

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. However, case will return to ZAP after re-noticing properly.

November 21, 2023: Approved by Zoning and Platting Commission with a Consent Vote: Commissioner Greenberg, 2nd by Commissioner Stern. 1 vacancy. (9-0). Boone off the dais.

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 amendment is consistent with this purpose statement of the district.

EXISTING ZONING AND LAND USES

	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:

Number	Request	Commission	City Council
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 st Reading Only 11.12.20: Approved on 2 nd and 3 rd 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

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

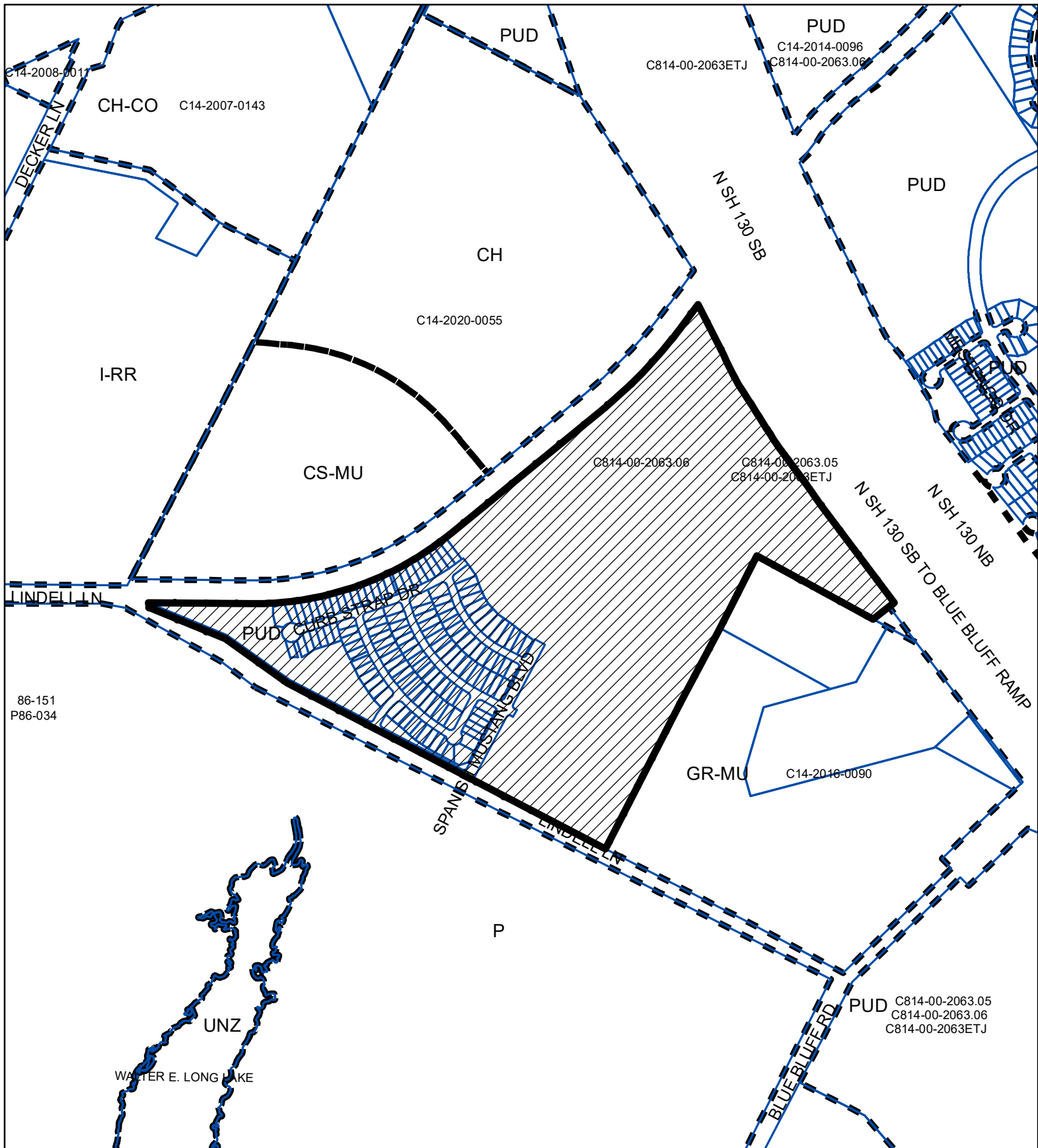
trips have been used, how many trips are left, etc. Additionally, copies of fiscal receipts will be required to ensure the site(s) comply with the required mitigations. The TIA may need to be revised upon further review.

