

## ZONING CHANGE REVIEW SHEET

CASE: C814-00-2063.10 (Wildhorse Ranch PUD #10)      DISTRICT: 1

ADDRESS: 9936 ½ Lindell Lane

ZONING FROM: PUD

TO: PUD (amendment to accommodate future ROW for Braker Lane; Establish a Base Zoning District of CS-MU with Additional Permitted Uses and Increased Allowable Height and Floor-to-Area Ratio (FAR) for the portion of the Property between Braker Lane and SH 130; Adjust Private and Public Parkland on the Property; and Modify Applicable City Code Regulations Regarding Cut and Fill and other Environment Regulations)

SITE AREA: 132.177 acres

PROPERTY OWNER: Forestar USA Real Estate Group Inc.

AGENT: McLean and Howard LLP (Jeffrey Howard)

CASE MANAGER: Jonathan Tomko (512) 974-1057, jonathan.tomko@austintexas.gov

STAFF RECOMMEDATION: Staff recommends the changes to this PUD be made.

COMMISSION ACTION/RECOMMENDATION:

**September 6, 2023:** Environmental Commission approved the recommendation to amend the Wildhorse Ranch Planned Unit Development on Commissioner Bristol's motion, Commissioner Einhorn's second on a 7-1 vote. Commissioner Bristol voted against. Commissioner Cofer abstained. Commissioners Ramberg and Krueger were absent.

**September 25, 2023:** Parks and Recreation Board unanimously approved a motion recommending the amendment of the Whitehorse Ranch Planned Unit Development.

**October 3, 2023:** Zoning and Platting Commission recommended the staff recommendation on consent.

**November 21, 2023:** Case is scheduled to be heard by Zoning and Platting Commission

CITY COUNCIL ACTION:

**November 9, 2023:** Staff postponement requested to properly notice case.

**December 14, 2023:** Case is scheduled to be heard by City Council.

ORDINANCE NUMBER: Ordinance No. 020214-28

ISSUES: The Applicant is proposing to amend 132.177 acres of the Wildhorse Ranch PUD to accommodate the request of the Transportation and Public Works Department to:

- Accommodate the request of the Transportation and Public Works 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;
- Establish a Base Zoning District of CS-MU with Additional Permitted Uses and Increased Allowable Height and Floor-to-Area Ratio (FAR) for the portion of the Property between Braker Lane and SH 130;
- Adjust Private and Public Parkland on the Property; and
- Modify Applicable City Code Regulations Regarding Cut and Fill and other Environment Regulations.

CASE MANAGER COMMENTS:

The Applicant is proposing to amend 132.177 acres of the Wildhorse Ranch PUD, which is a portion of the Wildhorse Ranch Development which encompasses 2,164 acres in eastern Travis County, to accommodate the request of the Transportation and Public Works 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 (ASMP). Establish a Base Zoning District of CS-MU with Additional Permitted Uses and Increased Allowable Height and Floor-to-Area Ratio (FAR) for the portion of the Property between Braker Lane and SH 130; Adjust Private and Public Parkland on the Property; and Modify Applicable City Code Regulations Regarding Cut and Fill and other Environment Regulations.

BASIS OF RECOMMENDATION:

**Public facilities and services should be adequate to serve the set of uses allowed by a rezoning.** The facilities and services are adequate to serve the development and still maintain the superior requirements of a planned unit development (PUD).

**Zoning should promote clearly identified community goals, such as creating employment opportunities or providing for affordable housing.** The amendment of this PUD supports community goals/objectives specifically with the relocation of a public park provided by the developer, the realigned roadway to comply with the adopted ASMP, and concerns with drainage, water quality and cut/fill.

**The proposed zoning should be consistent with the purpose statement of the district sought.** The purpose of PUD zoning is to preserve the natural environment, encourage high quality development and innovative design, and ensure adequate public facilities and services. A PUD provides greater design flexibility by permitting modifications of site development regulations. This PUD amendment, like previous amendments, is consistent with the purpose statement of the district.

	ZONING	LAND USES
<i>Site</i>	PUD	Vacant land
<i>North</i>	PUD and CH	Vacant land and Capitol Reyes Distribution Center, approximately 400,000 square foot transportation warehouse built in 2016 on approximately 61 acres.
<i>South</i>	P	Louis René Barrera Indiangrass Wildlife Sanctuary and Walter E. Long Lake
<i>East</i>	GR-MU	A portion of the Wildhorse Ranch Development which encompasses 2,164 acres, includes single family homes, parks, and multifamily structures
<i>West</i>	CS-MU	Vacant land, recently rezoned in case C14-2022-0156, see area case histories section below

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

WATERSHED: Decker Creek and Gilleland Creek

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

**COMMUNITY REGISTRY LIST:**

Austin Lost and Found Pets, Austin Neighborhoods Council, City of Manor, Colony Park/Lakeside Community Development Corp, Del Valle Community Coalition, Friends of Austin Neighborhoods, Friends of Northeast Austin, Homeless Neighborhood Association, Imperial Neighborhood Association, Neighborhood Empowerment Foundation, Sierra Club, Austin Regional Group

**AREA CASE HISTORIES:**

<b>Number</b>	<b>Request</b>	<b>Commission</b>	<b>City Council</b>
C14-2022-0156 (Webb Tract)	The Applicant is proposing to zone approximately 99.72 acres from I-RR to CS-MU.	05.16.23 ZAP: Approved CS-MU zoning (staff recommendation) on Consent	06.08.23: Approved CS-MU zoning on a 10-0 vote
C14-2013-0015 (Republic Services Operations Center)	The applicant is proposing to rezone property from I-RR, PUD to LI-PDA.	08.20.13 ZAP: Approved Indefinite Postponement Request by Applicant	N/A
C14-2020-0055 (Cooper Tract Commercial)	The Applicant proposes to zone 147.848 acres from I-RR to CH.	06.16.20 PC: Approved CH zoning on Tract 1 and CS-MU on Tract 2 (staff recommendation) on Consent	10.01.20: Approved on 1 <sup>st</sup> Reading Only  11.12.20: Approved on 2 <sup>nd</sup> and 3 <sup>rd</sup> Readings CH zoning on Tract 1 and CS-MU on Tract 2 with conditions on 10-0 vote
C14-2023-0076 (3 Men Movers)	The Applicant is proposing to zone approximately 5.408 acres from I-RR to LI.	09.05.23 ZAP: Case is scheduled to be heard	N/A
C14-2014-0096 (Wildhorse Commercial Tract 1 – 125.570 acres)	The Applicant is proposing to rezone property from I-RR, PUD to CH.	03.17.15 ZAP: approve staff's recommendation with conditions for CH for Tract 1, PUD (no changes) for Tract 2 and CH for Tract 3 was approved on the	04.16.15: adopt Ordinance No. 20150416-018 for commercial highway services-conditional overlay (CH-CO) combining

