



MEMORANDUM

TO: Jonathan Tomko, Housing and Planning Department (HPD)

FROM: Upal Barua, PE, PTOE, Development Officer, Transportation Public Works Department (TPW)

CC: Katie Coyne, Environmental Officer, Watershed Protection Department (WPD)
Randy Scott, Program Manager, Parks and Recreation Department (PARD)

DATE: July 13, 2023

SUBJECT: **WildHorse Planned Unit Development Amendment Application**

The purpose of this memorandum is to provide support for the proposed amendment to the WildHorse Ranch Planned Unit Development (PUD) as it relates to the dedication of the right-of-way (ROW) for a future extension of East Braker Lane as per the Austin Strategic Mobility Plan (ASMP), and to document understanding between TPW and its responsibilities related to WPD (with respect to environmental superiority) and PARD (with respect to parkland dedication and amenities) as part of the PUD with the construction of East Braker Lane. The original PUD was approved by City Council on February 14, 2002. Since then, mobility conditions have changed in WildHorse Ranch PUD area, which is reflected in the ASMP. This memorandum reviews the conditions in the existing PUD ordinance, adjacent development activity, changes in mobility conditions and the City's transportation plan since the approval of the original PUD in 2002, and proposed amendments to the PUD and requirements for the construction of the future East Braker Lane extension.

Existing PUD

The original WildHorse Ranch PUD application was approved by City Council on February 14, 2002 (C814-00-2063); Since then, the applicant has applied for six amendments, three of which have been approved (C814-00-2063.01, C814-00-2063.05, C814-00-2063.06).

The original PUD was completed when the Austin Metropolitan Area Transportation Plan (AMATP) indicated future rights-of-way (ROW) for transportation facilities. At the time of the approval of the WildHorse Ranch PUD, a future extension of East Braker Lane was proposed to use the existing Lindell Lane right-of-way adjacent to WildHorse Ranch Pod A. Under that condition, ROW dedication was required on the southern boundary for the property. The map in **Attachment 1** shows the ROW required for the original PUD that was approved back in February 2002.

Austin Strategic Mobility Plan and Other Development Projects

In order to more adeptly address the changes in mobility conditions in the future, the ASMP was adopted by City Council in 2019. The adoption process of ASMP included extensive public engagement and coordination with other local agencies including Travis County to agree on future mobility needs and potential alignments for existing and proposed roadways. Upon its approval, the ASMP superseded the AMATP as the City's transportation plan. Based on the changes in mobility conditions, the ASMP updated East Braker Lane alignment and separated it from Lindell Lane adjacent to the WildHorse PUD site. At that time, no subdivision or site plan had been submitted for Pod A on the WildHorse PUD site. The current alignment is shown in **Attachment 2**.

In the ensuing years, significant coordination occurred with other development applicants in the area between Decker Lane and Blue Bluff Road, as well as with the WildHorse development east of Blue Bluff to plan that section of future East Braker Lane. Currently, all developments between Decker Lane and Blue Bluff Road have an approved development application or one that is in process, with the ASMP adopted East Braker Lane ROW alignment dedicated or to be dedicated. The Pod A subdivision application was first submitted in September 2020 as a preliminary plan, expired, and was resubmitted in May 2022. TPW has been working with the applicant since 2020 on the ASMP alignment of East Braker Lane extension. The applicant is proposing an amendment to the PUD to incorporate changes in land use that they deemed necessary to accommodate the ROW dedication for the extension of Braker Lane as per ASMP.

Updated PUD Application

As part of the Pod A development application process, sufficient ROW for a future East Braker Lane extension will be dedicated to the City. The applicant, given the change to the preliminary plan, will need to propose a modified grading for the site to accommodate the ROW dedication of the future Braker Lane extension through their property. The southern site is proposed to remain as single-family homes. The northern portion is proposed by the applicant to be re-zoned to allow for other uses given that the only available connection to it will be from State Highway 130 until a future East Braker Lane is completed.