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

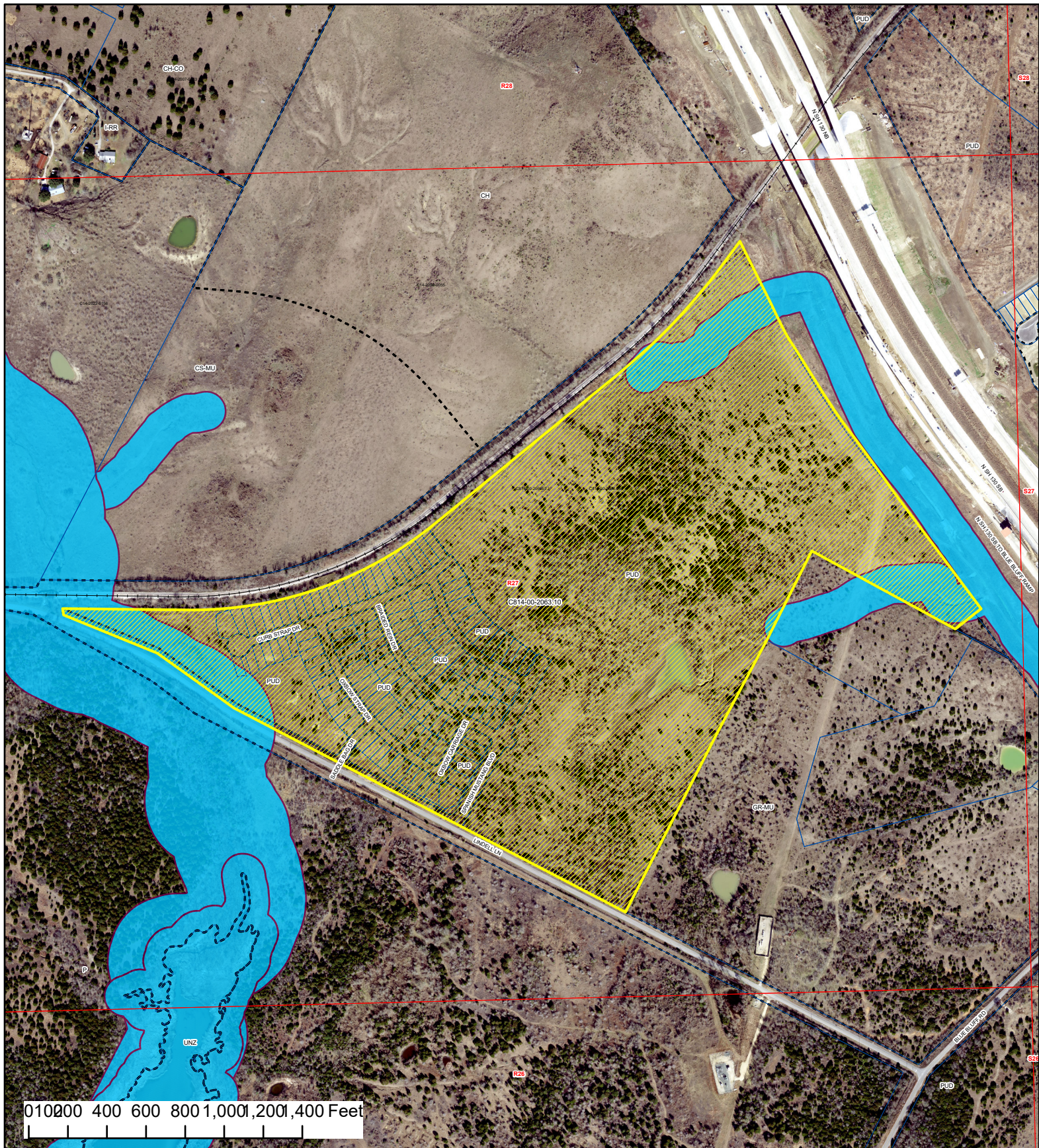
PLANNED UNIT DEVELOPMENT
ZONING CASE#: C814-00-2063.10

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

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.

Additional Permitted Uses
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

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.

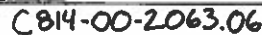
ATD supports the applicant's amendment request, such that the City is able to connect the already-reserved ROW for future East Braker Lane between Decker Lane and Blue Bluff Road as per ASMP.