		consent agenda by Commissioner Patricia Seeger, Commissioner Cynthia Banks seconded the motion on a vote of 5-0; Commissioner Jackie Goodman arrived after the consent agenda, Commissioner Gabriel Rojas was absent.	district zoning and planned unit development (PUD) district zoning was approved on Council Member Zimmerman's motion, Council Member Houston's second on a 10-0 vote. Mayor Adler recused himself.
C14-2016-0090 (130/Parmer)	The Applicant is proposing to zone 87.708 acres from I-RR to GR-MU with associated improvements.	05.15.18 ZAP: Approved GR-MU zoning on consent by Commissioner Evans, seconded by Commissioner Lavani, vote 10-0.	06.14.18: Approved on Councilmember Garza's motion, Councilmember Renteria's second on a 10-0 vote. Mayor Adler was off the dais.

**RELATED CASES:**

C814-00-2063.02 – Smart Growth PUD Amendment Administratively Amended on February 23, 2007.

C814-00-2063.03 - The applicant is proposing to amend the language in City Ordinance #020214-28. Case expired - was not scheduled for ZAP or City Council.

C814-00-2063.04 - The applicant is proposing to amend the language in City Ordinance #020214-28. Case expired - was not scheduled for ZAP or City Council.

C814-00-2063.05 - The applicant is proposing an amendment to a previously approved PUD. The application represents a reorganization of the land uses with no increase in the overall development intensity of the approved PUD. The reorganization was driven by changes in the final construction of SH130, US 290, Parmer Lane Phase 2B, as well as market conditions. Administratively Amended on April 24, 2014.

C814-00-2063.06 - The applicant is proposing an amendment to a previously approved PUD to remove tract C-1 from the PUD. The applicant is concurrently seeking rezoning of the



C814-00-2063.10

property to CH and plans to develop the property with a mix of retail uses as well as a limited warehouse and distribution center. Administratively Amended on July 7, 2014.

C814-00-2063.07 - The Applicant is proposing to amend a previously approved Planned Unit Development, to relocate the base zoning for 19.2 acres, specifically Parcels E-3 and E-2 to allow for more commercial property along Parmer Lane without adjusting the proposed land density. Administratively Amended on June 8, 2022.

C814-00-2063.08 – The Applicant is proposing to amend a previously approved Planned Unit Development, to rezone Parcels D-9 and D-10 to allow for a residential development of varying densities. Administratively Amended on July 14, 2022.

C814-00-2063.09 - The Applicant is proposing to amend a previously approved Planned Unit Development, to relocate the base zoning for 19.2 acres, specifically Parcels E-3 and E-2 to allow for more commercial property along Parmer Lane without adjusting the proposed land density. Administratively Amended on September 8, 2022.

#### ADDITIONAL STAFF COMMENTS:

##### Comprehensive Planning

Project Name and Proposed Use: 9936-1/2 LINDELL LN. C814-00-2063.10. Project: Wildhorse Ranch PUD. Amend 132.177 acres of the Wildhorse Ranch PUD to: (1) Accommodate the request of the Transportation and Public Works 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; (2) Establish a Base Zoning District of CS-MU with Additional Permitted Uses and Increased Allowable Height and Floor-to-Area Ratio (FAR) for the portion of the Property between Braker Lane and SH 130; (3) Adjust Private and Public Parkland on the Property; and (4) Modify Applicable City Code Regulations Regarding Cut and Fill and other Environment Regulations.

The extension of Braker Lane has a history predating the adoption of the Imagine Austin Comprehensive Plan and was included in the 2025 Austin Metropolitan Area Transportation Plan (AMATP). The Austin Strategic Mobility Plan (ASMP), which is an amendment to Imagine Austin, also shows the realignment of the segment of future Braker Lane that goes through the Wildhorse PUD after Decker Lane was turned into a “T” intersection, to run through the middle of the land mass between Lindell Lane and SH 130, and aligning with the Wildhorse PUD.

Based on the policies of the Imagine Austin Comprehensive Plan calling for improved mobility and more parkland, and the ASMP, an amendment to Imagine Austin, which plans for realigning Braker Lane, this PUD Amendment supports Imagine Austin. Regarding the issue of height, and cut and fill, there are no policies in Imagine Austin covering these topics.

##### Environmental

EV 1 Note: Grading within the ROW is not limited. Neither is development on slopes within the ROW, for this type of roadway. If you think development will be necessary outside of the ROW, I will need to have some idea of the extent. I would think that you would not have final grading for the road at this point. Is there a way to estimate, given the proposed alignment of the road? Would Travis County (or whichever entity will be building the road) have plans that could provide a preliminary grading plan on which to base code modifications?

EV 2 Provide a grading exhibit with clear, differentiating hatches or colors for the following categories:

- Cut -4.00 to -8.00 feet
- Cut greater than -8.00 feet
- Fill 4.00 to 8.00 feet
- Fill greater than 8.00 feet

[LDC 25-8, Article 7; ECM 1.8.0]

Exclude grading beneath the ROW.

EV 3 Provide a slope exhibit with clear, differentiating hatches or colors for the following slope categories:

- 15-25%
- 25-35%
- 35% and greater

[LDC 25-8, Article 7; ECM 1.8.0, 1.11.0]

#### Environmental Review

EV 1 The PUD proposes eliminating the regulations pertaining to construction on slopes (25-8-301 and 25-8-302). Explain how this relates to changes in the City's mobility plan and/or the dedication of ROW for Braker Ln.

EV 2 The proposal to revise the cut and fill regulations is under consideration. Please contact me to discuss.

#### City Arborist

City arborist review has no comments at this time to the proposed amendment.

#### Hydro Geologist

No hydrogeologic CEFs would be impacted by the proposed amendment to the PUD. No additional comments at this time.

#### Floodplain

FP FYI: PUD amendment proposes no direct changes to code and criteria. Please note that floodplain regulations are considered life and safety and will need be reviewed to current code upon time of application. No comments at this time.

#### Wetlands Biologist Review

WB1 U0 – The proposed PUD amendment requests code modifications without commensurate superiority. WPD staff support for a PUD amendment is conditioned on an assessment of superiority. Please consider including any of the following environmental superiority elements in your application.

- Provide water quality controls superior to those otherwise required by code
- Use green water quality controls as described in the Environmental Criteria Manual to treat at least 50 percent of the water quality volume required by code.
- Provides water quality treatment for currently untreated, developed off-site areas of at least 10 acres in size.

