

To facilitate redevelopment, it is not sufficient to simply re-entitle or re-zone property in the North Burnet/Gateway district. The patterns of conventional suburban development have been enabled by decades of imprecise regulations and standards which are largely proscriptive; that is, they attempt to forbid what is harmful. The code that will guide the build-out of the North Burnet/Gateway District should clearly illustrate the type of development desired, rather than simply describe what is not desired.

The intent of the code should be to create a clear and predictable system of design and development standards that become enabling tools to create a more sophisticated and inherently rich form of development. This new form of development embraces a diversity of land uses, people, and buildings. The code should be prescriptive, that is, they delineate the desired result and enable its success. The code should be well illustrated to clearly communicate what is desired, or sought by the code. The urban design standards presented in this section, including associated illustrations, will be used as the basis for the City of Austin to develop a zoning overlay as a Subchapter to the Land Development Code that would be applied to all properties in the North Burnet/Gateway planning area. This Plan outlines four principle components that should be included in the zoning overlay: a Subdistrict Boundary Map, Street Types, Building Types, and Architectural Principals. Used in concert, these four components form a “graphical user interface” to be utilized by the public and private sectors to expedite the permitting and development process, because all parties will have a better understanding of what is expected for development.

The subdistrict boundary map shown in this Master Plan document (Figure 4.22) will be used as the basis for delineating where regulatory standards apply.

STREET TYPES

The Street Types define the physical design parameters of each street including right-of-way and pavement width, design speed, parking, placement of street trees, etc. The Street Type also defines the Build-To-Line for adjacent development and its correlation to the Property Line. Certain encroachments are allowed between the Build-To-Line and the property lines, including overhang encroachments such as balconies, canopies and arcades, and in the Neighborhood Residential subdistrict, porches, stoops, and limited green space. No parking is allowed between the building and the street in any subdistrict. Utilities should be placed in alleys, behind or beside the building. The Street Type, combined with the Building Type, establishes the public realm.

The Street Type standards are to be used when new roadways are constructed in the North Burnet/Gateway area and in redesigning and reconstructing existing roads in the area. The Conceptual Street Plan (Figure 4.16) and Street Hierarchy (Figure 4.17) provided in this plan illustrate conceptual locations for new roadways and existing roadways recommended for redesign. Although the locations shown for new roadway locations on Figures 4.16 and 4.17 are conceptual in nature, any new street built in the district will be required to follow one of the street type standards provided herein and to the extent practicable, the connectivity and street hierarchy concepts illustrated in Figures 4.16 and 4.17 should be observed.

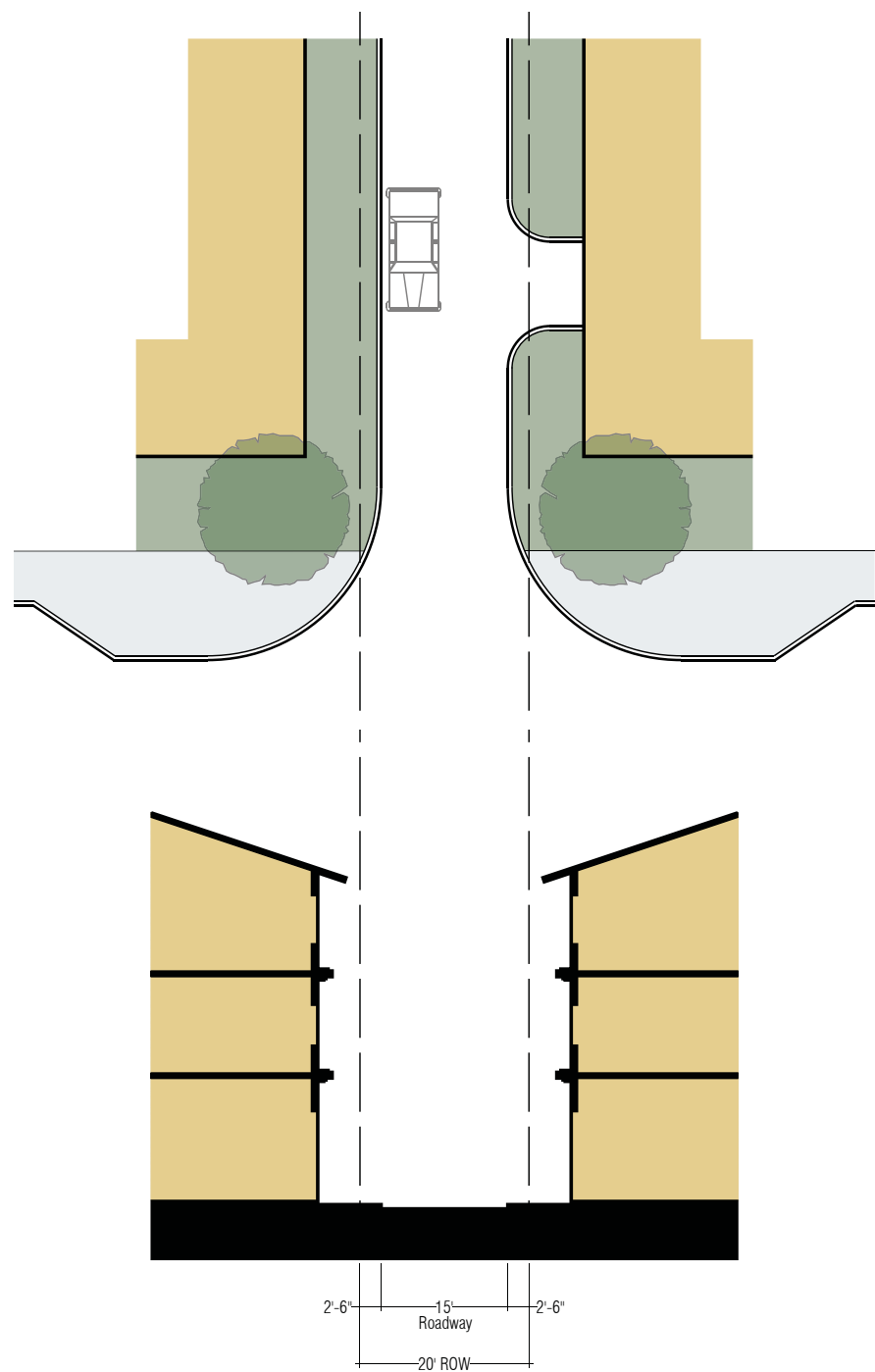
Street Types were also included for a rear lane and commercial alley. These Street Types were not indicated on the street hierarchy illustration, but should be utilized where appropriate. Alleys should be used mid-block for service access, and not to meet block size, emergency access or connectivity requirements.

Figure 4.36 : Subdistrict Development Standards Summary

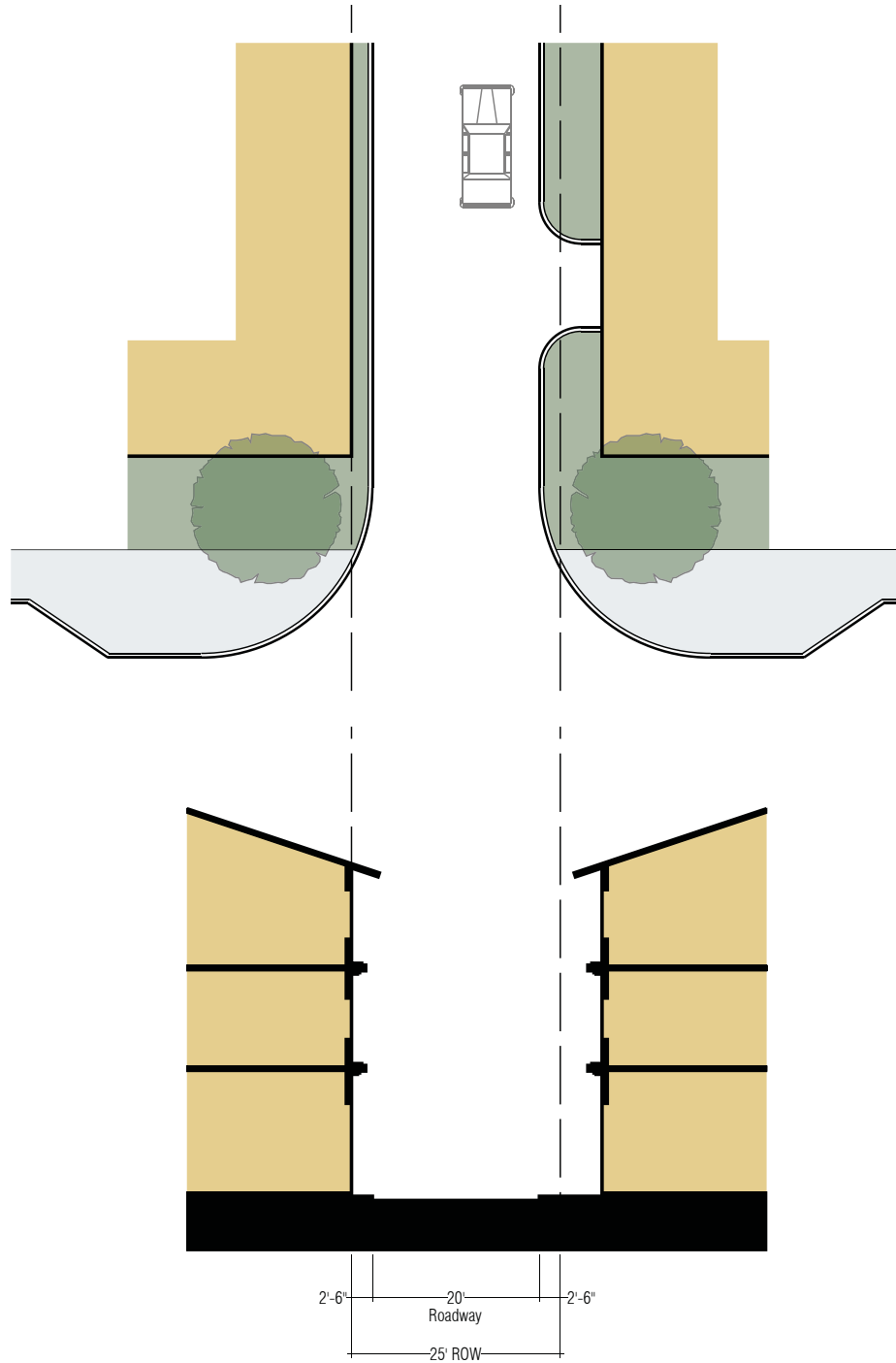
Subdistrict Development Standards							
Regulation	CMU	CMU-TOD	CI	NMU	WMU	NR	
	Commercial Mixed Use	CMU - w/in 1/4 mi. of rail station	Commercial Industrial	Neighborhood Mixed Use	Warehouse Mixed Use	Neighborhood Residential	
1. Min. Lot Size	2,500 SF	2,500 SF	5,000 SF	1600 SF	2,500 SF	1600 SF	
2. Min. Lot Width	25'	25'	50'	20'	25'	20'	
1. Max. Bldg. Height with Density Bonus ¹	15 stories	20 - 30 stories	10 stories	10 stories	10 stories	5 stories	
2. Min. Bldg. Frontage on Build-to Line	75%	75%	75% new (0% Reuse)	75%	75% new (0% Reuse)	75%	
3. Min. Bldg. Front Setback	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	Build-to-Line determined by Street Type	
4. Min. Bldg. Side Setback	0'	0'	5'	0'	0'	0'	
5. Min. Bldg. Rear Setback	0'	0'	5'	5'	0'	5'	
6. Max. Bldg. Coverage	TBD	TBD	TBD	TBD	TBD	TBD	
7. Max. Impervious Cover	TBD	TBD	TBD	TBD	TBD	TBD	
8. Max. Floor-to-Area Ratio (FAR)	3:1	5:1 - 8:1	2:1	3:1	3:1	2:1	
1. Min. Parking Standards	60% of Appendix A ²	60% of Appendix A ²	60% of Appendix A ²	60% of Appendix A ²	60% of Appendix A ²	60% of Appendix A ²	
2. Max. Parking Standards	Appendix A ²	Appendix A ²	Appendix A ²	Appendix A ²	Appendix A ²	Appendix A ²	
3. Shared Parking Counted ³	yes	yes	yes	yes	yes	yes	
1. Transit stations	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁵	
2. Commercial Services	Allowed ^{4,6}	Allowed ^{4,6}	Allowed ^{4,6}	Not Allowed	Allowed ^{4,6}	Not Allowed	
3. Retail, destination	Allowed ⁴	Allowed ⁴	Not Allowed	Not Allowed	Not Allowed	Not Allowed	
4. Retail, neighborhood	Allowed ⁴	Allowed ⁴	Not Allowed	Allowed ⁴	Allowed ⁴	Allowed ^{4,7}	
5. Employment/Office	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Not Allowed	
6. Warehousing & Light Manufacturing	Not Allowed	Not Allowed	Allowed ⁴	Not Allowed	Allowed ^{4,6}	Not Allowed	
7. Basic industry	Not Allowed	Not Allowed	Allowed ¹⁰	Not Allowed	Not Allowed	Not Allowed	
8. Residential, attached	Allowed ⁴	Allowed ⁴	Not Allowed	Allowed ⁴	Allowed ⁴	Allowed ⁴	
9. Residential, detached	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	Not Allowed	
10. Education/Religion	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	
11. Hospitality	Allowed ⁴	Allowed ⁴	Not Allowed	Not Allowed	Allowed ⁴	Not Allowed	
12. Civic Uses (public)	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	Allowed ⁴	

