



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 (PARC), 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.

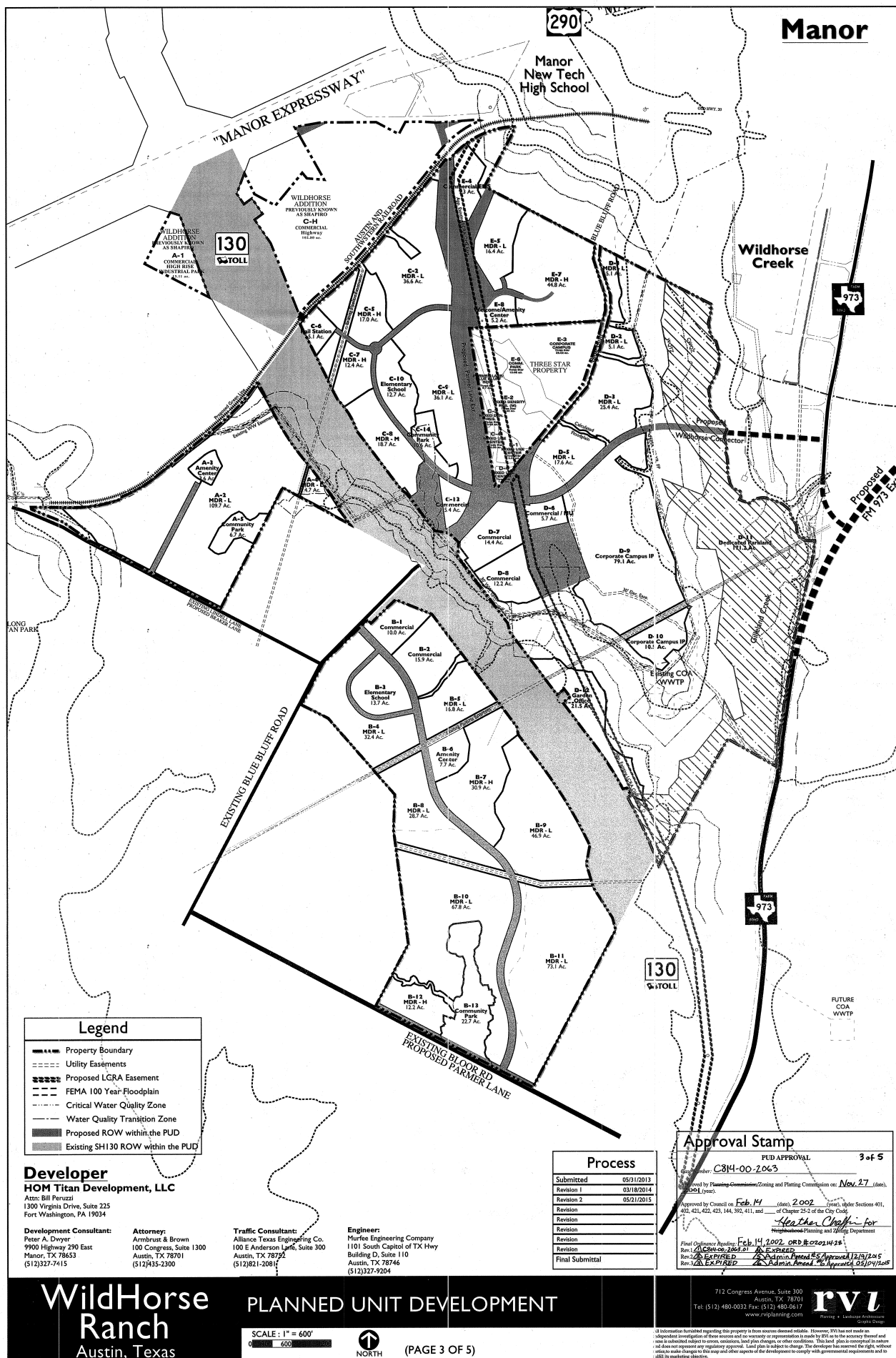
TPW supports the applicant's amendment request, such that the City is able to connect the already-reserved ROW for future East Braker Lane between Decker Lane and Blue Bluff Road as per ASMP.