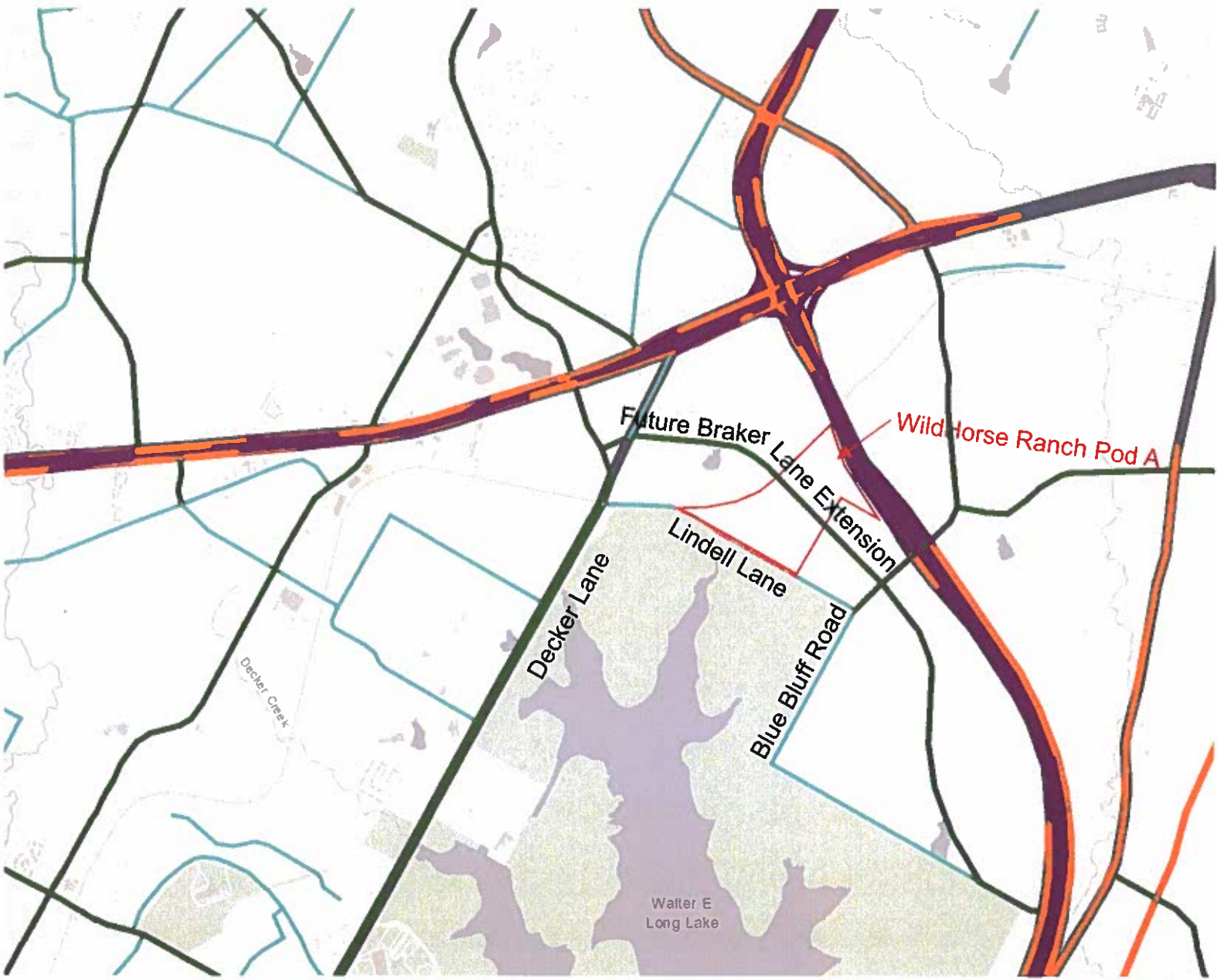
cc: Curtis Beaty, PE, Managing Engineer, Austin Transportation Department
Bryan Golden, Program Manager, Austin Transportation Department
Dan Hennessey, PE, PTOE, Consulting Engineer, Austin Transportation Department

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.

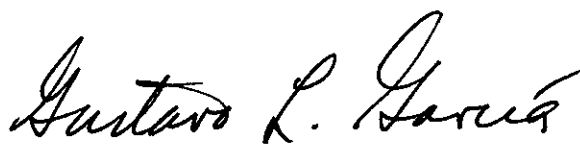
PART 14. The Council waives the requirements of Section 2-2-3, 2-2-5, and 2-2-7 of the City Code for this ordinance.

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

PASSED AND APPROVED

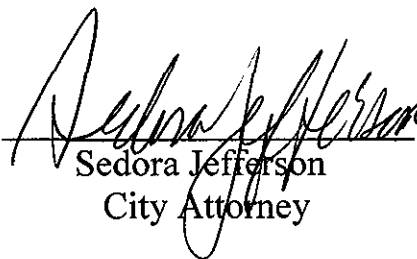
February 14, 2002

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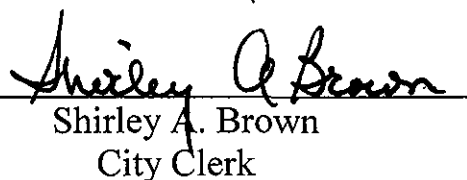
Gustavo L. Garcia
Mayor

APPROVED:



Sedora Jefferson
City Attorney

ATTEST:



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.