- Reduce impervious cover by five percent below the maximum otherwise allowed by code or includes off-site measures that lower overall impervious cover within the same watershed by five percent below that allowed by code.
- Provide minimum 50-foot setback for at least 50 percent of all unclassified waterways with a drainage area of 32 acres.
- Use natural channel design techniques as described in the Drainage Criteria Manual.
- Restores riparian vegetation in existing, degraded Critical Water Quality Zone areas.
- Tree plantings use Central Texas seed stock native and with adequate soil volume.
- Provides at least a 50 percent increase in the minimum waterway and/or critical environmental feature setbacks required by code.
- Provides rainwater harvesting for landscape irrigation to serve not less than 50% of the landscaped areas.
- Directs stormwater runoff from impervious surfaces to a landscaped area at least equal to the total required landscape area.

FYI, the code modifications requested in this PUD application may also be achieved with the LUC variance process as a part of the process for approving the plan associated with C8-2022-0146 PA. Please coordinate both the EV reviewer and this reviewer to discuss further.

#### PARD – Planning & Design Review

PR1: Please note on the land use plan that the park easement shall be maintained and amenitized by the developer; at minimum, the amenities shall include shade structures, exercise equipment, trails, and/or other amenities as approved by the City of Austin Parks and Recreation Department.

PR2: Please provide clarification that the City will be constructing the “trail by city” within the proposed ROW as part of the new Braker Lane roadway. Confirm that a crossing under the new Braker Lane will be provided to access A-5 community park property.

PR3: The amendment proposes to remove an amenity center, which is a substantial recreational community asset. Please either relocate the amenity center or provide additional recreational amenities that would function as an alternative to the amenity center.

#### Site Plan

SP 1. Site plans will be required for any new development other than single-family, two-family or duplex residential.

SP 2. Any new development is subject to Subchapter E. Design Standards and Mixed Use. Additional comments will be made when the site plan is submitted.

#### Transportation and Public Works Department

The Transportation and Public Works Department supports the applicant’s request for a PUD amendment (see *Exhibit D*).

Sites within the PUD boundaries are subject to the approved TIA with zoning case # C814-00-2063. At the time of site plans, TIA compliance memos will be required, indicating how many

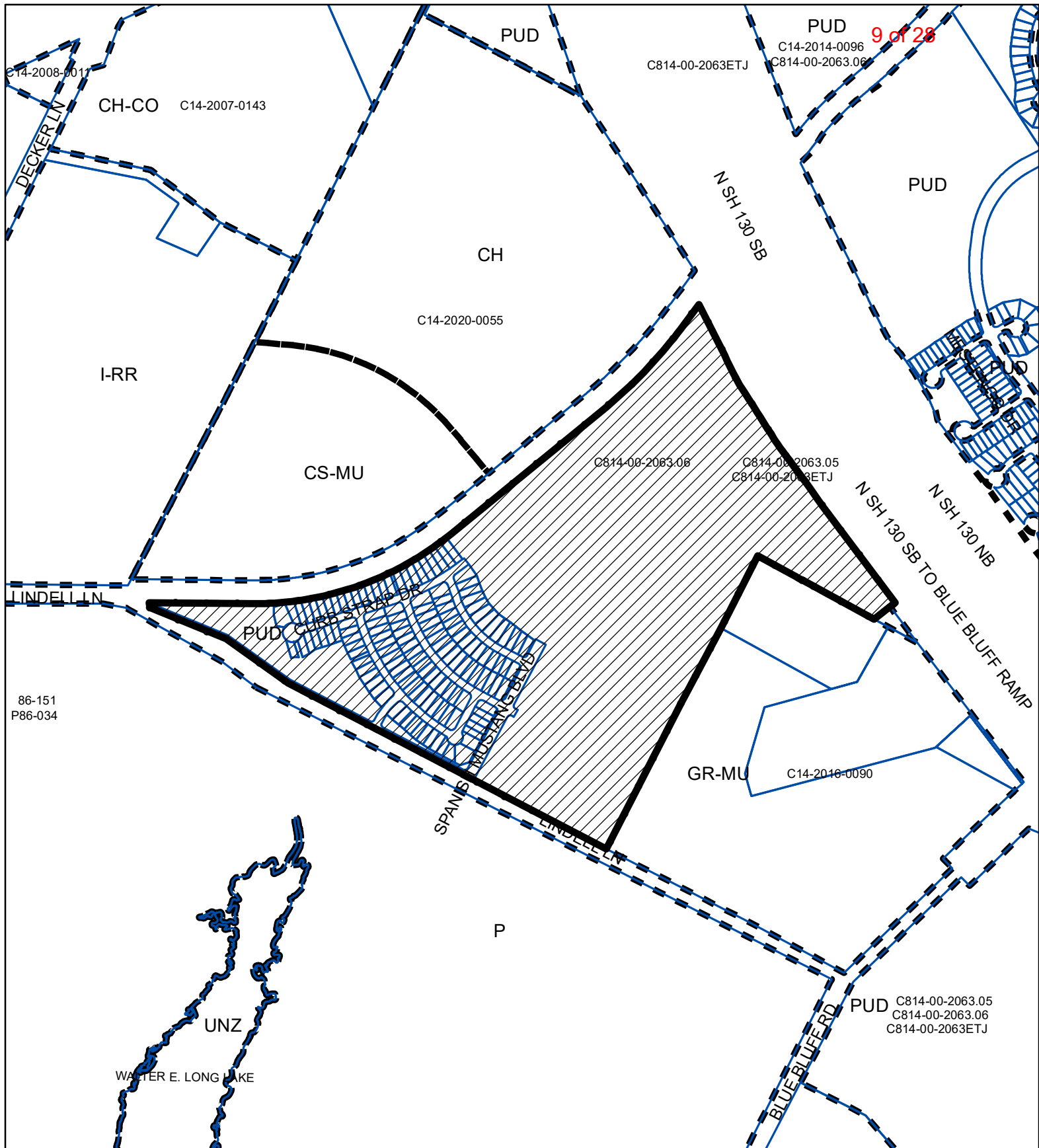
trips have been used, how many trips are left, etc. Additionally, copies of fiscal receipts will be required to ensure the site(s) comply with the required mitigations. The TIA may need to be revised upon further review.