City Coordination on Future Improvements

As a result of the proposed amendments to the PUD application, WPD staff noted that elements of the previous environmental superiority would be removed from the project and provided several suggestions to incorporate into the revised project; PARD staff also noted that the planned amenity center was no longer included. Additionally, the previously-agreed to grading will change significantly for the project and will require a variance in the PUD amendment.

The applicant will not be able to accommodate these requests on the remaining property, creating a need for TPW to do so when the East Braker Lane extension is built in the acquired ROW. The project will need to connect Critical Environmental Features (CEFs) via culverts across the future East Braker Lane. Rain gardens and green infrastructure will need to be placed in the tree/furniture zone identified per the Transportation Criteria Manual, and additional work outside of the new ROW will be needed to account for the reduced setback/buffer to the CEFs (which could include planting between ROW and CEFs per City standard detail 609-S, and/or temporary irrigation and labor for establishing plants, plus warranties). Additional easements will be required in coordination with the applicant for access to any plantings off of

the right-of-way. Lastly, connections to the Austin to Manor Urban Trail will need to be added under the future Braker Lane extension or at-grade via protected, safe crossings.

Specific Requirements for TPW on Future East Braker Lane Extension to Achieve Superiority

With the proposed cross-section per Figure 2-21 for a 116' Level 3 roadway, approximately 76 feet would be impervious cover (2 sidewalks at 7 feet wide, 2 bicycle lanes at 8 feet wide, and 4 travel lanes at 46 feet total). The total amount of new roadway area in the existing CEF buffer is approximately 58,070 square feet. As a result, the new roadway is estimated to create 38,050 square feet of new planting to offset the additional impervious cover from the roadway. To counteract that, TPW has an easement equivalent to nearly 1 acre (43,574 square feet) between the roadway and the CEF for plantings per City Standard Detail 609-S, as shown on **Attachment 3**.

Additionally, the project will connect Critical Environmental Features (CEFs) via a culvert across the future East Braker Lane. This would be an enhanced crossing that spans the two-year storm event. An enhanced crossing will also be necessary for the unclassified tributary just east of the subject site.

Lastly, a second culvert or culvert extension will need to be included to provide a trail connection across the future East Braker Lane extension that does not introduce motor vehicle conflicts with pedestrians and bicyclists using the trail. If a separated crossing cannot be designed, an at-grade crossing with a signal or Pedestrian Hybrid Beacon (PHB) should be included to facilitate the safe crossing of the roadway. In either case, the trail should connect to the sidewalks and protected bicycle lanes provided on the East Braker Lane extension.

Conclusion

The City will be responsible for designing, permitting, and funding the construction of the future East Braker Lane extension, which could be done through future Street Impact Fee funds or other funding sources. TPW will be responsible for coordinating with the Parks and Recreation Department (PAR), the Watershed Protection Department (WPD), and/or any other City Departments to permit the roadway (East Braker Lane extension) construction, but the requirements in the previous section of this memo establish the expectations from other City departments with that design and permitting process.

