-Horn and Associates, Inc. The proposed development is located on the northeast corner of Lindell Road and Decker Lane in Full Purpose, City of Austin, Travis County, Texas, as shown in Figure 1. The applicant is seeking to rezone approximately 99.72 acres from I-RR to CS-MU. The development plan includes the construction of 850 single-family dwelling units and a commercial shopping center spanning 30,000 square feet. This proposed development is intended to be built in a single phase and is expected to be completed by the year 2026.

As a transportation condition of approval for the above-referenced zoning application, the applicant shall comply with the recommendations below:

1. The applicant shall dedicate 116 feet of right-of-way for Braker Lane extension as per Austin Strategic Mobility Plan (ASMP) prior to the approval of the first subdivision or site plan application, whichever occurs first.
2. The applicant shall design, and construct improvements identified in Table 2 below prior to the issuance of the temporary certificate of occupancy (TCO) or certificate of occupancy (CO). Cost estimates should not be assumed to represent the maximum dollar value of improvements the applicant may be required to construct.
3. The site has committed to contributing a 20% TDM reduction using various measures. The applicant has the flexibility to substitute and/or add other relevant TDM measures as per the TCM at the time of the site plan as long as the overall TDM reduction is achieved. TDM measures will be further reevaluated and approved by COA during the site plan review.
4. This site is located within the City of Austin's full-purpose limit but is not currently included in the Street Impact Fee (SIF) service area. Construction cost for the mitigations identified through this TIA can be given as SIF offset if this site is subject to SIF in the future. For additional SIF-related information, please visit <https://www.austintexas.gov/departments/street-impact-fee>.
5. Approval of this TIA does not grant nor guarantee approval of proposed driveway locations. Driveways will be further reviewed during the site plan review by the appropriate departments.
6. Any changes to the roads owned and maintained by TxDOT or Travis County must be coordinated and approved by the respective agencies.
7. Development of this property should not vary from the approved uses or deviate from the approved intensities and estimated traffic generation assumptions within the finalized TIA document, including land uses, trip generation, trip distribution, traffic controls, driveway locations, and other identified

conditions. Any change in the assumptions made to the TIA document shall be reviewed by ATD and may require a new or updated TIA/addendum.

8. The findings and recommendations of this TIA memorandum remain valid until five (5) years from the date of the traffic counts in the TIA or the date of this memo, whichever comes first, after which a revised TIA or addendum may be required.

### **Assumptions:**

- An annual growth rate of 2% was assumed as well as Cooper Tract (C14-2020-0055) development was used as a background project contributing trips to the surrounding roadway network in addition to the forecasted traffic.
- The residential development will access via two driveways on the future Braker Lane and one driveway on Decker Lane whereas the commercial development will access through one driveway on the future Braker Lane.

### **Trip Generation and Land Use**

Based on the Institute of Transportation Engineer's Trip Generation Manual (11<sup>th</sup> Edition), the proposed mixed-use development will generate 7,158 Unadjusted Average Daily Vehicle Trips (ADT). A pass-by reduction of 34% was assumed for the shopping center during the PM peak period. Table 1 below shows the adjusted trip generation after existing trips and pass-by trips.

*Table 1: Trip Generation*

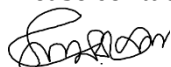
ITE Code	Land Use	Size / Unit		24-Hour Two-Way Volume	AM Peak Hour	PM Peak Hour
220	Multifamily Housing (Low-Rise)	850	DU	5,524	288	388
820	Shopping Center	30,000	SF	1,634	71	198
<b>Total Unadjusted Trips</b>				<b>7,158</b>	<b>359</b>	<b>586</b>
Total Pass-By Trips (Shopping Center)				-	-	67
Existing Trips				16	1	1
<b>Total Adjusted Trips</b>				<b>7,142</b>	<b>358</b>	<b>518</b>

### **Summary of Required Improvements:**

*Table 2. Required Improvements (Construction)*

Name	Improvement	Cost	Developer's Share
Braker Lane Extension (See Exhibit A for the improvement extent)	Design and construct half of Braker Lane's cross-section per ASMP per COA standards within the property boundary	\$1,969,679	100%

Please contact me at (512) 978-1699 if you have questions or require additional information.