EXISTING STREET CHARACTERISTICS: No existing streets

TIA: No TIA is required

INDEX OF EXHIBITS AND ATTACHMENTS TO FOLLOW:

- A. Zoning Map
- B. Aerial Map
- C. Applicant's Summary Letter
- D. Memo from ATD Re: support for the proposed amendment to the Wildhorse Ranch PUD
- E. Redline of Ordinance 020214-28
- F. Redline of PUD Amendment Exhibits
- G. POD A PH2 PARD Trails Map



-  SUBJECT TRACT
-  PENDING CASE
-  ZONING BOUNDARY

**PLANNED UNIT DEVELOPMENT**  
**ZONING CASE#: C814-00-2063.10**

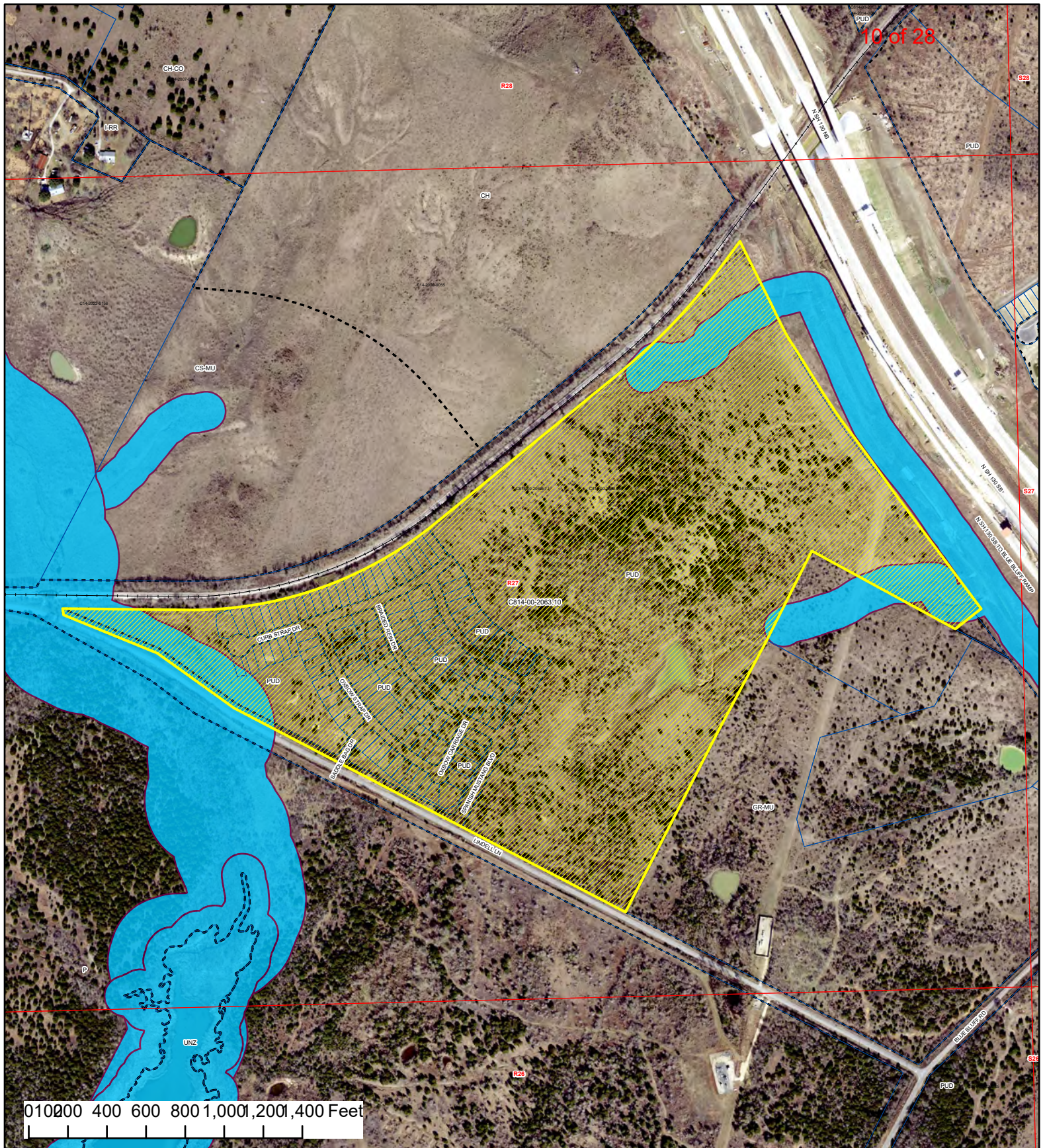
1" = 800'

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







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

### Wildhorse Ranch PUD

ZONING CASE#: C814-00-2063.10  
 LOCATION: 9936 1/2 Lindell Lane  
 SUBJECT AREA: 132.177 Acres  
 GRID: R27  
 MANAGER: Jonathan Tomko



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Created: 8/22/2023





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July 11, 2022

Rosie Truelove, Director  
 Housing and Planning Department  
 Development Services Division  
 City of Austin  
 6310 Wilhelmina Delco Drive  
 Austin, Texas 78752

RE: **Planned Unit Development Zoning Amendment Application** (the "Application")  
 for the Proposed Wildhorse Ranch Planned Unit Development, City of Austin File  
 No. C814-00-2063 (the "Wildhorse Ranch PUD") applicable to the property within  
 the Wildhorse PUD and located adjacent to and southwest of State Highway 130,  
 and referred to as "Pod A" (the "Property")

Dear Ms. Truelove:

This firm represents, and this letter is submitted on behalf of, Forestar USA Real Estate Group, Inc. (the "Applicant") as the owner of the Property and the applicant in the above-referenced Application. The Property is currently zoned as the Wildhorse Ranch PUD on the City of Austin (the "City") Zoning Map based on the approved Ordinance No. 020214-28 ("PUD Ordinance"). The purpose of this Application is to amend the Wildhorse Ranch PUD to accommodate the request of the Austin Transportation Department ("ATD") 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 (the "ASMP").

The Wildhorse Ranch PUD was initially approved in February 2002 and has been in ongoing development as a project in progress since that time. The currently approved and adopted Land Use Plan in effect in connection with the Wildhorse Ranch PUD provides that Braker Lane will be a 114-foot wide arterial to be located along and within the "[e]xisting Lindell Lane" located along the southern boundary of the Wildhorse Ranch PUD. The Applicant has submitted required project assessments, preliminary plans, and final plats within Pod A and has dedicated additional right-of-way for Lindell Lane in accordance with the approved and adopted Wildhorse Ranch PUD alignment for Braker Lane. However, during review of one such subdivision application, ATD recently requested that the new ASMP alignment for Braker Lane be accommodated instead of the current Lindell Lane alignment called for in the Wildhorse Ranch PUD.



