



MEMORANDUM

TO: Mayor and Council Members

FROM: Greg Guernsey, Director
Neighborhood Planning and Zoning Department

DATE: July 18, 2007

SUBJECT: Designation of Core Transit Corridors

On June 10, 2007, the Planning Commission recommended approval of an amendment to Chapter 25-2, Subchapter E, of the Land Development Code (Design Standards & Mixed Use Subchapter) to add the following streets to the list of Core Transit Corridors (CTCs) included in Article 5 of the subchapter and to amend the map described as Figure 1:

- **Cameron Road (from 51st Street to Hwy 290)**
- **51st Street (from Cameron Road to Manor Road)**

On June 26, 2007, the Planning Commission *did not* recommend approval of an amendment to add the following streets to the list of CTCs. Commissioners not recommending approval of this amendment disagreed with designating a neighborhood collector street as a CTC.

- **Briarcliff (from Berkman Drive to Westminster) & Gaston Place (from Westminster to Wellington)**

Designating these streets as CTCs would implement a recommendation in the University Hills/Windsor Park (UHWP) Combined Neighborhood Plan. The Design Standards & Mixed Use (DSMU) Subchapter states that additional Core Transit Corridors (CTCs) may be designated during the neighborhood planning process (p. iv). CTCs "include roadways that have or will have sufficient population density, mix of uses, and transit facilities to encourage and support transit uses" (p.iv). Stakeholders during the UHWP planning process identified the above roadways as appropriate candidates for the CTC designation. The UHWP Neighborhood Plan includes an objective that future development along each of these streets should be more pedestrian-oriented, which the CTC designation would provide. Design standards for CTCs include, but are not limited to: no off-street parking between the roadway and

buildings, wide sidewalks, a minimum of 75% of building façade to front the street. Street trees are also required on CTCs.

Below is additional detail about how each roadway meets the criteria for a Core Transit Corridor.

Cameron Road

Population Density

- Single-family neighborhoods along east side of Cameron Road in the Windsor Park neighborhood.
- Various apartment complexes between IH-35 and Cameron Road, and on 52nd Street near its intersection with Cameron Road

Mix of Uses

- UHWP Plan recommends mixed use to allow the development of residential uses in this shopping center; VMU overlay is also located along Cameron Road
- Various commercial uses along Cameron Road (e.g., restaurants, auto sales, etc.), including Capital Plaza shopping center
- Single-family residences in neighborhood east of Cameron Road

Transit

- Six bus routes travel along this portion of Cameron Road, such as routes 37, 161, 320, 485, CR, CR/RR.

E. 51st Street

Population Density

- Mueller redevelopment on the south side of 51st Street will increase the population density in the region.
- Multi-family apartment complexes on 52nd Street
- Single-family residences in neighborhood north of 52nd Street & east of Cameron Road

Mix of Uses

- Commercial mixed use proposed along 51st Street as part of UHWP Neighborhood Plan; VMU overlay is also located along 51st Street
- Retail use currently being constructed on south side of 51st Street at Mueller redevelopment

Transit

- No transit routes currently located along 51st Street, but 51st Street is proposed for Rapid Bus service with the Capital Metro's All Systems Go plan.

Briarcliff / Gaston Place

Population Density

- There are two multi-family complexes on Gaston Place, at the center of the Windsor Park neighborhood. Additionally, single family neighborhoods surround the intersection of Briarcliff/Gaston Place with Berkman Drive.

Mix of Uses

- Several land use types are located along this section of Gaston Place, such as:
 - School (Harris Elementary School)
 - Retail (Windsor Village Shopping Center)
 - Library (Windsor Branch Library)
 - Residential (neighborhoods in Windsor Park and nearby apartment complexes)
- Proposed property rezones with the UHWP Neighborhood Plan would allow for mixed use development at the Windsor Village Shopping Center

Transit

- Bus Route 37 travels along Gaston Place. Additionally, bus route 300 travels along Berkman Drive.

Additional Comments

- During the UHWP planning process, stakeholders expressed frequently that the retail and other uses along this portion of Gaston Place could serve as a "town center" for the Windsor Park neighborhood. Pedestrian-oriented design is an important component of a functioning town center. The design standards required with the CTC designation would be a valuable tool for requiring pedestrian-oriented design with any future redevelopment of the sites along these sections of Briarcliff & Gaston Place.

Attached is a map of the UHWP planning area with the roadways proposed for the Core Transit Corridor designation and a revised map of Figure 1 in the DSMU subchapter.

If you have any additional questions, please contact me at 974-2387, or Adrienne Domas at 974-6355.



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