Notes:

1. Density Bonus: Additional height allowed above existing entitlements with provision of additional "public benefits", which could include affordable housing, civic facilities, street connectivity, additional stormwater management and publicly-accessible parks and open space.
2. City of Austin Land Development Code Sec. 25-6 Appendix A (Tables of Off-Street Parking and Loading Requirements)
3. On-street and shared parking may count toward minimum parking requirements; car-share programs may also reduce parking requirements.
4. Allowed to mix uses vertically
5. Transit stations are conditional uses in NR
6. No excessive noise, fumes, dust, smoke, etc
7. Commercial uses allowed on ground floor only
8. Retail-destination includes city-wide or regional-serving retail, including department stores.
9. Retail-neighborhood includes locally-serving retail, including restaurants, coffee shops, food markets, pharmacies, etc. (limited in size.)
10. Allowed to the extent allowed by current base zoning district



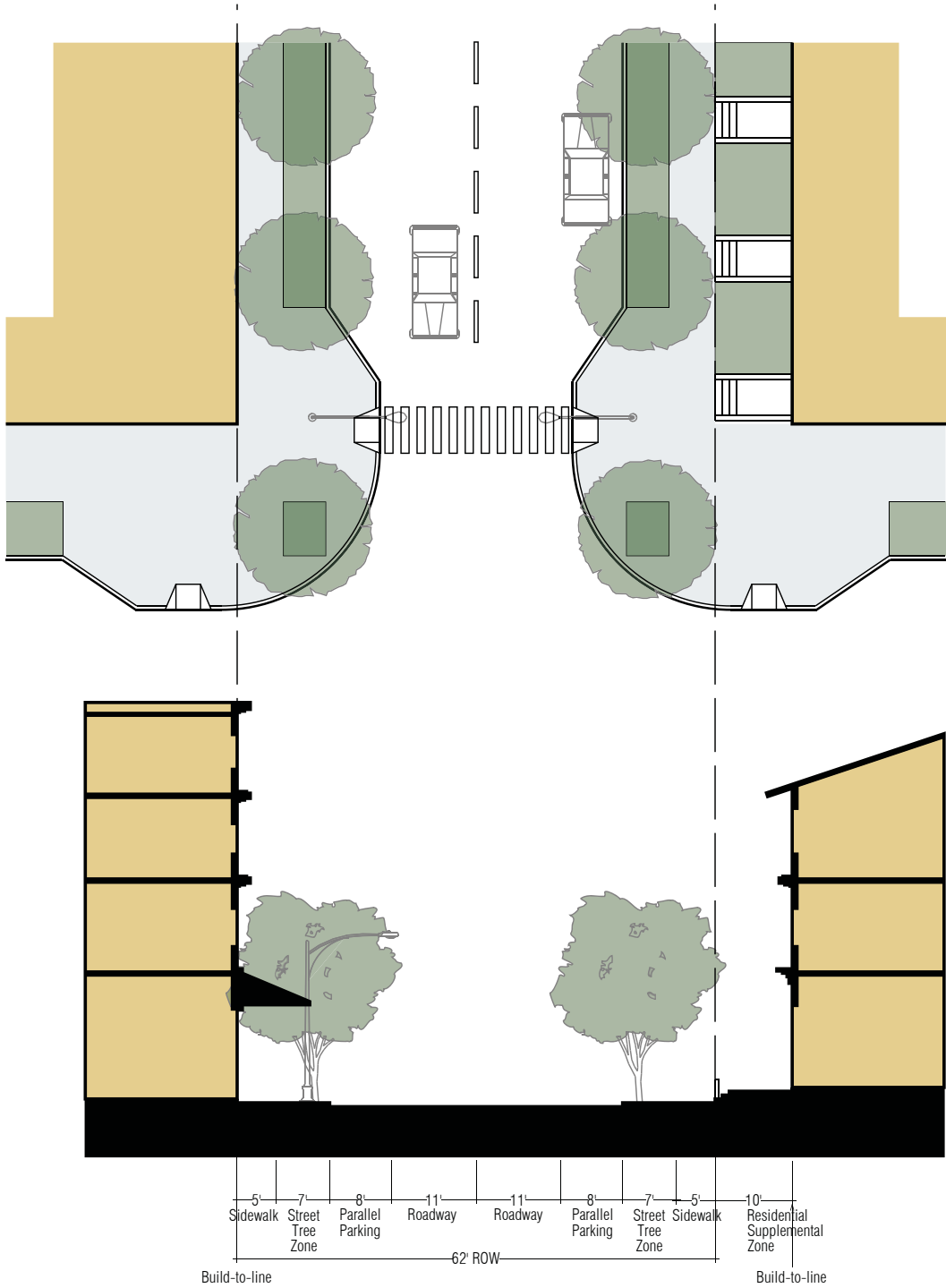
STREET CHARACTERISTICS	
Right of Way	20'
Pavement Width	15'
Design Speed	10 mph
Parking	none
Curb Radius	20'



STREET CHARACTERISTICS

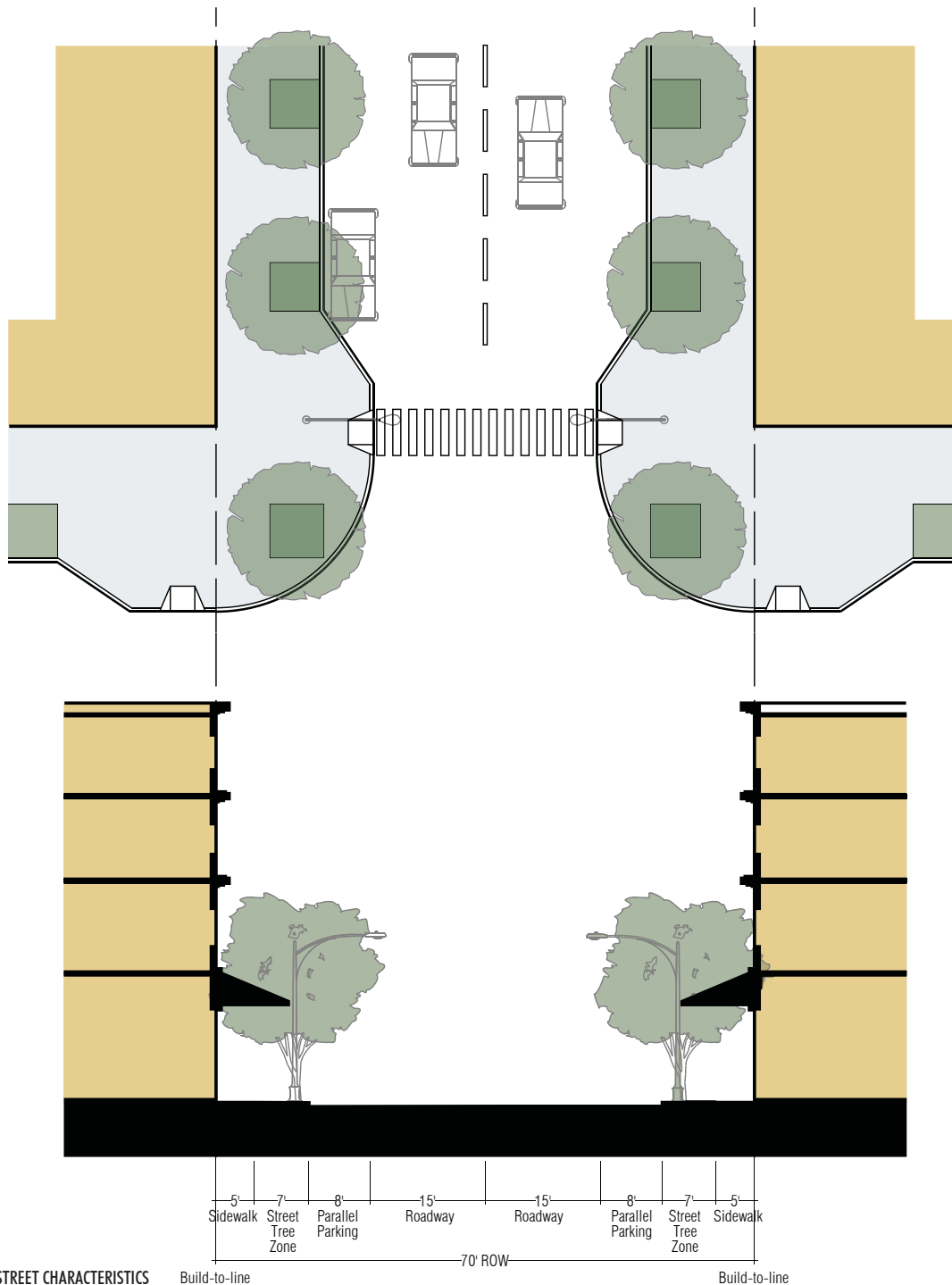
Right of Way	25'
Pavement Width	20'
Design Speed	10 mph
Parking	none
Curb Radius	20'

STREET TYPE: RES-62 : NEIGHBORHOOD CENTER AVENUE



STREET CHARACTERISTICS	
Right of Way	62'
Pavement Width	38'
Design Speed	25 mph
Parking	parallel, both sides
Curb Radius	20'
Street Trees	30' on center both sides