The ASMP alignment for Braker Lane has major impacts on the Applicant's proposed development including (but not limited to) (i) elimination of a private amenity center planned to be located on the Property as shown on the current Land Use Plan, (ii) reduction in the size of dedicated parkland planned to be located on the Property, and (iii) access and grading impacts on the Property that make the previously proposed and planned single-family residential development on the northeast side of the new Braker Lane alignment wholly infeasible. In addition, the new ASMP alignment for Braker Lane will require a substantial dedication of right-of-way at a significant cost to the Applicant.

To accommodate ATD's request and to mitigate the impacts of the new ASMP alignment of Braker Lane on the Applicant's project, the Applicant has worked with ATD and other City departments to identify certain amendments including modifications to the permitted uses allowable development on the Property, addition of the ASMP Braker Lane alignment, adjustments to use district boundaries, changes to private and public parkland within the Property, and modifications to construction on slopes, cut and fill, and other environmental requirements (collectively, the "PUD Amendments"), as further detailed below:

- 1. Indicate the ASMP Alignment of Braker Lane Through Property.** The Applicant proposes a 120-foot right-of-way in the preferred alignment established in the ASMP, as requested by ATD, and proposes to make all Land Use Plan changes to accommodate such roadway alignment as shown on Exhibit "A". The Wildhorse Ranch PUD will further provide that the Applicant shall dedicate the full right-of-way for Braker Lane at no cost to the City and that the City will be responsible for constructing the arterial.
- 2. Establish a Base Zoning District of CS-MU with Additional Permitted Uses and Increased Allowable Height and Floor-to-Area Ratio (FAR) for the Portion of the Property between Braker Lane and SH 130.** The Wildhorse Ranch PUD will be amended to provide that the permitted uses and allowable development on the portion of the Property between Braker Lane and SH 130 will have a base zoning district of CS-MU (Commercial Services – Mixed Use), and will also have (i) the additional permitted uses as set forth below, (ii) an allowable height which may be increased above the 60 foot base height allowed for CS-MU to be the higher heights as allowed in the CH (Commercial Highway) base zoning district, and (iii) to allow a 3:1 FAR as allowed in CH. This proposed modified zoning is consistent with the zoning located to northwest of and adjacent to the Property.

<b>Additional Permitted Uses</b>
Retirement Housing (Large and Small Site)
Research Testing Services
Research Assembly Services
Research Warehousing Services

General Warehousing and Distribution
Light Manufacturing
Administrative Services
Club or Lodge
Major Public Utilities
Major Utility Services

- 3. Adjust Private and Public Parkland on the Property.** The Wildhorse Ranch PUD will be revised to (i) eliminate the private amenity center previously shown in Pod A, (ii) reduce the size of the public parkland to be located in the Property, and (iii) add additional proposed trails and a private park easement area to mitigate park and recreational impacts of the other changes, all as shown as Exhibit "A".
- 4. Modify Applicable City Code Regulations Regarding Cut and Fill and other Environment Regulations.** The topography of the Property and design requirements of the ASMP alignment of Braker Lane will result major grading and topographical issues related to development of the Property. As a result, for development of the Property to be feasible, the Wildhorse Ranch PUD will be amended to allow modifications to construction on slope, cut and fill, and other environmental regulations of the City Code as shown on Exhibit "B".

The PUD Amendments are (i) necessary to accommodate the new ASMP alignment and right-of-way improvements as proposed by ATD, (ii) consistent with recently zoned adjacent parcels, and (iii) are mitigated by other changes proposed by the Applicant. With these amendments, the total publicly accessible park space (via dedicated parkland and public park easement) actually increases and a new, ASMP adopted arterial is accommodated providing enhanced connectivity and mobility throughout the area. Therefore, the Wildhorse Ranch PUD will continue to encourage high quality development and innovative design and ensure adequate public facilities.

On behalf of the Applicant, we look forward to working with the City on approval of these PUD Amendments. If you have any questions or comments, please do not hesitate to contact me. Thank you for your attention to this matter.

Sincerely,



Jeffrey S. Howard



## MEMORANDUM

**TO:** Heather Chaffin, Housing and Planning Department

**FROM:** Upal Barua, PE, PTOE, Development Officer  
Austin Transportation Department *Upal Barua*

**DATE:** June 24, 2022

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

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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). 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, and changes in mobility conditions and the City's transportation plan since the approval of the original PUD in 2002.

### 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.

Over 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. ATD 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.

### **Conclusion**

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.

The City will be responsible for designing, permitting, and funding for construction the future East Braker Lane extension, which could be done through future Street Impact Fee fund or other funding sources. ATD will be responsible for coordinating with the Parks and Recreation Department (PARC), the Watershed Protection Department (WPD), and/or any other City Departments to permit the roadway (East Braker Lane extension) construction.

ATD 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.

cc: Curtis Beaty, PE, Managing Engineer, Austin Transportation Department  
 Bryan Golden, Program Manager, Austin Transportation Department  
 Dan Hennessey, PE, PTOE, Consulting Engineer, Austin Transportation Department

### **Attachments**

Attachment 1 – Original WildHorse PUD Approved Map

Attachment 2 – Austin Strategic Mobility Plan Roadway Network Plan







**ORDINANCE NO. 020214-28**

**AN ORDINANCE REZONING AND CHANGING THE ZONING MAP ACCOMPANYING CHAPTER 25-2 OF THE CITY CODE TO ESTABLISH A PLANNED UNIT DEVELOPMENT (PUD) DISTRICT ON APPROXIMATELY 1,899 ACRES OF LAND, GENERALLY KNOWN AS THE WILDHORSE RANCH PLANNED UNIT DEVELOPMENT PROJECT, LOCALLY KNOWN AS THE LAND LOCATED ON BLUE BLUFF ROAD AT OLD HIGHWAY 20, IN THE CITY OF AUSTIN, TRAVIS COUNTY, TEXAS.**

**BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:**

**PART 1.** The zoning map established by Section 25-2-191 of the City Code is amended to change the base zoning district from interim rural residence (I-RR) district to planned unit development (PUD) district on the property ("Property") described in File C814-00-2063 as approximately 1,899 acres of land being more particularly described by metes and bounds in Exhibit A incorporated into this ordinance, generally known as the Wildhorse Ranch planned unit development, locally known as the land located on Blue Bluff Road at Old Highway 20, in the City of Austin, Travis County, Texas, and as more particularly identified in the map attached as part of Exhibit A.

**PART 2.** This ordinance, together with the attached Exhibits A through G, shall constitute the land use plan for the Wildhorse Ranch planned unit development district ("PUD") created by this ordinance. The PUD shall conform to the limitations and conditions set forth in the ordinance and the Wildhorse Ranch planned unit development land use plan (the "PUD land use plan") on record at the Neighborhood Planning and Zoning Department in File No. C814-00-2063. If this ordinance and the attached exhibits conflict, the ordinance applies. Except as otherwise specifically provided by this ordinance, all other rules, regulations and ordinances of the City in effect on the effective date of this ordinance applies to the Wildhorse Ranch PUD.