Attachments

Attachment 1 – Original WildHorse PUD Approved Map

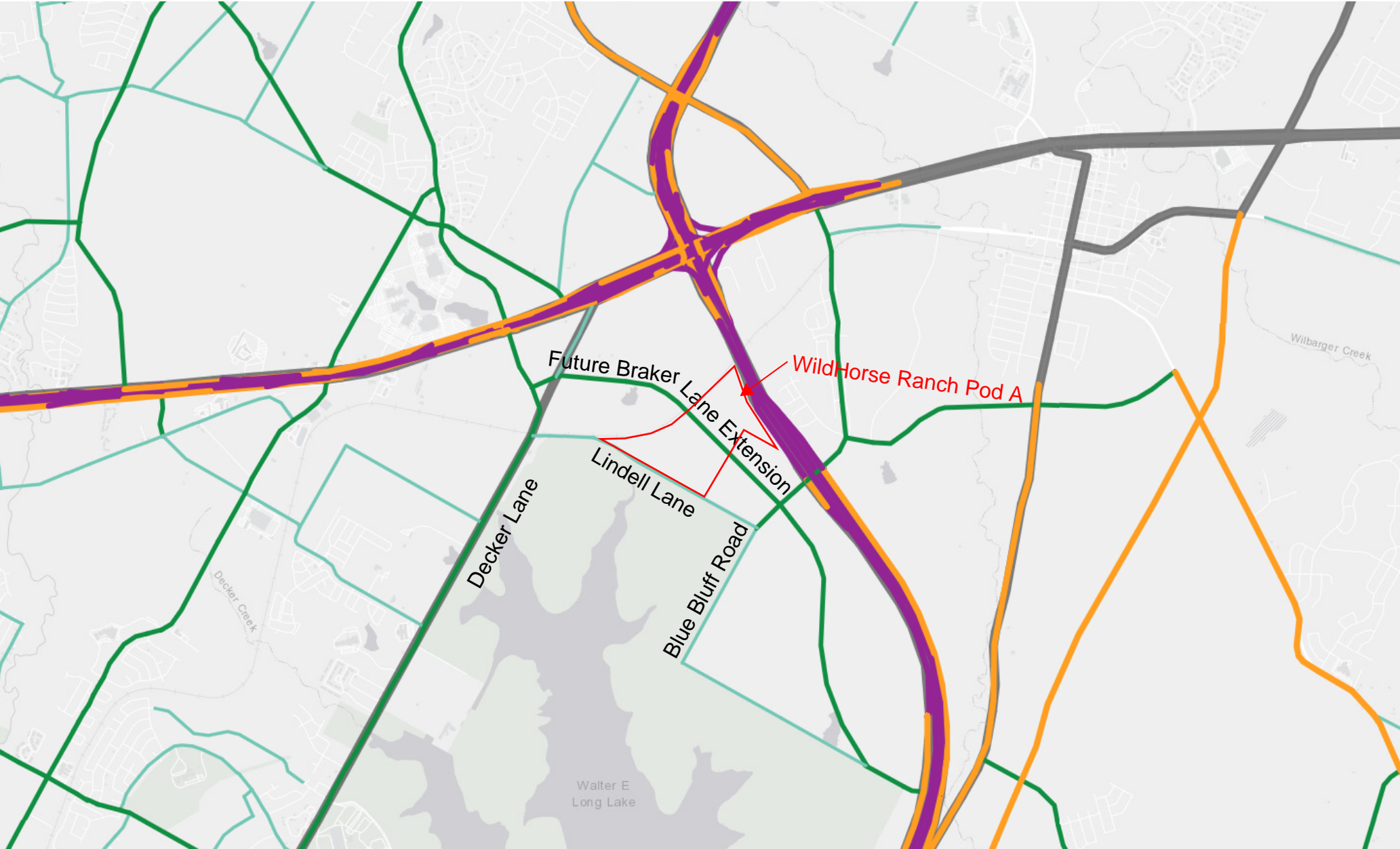
Attachment 2 – Austin Strategic Mobility Plan Roadway Network Plan

Attachment 3 – TPW Designated Planting Area



FILE: L031010352 (PUD) - Submitted - Final 01/15/2013 09:00:00 Submitted Final

Attachment 1 - WildHorse PUD Approved Map



Attachment 2 – Austin Strategic Mobility Plan Roadway Network Plan

C:\Users\lmartinez\OneDrive\BGE\Forest\7890-00 Wildhorse - Preliminary\Plan05_ Exhibits\CUT-FILL DEPTH_EXHIBIT_WH_PH2 PRELIM.dwg Layout: Layout1 Plotted: 9/7/2022 3:56:36 PM



Attachment 3 - TPW Designated Planting Area

DESIGNED BY:
REVIEWED BY:
DRAWN BY:

BGE, INC.
101 W. Louis Henna Blvd. Suite 400
AUSTIN, TX 78728
TYPE Registration No. F-1646
TEL 512.675.9466 www.bgeinc.com

WILDHORSE - PHASE 2 PRELIMINARY PLAN
AUSTIN, TEXAS
CUT / FILL DEPTH EXHIBIT

SHEET
1 OF 1

DATE
REV
DESCRIPTION
APR