PUD NOTES - EXHIBIT E

1. Permanent water and wastewater service for the PUD will be provided by the City of Austin.
2. Water and wastewater improvements are required, and the owner of any property within the PUD will be responsible for the costs of providing such improvements, subject to separate reimbursement arrangements with the City of Austin.
3. Any required easements will be provided at the time of final plat(s) or site plans approval and will be dedicated by separate instrument or final plat.
4. Prior to construction, drainage plans will be submitted to the City of Austin's Planning and Development Review Department.
5. A tree survey and landscaping plan shall be provided with the submittal of site plans for development on any property within the PUD for any use other than single family residential.
6. Prior to construction, site plan approval by the Director of the City of Austin's Planning and Development Review Department is required for all development, other than single family residential unless otherwise exempt under the City of Austin Land Development Code ("LDC").
7. Specific design criteria for bicycle and motor vehicle parking, required loading spaces, queuing, and vehicle storage for any proposed drive-through services shall be reviewed at the time of final site plan approval, and shall be designed according to the City of Austin design criteria except that bicycle parking that would typically follow category B, schedule M of Section 25-6, Appendix A, Part II of the Land Development Code may follow Category C, Schedule M of Sections 25-6, Appendix A, Part II. Bicycle parking is required for all Multifamily Residential development at 5% of the total required motor vehicle spaces. 50% of required bicycle parking spaces for MDR (H) sites will be covered.
8. All site development regulations, including but not limited to impervious cover, building square footage, building height, floor to area ratios and setbacks, are established and governed by the Site Development Criteria Table appearing on the PUD Land Use Plan, other than those specifically addressed by variances.
9. All streets, driveways, sidewalks, water, wastewater and storm sewer lines shall be constructed in compliance with the City of Austin standards.
10. Landscaping for any development within the PUD will meet or exceed the landscape requirements set forth in the LDC, as such requirements exist at the time of approval of this PUD. Xeriscaping is encouraged whenever reasonably practical.
11. Development with the PUD will comply with the requirements of an Integrated Pest Management Plan ("IPM"), as defined in the City of Austin's Environmental Criteria Manual. An IPM for the golf course and landscaped areas will be addressed at the time of site development permit for those areas and uses.
12. All development within the PUD will comply with the most current City of Austin Green Building Standards at a minimum rating of one star.
13. Development within the water quality transition zone and the additional 50' setback area, as shown on the PUD Land Use Plan, will be restricted to those uses permitted by the LDC, as it exists, as of the date of submittal of this PUD.
14. At the time of site plan approval for any development within the PUD, in the event the applicable transit authority creates a bus route on any roadway adjacent to any parcel within the PUD, the owner seeking such site plan approval will cooperate with the transit authority to designate an area as a transit stop(s) upon request from the transit authority.
15. The lighting of parking areas within the PUD shall be hooded or shielded so that the light source is not directly visible from adjacent property classified as residential. Upward-directed lights are prohibited within these areas. All lighting must be fully shielded and full cut-off.
16. A Trail Network will be designed and constructed for subdivisions within the PUD, including conventional sidewalks and alternatives, such as hike and bike trails. Maintenance of the network will be the responsibility of an Owners Association. The network will be designed to promote pedestrian and bicycle accessibility within neighborhoods, to area parks, and other community facilities and natural areas. Where appropriate, box culverts may be utilized for pedestrian and bicycle crossings at a minimum of 10 feet in height. For trail locations, see Page 4. All trails will be completed along with adjacent site plans.
17. Development of the PUD is governed by the (i) zoning ordinance approving the PUD zoning base district for the property, (ii) this PUD Land Use Plan, and (iii) except as otherwise provided in the zoning ordinance and this PUD Land Use Plan to the contrary, the rules and regulations set forth in the LDC in effect upon approval of this PUD.
18. Building heights are limited to the building heights shown on the Site Development Criteria Table, unless otherwise permitted by variances.
19. Construction for utilities, access roads and amenities shall be permitted within the 100-year floodplain, open space, and dedicated parkland, subject to review and approval by appropriate governmental entities. Within these areas, construction of overhead utilities is not permitted.
20. The 100-year floodplain will be contained within drainage easements.
21. Drainage requirements shall be in accordance with the LDC/Drainage Criteria Manual at the time of approval of this PUD.
22. Owner shall dedicate approx. 171.20 acres as shown in parcel D-11 to the City to satisfy the parkland requirements of the PUD. Dedication is to occur at time of first final plat in any D Parcel, unless dedication is requested earlier by the City of Austin PARD.
23. Street frontage along and access to Parcel D-11 from within the PUD (to the west side of parkland) to be determined during subdivision.
24. Prior to certificate of occupancy of any lot, Owner shall record covenants, conditions and restrictions (CCR's). The CCR's will provide for an owner's association with the responsibility to maintain common areas, including the four community parks and private trail network.
25. Industrial uses within this PUD shall conform to performance standards established by Section 25-2-648 of the LDC.
26. Austin Energy has the right to prune and/or remove trees, shrubbery and other obstructions to the extent necessary to maintain electric easements. Austin Energy will perform all tree work in compliance with Chapter 25-8, Subchapter B of the LDC.
27. Owner shall provide Austin Energy with any easement and/or access reasonably required, in addition to those indicated, for the installation and ongoing maintenance of overhead and underground electric facilities. These easements and/or access are required to provide electric service to the buildings and will not be located so as to cause the site to be out of compliance with Chapter 25-8 of the LDC.
28. Owner shall be responsible for installation of temporary erosion control, re-vegetation and tree protection. In addition, the owner shall be responsible for any tree pruning and tree removal that is within ten feet of the centerline of the overhead electrical facilities designed to provide electric service to this project. Austin Energy work shall also be included within the limits of construction for this project.
29. Secure bicycle parking will be provided at the transit center as follows: (1/3 of spaces will be Class I, 1/3-Class II, and 1/3-Class III).
30. Public and private or secondary schools must be located on a street having a pavement width not less than 40 feet at all points until it connects to another street with a pavement width of at least 40 feet.
31. Approval of this PUD does not constitute approval of any deviation from the LDC in the preliminary plan, final plat, or site plan stage, unless such deviations have been specifically requested in writing and subsequently approved in writing by the City or set forth in the ordinance approving this PUD or in the PUD Land Use Plan. Such approval does not relieve the engineer of the obligation to modify the design of the project if it may adversely impact the public's safety, health and welfare.
32. If any parcel is revised from non-residential to residential, applicable setbacks for SH-130 the railroad, or the existing pipeline will apply to those residential areas. In addition, parkland requirement will be calculated to ensure compliance with increase requirements.
33. Parking requirements for LR portions in parcels A-2, B-4, B-11, C-12, and D-5 may not exceed the minimum required number of spaces as set forth in the LDC.
34. Sidewalks are required on both sides of all internal streets and on the PUD side of all boundary streets, except FM 973, where a future greenbelt trail may be utilized unless otherwise waived by the Director of City of Austin's Planning and Development Review Department and Inspection Department.
35. Parcel D-3 may obtain an administrative approval by the Director of the City of Austin's Planning and Development Review Department for building heights up to a maximum height of 100 feet. A Planning Commission variance and conditional use site plan with applicable criteria will be required for building heights exceeding 100 feet.
36. Any drainage or water quality controls designed to be built in D-11, or that have an effect on D-11, must have the review and approval of the City's Parks and Recreation Department, prior to any construction activity.
37. Each phase of development will have access to a constructed roadway.
38. Collector streets will be determined in accordance with the TCM standards during the preliminary platting of this area.
39. In Mixed Density Residential parcels, at the time of subdivision or site plan application, the owner shall submit a land plan for the entire parcel or parcels that include the land area in the application, identifying land areas that are 1) platted and developed with land uses 2) platted and undeveloped with proposed land uses and 3) unplatted and undeveloped with proposed land uses, as well as a table with the acreage and square footage of each of these categories.
40. The required minimum percentages of net site area of uses within the MDR parcels (as shown on the Permitted Use Tables, Exhibit D) will be determined by using the "estimated net site areas" on the Site Development Criteria Table, Exhibit C, until such time as actual net site area is available for the entire parcel or parcels.

