

SECOND AND THIRD READING SUMMARY SHEET**NEIGHBORHOOD PLAN CASE NUMBER:**

NP-07-0024 – North Burnet/Gateway Master Plan –City Initiated

REQUEST:

NP-07-0024 – North Burnet/Gateway Master Plan –City Initiated - Approve second/third readings of an ordinance amending the Austin Tomorrow Comprehensive Plan by adopting the North Burnet/Gateway 2035 Master Plan. The Master Plan will serve as the Combined Neighborhood Plan for the area bounded by Metric Boulevard on the east, US 183 on the south and west, and Braker Lane, MoPac, and Walnut Creek on the north and northwest. Applicant and Agent: Neighborhood Planning and Zoning Department. City Staff: Molly Scarbrough, 974-3515.

PROPERTY OWNER: Various**AGENT:** Neighborhood Planning and Zoning Department (Molly Scarbrough)**DATE OF FIRST READING/VOTE:** October 18, 2007.

Vote: 5-0 (Kim-off the dias, Martinez-absent)

CITY COUNCIL DATE: November 1, 2007**CITY COUNCIL ACTION:**

October 18, 2007:

First reading approved with the following amendments on October 18, 2007. The amendments are as follows: 1) On the UT Western Tract allow Commercial Mixed Use Standards, but do not allow destination retail; 2) When creating Phase Two regulations, reduce the minimum parking requirement to 30% of LDC Section 25-6 Appendix A (standard minimum off-street parking requirements); 3) Address safe bicycle connections from Shoal Creek Boulevard to the area north of U.S. 183; and 4) Staff should provide City Council with various financing options for infrastructure improvements and provide a recommendation. Vote: 5-0 (Kim-off the dias, Martinez-absent)

ASSIGNED STAFF: Molly Scarbrough, NPZD**PHONE:** 974-3515**E-MAIL:** molly.scarbrough@ci.austin.tx.us

ADDENDUM

The following changes shall be made to the North Burnet/Gateway Master Plan:

p. 4:10 & 4:26, Figures 4.9 and 4.22: Proposed Subdistrict Plan

[See attached revised Figures 4.9 and 4.22: Proposed Subdistrict Plan. These figures have been revised to identify the University of Texas Western Tract as part of the Commercial Mixed-Use subdistrict, but Destination Retail and Commercial Services will not be allowed.]

p. 4:15, Transportation: Connectivity and Access Recommendations

9. Modify Duval Road from MoPac to Burnet Rd to allow two-way traffic. Work with TxDOT to evaluate the feasibility of options for improving the MoPac/Duval Road intersection, including extending the MoPac access roads using a grade-separated crossing over the UP railroad, modifying Duval Road/Gracy Farms Road from MoPac to Burnet to allow two-way traffic, and/or modifying turn lanes or through lanes on the MoPac access roads to facilitate traffic flow.

10. Encourage the University of Texas to provide street connectivity through the UT Pickle Research Campus as development occurs on the campus over time. A north-south street connection between Braker Lane and Longhorn Blvd would help with traffic distribution in the area and would provide an important alternative route to Burnet Road.

p. 4:19, Transportation: Pedestrian and Bicycle Facilities Recommendations

7. Create a safe bicycle connection from Shoal Creek Boulevard to the area north of U.S. 183.

P. 4:27, Land Use and Zoning: Subdistricts

[Insert the following text after the Commercial Mixed-Use (CMU) subsection and prior to the Station Area/Transit-Oriented Development (TOD) subsection.]

CMU – UT WESTERN TRACT

The University of Texas “Western Tract” is identified on the Subdistrict Plan as Commercial Mixed Use with conditions. The Western Tract could be developed with the greater height and site development regulations of the Commercial Mixed Use subdistrict, but destination retail and commercial services uses would not be allowed. Because of the large amount of destination retail that already exists in the Gateway portion of the planning area, it is important to balance out the area with other uses. A well-balanced mix of uses within an area can reduce the total number of auto trips generated by allowing for shared vehicle trips to the area and a greater number of pedestrian trips between uses. The Western Tract is one of the few large undeveloped properties in the North Burnet/Gateway Planning area and thus the 3:1 Floor-to-Area (FAR) maximum should be allowed to be averaged across the site to allow flexibility in development.