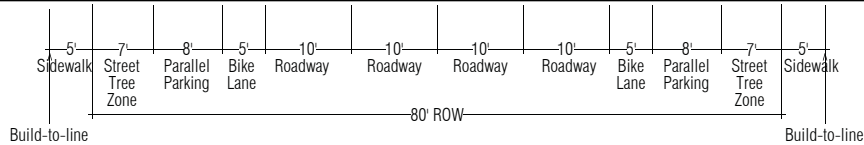
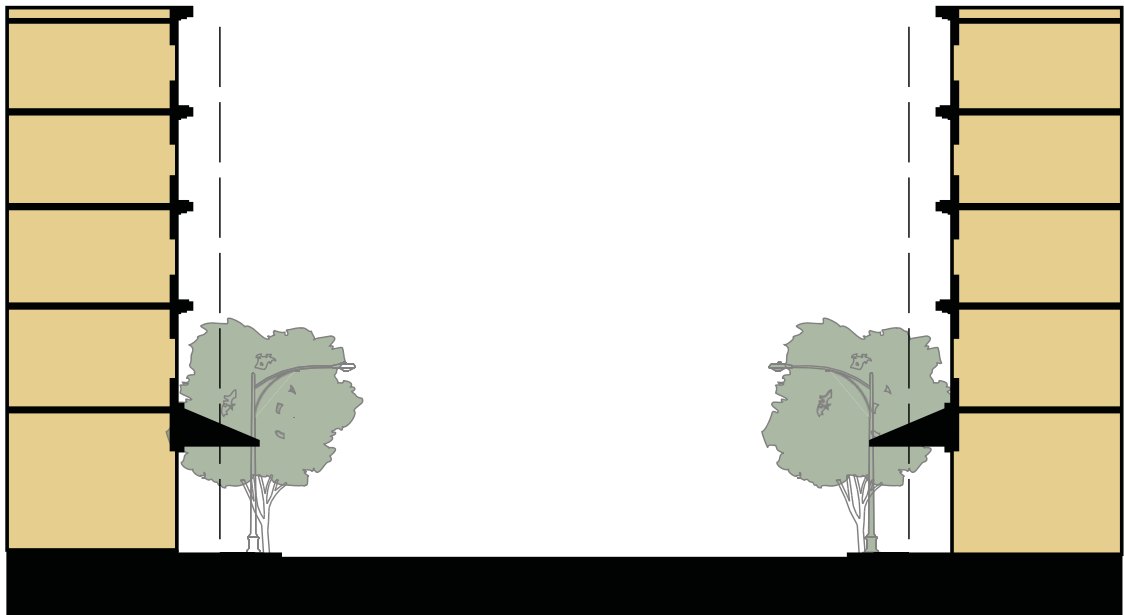
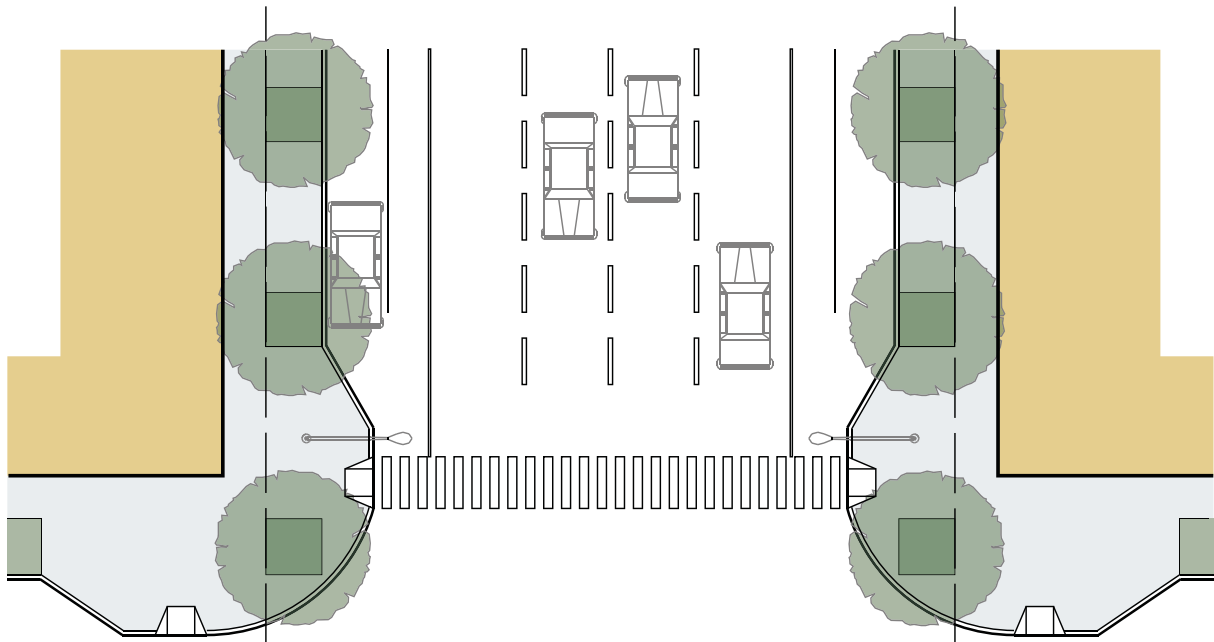
STREET TYPE: NC-70 : NEIGHBORHOOD CENTER MAIN STREET



STREET CHARACTERISTICS

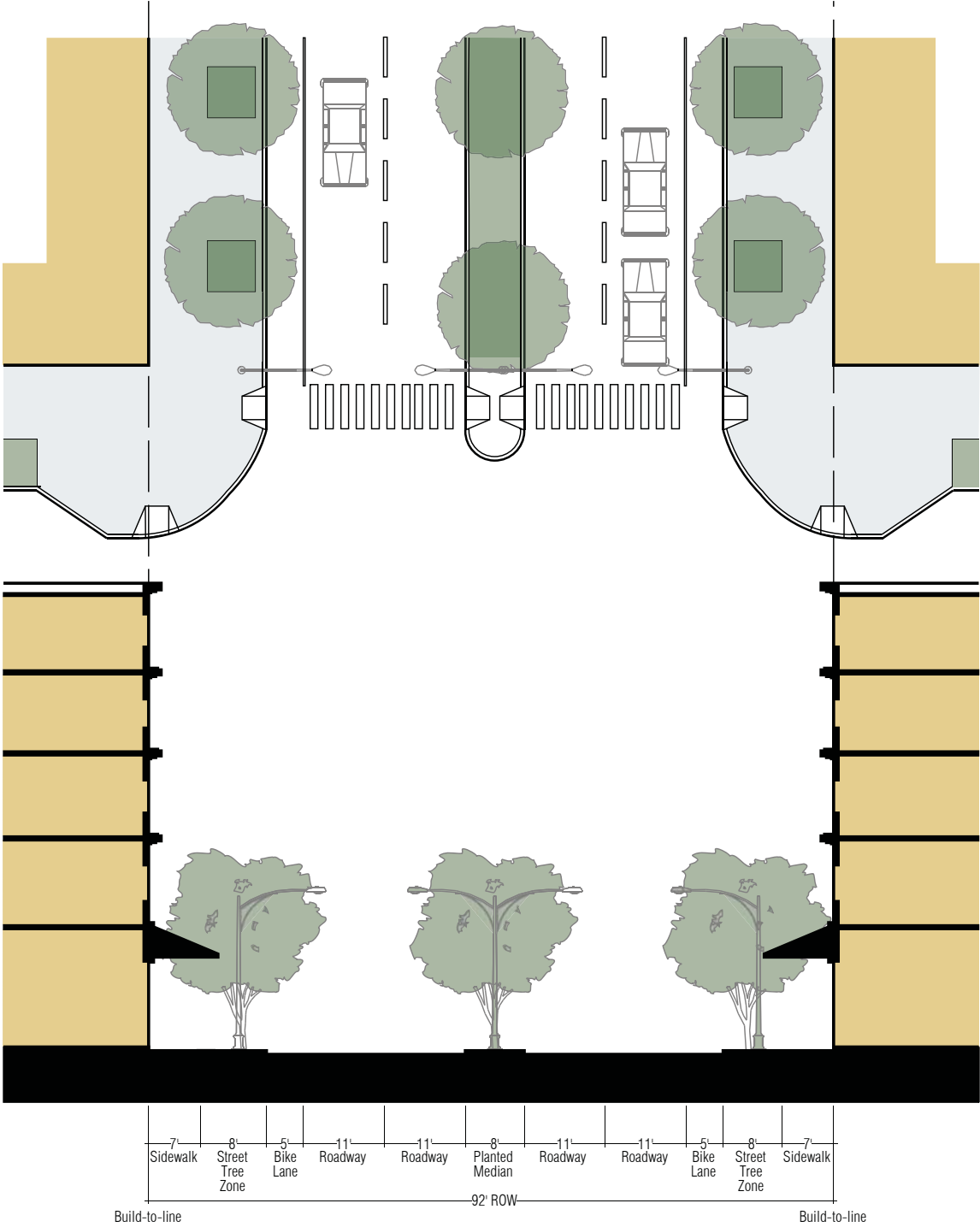
Right of Way	70'
Pavement Width	42'
Design Speed	30 mph
Parking	parallel, both sides
Curb Radius	20'
Street Trees	30' on center both sides

STREET TYPE: NC-80 : NEIGHBORHOOD CENTER BOULEVARD



STREET CHARACTERISTICS	
Right of Way	80'
Pavement Width	66'
Design Speed	30 mph
Parking	parallel, both sides
Curb Radius	20'
Street Trees	30' on center both sides

