



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

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 Upon its approval, the ASMP superseded the AMATP as the City's transportation plan.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.

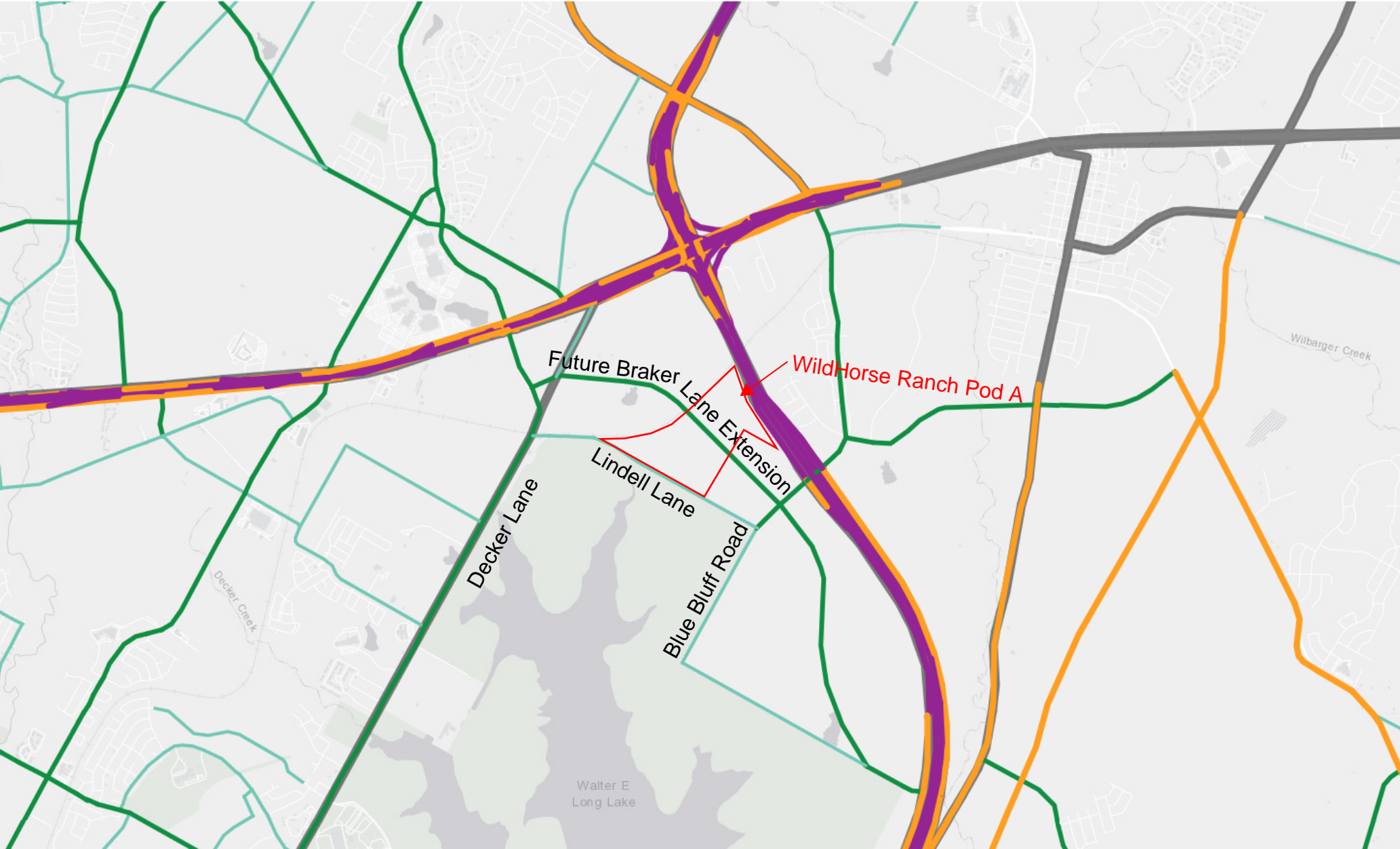
ATD supports the applicant's amendment request, such that the City is able to connect the already-reserved ROW for future East Braker Lane between Decker Lane and Blue Bluff Road as per ASMP.

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



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