Matiur Rahman, Ph.D., P.Eng.  
Austin Transportation Department

## Exhibit A



Figure 1 Site Location

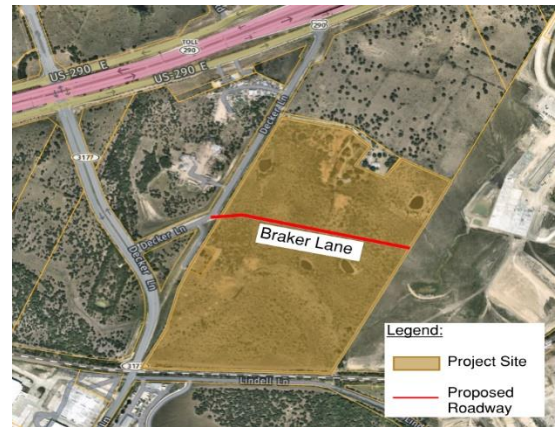


Figure 2 Location of the Improvements

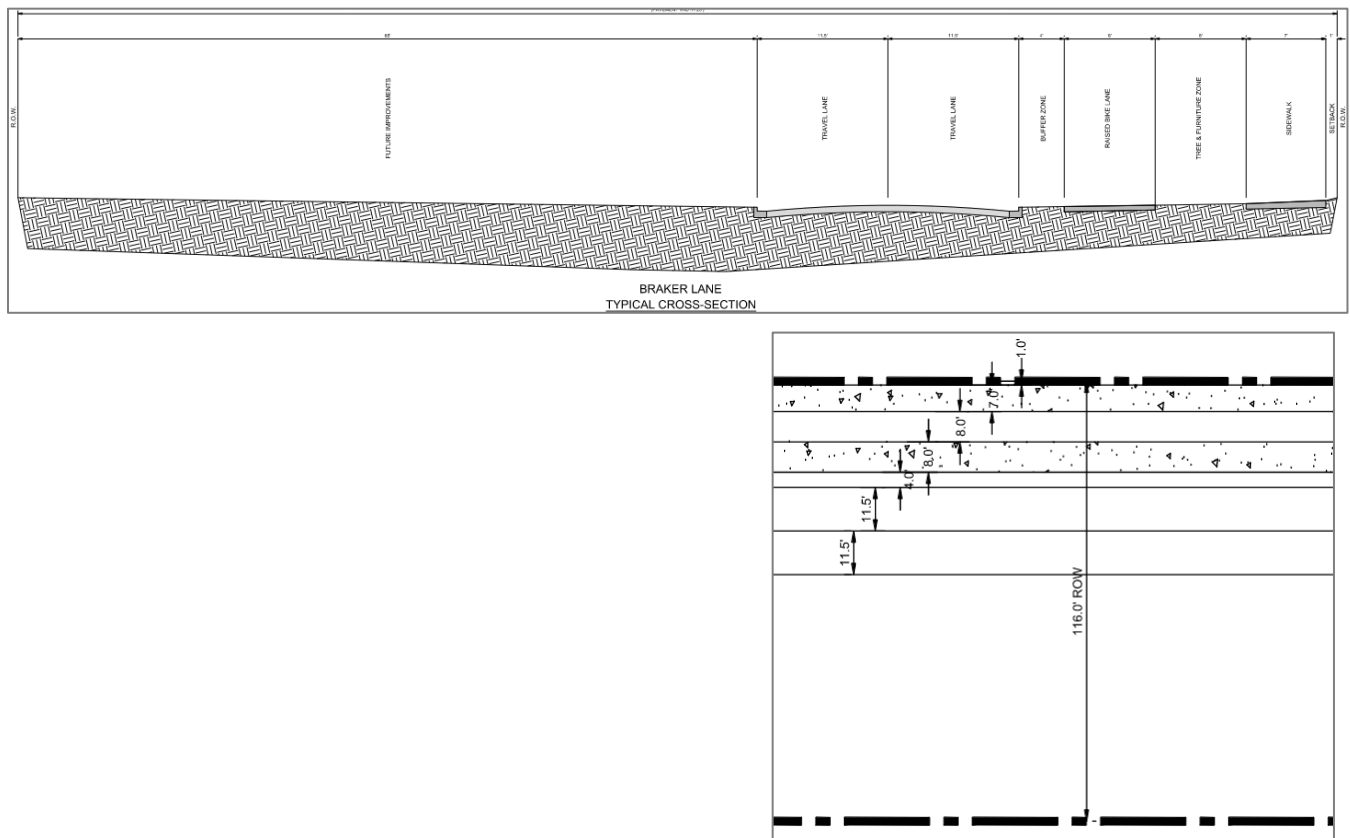


Figure 3 Braker Lane Cross-section