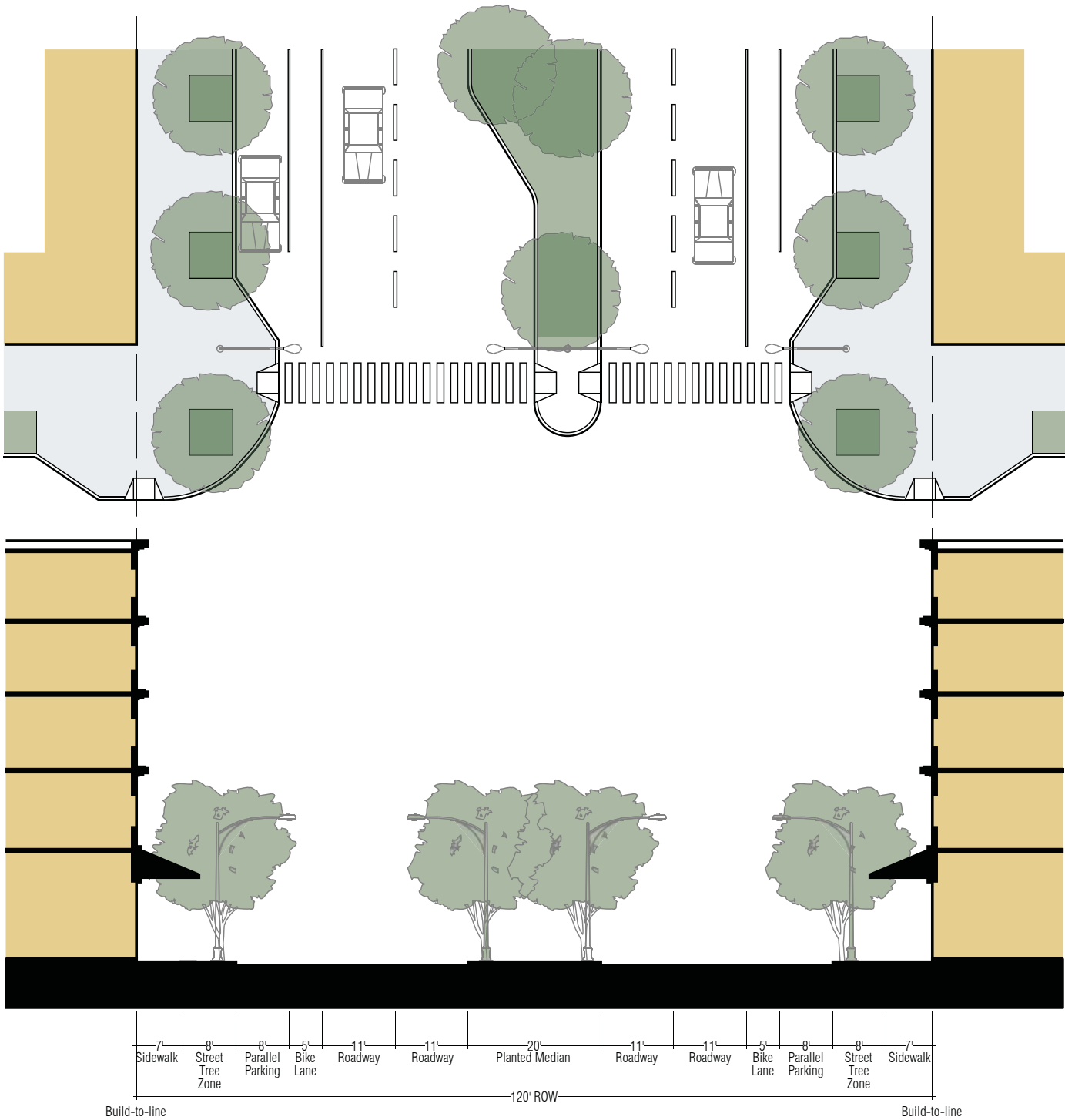
STREET TYPE: BVD-92 : URBAN BOULEVARD



STREET CHARACTERISTICS

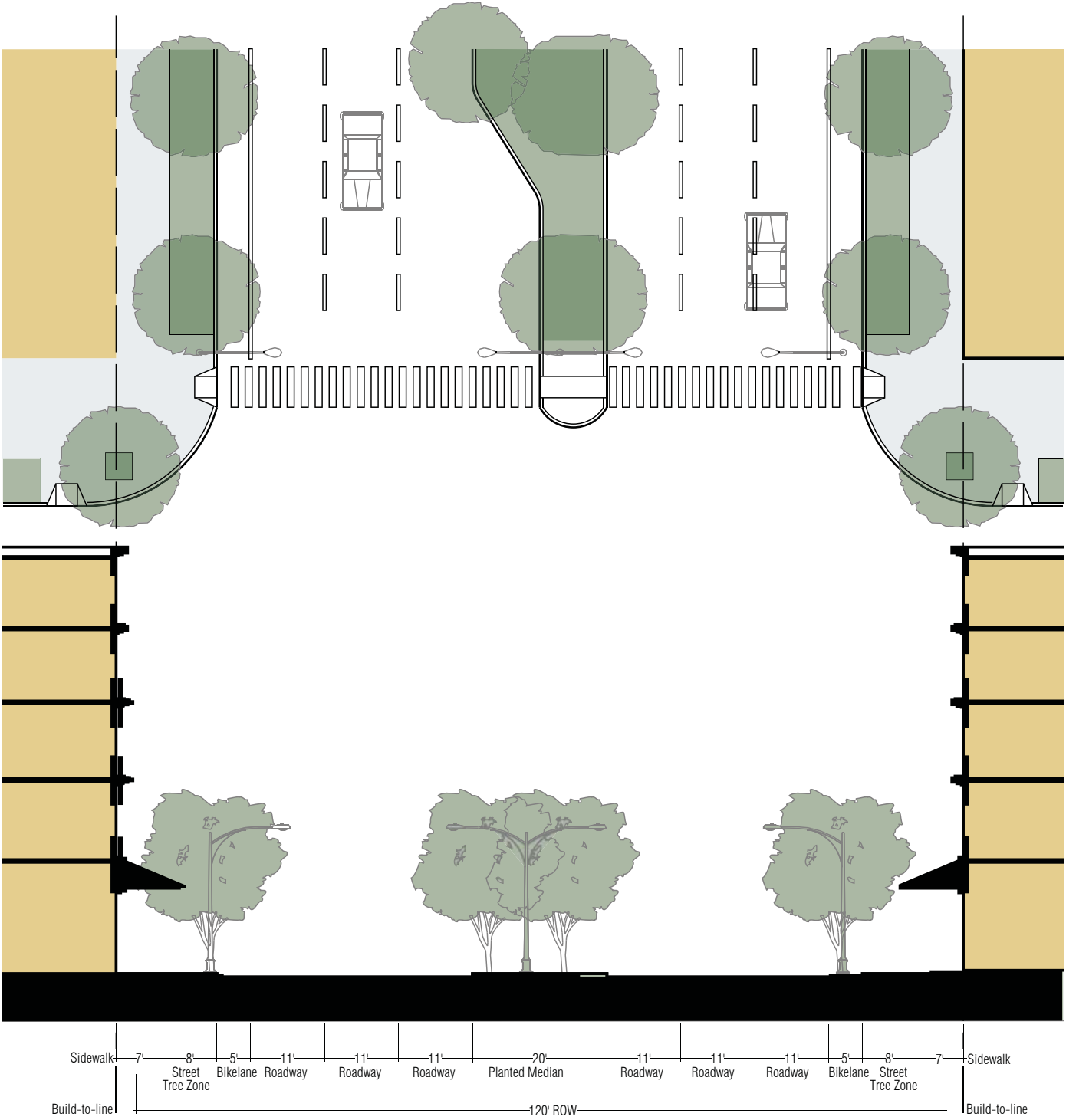
Right of Way	92'
Pavement Width	27', both sides of median
Design Speed	35 mph
Parking	none
Curb Radius	20'
Street Trees	30' on center both sides; 30' on center in median

STREET TYPE: TB-120 : TRANSIT BOULEVARD



STREET CHARACTERISTICS	
Right of Way	120'
Pavement Width	35', both sides of median
Design Speed	35 mph
Parking	parallel, both sides
Curb Radius	20'
Street Trees	30' on center both sides; 2 rows in median, offset; 30' on center

STREET TYPE: PKW-120 : PARKWAY



STREET CHARACTERISTICS

Right of Way	120'
Pavement Width	33', both sides of median
Design Speed	45 mph
Parking	none
Curb Radius	20'
Street Trees	30' on center both sides; 2 rows in median, offset; 30' on center

BUILDING TYPES

The Building Types are the various configurations and massing of building that define the street edge in each subdistrict. The building placement, including side, rear and tower setbacks, and maximum building height is defined for each Building Type.

The buildings in the North Burnet/Gateway planning area should define the streets and public spaces by forming the edge of the street or public realm, at the Build-to-Line, and developing street level uses that enhance pedestrian activity. The Build-to-Line differs from a setback only in that it stands as a requirement, rather than as a minimum. A percentage of building frontages must be built directly to a Build-to-Line, with parking areas placed to the back and side of the building.

Parking garages should be wrapped with active building uses that front the street at the Build-to-Line. The Plan recommends that streets and urban spaces create a continuous, or near continuous, building base at the Build-To line. Block sizes should be no more than 5 acres, or 600-feet in length on any blockface.

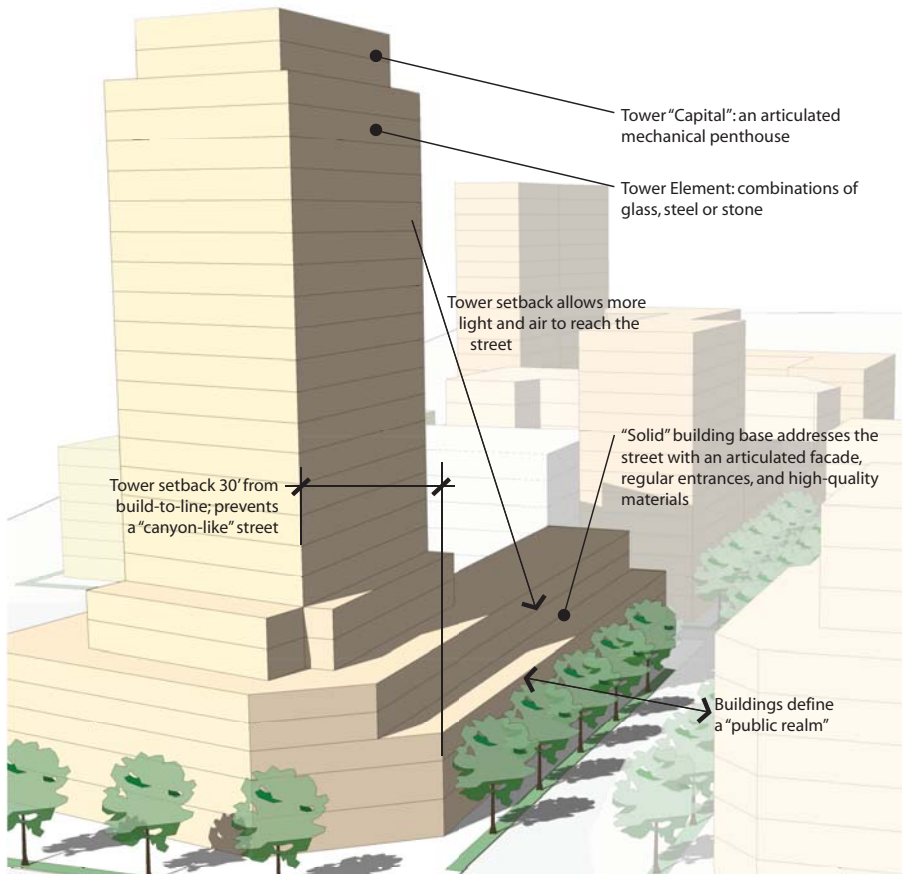
The Building Types define the maximum number of stories that can be built at the street edge (base building) before requiring a set-back for the remaining “tower” portion of the building. The maximum base building heights in the Commercial Mixed Use (CMU) subdistrict should range from five to seven stories. All other subdistricts are encouraged to have a four to five-story base. Setback requirements above the base level will establish the size and location of the building wall and control the bulk

of the building so that a more articulate, modeled massing is developed above street level. The Building Type standards define several zones for taller building heights that change according to the subdistrict. Overall, the entire North Burnet/Gateway planning area should offer a varied and distinctive skyline, unique to the region yet establishing harmonious experience for the pedestrian. Towers should rise from building bases that extend to the street wall, defining the pedestrian realm at the street level. Above the base, tower setbacks establish the mass of the street wall and permit light and air to circulate to the street below. Taller buildings should generally be located near transit stations. Building heights should peak at the station area, with the tallest buildings near the transit station. Heights should be lower toward the edge of the Commercial Mixed Use District, ranging from 4 to 15 stories, while the Neighborhood Mixed Use and Warehouse Mixed Use districts should range from 2 to 10 stories. The lowest heights (1-5 stories) should be found in the Neighborhood Residential subdistrict as a transition to adjacent single-family neighborhoods outside the planning area.

The following Building Type tables and illustrations identify the recommended development standards and entitlements for a property based on the subdistrict in which they are located and the subdistrict a building faces. Building placement is determined by the Build-to-Line based on the Street Type. The sidewalk and street tree zone requirements are also specified by Street Type. These will be used as the basis for the North Burnet/Gateway zoning overlay.

Recognizing that highway access roads do not provide ideal pedestrian environments, properties adjacent to highways would not be required to meet the same Build-to-Line building placement requirements as properties facing other streets in the district. Buildings are encouraged to face toward the neighborhood and “back up” to the highway, with parking allowed

Figure 4.37 : Diagrammatic intent of architectural design standards



along the access road. Maximum block sizes would apply, and thus where new roadways break up an existing property into smaller blocks, buildings should be designed to meet the Build-to-Line on the new roadway, to focus pedestrian activity and access from the new roadway rather than the highway access road. Sidewalks and street tree zones should be provided on both the access road and internal streets.

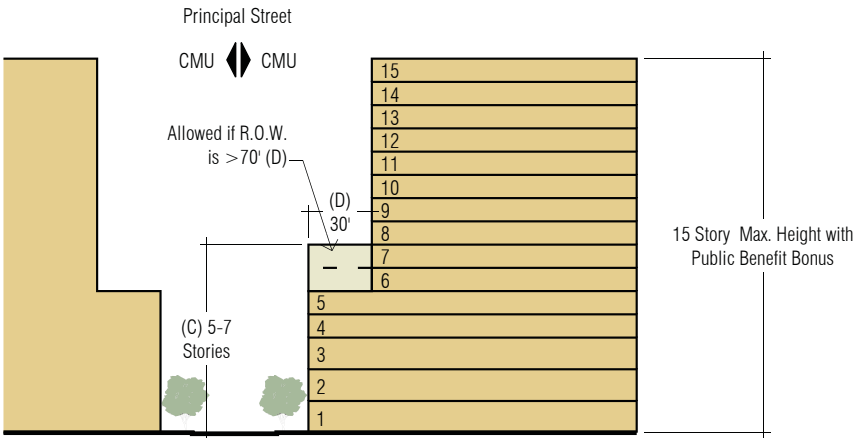
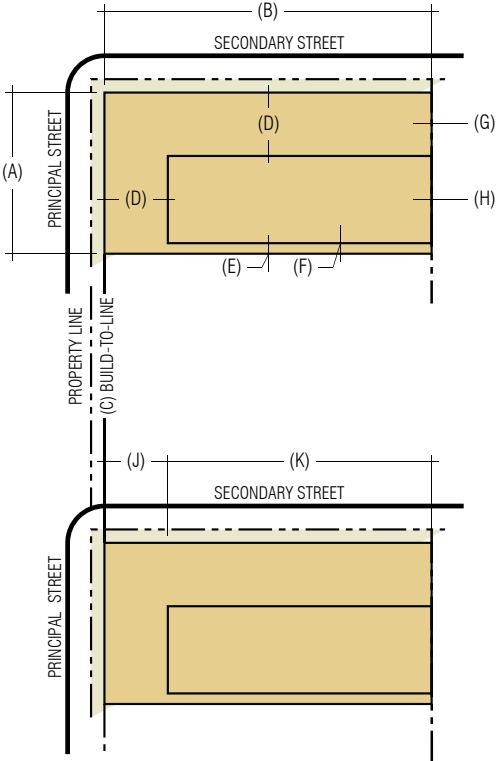
BUILDING TYPE: COMMERCIAL MIXED-USE (CMU) FACING CMU, NMU, WMU, CI, UT OR A HIGHWAY