STREET DESIGN TABLE

Street Name	Limits		Class	R.O.W. Width (ft)	Pavement Width (ft)	Sidewalk s?	Sidewalk Width (ft)*
	From	To					
S.H. 130	U.S. 290	Braker 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 Blue Road)	Parmer Lane	S.H. 130	MAD4 +BL	114	2 @ 27'	Y	6' / 8'
U.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	
Wildhorse 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.

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	9.9	0.6
Major ROW	126.1 127.1	8.7 8.8%
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

THREE STAR LAND USE SUMMARY		
Uses	Acreage	% of Project
Mixed Use Center	4.8	7.1
Mixed Density Residential	17.4	26.1
Corporate Campus	34.7	51.4
Community Park	10.1	15.0
Major ROW	0.0	0.0
TOTAL	67.5	100

TOTAL ACREAGE SUMMARY		
Uses	Acreage	% 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

VICINITY MAP - Not to Scale



Approval Stamp

PUD APPROVAL

1 of 5

Case Number: C814-00-2063

Approved by Planning Commission/Zoning and Planning 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 ORB #020214-28

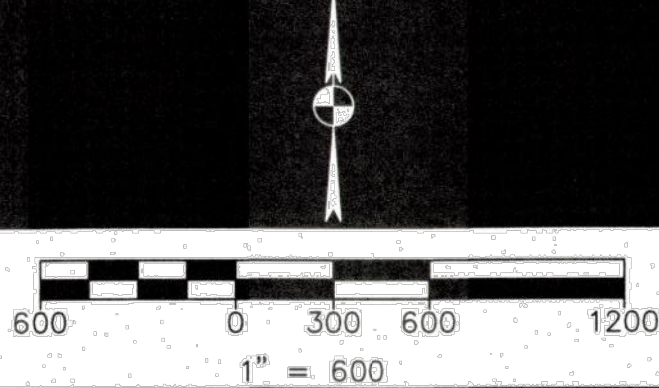
Rev. 1	☒ <u>EXPIRED</u>	☒ <u>EXPIRED</u>
Rev. 2	☒ <u>EXPIRED</u>	☒ <u>Admin. Appeal #5 Approved 12/9/2015</u>
Rev. 3	☒ <u>EXPIRED</u>	☒ <u>Admin. Appeal #6 Approved 05/04/2015</u>