P. 4:27, Land Use and Zoning: Subdistricts

NEIGHBORHOOD MIXED-USE (NMU)

Neighborhood Mixed-Use is the first step down in density from the Commercial Mixed-Use subdistrict. It is intended to be primarily mid-rise residential with neighborhood-oriented retail and smaller employers. The subdistrict is illustrated in ~~two areas: the east edge of the plan from Metric west to Braker Ln. along a span of six to eight blocks north and south, and the land owned by UT north of the Gateway shopping center, known as the "Western Tract".~~ The look and feel of this subdistrict is modeled after neighborhoods at the fringe of central business districts in Chicago, Denver or Seattle.

These neighborhoods are highlighted by commercial streets lined with small local businesses, restaurants, and offices, with residential above. Narrower streets peel off of the main streets and are lined with mid-rise residential buildings. Open space is distributed throughout the subdistrict in the form of large neighborhood parks and small pocket parks. Building heights would be allowed up to 10 stories with a public benefit density bonus. Similar building massing requirements are recommended to those in the Commercial Mixed Use subdistrict, but at a slightly smaller scale. See Figure 4.25 for building type examples in this subdistrict. Much of the parking would be structured, but shared and on-street parking could be used to meet parking requirements.

P. 4:27, Land Use and Zoning: Phasing of Redevelopment [3rd Paragraph]

Another opportunity is the chance for the "Western Tract" - land owned by UT north of the Gateway shopping center - to develop, either by UT or through a purchase or long-term lease with a private developer. This area would be less transit-driven, but nonetheless offers a clean slate to establish a rich, integrated mixed use development ~~Neighborhood Mixed-Use subdistrict.~~ UT has not expressed specific plans for this property, and anything that takes place here would require approval of the UT Board of Regents in order to be brought to fruition.