SITE	
(A) Min. Lot Width	25'
(B) Min. Lot Depth	N/A
Min. Lot Size	2,500 sf
Max. Building Coverage	TBD
Max. Impervious Cover	TBD
Min. Building Frontage at Build-to-Line	75%

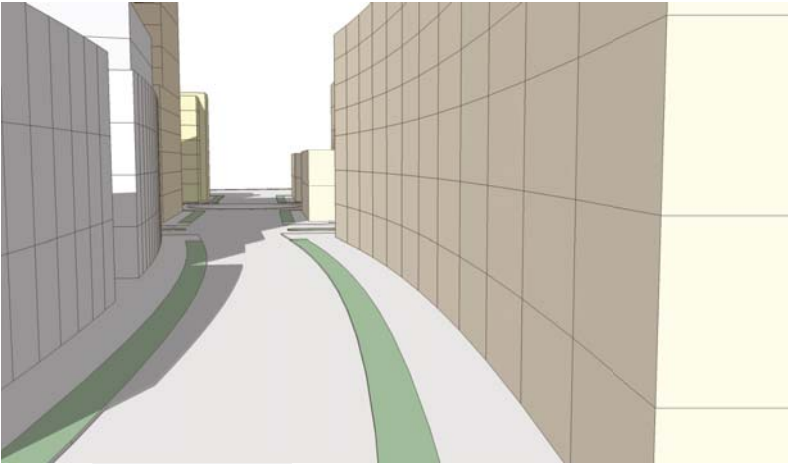
BUILDING PLACEMENT	
(C) Front Setback/Build-to-Line	Determined by street type
(D) Min. Tower Street Setback Stories 8 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	0'
(F) Min. Tower Side Setback (from build-to-line)	5'
(G) Min. Rear Setback (interior block)	0'
(H) Min. Tower Rear Setback (from build-to-line)	0'

STRUCTURED PARKING	
(J) Principal Street Frontage	allowed above floor 1 w/ facade treatment
(K) Secondary Street Frontage	allowed w/ facade treatment
(L) Building Interior	unrestricted

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO	
Max. Building Height with Public Benefit Bonus	15 stories
Max. Height at Build-to-Line	Varies If ROW is 70' or less, 5 stories may front the street. If ROW is greater than 70', 7 stories may front the street.
Max. FAR	3:1



Typical CMU Subdistrict building and street proportions

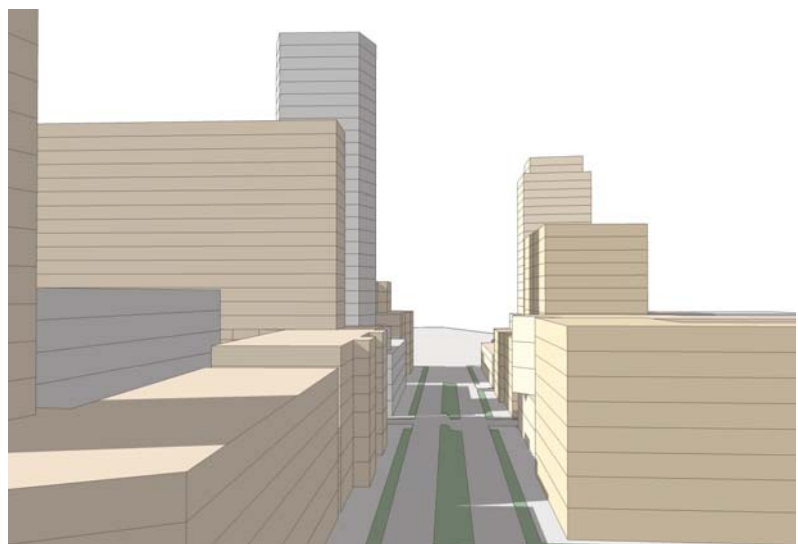
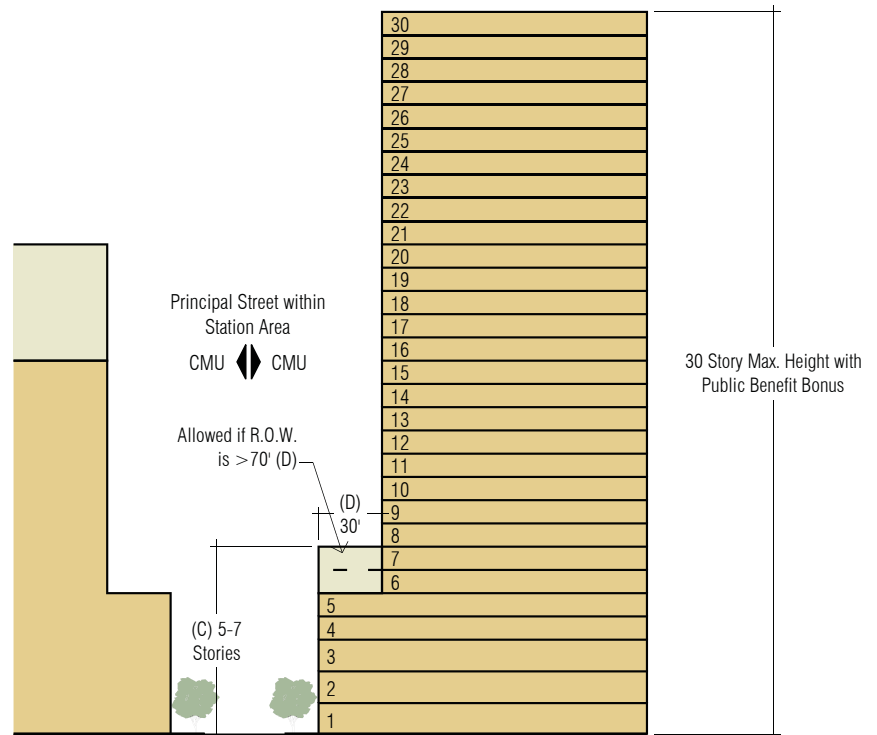


BUILDING TYPE: STATION AREA TOD; CMU FACING CMU

(within 1/4 mile of transit stop)

BUILDING HEIGHT AND FLOOR-TO-AREA

RATIO	
Max. Building Height with	30 stories
Public Benefit Bonus	Varies
Max. Height at Build-to-Line	If ROW is 70' or less, 5 stories may front the street. If ROW is greater than 70', 7 stories may front the street.
Max. FAR	5:1 -8:1

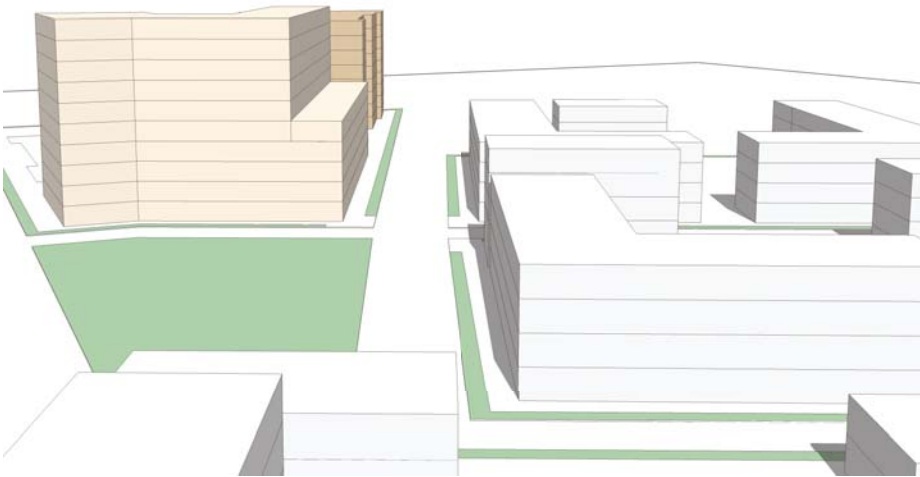
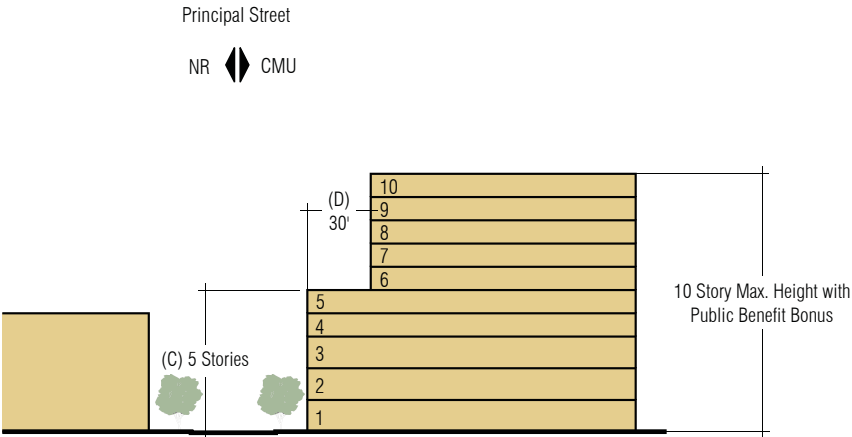


Typical CMU Subdistrict street proportions

BUILDING TYPE: CMU FACING NR

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

Max. Building Height with Public Benefit Bonus	10 stories
Max. Height at Build-to-Line	5 Stories
Max. FAR	3:1



Typical interface of CMU Subdistrict and NR Subdistrict

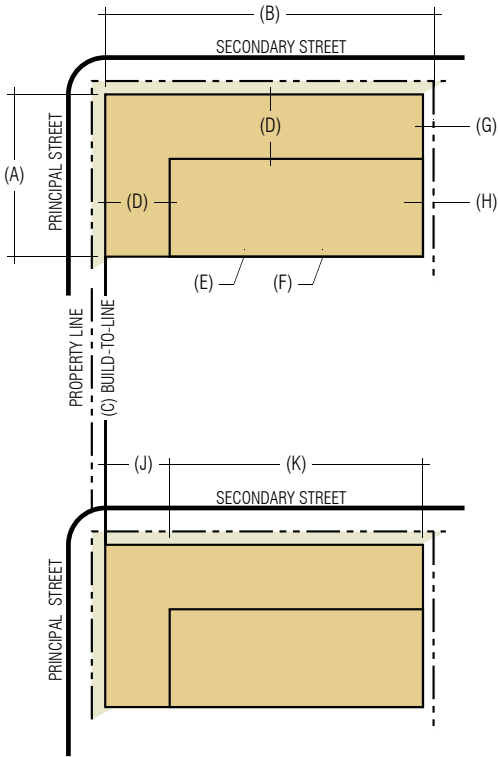
**BUILDING TYPE: NEIGHBORHOOD MIXED
USE (NMU) FACING ANY SUBDISTRICT**

SITE	
(A) Min. Lot Frontage	20'
(B) Min. Lot Depth	N/A
Min. Lot Size	1,600 sf
Max. Building Coverage	TBD
Max. Impervious Cover	TBD
Min. Building Frontage at Build-to-Line	75%