**PART 3.** The attached exhibits or copies of originals on file with the City of Austin Neighborhood Planning and Zoning Department in File No. C814-00-2063 are incorporated into this ordinance in their entirety as though set forth fully in the text of this ordinance. The attached exhibits are as follows:

- Exhibit A: Description of Property and Zoning Map
- Exhibit B: Wildhorse Ranch PUD Land Use Plan
- Exhibit C: Site Development Criteria Table



- Exhibit D: Permitted Uses Table
- Exhibit E: Wildhorse Ranch PUD Typical Notes
- Exhibit F: Wildhorse Ranch PUD Comprehensive Environmental and Water Quality Requirements
- Exhibit G: Parks Network Concept Plan

**PART 4.** In accordance with Section 25-2-411(A) (*Planned Unit Development District Regulations*) of the City Code, the following regulations apply to the PUD instead of otherwise applicable City regulations.

- A. The definition of “site” in Section 25-1-21 (*Definitions*) is modified to provide that the land included within the geographic boundaries of the entire PUD is a single site for transfer of development purposes. The site includes areas within the PUD separated by a public street or railroad right-of-way. The definition of the term “site” is not modified for the purpose of water quality pond purposes.
- B. Section 25-8-395 (*Transfer of Development Intensity*) is modified as follows:
  - 1. Development intensity may be transferred from a parcel in the PUD that is located in an uplands zone to another parcel in the PUD located in an uplands zone regardless of the distance between the transferring and receiving tracts.
  - 2. Development intensity may be transferred without concurrently platting the transferring and receiving tracts, subject to the following conditions:
    - a. The transfer must be noted on the plat of the transferring tract in a manner determined by the Director of the Watershed Protection and Development Review Department (“Director”);
    - b. The subdivider must file in the deed records of the county in which the property is located a restrictive covenant, in a form approved by the City Attorney, that runs with the transferring tract and describes the transfer of development intensity from the tract; and
    - c. The subdivider must note the transfer on the PUD land use plan through an administrative revision approved by the Director of the Neighborhood Planning and Zoning Department in accordance with the current City Code.
  - 3. No development intensity transfers shall be permitted from Parcel D-11.

- C. Section 25-2-403 (B) (*Land Use Plan Expiration and Amendment*) of the current City code is modified to provide that the following actions are substantial amendments of the PUD land use plan in accordance with Section 25-2-403 of the City Code:
1. a reduction to the minimum requirement of 20 percent of net site area to be used for uses other than detached single family residential, group home, and family home uses in a mixed density residential parcel; and
  2. a reduction to the five percent minimum neighborhood commercial (LR) requirement in a mixed density residential parcel.
- D. The requirement of Section 25-4-33 (B) (*Original Tract Requirement*) of the City Code to include all of the original tract within a subdivision application is waived.
- E. The requirement of Section 25-4-152 (B) (*Dead End Streets*) is modified to allow the Director to approve a dead-in street to be more than 2000 feet long.
- F. The dedication of approximately 171.20 acres of land in Parcel D-11 as shown in Exhibit B satisfies the requirement of Section 25-4-212 (*Dedication of Parkland Required*) of the City Code, and exceeds the requirement by 37.58 acres. The 37.58 acres is a reserve that shall apply to any increases in density in the PUD that would trigger additional parkland requirements, until the reserve is used up. If the reserve is ever exceeded, new parkland dedication requirements shall be enforced. Dedication of the original 171.20 acres shall occur at the time of the first final plat in a D parcel, unless dedication is requested earlier by the Parks and Recreation Department.
- G. If an applicant for a non-residential use provides shower facilities, the parking requirement of Section 25-6-471 (*Off Street Parking Facility Required*) of the City Code may be reduced by five percent but not more than 15 spaces.
- H. Section 25-2-492 (*Site Development Regulations*) of the City Code is modified to provide a building setback of 15 feet for lots in a single family residential subdivision with front driveways if the plat includes the following note:
- “A garage must be at least five feet behind the front façade of the principal structure. For a garage within 20 feet of the front façade, the width of the garage may not exceed 50 percent of the width of the front façade.”

- I. Sections 25-4-174 (*Lot Size*), 25-2-491 (*Permitted, Conditional and Prohibited Uses*) and 25-2-492 (*Site Development Regulations*) of the City Code are modified to allow development in the PUD to comply with the site development regulations and permitted uses of the PUD land use plan.
- J. Section 25-4-151 (*Street Alignment*) is modified to allow the Director to approve a departure from the street alignment requirements if the Comprehensive Plan, topography, requirements of traffic circulation or other requirements make it desirable.

**PART 5.** Signage along State Highway 130 shall comply with Section 25-10-124 (*Scenic Roadway Sign District Regulations*) of the City Code.

**PART 6.** This part establishes regulations regarding block length.

- A. A block may not exceed 1,200 feet in length, except as provided in this part.
- B. A residential block that is parallel and adjacent to an arterial street may be up to 1,500 feet in length.
- C. A commercial or industrial block may be up to 2,000 feet in length if the Director determines that there is adequate traffic circulation and utility service.
- D. The Director may waive a block length restriction if the Director determines that the proposed block length adequately meets the requirement of traffic circulation, utility service, topography, and the Comprehensive Plan.
- E. An applicant may appeal the Director's denial of a waiver to the Land Use Commission.

**PART 7.** In Parcels C-4 and E-1 (Mixed Use Center) a drive-in service is prohibited as an accessory use to commercial uses. In Parcel D-4 (Mixed Use Center) one drive-in service is permitted.

**PART 8.** If the Capital Metropolitan Transportation Authority does not acquire the proposed light rail site along the existing Longhorn Railway line that passes adjacent to the northern portion of the PUD on or before February 14, 2012, the proposed site may be developed with a use subject to the permitted land use and site development regulations applicable to Parcel E-5 of the PUD. If a transit center use is developed, a service station use is prohibited in Parcel E-5.

**PART 9.** This part is applicable to Parcel E-4.

- A. Under Exhibit B, Parcel E-4 is designated as fire station or police substation (“EMS Site”). If construction of permanent improvements for the EMS facility does not begin before February 14, 2012, the site is subject to the permitted land use and site development regulations applicable to Parcel E-4.
- B. If the owner of the EMS site and the City agree in writing to relocate the EMS Site to another location within the PUD and the acreage of the site proposed for relocation remains approximately the same as the original EMS Site, the Director of the Neighborhood Planning and Zoning Department may administratively approve a revision of the PUD to reflect the relocation.