WildHorse Ranch

Austin, Texas

PLANNED UNIT DEVELOPMENT

(PAGE 1 OF 5)



MAHONEY ENGINEERING
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Austin, Texas 78745
(512) 596-2579
info@mahoneyeng.com
TBPE Registration Number F-21222
Mahoney Engineering LLC ©Copyright 2019



Mixed Density Residential (MDR) District is a single designation for low, moderate and high density residential uses. The purpose of the designation is to encourage a variety and distribution of residential types to be specifically determined during the subdivision process. The district allows flexibility in the layout and design of residential units and lot with criteria similar to the City's SF-2 through SF-4A for MDR Low, SF2 through SF-6 for MDR Moderate, and MF-1 through MF-5 for MDR High. The site development regulations for the most restrictive zoning district that allows the use as a permitted use shall apply to the site, unless otherwise provided for in the PUD.

The entirety of the Wildhorse "PUD" General Land Use Plan has been divided into Parcels, which are identified with a letter and a number, for example Parcel A-5, or Parcel D-3. Most of the Parcels are further identified on the General Land Use Map using a familiar City of Austin zoning designation such as GR and CS. In each case, the permitted uses in the base zoning district as set out in Chapter 25-2 of the Austin City Code, as it existed on the date of this document, are intended to be the permitted uses for that Parcel within the Wildhorse PUD General Land Use Plan, with certain additions or exclusion as detailed below:

Note: (1) Parcels D-9 and D-10 may be converted to IP, Corporate Campus, with an administrative approval pending review by the Director of Neighborhood Planning and Zoning as long as there is no increase in impervious cover, traffic or any other adverse effect to public Health and Safety as identified by the City of Austin.

, * See general notes under Site Development Criteria Table

MODIFICATIONS SHOWN IN THESE TABLES
CORRESPONDING TO PUD AMENDMENT #10
ARE ONLY APPLICABLE TO PARCELS A-2 AND
A-4 (ALSO REFERRED TO AS POD 'A' TRACT)

CUT Range (ft)	Area (Ac.)	% of Disturbed Area	% of Development Area
-35.000 - -24.000	1.64	2.19	1.82
-24.000 - -20.000	1.34	1.79	1.49
-20.000 - -12.000	4.13	5.50	4.58
-12.000 - -4.000	5.81	7.75	6.45
-4.000 - 0.000	12.71	16.94	14.11
0.000 - 4.000	15.53	20.71	17.25
4.000 - 8.000	1.66	2.22	1.84
TOTAL DISTURBED AREA			74.98 Ac.
TOTAL DEVELOPMENT AREA			90.04 Ac.