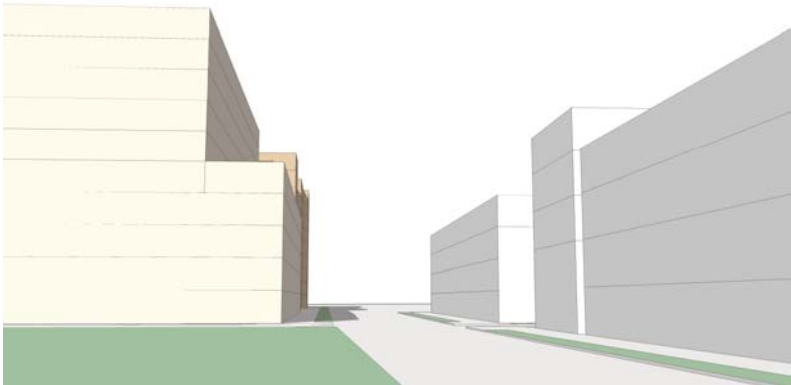
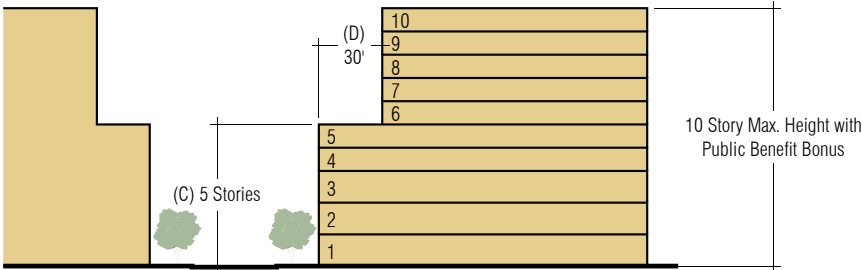
BUILDING PLACEMENT	
(C) Front Setback/Build-to-Line	Determine by street type
(D) Min. Tower Street Setback Stories 6 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	0'
(F) Min. Tower Side Setback from build-to-line	0'
(G) Min. Rear Setback (interior block)	5'
(H) Min. Tower Rear Setback from build-to-line	5'

STRUCTURED PARKING	
(J) Principal Street Frontage	allowed above floor 1 w/ facade treatment
(K) Secondary Street frontage	allowed w/ facade treatment
(L) Building Interior	unrestricted

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO	
Max. Building Height with Public Benefit Bonus	10 stories
Max. Height at Build-to-Line	5 Stories
Max. FAR	3:1



Principal Street
All Others  NMU

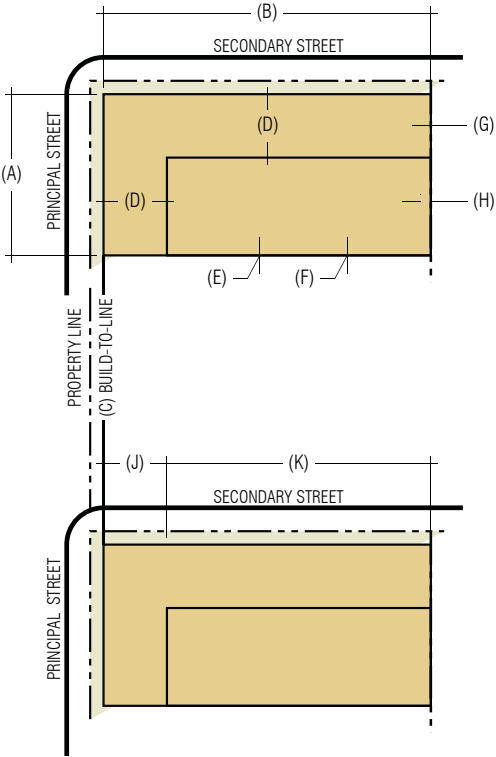



Typical interface of NMU and WMU Subdistricts

BUILDING TYPE: WAREHOUSE MIXED USE (WMU)
FACING ANY SUBDISTRICT

SITE	
(A) Min. Lot Frontage	25'
(B) Min. Lot Depth	N/A
Min. Lot Size	2,500 sf
Max. Building Coverage	TBD
Max. Impervious Cover	TBD
Min. Building Frontage at Build-to-Line	75%

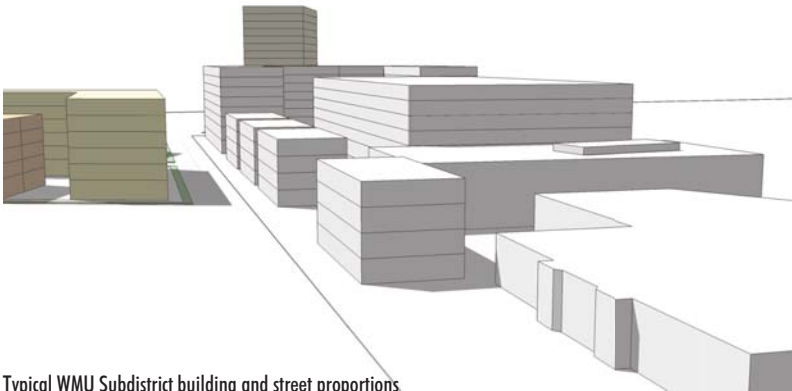
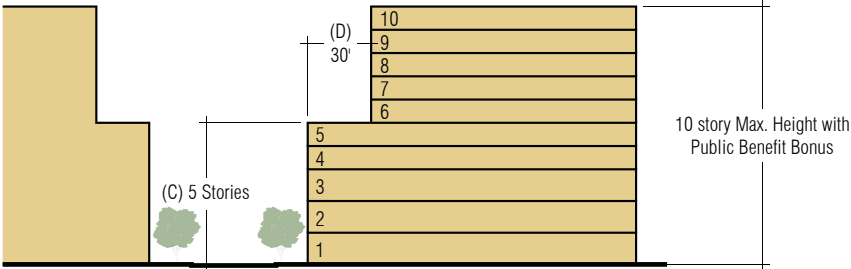
BUILDING PLACEMENT	
(C) Front Setback/Build-to-Line	Determined by street type
(D) Min. Tower Street Setback Stories 6 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	0'
(F) Min. Tower Side Setback from build-to-line	0'
(G) Min. Rear Setback (interior block)	0'
(H) Min. Tower Rear Setback from build-to-line	0'



Principal Street
All Others  WMU

STRUCTURED PARKING	
(J) Principal Street Frontage	allowed above floor 1 w/ facade treatment
(K) Secondary Street frontage	allowed w/ facade treatment
(L) Building Interior	unrestricted

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO	
Max. Building Height with Public Benefit Bonus	10 stories
Max. Height at build-to-line	5 Stories
Max. FAR	3:1



Typical WMU Subdistrict building and street proportions

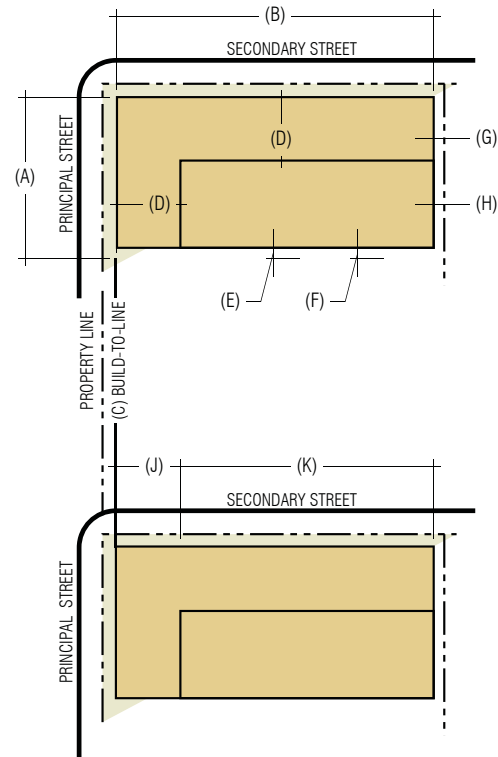
BUILDING TYPE: COMMERCIAL INDUSTRIAL (CI) FACING ANY SUBDISTRICT

SITE

(A) Min. Lot Frontage	50'
(B) Min. Lot Depth	N/A
Min. Lot Size	5,000 sf
Max. Building Coverage	TBD
Max. Impervious Cover	TBD
Min. Building Frontage at Build-to-Line	75%

BUILDING PLACEMENT

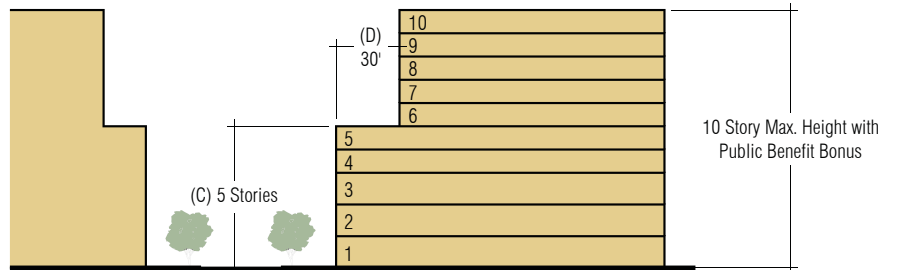
(C) Front Setback/Build-to-Line	Determined by street type
(D) Min. Tower Street Setback Stories 6 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	5'
(F) Min. Tower Side Setback from build-to-line	5'
(G) Min. Rear Setback (interior block)	5'
(H) Min. Tower Rear Setback from build-to-line	5'



Principal Street
All Others ◀ CI

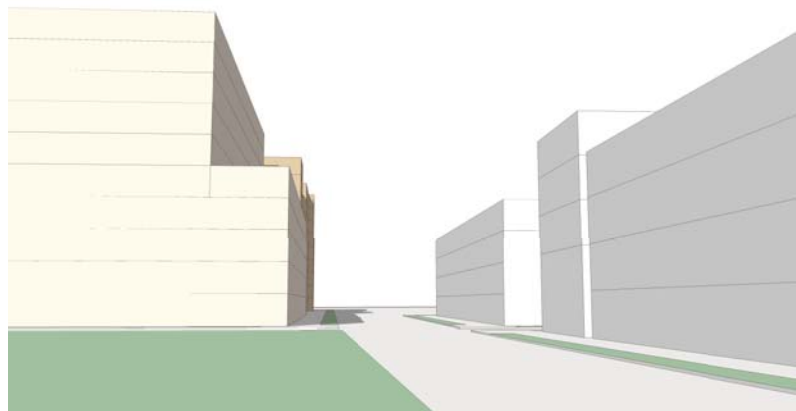
STRUCTURED PARKING

(J) Principal Street Frontage	allowed above floor 1 w/ facade treatment
(K) Secondary Street frontage	allowed w/ facade treatment
(L) Building Interior	unrestricted



BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

Max. Building Height with Public Benefit Bonus	10 stories
Max. Height at Build-to-Line	5 Stories
Max. FAR	2:1



Typical interface between WMU and CI Subdistricts

BUILDING TYPE: NEIGHBORHOOD RESIDENTIAL (NR)
FACING ANY SUBDISTRICT

SITE

(A) Min. Lot Frontage	20'
(B) Min. Lot Depth	N/A
Min. Lot Size	1,600 sf
Max. Building Coverage	TBD
Max. Impervious Cover	TBD
Min. Building Frontage at Build-to-Line	75%

BUILDING PLACEMENT

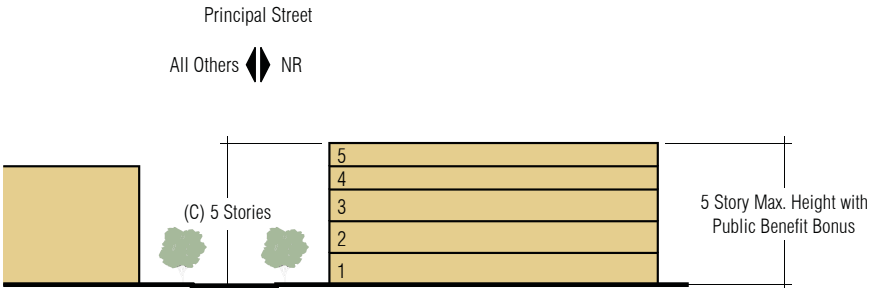
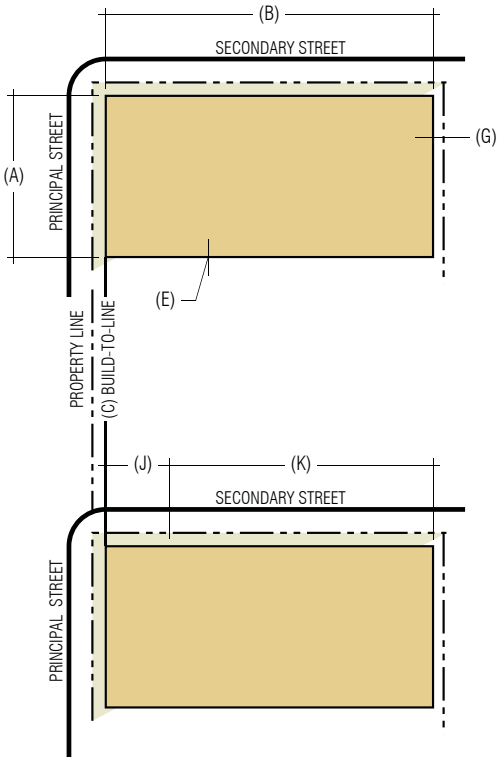
(C) Front Setback/Build-to-Line	Determined by street type
(E) Min. Side Setback (interior block)	0'
(G) Min. Rear Setback (interior block)	5'

STRUCTURED PARKING

(J) Principal Street Frontage	allowed above floor 1 w/ facade treatment
(K) Secondary Street frontage	allowed w/ facade treatment
(L) Building Interior	unrestricted

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

Max. Building Height with Public Benefit Bonus	5 stories
Max. Height at Build-to-Line	5 Stories
Max. FAR	2:1



ARCHITECTURAL PRINCIPLES

The architecture of the North Burnet/Gateway planning area should establish a character that supports the making of a high quality, public environment, and lines the street wall with facades that offer a rich visual experience. Individual buildings, while distinct, should retain common elements to ensure that the overall character of the district is maintained.