**PART 10.** This part applies to stormwater runoff from State Highway 130 (“SH 130”).

- A. Except as provided in Subpart B, an applicant for a single-family/duplex residential subdivision project or a multifamily residential or commercial site plan project adjacent to SH-130, shall accept stormwater runoff from SH 130 for water quality treatment.
- B. A project is exempt from Subpart A if:
  - 1. SH 130 has not been constructed to a degree which allows the adjacent owner to design a hydraulic interface;
  - 2. SH 130 is below grade from the project;
  - 3. the offsite drainage area exceeds the size of the on-site drainage area;
  - 4. the water quality treatment requires approval from an entity other than the City of Austin and the applicant demonstrates that the applicant has not been able to obtain the approval for more than 90 days; or
  - 5. the cost of the improvements is more than 0.5 percent of the total engineer-estimated site development construction costs for that particular parcel or site plan.
- C. Compliance with Subpart A will not require additional water quality volume.

**Insert new Part #. This part is applicable to Parcel A-2, A-4, and A-5:**  
*(see proposed language attached)*

**PART 11.** For a subdivision or site plan application with SH 130 as a boundary street, impervious cover calculations include one-half of the pavement width, up to a maximum of 44 feet or a maximum of 88 feet if the application is located on both sides of SH 130.

**PART 12.** Seventy-five feet on each side of the centerline of SH 130 shall be dedicated at the time the final construction plans are complete for the Wildhorse Ranch PUD segment of SH 130.

**PART 13.** A site plan or building permit for the Property may not be approved, released, or issued, if the completed development or uses of the Property, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds the total traffic generation for the Property as specified in the current Traffic Impact Analysis ("TIA") prepared by Alliance Texas Engineering Company, dated November 16, 2001, or as amended and approved by the Director of the Watershed Protection and Development Review Department. All development on the Property is subject to the recommendations contained in the memorandum from the Transportation Review Section of the Watershed Protection and Development Review Department, dated November 19, 2001. The TIA shall be kept on file at the Watershed Protection and Development Review Department.

**PART 14.** The Council waives the requirements of Section 2-2-3, 2-2-5, and 2-2-7 of the City Code for this ordinance.

**PART 15.** This ordinance takes effect on February 25, 2002.

# **PASSED AND APPROVED**

February 14, 2002

§  
§  
§

*Gustavo L. Garcia*

Gustavo L. Garcia  
Mayor

**APPROVED:**

*Sedora Jefferson*  
Sedora Jefferson  
City Attorney

**ATTEST:**

*Shirley A. Brown*  
Shirley A. Brown  
City Clerk

Part #. This part is applicable to Parcel A-2, A-4, and A-5:

- A. Section 25-8-301 (*Construction of a roadway or driveway*) and 25-8-302 (*Construction of a building or parking area*) do not apply. If hillside vegetation is disturbed, the disturbed areas must be restored with native and adapted vegetation as prescribed in the Environmental Criteria Manual.
- B. Sections 25-8-341 (*Cut Requirements*) and 25-8-342 (*Fill Requirements*) are modified so that cut requirements and fill requirements shall not apply to development within Parcels A-2 and A-4, except for the limitations shown in Table B-1 on the PUD land use plan. Earthwork quantities may be transferred from higher to lower depth categories in Table B-1 at the time of site plan.
- C. The right of way for the extension of Braker Lane shall be dedicated by the owner of Parcel A-4 and constructed by the City pursuant that certain MOU from the Development Officer of the City's Transportation Public Works Department to the Housing and Planning Department, the Environmental Officer of the Watershed Protection Department, and the Program Manager for the Parks and Recreation Department, dated July 13, 2023, and on file with the City. Chapter 25-6 of the Austin City Code is hereby modified to delete any requirement that the owners of A-2, A-4, and/or A-5 are responsible for constructing any portion of Braker Lane.
- D. Developer Trail located in the southeast portion of Parcel A-4 (CS-MU) near Braker Lane and the community park on Parcel A-5, as indicated on the PUD land use plan, shall include a boardwalk style section to span over the CEF setback for a maximum length of 100 feet. This maximum 100-foot boardwalk style Developer Trail will be completed along with improvements constructed on the site adjacent to the trail.
- E. Within Parcel A-5, owner of Parcel A-2 shall construct an 8-foot-wide concrete loop trail that accounts for numerous upland pond outfalls.
- F. The owner of Parcel A-4 shall provide a public park easement with a required maintenance agreement ("Park Easement") over the approximately 5.2-acre parcel shown in the PUD land use plan (the "Park Easement Area"). The Park Easement will be granted to the City prior to approval of a site plan for any portion of Parcel A-4 adjacent to or containing the Park Easement Area in a form reasonably acceptable to the owner. The final boundaries of the Park Easement Area will be determined at the time of review and approval of such site plan.
- G. Allowable uses within the Park Easement Area are restricted to bike and pedestrian trails, recreational amenities, landscaping, and utilities (with related easements expressly allowed to encumber the Park Easement Area), including utilities to serve the Park Easement Area and those that may serve the remainder of Parcel A-4 or other property within the Wildhorse PUD.
- H. The owner of a site within Parcel A-4 adjacent to or including the Park Easement Area shall design, plan, and construct the following required improvements within the Park Easement Area: access to future extension of Braker Lane as part of the Park Easement to be dedicated at the time of approval of a site plan for any portion of Parcel A-4 adjacent to or containing the Park Easement Area (with such access being shared with pond maintenance access), a looped 10' wide improved joint use, park trail (concrete) extension of the Austin to Manor Trail through the Park Easement Area to be constructed in accordance with applicable City requirements;

irrigated shade trees planted 30' on center along the northwestern edge of the Park Easement Area; one designated trailhead; one drinking fountain with a dog bowl (and associated private water line); seating area with a shade structure; trash and recycle bin; nature-based play or playscape not to exceed 1000 square feet; and park signage (collectively, "Park Easement Improvements"). The final design of specifications of the Park Easement Improvements will be included in any site plan for any portion of Parcel A-4 adjacent to or containing the Park Easement Area and will be constructed with the other improvements constructed in such site plan.

- I. The Park Easement Area and Park Easement Improvements shall be privately maintained by the owner of the portion of Parcel A-4 adjacent to the Park Easement Area as provided in the Park Easement. The Park Easement shall provide for such private maintenance obligations.
- J. Boundaries of the Park Easement Area may be changed administratively provided that the change does not decrease the size of the Park Easement Area or materially interfere with the use of the Park Easement Area or the installation of the Park Easement Improvements.