p. 4:37, Community Facilities

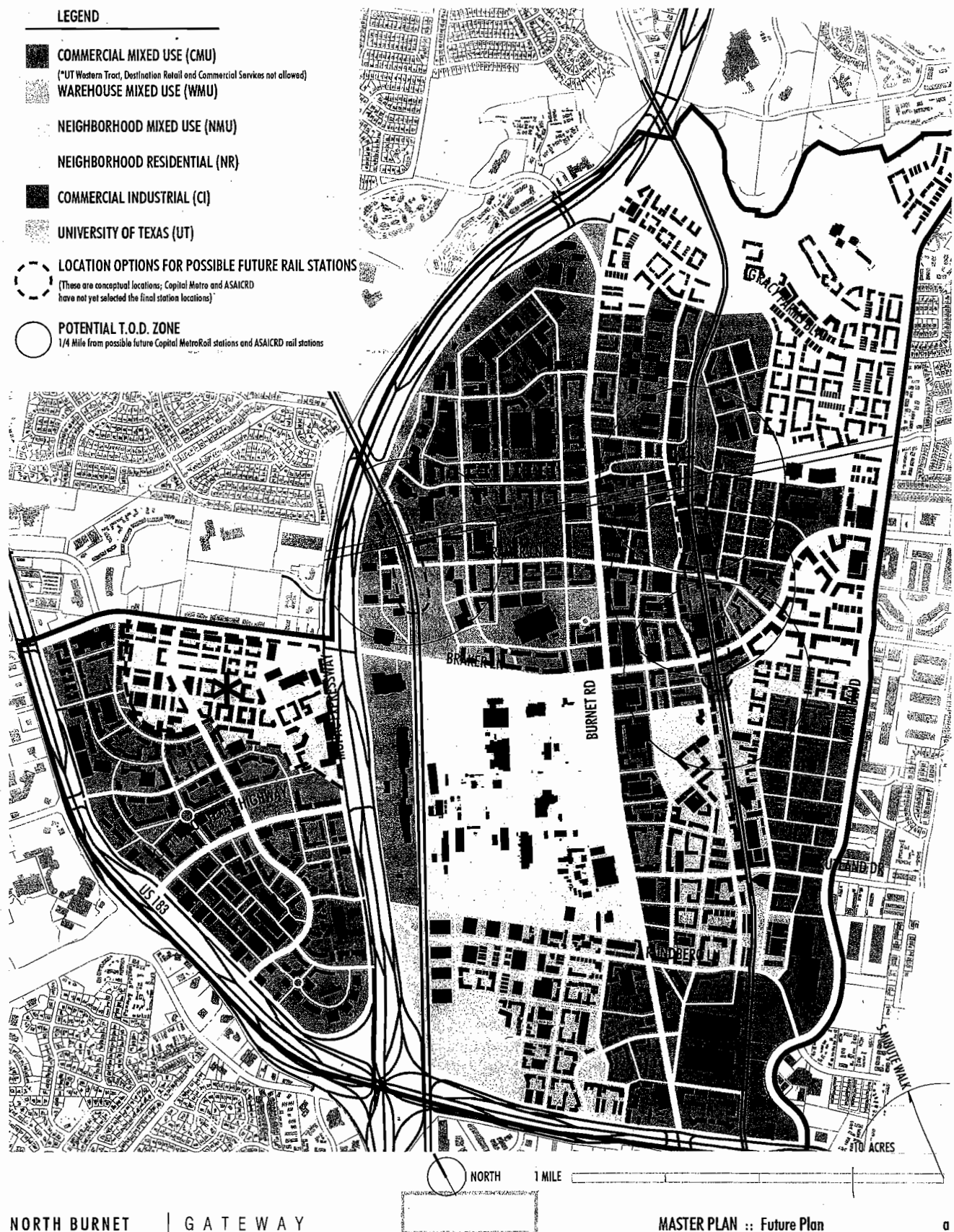
- Police substations, fire and EMS stations and branch libraries should be dispersed throughout the district and be built in a format similar to that required by all private sector development, i.e., meeting urban design standards by locating buildings on-the-street and reinforcing the public realm, to the extent that operational needs are not impacted. ~~They should be integrated~~ The integration of public facilities into another building, such as an apartment or mixed use building should be encouraged, where possible.

p. 4:48, Figure 4.36: Subdistrict Development Standards Summary

[See attached revised Figure 4.36. This figure has been revised to identify the University of Texas Western Tract as part of the Commercial Mixed-Use subdistrict, but Destination Retail and Commercial Services will not be allowed. In addition, the Min. Parking Standards for all subdistricts has been reduced to 30% of Appendix A (City of Austin Land Development Code Section 25-6 Appendix A Tables of Off-Street Parking and Loading Requirements).]