Site Development Criteria Table (Titan)																
Parcel	Land Use	Estimated Gross Acres	Estimated Net Site Area	Minimum Building Setback				Min. Lot Size (SF)	Max. Bldg Height	Allow Imp. Cover	Req. Open Space	Min. Lot Width	F.A.R.	Approximate D.U.'s/Acre Assumed in T.I.A. (U/ac.)	Projected Total Units as per T.I.A.	
Residential				Front	Side	Rear	Interior									
A-2	Mixed Density Res.	MDR(L)/LR @95%	104.2	67.6	93.7	80.8	*	*	*	*	35'	80%	40'	*	4.7	440
A-4	Mixed Density Res.	MDR(L)	4.7	0	2.8	0	*	*	*	35'	80%	30'	*	4.7	13	
B-4	Mixed Density Res.	MDR(L)/LR @95%	30.8	28.6	*	*	*	*	*	35'	60%	40'	*	4.7	134	
B-5	Mixed Density Res.	MDR(L)	16.8	14.5	*	*	*	*	*	35'	60%	40'	*	4.7	68	
B-7	Mixed Density Res.	MDR(H)	30.9	24.7	*	*	*	*	*	60'	70%	40'	*	24.0	593	
B-8	Mixed Density Res.	MDR(L)	28.7	24.4	*	*	*	*	*	35'	80%	40'	*	4.7	115	
B-9	Mixed Density Res.	MDR(L)	46.9	35.9	*	*	*	*	*	35'	50%	40'	*	4.7	169	
B-10	Mixed Density Res.	MDR(L)	67.8	62.6	*	*	*	*	*	35'	50%	40'	*	4.7	294	
B-11	Mixed Density Res.	MDR(L)/LR @95%	69.4	55.7	*	*	*	*	*	35'	50%	40'	*	4.7	262	
B-12	Mixed Density Res.	MDR(H)	12.2	10.5	*	*	*	*	*	60'	70%	40'	*	24.0	252	
C-2	Mixed Density Res.	MDR(L)	36.6	35.6	*	*	*	*	*	35'	60%	30'	*	5.2	186	
C-5	Mixed Density Res.	MDR(H)/LR @95%	16.2	15.6	*	*	*	*	*	60'	70%	40'	*	24.0	375	
C-7	Mixed Density Res.	MDR(H)/LR @95%	11.8	11.2	*	*	*	*	*	60'	70%	40'	*	24.0	269	
C-8	Mixed Density Res.	MDR(M)	18.4	18.4	*	*	*	*	*	35'	60%	30'	*	12.0	221	
C-9	Mixed Density Res.	MDR(L)	36.1	35.3	*	*	*	*	*	35'	60%	40'	*	5.2	184	
D-1	Mixed Density Res.	MDR(L)	5.1	4.1	*	*	*	*	*	35'	60%	40'	*	4.7	19	
D-2	Mixed Density Res.	MDR(L)	5.1	4.9	*	*	*	*	*	35'	50%	40'	*	4.7	23	
D-3	Mixed Density Res.	MDR(L)	25.4	22.8	*	*	*	*	*	35'	50%	40'	*	4.7	107	
D-5	Mixed Density Res.	MDR(L)/LR @95%	16.7	16.4	*	*	*	*	*	35'	50%	40'	*	4.7	77	
D-6	Mixed Use Center	GR-MU	2.3	2.2	*	*	*	*	*	*	*	*	*	21.4	47	
D-9	Mixed Density Res.	MDR(M)/LR	50.4	45.0	*	*	*	*	*	60'	70%	40'	*	12.0	154	
D-10	Mixed Density Res.	MDR(H)/LR	41.8	40.9	*	*	*	*	*	60'	70%	40'	*	24.0	519	
E-5	Mixed Density Res.	MDR(L)	16.4	9.8	*	*	*	*	*	35'	60%	40'	*	4.7	46	
E-7	Mixed Density Res.	MDR(H)	44.8	43.4	*	*	*	*	*	60'	70%	40'	*	24.0	1041	
TOTAL RESIDENTIAL				739.6	689.2										Original Approved Units (4,935)	Proposed Units: 5,608
A-4	Commercial ServicesMU	CS-MU	42.5	41.4	← match Commercial Highway →				20,000	match Commercial Highway		3:1				
Non-Residential																
A-2	Mixed Density Res.	MDR(L)/LR @ 5%	5.5	3.6	4.9	3.2	10'	5'	*	*	35'	80%	20%	*	*	80,293
A-3	Amenity Center	CR	3.6	0	3.1	10'	25'	10'	*	*	20,000	40'	80%	20%	100'	8,090
A-5	Community Park	CR	6.7	4.8	6.3	4.5										
B-1	Commercial	GR	10.0	10.0						5,750	60'	80%	20%	*	*	

[illegible][illegible]

Summary Table							
Parcel	Land Use		Estimated Gross Acres	Original Approved Non-Residential Square footage	Projected Total Non-Residential Square footage as per T.I.A.	Original Approved Residential Units	Projected Total Residential Units as per T.I.A.
	Titan Property		1445.80	3,202,608 SF	1,643,037 SF	4,935	5,608
	WildHorse Addition		115.90	2,051,653 SF	2,051,653 SF		
	Three Star Property		67.51	189,163 SF	189,163 SF	231	231
	ROW (SH 130)		267.15	844,453 SF	No longer available	661	No longer available
	ROW (Blue Bluff)		4.93				
	Three Star Survey Correction		0.30	1 SF	No longer available	2	No longer available
	PUD TOTAL		1901.59	6,287,678 SF	5,428,678 SF	5,829	5,839

- ****E-2 and E-6 have been adjusted down due to Three Star field survey

NON-RESIDENTIAL ADDITIONAL PERMITTED USES

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

Admin Amend #9 Approved 2/13/2022 HC
Admin Amendment #8 Approved 9/30/2022 HC
Admin Amendment #7 Approved 6/13/2022

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PUD APPROVAL

Case Number: C814-00-2063

Approved by ~~Planning Commission~~/Zoning and Planning 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

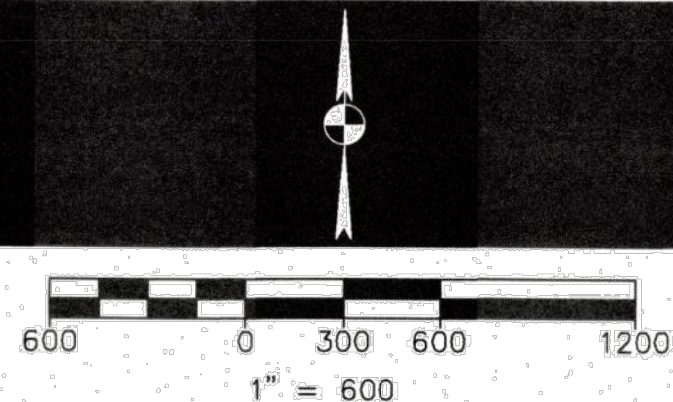
Final Ordinance Reading: Feb. 14, 2002 ~~Ord. 02021425~~