## 26 of 28

- | STREET DESIGN TABLE               |                            |             |                      |                   |                         |              |                      |
|-----------------------------------|----------------------------|-------------|----------------------|-------------------|-------------------------|--------------|----------------------|
| Street Name                       | Limits                     |             | Class                | R.O.W. Width (ft) | Pavement Width (ft)     | Sidewalk s?7 | Sidewalk Width (ft)* |
|                                   | From                       | To          |                      |                   |                         |              |                      |
| S.H. 130                          | U.S. 290                   | A&SW RR     | Toll PKY 6           | 530               | 2 @ 56'                 | N            | N/A                  |
| S.H. 130                          | A&SW RR                    | Braker Lane | Toll FWY 6           | 530               | 2 @ 56' w/ 48' frontage | Y            | 6'                   |
| Parmer Lane                       | U.S. 290                   | Old Hwy 20  | MAD6                 | 140               | 2 @ 44'                 | Y            | 6' / 8'              |
| Parmer Lane                       | Old Hwy 20                 | S.H. 130    | MAD4                 | 114               | 2 @ 27'                 | Y            | 6' / 8'              |
| Parmer Lane                       | S.H. 130                   | U.S. 290    | MAD4                 | 114               | 2 @ 27'                 | Y            | 6' / 8'              |
| Blue Bluff Road                   | Parmer Lane                | Old Hwy 20  | Commercial Collector | 70                | 45'                     | Y            | 6' / 8'              |
| Lindell Lane                      | FM 3177 (Decker Lake Road) | Parmer Lane | MAD4 +BL             | 114               | 2 @ 27'                 | Y            | 6' / 8'              |
| Braker Lane (Existing Bloor Road) | Parmer Lane                | S.H. 130    | MAD4 +BL             | 114               | 2 @ 27'                 | Y            | 6' / 8'              |
| S.S. Hwy. 290                     | F.M. 3177                  | F.M. 973    | FWY 6                | 300               | 2 @ 48'                 | Y            | 6'                   |
| F.M. 973                          | U.S. 290 (E)               | F.M. 969    | MAD 4                | 114               | 2 @ 27'                 | N            |                      |
| Widhorse Connector                | Parmer Lane                | F.M. 973    | MAD4+BL              | 114               | 2 @ 27'                 | Y            | 6' / 8'              |
- \* - Wider sidewalks or stabilized decomposed granite pathways will be provided on one side of the road as part of the Pedestrian Hike and Bike Lane.

TITAN LAND USE SUMMARY			
Uses	Acreage		% of Project
Mixed Density Residential	750.2	707.0	52.0 48.9%
Commercial	43.5		3.0
Commercial/MU	5.7	48.2	0.4 3.3%
Hotel/Commercial	14.4		1.0
Garden Office	21.5		1.5
School	26.4		1.8
Transit Station	5.1		0.4
Commercial/EMS Station	9.3		0.6
Major ROW	126.1	127.1	8.7 6.8%
Community Parks/Amenity Centers	52.4	46.9	3.6 3.2%
Green Belt/Recreation/Easements	391.2	396.4	27.1 27.4%
TOTAL	1445.8		100

WILDHORSE ADDITION LAND USE SUMMARY		
Uses	Acreage	% of Project
Commercial High-Rise IP	114.5	97.9
Major ROW	1.4	1.2
TOTAL	115.9	99

Uses	Acreage	% of Project
Mixed Use Center	4.8	7.1
Mixed Density Residential	12.9	26.5
Corporate Campus	34.7	51.4
Community Park	10.1	15.0
Major ROW	0.0	0.0
<b>TOTAL</b>	<b>67.5</b>	<b>100</b>

TOTAL ACREAGE SUMMARY		
Uses	Acres	% of Project
Titon	1,445.80	76.1
Wildhorse Addition	115.90	6.1
Three Star	67.51	3.6
SUB-TOTAL	1,629.21	
ROW (SH 130)	267.15	14.1
ROW (BLUE BLUFF RD)	4.93	0.3
	0.30	
Three Star Field Survey Correction		
TOTAL	1,901.59	100

This aerial map illustrates the Wildhorse Ranch area in Austin, Texas. The ranch is outlined in black and labeled "WILDHORSE RANCH" in a central white box. To the north, a hatched area is labeled "CITY OF MANOR" with "FM 973" nearby. To the west, the "CITY OF AUSTIN" is labeled. Major roads shown include "HWY 290" at the top, "HWY 182" running vertically through the center, "HWY 71" at the bottom left, and "SH 130" on the right. "LAKE WALTER E. LONG" is located to the east of the ranch. The "AUSTIN-BERGSTROM INTERNATIONAL AIRPORT" is visible at the bottom center. The map shows a mix of green fields, brown patches, and urban development.

# Approval Stamp

PUD APPROVAL

1 of 5

Case Number: C814-00-2063

Approved by Planning Commission/Zoning and Platting Commission on Nov. 27 (date),  
2001 (year).

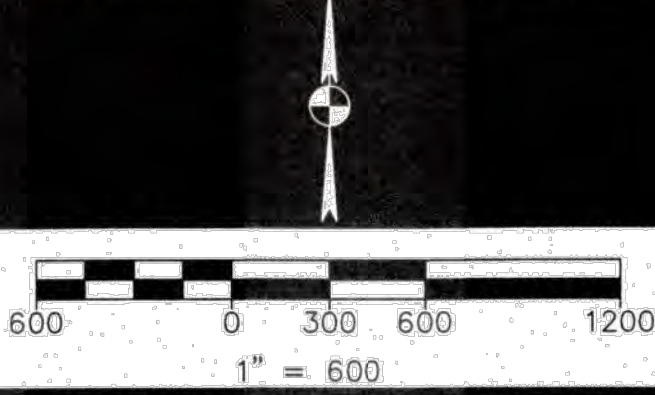
Approved by Council on Feb. 14 (date), 2002 (year), under Sections 401,  
402, 421, 422, 423, 144, 392, 411, and \_\_\_\_\_ of Chapter 25-2 of the City Code.

Heather Chaffin for  
Neighborhood Planning and Zoning Department

Final Ordinance Reading: Feb. 14, 2002 ORD #2002M-28

Rev. 1	<u>C814-00-2063</u>	<u>EXPIRED</u>
Rev. 2	<u>EXPIRED</u>	<u>Admin. Amend. #54 approved 12/19/2015</u>
Rev. 3	<u>EXPIRED</u>	<u>Admin. Amend. #56 Approved 05/04/2015</u>

# PLANNED UNIT DEVELOPMENT



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Additional information may be found at the following link:

[Meetings of the Zoning and Platting Commission - Page 1 | AustinTexas.gov](#)