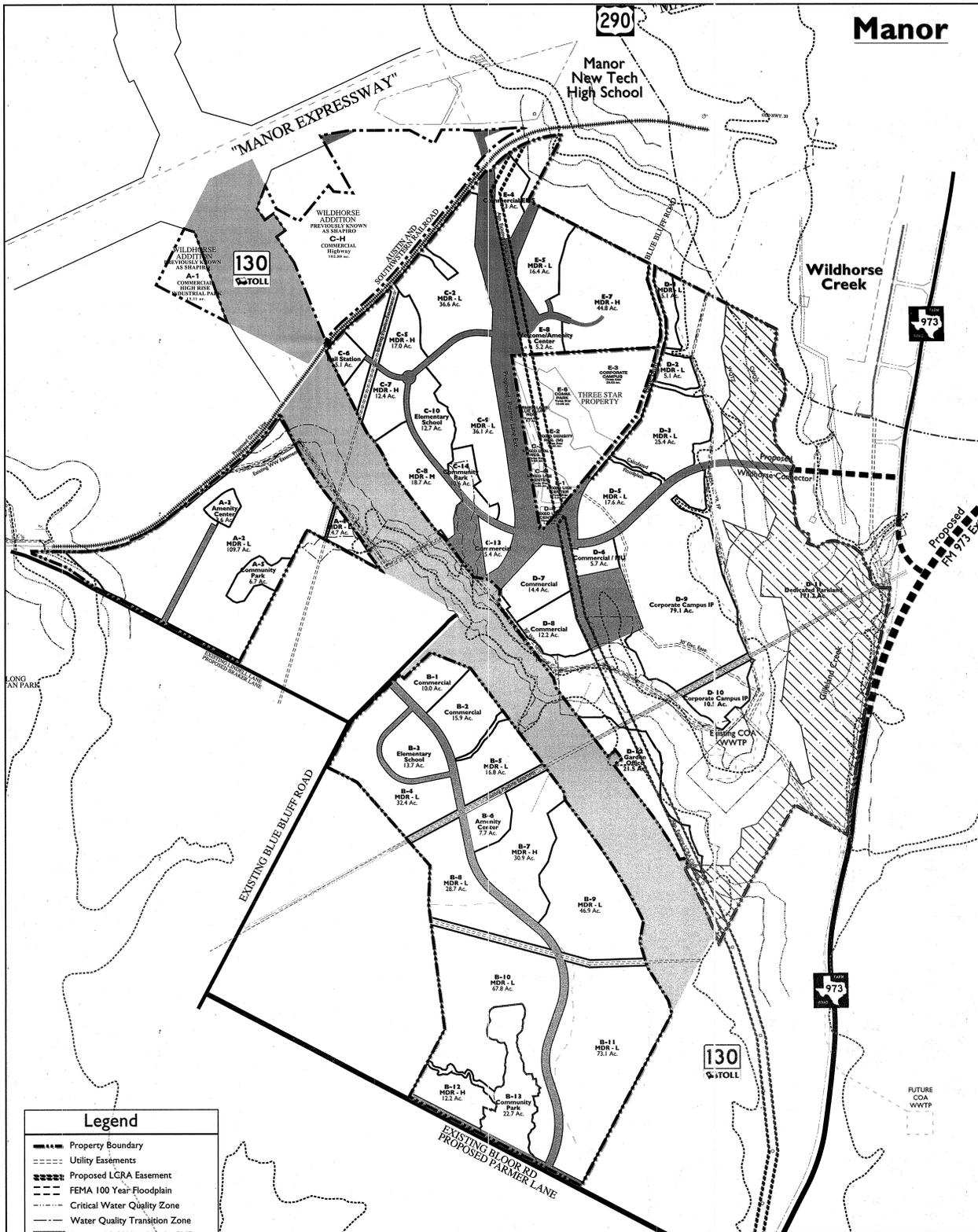
TPW supports the applicant's amendment request, such that the City is able to connect the already-reserved ROW for future East Braker Lane between Decker Lane and Blue Bluff Road as per ASMP.

Attachments

Attachment 1 – Original WildHorse PUD Approved Map

Attachment 2 – Austin Strategic Mobility Plan Roadway Network Plan

Attachment 3 – TPW Designated Planting Area



- Legend**
- Property Boundary
 - Utility Easements
 - Proposed LGRA Easement
 - FEMA 100 Year Floodplain
 - Critical Water Quality Zone
 - Water Quality Transition Zone
 - Proposed ROW within the PUD
 - Existing SH130 ROW within the PUD

Developer
HOM Titan Development, LLC
 Attn: Bill Peruzzi
 1300 Virginia Drive, Suite 225
 Fort Washington, PA 19034