Rev. 1 C814-00-2063.01 EXPIRED

Rev. 2 EXPIRED Admin. Amend. HS Approved 12/3/2015

Rev. 3 EXPIRED Admin. Amend. HS Approved 05/10/2015

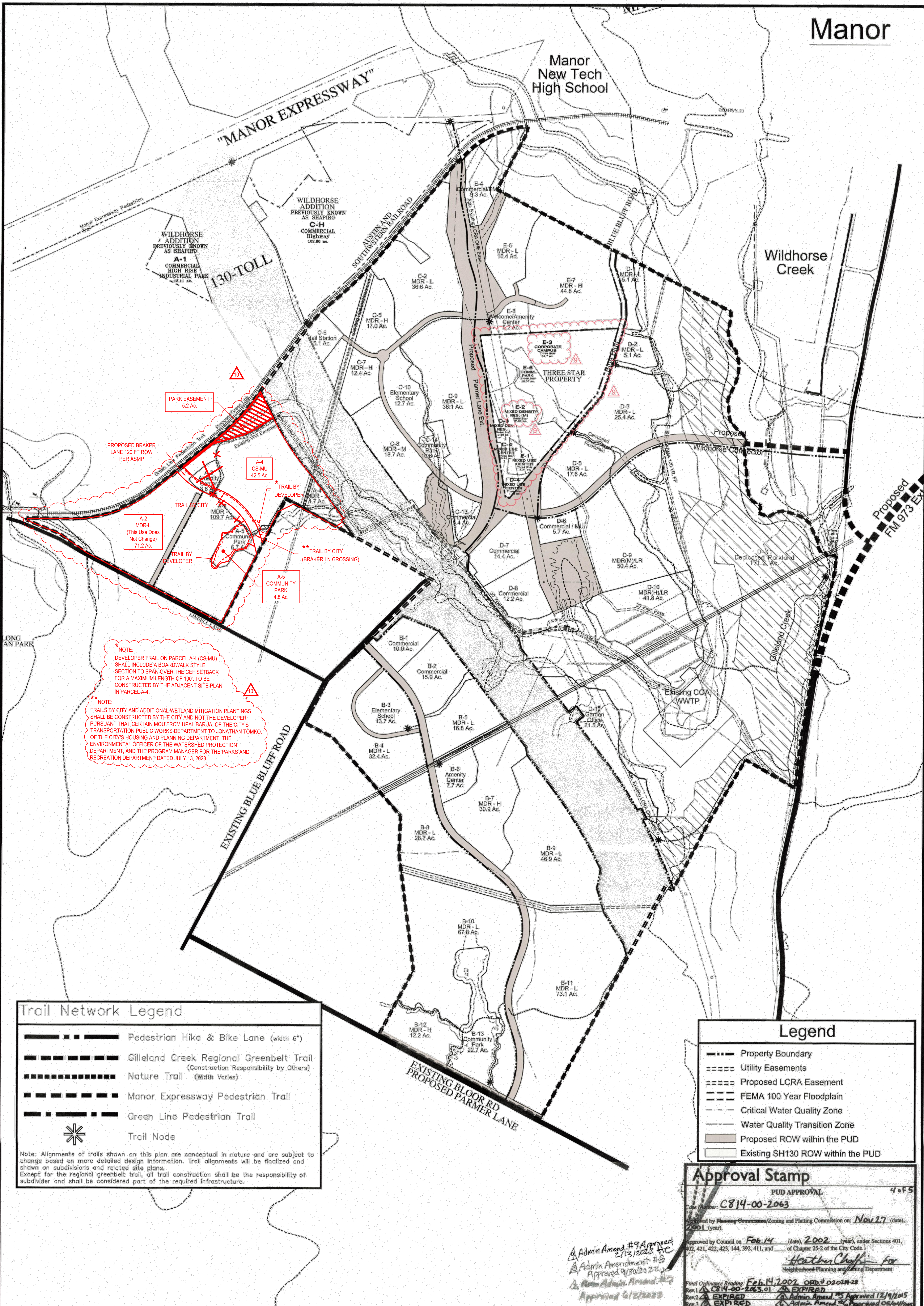
(PAGE 2 OF 5)



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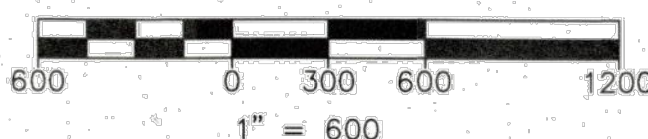






WildHorse Ranch
Austin, Texas

PLANNED UNIT DEVELOPMENT



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