The following are general architectural principles that should establish a framework for design character within the North Burnet Gateway District.

Building Base. The North Burnet/Gateway District should be defined architecturally by buildings that create a strong and continuous urban street wall. The street wall should be common to all buildings in the district and form the “building base” that will visually support taller buildings. The Master Plan establishes a required Build-To-Line to ensure buildings are built up to the sidewalks next to the street. Except for important focal elements, buildings should not be “objects” surrounded by open space. Building façades should be required to

provide depth and articulation through a variation of surface depth, shape and materials.

The base of buildings should generally be a consistent height of five to seven stories, except for the Neighborhood Residential subdistrict. Where buildings are taller than five to seven stories, the portion of the building above the base is required to be setback from the lower portion of the base and should be differentiated with an expression line or change in architecture, material, and/or color. Building heights at the Build-to-Line are detailed by subdistrict in the Building Type diagrams.

The base of buildings should be articulated, utilizing changes in plane, material, and detail to replicate the diversity and variety found in a typical Downtown Austin commercial block. Should one owner generally control a block, the building should have architectural elements that emulate the rhythm of the subdivision of lots found in Downtown.

The base buildings should incorporate a strong entry component of one to two stories, generally reflecting the location of retail spaces or spaces of interest to the pedestrian.

The ground floor of the base building facing the street should be visually open to provide pedestrian interest. Retail uses along the street provide the best opportunity for creating visual interest, along with entry ways at regular intervals, display windows, and transparency to the interior of the buildings.

Ground floor retail should have a minimum fifteen-foot floor-to-floor height to accommodate quality retail space and major tenants. The primary entry to the building should generally be located on the largest or most important (principal) street fronted by the building. By contrast, service entries and loading areas should be located on the smallest or least important street fronted by the building. Parking ingress and egress and service access should not be located on the major traffic-carrying streets.

Exterior Details and Materials. Buildings in the North Burnet/Gateway district should be constructed of high-quality materials and exterior treatments that draw upon and contribute to the existing context of Central Texas while exploiting the uses of sustainable technology as it becomes available.



Figure 4.38 : Examples of the desired architectural effect; buildings with a solid base addressing the sidewalk and vertical elements set back from the front facade allowing light and air to penetrate to the street.



The exterior skin of the buildings should be articulated and be constructed predominantly of good quality, durable materials such as masonry. Metal panels or curtain wall elements may be used as an accent but should generally be limited to taller buildings where they can be utilized above the building base. Synthetic materials such as plastic panels or exterior insulation finish system (EIFS) are discouraged. Highest quality materials should be used at the base of the building to enhance the pedestrian experience of the district, ensure durability, and contribute to the public realm. Windows should be glazed with clear or Low-E glass to promote transparency. Darkly tinted or reflective glass should not be used.

Parking garage exhaust vents should not open onto pedestrian paths or sidewalks along a street. Intakes for garage ventilation may be placed along exterior walls adjacent to sidewalks but they should be integrated into the design of the facade and should not negatively impact the pedestrian experience.

Where the Master Plan permits above-grade parking screened from the street by active uses, the active use footprint must be a minimum of 30 feet deep. The active use should present a façade that is typical for that use. Functional windows presenting day and night-time activity, as well as functional balconies, are strongly encouraged.

Where the Master Plan permits parking to be constructed to the street frontage, the facade should be architecturally designed to emulate the proportions and scale of its primary use. Garage sheathing materials should be the same as the primary building or of similar quality.

Lighting within parking garages should be designed so that the light sources are fully screened from all public ways.

Tower Elements. The taller tower “elements” of the North Burnet/Gateway District buildings should be designed to

the following principles that will govern their massing:

The massing of the tower elements should be developed both horizontally and vertically, with changes of plane, step-backs or setbacks, regular segmentation, and accent elements. The building articulation should avoid large, unrelieved planes and simple slab-like massing.

In general, the taller high-rise building elements should be designed to create a varied skyline and to assure air and light between the towers at the street level. The placement of tower elements is intended to avoid the appearance of canyon-like streets lined with undifferentiated masses of buildings.

The rooflines should contribute to an active skyline in the North Burnet Gateway district. Mechanical penthouses should be integrated into the design, to create an articulated building top and to avoid the appearance of a small box on top of a much larger volume.

These guidelines are intended to promote high quality development and establish character without prescribing an exact architectural expression or form.

NORTH BURNET : MASTER PLAN G A T E W A Y



5

IMPLEMENTATION PLAN

DRAFT

The North Burnet/Gateway area offers a unique opportunity for the creation of a lively urban neighborhood that accommodates some of the expected population growth of the region; promotes economic development and transit ridership; and provides needed community services and affordable housing. The North Burnet Gateway Master Plan defines a vision for the future of the study area, but a plan will remain only a plan unless it is put into action. Community leadership and commitment will be essential to achieve the desired results.

This chapter presents the overall strategy for implementing the North Burnet/Gateway Plan. The North Burnet/Gateway vision will be achieved through incremental completion of public and private actions. The Plan will guide public decision-making in regard to regulatory changes and infrastructure improvements in the North Burnet/Gateway neighborhood well into the future and will be carried through in the day-to-day, incremental practices of city building and private development.

This Master Plan is a policy document, not a development proposal. It addresses the related issues of land use, building design, transportation, open space, and the design of the public realm. It does not assume that the recommendations of this Plan will become reality at once, or that adequate funding is in place to implement them all. Rather, implementing the North Burnet/Gateway Plan will be a matter of guiding many actions taken over a number of years, changing the controls that regulate new development, and creating standards that affect the character and quality of the streets and public spaces.

ADOPTION OF THE NORTH BURNET/ GATEWAY PLAN

The recommended first step of implementation is for the Austin City Council to adopt the North Burnet/Gateway Plan,

including this implementation strategy. Adoption of the Master Plan will signal to property owners, business owners, the development community, City staff, and other stakeholders that the City Council embraces the vision outlined in the plan to encourage redevelopment of the existing low density, auto-oriented commercial and industrial uses into a higher density, mixed-use neighborhood that is more pedestrian-friendly and takes advantage of the links to rail transit. Once adopted, various City departments can move forward with integrating the Plans' recommendations into their departmental work plans.

REVISE LAND DEVELOPMENT REGULATIONS

The type of development contemplated in this Master Plan will require modifications to the City's existing zoning and development regulations. Most conventional zoning ordinances are structured around a strict segregation of uses and a focus only on quantitative limits such as height, density, floor-to-area ratios, etc. The type of development proposed in the North Burnet/Gateway Plan should be guided by a zoning ordinance that is more concerned with the form of buildings and quality of public space in addition to the quantitative limits. These "design-based" ordinances seek to establish a certain quality of place by regulating such elements as the character of the street frontage, sidewalks, and building placement to create human-scaled amenities and a pedestrian-friendly environment.

The design standards presented in Chapter 4 should be used as the basis for creating an area-wide zoning overlay that will specifically permit the type of development that is envisioned in the North Burnet/Gateway Plan and remove regulatory obstacles that currently make it difficult. The purpose of the zoning code changes are as follows:

1) To allow a mix of uses that currently isn't allowed through conventional zoning

2) Require better urban design, building placement, and streetscape standards

3) Increase entitlements in ways that attract the dense employment and housing needed to transform the existing retail and warehousing hubs into true urban centers.

4) Create a density-bonus system to incentivize the provision of public benefits, including affordable housing, interconnected streets/driveways, parks and open space, additional stormwater management controls, green building, and civic facilities. (See "Create a 'Public Benefit' Density Bonus System" subsection of this chapter for more detail).

The zoning overlay should be written in a way that is clear and understandable by property owners and the development community, with graphics illustrating key concepts.

North Burnet/Gateway Zoning Overlay – Phasing

The design-based zoning overlay and density-bonus system for the North Burnet/Gateway Plan will take some time for City staff to prepare, and will build on the design standards presented in the Draft Plan. As staff is working on the details of the new zoning overlay for the North Burnet Gateway planning area, development in the area will continue to occur. Because current City Design Standards classify roadways in the area as Suburban, there is a concern that development that is not in concert with the North Burnet/Gateway Plan vision could occur under existing City regulations, before the detailed zoning overlay has been adopted. To prevent this scenario, two phases of action are recommended. In Phase One, a zoning overlay district will be created and a few key regulations from the existing City Transit-Oriented Development (TOD) Ordinance and the Urban

Roadway and Core Transit Corridor standards from the City Design Standards will be applied within the district. These Phase One standards will require new development to meet the same urban design standards currently required for development in Austin's urban core and will allow residential mixed-use in the TOD area and along key corridors, in furtherance of the North Burnet/Gateway Plan goals. It will also provide reduced parking standards and prohibit parking between the front lot line and the building. The Phase One regulations will also prohibit new auto-oriented, industrial and drive-through uses within the North Burnet/Gateway TOD subdistrict.

In Phase Two, a more comprehensive set of regulations and illustrations will build on the phase one standards to complete the design standards outlined in the North Burnet/Gateway Draft Plan. The Phase Two standards will specify and allow increased height and Floor-to-Area Ratio (FAR) limitations, allow a greater mix of uses throughout the planning area, create a public benefit density bonus system, and provide additional urban design standards.

ENGAGE THE PRIVATE SECTOR IN REDEVELOPMENT

The key to implementation of the North Burnet/Gateway Plan vision is private sector redevelopment of properties in the area. With the possible exception of existing City-owned sites in the plan area, it is not the intention of the City of Austin to acquire land for redevelopment, rather the implementation strategy is to create the right regulatory environment and incentives for private-sector redevelopment that result in the form of development envisioned in the Master Plan. Property owners and developers interested in redevelopment will prepare individual parcels for development by assembling, platting, and providing the appropriate private improvements in conformance with the

North Burnet/Gateway zoning overlay regulations. The individual parcels may then be developed by the initial developer or through partnerships with other developers interested in delivering a particular project.

Because of the relatively high cost of land, existing revenue-generating businesses in the area, and multiple property owners, redevelopment will not occur overnight. Several contributing factors must be taken into account to adequately assess the potential for redevelopment of the North Burnet/Gateway area. These factors are founded in the basic premise that drives all real estate development: the demand for new products (housing, retail, office, etc.) must exceed the current supply of these products. The demand for housing and associated stores and businesses is expected to increase in conjunction with the region's projected population growth. Due to the central location of the North Burnet/Gateway area in the region and its vehicular and transit accessibility, the area has the potential to capture an increased share of housing, office and retail uses, if existing single-use zoning barriers are removed. Furthermore, success of near-term "catalyst sites" within the North Burnet/Gateway area such as the Domain and possible redevelopment of City-owned properties in the area should also increase demand for these uses and for the high-density urban form of development envisioned by the Master Plan.