Development Consultant:
 Peter A. Dwyer
 9900 Highway 290 East
 Manor, TX 78653
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Attorney:
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 Austin, TX 78701
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Traffic Consultant:
 Alliance Texas Engineering Co.
 100 E Anderson Lane, Suite 300
 Austin, TX 78722
 (512)821-2081

Engineer:
 Murfee Engineering Company
 1101 South Capitol of TX Hwy
 Building D, Suite 110
 Austin, TX 78746
 (512)327-9204

Process	
Submitted	03/31/2013
Revision 1	03/18/2014
Revision 2	05/21/2015
Revision	
Revision	
Revision	
Revision	
Final Submittal	

Approval Stamp

PUD APPROVAL **3 of 5**

Number **C814-00-2063**

Approved by Planning Commission/Zoning and Planning Commission on: **Nov. 27, (date)** (year).

Approved by Council on **Feb. 14 (date)** (year) 2002 (year), under Sections 401, 402, 421, 422, 423, 144, 392, 411, and ___ of Chapter 25-2 of the City Code.

Heather Chaffin for
 Neighborhood Planning and Zoning Department

Final Ordinance Number: **Feb. 14, 2002, ORD # 20021413**

Revised Ordinance Number: **C814-00-2063-01** **EXPIRED**

Revised Ordinance Number: **EXPIRED**

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Revised Ordinance Number: **EXPIRED**

WildHorse Ranch
 Austin, Texas

PLANNED UNIT DEVELOPMENT

SCALE: 1" = 600'

0 600

NORTH

(PAGE 3 OF 5)

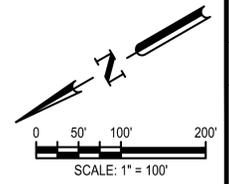
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RVI
 Planning • Landmark Architecture
 Urban Design

C814-00-2063.06



Attachment 2 – Austin Strategic Mobility Plan Roadway Network Plan



Legend

- TPW Planting Area
- East Braker Lane ROW



REMAINDER OF 132.195 ACRES
WILLIAM H. SANDERS SURVEY No. 54
(DOC. No. 2007037703)

PARKSIDE SECTION 1
@ WILDHORSE RANCH
(C8-2018-0043)

Elevations Table			
Number	Minimum Elevation	Maximum Elevation	Color
1	-33.079	-28.000	Dark Purple
2	-28.000	-24.000	Red-Black
3	-24.000	-20.000	Red
4	-20.000	-16.000	Orange-Red
5	-16.000	-12.000	Orange
6	-12.000	-8.000	Yellow-Orange
7	-8.000	-4.000	Yellow
8	-4.000	0.000	Light Green
9	0.000	4.000	Green
10	4.000	8.000	Light Blue
11	8.000	12.000	Blue
12	12.000	16.000	Dark Blue
13	16.000	18.431	Purple

Attachment 3 - TPW Designated Planting Area

C:\Users\jmartinez\OneDrive\BGE\Forestar\7800-00 Wildhorse - Preliminary\Plan05_ Exhibits\CUT-FILL DEPTH_EXHIBIT_WHL_PH2_PRELIM.dwg Layout: Layout1 Plotted: 9/7/2022 3:56:38 PM

<p>DESIGNED BY:</p> <p>REVIEWED BY:</p> <p>DRAWN BY:</p>	<p>REV</p> <p>DESCRIPTION</p> <p>DATE</p> <p>APR</p>
<p>BGE, INC. 101 W. Louis Henna Blvd. Suite 400 AUSTIN, TX 78728 TYPE Registration No. F-1046 TEL: 512.919.9466 www.bgeinc.com</p>	
<p>WILDHORSE - PHASE 2 PRELIMINARY PLAN AUSTIN, TEXAS</p>	
<p>CUT / FILL DEPTH EXHIBIT</p>	
<p>SHEET 1 OF 1</p>	