Another major factor to consider is the price being paid for various real estate products (rental rates and sale prices) compared to the cost to produce these products. The projected sale price must exceed the projected development cost for any project to proceed. Because there are few remaining vacant tracts of land, the cost of development in the North Burnet/Gateway area includes several factors specific to redevelopment, such as land assembly, the presence of existing businesses and revenue streams, and availability of sufficient infrastructure and

pedestrian amenities for a dense, urban mixed-use neighborhood. To encourage redevelopment, development entitlements should allow heights and densities at a sufficient level that projected revenues can exceed these additional costs associated with infill redevelopment.

CREATE A "PUBLIC BENEFIT" DENSITY BONUS SYSTEM

Density bonuses are a development incentive that can be used both to shape the growth of the North Burnet/Gateway area and encourage developers to meet community goals. The North Burnet/Gateway Plan supports increased density as a means of alleviating sprawl, encouraging transit usage, and creating a vibrant neighborhood. Various stakeholders have identified additional community goals or "public benefits" that are important to achieve as the North Burnet/Gateway area grows and becomes more urbanized, including: affordable and workforce housing, parks and open space, vehicular and pedestrian connectivity, sustainability, stormwater management, and civic facilities.

Density bonuses (and a related set of policies) can provide a means for accommodating additional density while at the same time allowing new development to support the achievement of community goals. Density bonuses are a means by which new development is authorized to exceed a baseline level of density in terms of building height and/or FAR in exchange for providing additional public benefits. The Density Bonus approach assumes developers, if allowed to extract more revenue from a given site through greater entitlements, will share some of that additional benefit with the public.

This is especially important in the North Burnet/Gateway area, which is lacking in many community facilities that are essential to its transition into a fully functional dense urban neighborhood. As redevelopment occurs in the North Burnet/Gateway

area, the “public benefit” needs may vary by location and time. As certain community goals are realized in an area, others may take their place as priorities. For example, if a new park is developed in one part of the planning area, it will no longer be necessary to incentivize developers to build a park in that area through the Density Bonus program. Instead the Density Bonus may be used to incentivize development of other community priorities. While it may be necessary to establish some priorities (such as an affordable housing contribution) as baseline requirements for density bonuses districtwide, the Density Bonus program should allow flexibility to reassess the public benefit need by place and time.

It is important to keep in mind that while the value of the public benefits should correlate with value of need, the private sector must pay to build the additional square footage of the allowed “bonus” density at market construction costs before they realize the benefit. In order to ensure that the overall goal of redevelopment and increased density in the area is realized, the value of the additional entitlement granted to the developer through height and FAR increases must exceed the costs of providing the public benefit.

ANTICIPATE INFRASTRUCTURE IMPROVEMENTS & COMMUNITY NEEDS

To facilitate the creation of a high-density mixed-use neighborhood from the existing disconnected auto-oriented commercial and industrial land uses, a number of infrastructure improvements are recommended. Implementation of these infrastructure improvements will necessitate coordination with various City departments and regional and state agencies, and in some cases, regulatory or policy changes to ensure adequate funding. Current City policies generally require developers to pay their proportionate share of infrastructure costs associated

with a proposed development. In some cases, the City provides reimbursement for oversizing a facility.

Following is a list of key infrastructure improvements needed to support the North Burnet/Gateway Plan vision, and the potential funding sources for implementation:

- **Highway Improvements** – This includes projects needed to improve congestion and mobility on MoPac and US 183 in and around the project area. Coordination with TxDOT is needed to ensure these improvements are made.
- **Redesign of Burnet Road into an Urban Transit Boulevard** – The redesign is recommended to make Burnet Road more pedestrian- and transit-friendly and to encourage economic investment in the area. The portion of the Burnet Road in the North Burnet/Gateway area is part of the State highway system (FM1325) and thus TxDOT is responsible for both improvements and maintenance. Coordination with TxDOT is necessary to ensure the Master Plan recommended improvements are made. If the City requests to take ownership of the roadway, the City would be responsible for all future maintenance and improvements. Typically the City pays for rehabilitation of roadways in need of repair and increasing capacity of roadways in accordance with the AMATP through General Obligation Bonds. In addition, the City could solicit federal funds from CAMPO for pedestrian and bicycle improvements on Burnet Road.
- **Redesign of Other Existing Streets to Include Bicycle Facilities** – Bicycle lanes are recommended on several existing roadways. These improvements are needed to ensure safe bicycle travel in the area. Bicycle facilities on existing roadways are typically funded through grants or City General Obligation Bonds. In addition, the City could solicit federal

funds from CAMPO for pedestrian and bicycle improvements on existing roads.

- **Internal Interconnected Streets** – Providing interconnecting streets as the area redevelops is important to disperse traffic and allow for more direct connections. The City Design Standards require properties that are five-acres or larger to create internal blocks with connecting streets or driveways. However, in the North Burnet/Gateway area there are currently multiple property owners with parcels less than five acres who combined form large continuous blocks. Because they are each less than five acres, they are not currently required to build interconnecting streets or private drives. Interconnecting collector streets and local streets are important for traffic circulation and to take pressure off of the arterial roadways. A possible solution is to create a North Burnet/Gateway Street Plan to be adopted by Council that would require new development and redevelopment to provide right-of-way and construct streets shown in the North Burnet/Gateway Street Plan. A density bonus could also provide an incentive for new development to provide interconnected roadways.

- **A New East-West Connection Across MoPac** – This overpass would help disperse traffic by providing an alternate route from Burnet Road to the Gateway area. A potential alignment could connect Longhorn Blvd. to York Blvd. Roadway projects are typically funded through General Obligation Bonds. If the Austin Metropolitan Area Transportation Plan (AMATP) is amended to include this new connection and/or it is included as a Capital Improvement Project (CIP), developers could potentially contribute their proportionate share of the improvement cost through the Transportation Impact Analysis (TIA) process during the permitting process for redevelopment.

- **Utilities** – Water and wastewater system upgrades will be needed to support

greater density in the North Burnet/Gateway area. Because of recent wastewater system upgrades completed by the Austin Clean Water Program, additional future wastewater system upgrades would be limited. Typically developers pay for water and wastewater service extension to and within their developments (distribution system), while the City pays for main line upgrades to the transmission system as needed, funded by rate revenues.

- **Parks and Open Space Development** – This includes creating new open space and neighborhood parks and creating combined facilities with new parks and shallow detention for storm-water management. Typically new parks are funded through General Obligation Bonds and by Parkland Dedication Ordinance requirements. The City's Parkland Dedication Ordinance was revised in June 2007 to require developers to pay \$650 per unit in parkland dedication fees at the time site plans are approved. A density bonus could provide an incentive for new development to provide additional land or revenues for parkland.

- **Rails with Trails Bikeways** – This includes two-way bicycle paths along the Capital MetroRail and ASAIRCD rail lines through the planning area. Capital Metro is undergoing a feasibility study for rails with trails along their commuter rail line. Bicycle paths are typically funded through grants or General Obligation Bonds.

- **Civic Facilities** – Additional civic facilities will be needed to serve the increased residential and employment population in the area, including police, fire, and EMS stations, libraries, and schools. Expansion of community services are typically funded by property and sales tax revenues. As redevelopment increases in the North Burnet/Gateway area, so will attendant property and sales tax revenue. However, due to the limited vacant property in the area, location of new civic facilities may be expensive to

build. A density bonus could provide an incentive for new development to include space for civic uses.

- **Affordable Housing** – Meeting the projected affordable housing need to achieve a jobs and workforce housing balance within the North Burnet/Gateway area will be a challenge. It will be important to create a regulatory environment that encourages the development of housing and to implement creative solutions to achieve housing affordability. A density bonus could provide an incentive for new development to provide affordable housing or contribute funds to an affordable housing trust fund. Other possible funding options include: a public/private partnership to redevelop City-owned land and include affordable housing; use of a community land trust to create long-term affordability; providing additional fee waivers and/or infrastructure reimbursement for development of affordable housing; and the use of various sources of public financing to spur initial investment and housing development in the area. This issue is discussed in greater detail in the Housing section of the Draft Plan and Appendix 3.

- **Undergrounding Powerlines** – The Plan recommends placing existing overhead transmission and distribution lines along Burnet Road from US 183 to MoPac underground to remove that obstacle for future development to be built in a more urban form with buildings, sidewalks and street trees lining the street. There is no current policy or funding source for undergrounding existing power lines. In the past the City has buried existing power lines in Downtown Austin, paid for by rate revenues over the long-term. Undergrounding powerlines on Burnet Road could potentially be included with the redesign and construction of north Burnet Road funded by General Obligation Bonds.

Additional revenue sources for financing the desired infrastructure improvements could include the creation of special financing districts, including a City and County Tax Increment Reinvestment Zone (TIRZ) to implement Tax Increment Financing (TIF), a Public Improvement District (PID), a Business Improvement District (BID), or a Municipal Management District (MMD).

UTILIZE CITY OF AUSTIN LAND AS A CATALYST FOR REDEVELOPMENT

The City of Austin owns two key properties in the North Burnet/Gateway area located along the Capital MetroRail Red Line. These parcels are approximately 40 and 24 acres, and are both in close proximity to the conceptual location for Capital Metro's station near Braker Lane. Current use and plans for these City-owned properties are utility service centers, which would not further the plan vision for high-density mixed-use development. The low density nature of those uses combined with their need for large surface parking lots and frequent truck traffic would not take advantage of their location near the heart of the North Burnet/Gateway TOD area.

The City should consider planning for the relocation of these City services and preparing a request for proposals for redevelopment of these properties based on the goals and guidelines of this Master Plan. The service centers currently provide for utility maintenance throughout North Austin and it will be important to find a new location that has good access to North Austin. Relocation of the City utility maintenance services and redevelopment of the properties should be revenue neutral; meaning that the cost of relocation and construction of new facilities be less than or equal to the revenue generated from redevelopment of the properties. The redevelopment of the City-owned parcels will be important catalyst projects that will help set the tone for change in the area. Redevelopment on the City-owned

properties could exemplify the vision for the North Burnet/Gateway area and could further citywide and planning area goals for affordable housing, parks and sustainable design.

DESIGNATE A REDEVELOPMENT COORDINATOR

Through initiation of this master planning process, the City has identified the North Burnet/Gateway location as an area of interest for redevelopment, and has indicated a willingness to provide regulatory changes and certain improvements needed to accomplish this. The City should consider designating a North Burnet/Gateway redevelopment coordinator to assist and guide property owners in the redevelopment process and to coordinate implementation of the Master Plan recommendations with the appropriate City departments and other agencies.

The following are possible roles for the redevelopment coordinator:

- Inform property owners about the North Burnet/Gateway Plan, zoning regulations, and opportunities for redevelopment.
- Identify property owners interested in redevelopment and facilitate information exchange between property owners regarding property assembly, relocation of uses, etc. as needed.
- Manage and coordinate the public benefit density bonus program.
- Inform property owners of any other local incentives available for redevelopment, including SMART housing incentives, economic development incentives, etc.
- Assist with the relocation and redevelopment of City-owned service center properties in the North Burnet/Gateway area
- Pursue funding opportunities for implementation of the Master Plan recommendations and infrastructure improvements, including advocating for inclusion of priority projects on the General Obligation Bond CIP list, grant funding, and potential establishment of special financing districts.
- Coordinate the redesign of Burnet Road, including initiating discussions to amend the AMATP and CAMPO 2035 plans; facilitating discussions with TxDOT and Public Works regarding design, operations and maintenance; and facilitating discussions with Austin Energy regarding the possibility of undergrounding power lines on Burnet.
- Work with TxDOT to implement the Master Plan's recommended highway improvements.
- Coordinate with other agencies such as Capital Metro and AISD so that these entities are kept well informed of the goals and progress of the plan, and that their own capital spending and growth plans be well coordinated with the City's efforts.
- Explore opportunities for the City to build and manage centralized structured public parking in the North Burnet/Gateway area and charge market rates for contract and hourly parking to pay for itself over 20 years. Centralized parking enables travelers to park once to visit several destinations, potentially reducing on-street congestion from short trips within an area.