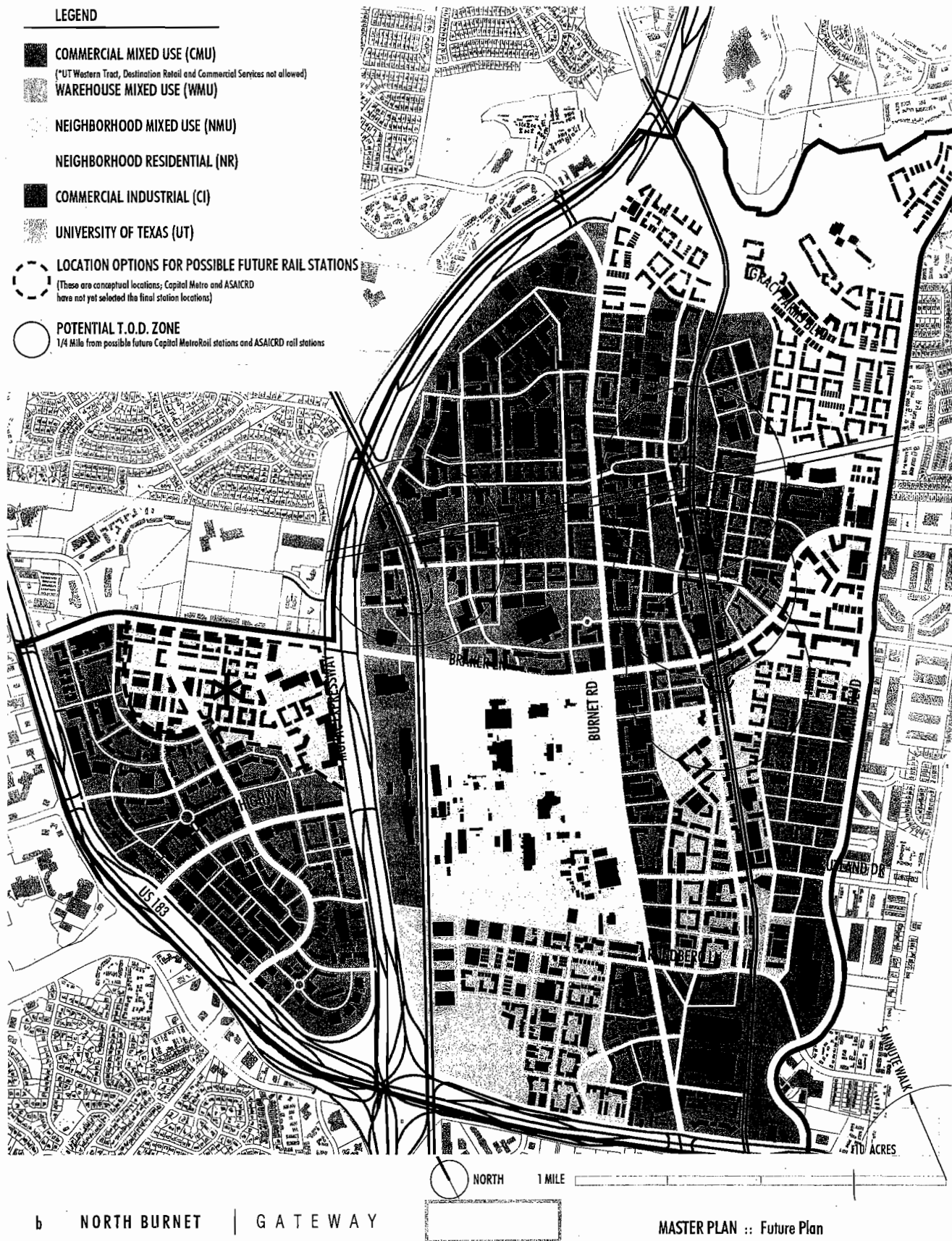
PROPOSED SUBDISTRICT PLAN

FIGURE 4.9



PROPOSED SUBDISTRICT PLAN

FIGURE 4.22

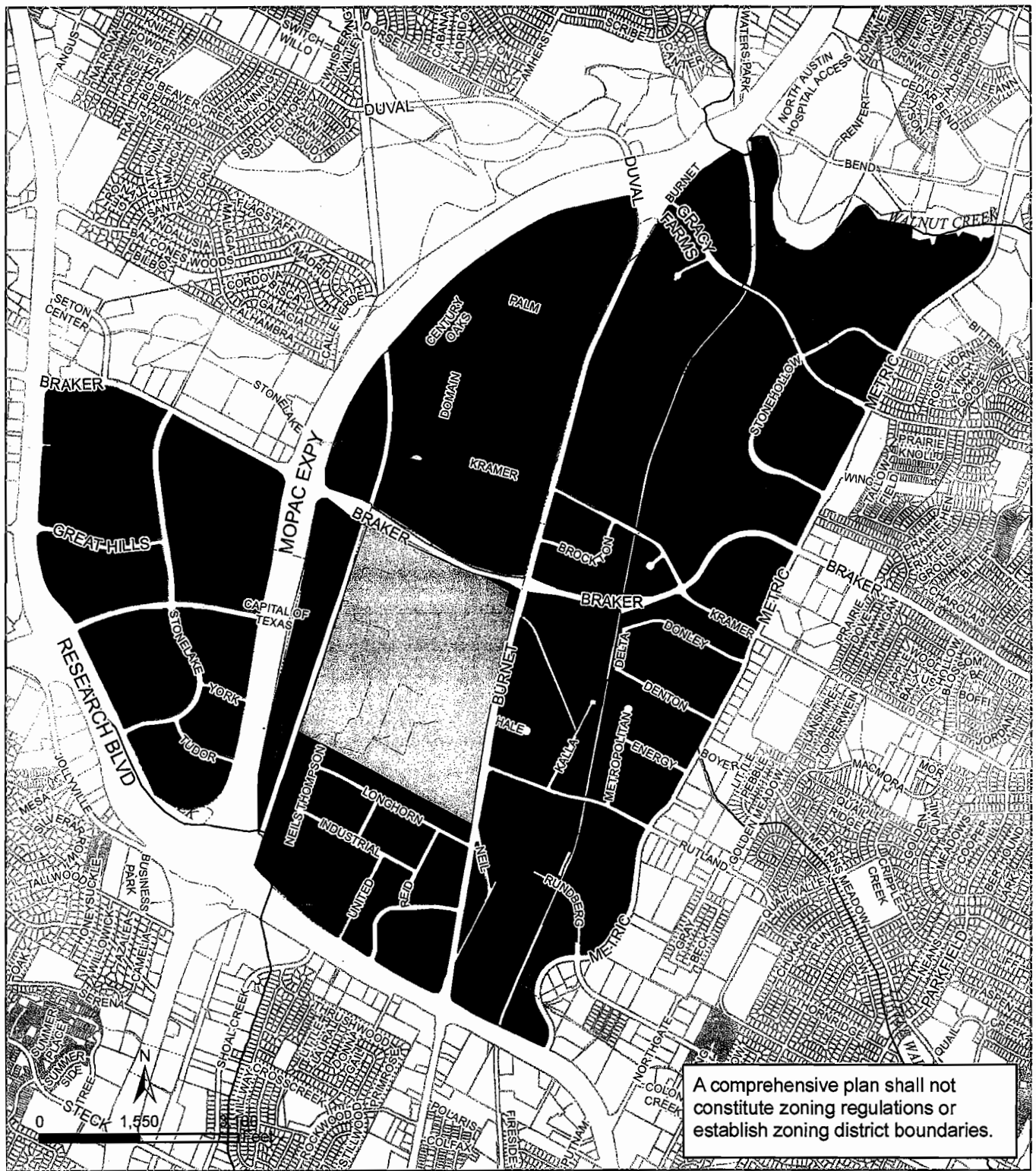


NORTH BURNET/GATEWAY MASTER PLAN - REVISED FIGURE 4:36 SUBDISTRICT DEVELOPMENT STANDARDS SUMMARY

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

Notes:

- 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.
- City of Austin Land Development Code Sec. 25-6 Appendix A (Tables of Off-Street Parking and Loading Requirements)
- On-street and shared parking may count toward minimum parking requirements; car-share programs may also reduce parking requirements.
- Allowed to mix uses vertically
- Transit stations are conditional uses in NR
- No excessive noise, fumes, dust, smoke, etc
- Commercial uses allowed on ground floor only
- Retail-destination includes city-wide or regional-serving retail, including department stores.
- Retail-neighborhood includes locally-serving retail, including restaurants, coffee shops, food markets, pharmacies, etc. (limited in size.)
- Allowed to the extent allowed by current base zoning district
- FAR allowed to be averaged across the UT Western Tract



North Burnet-Gateway Combined Neighborhood Planning Area Future Land Use Map (FLUM)



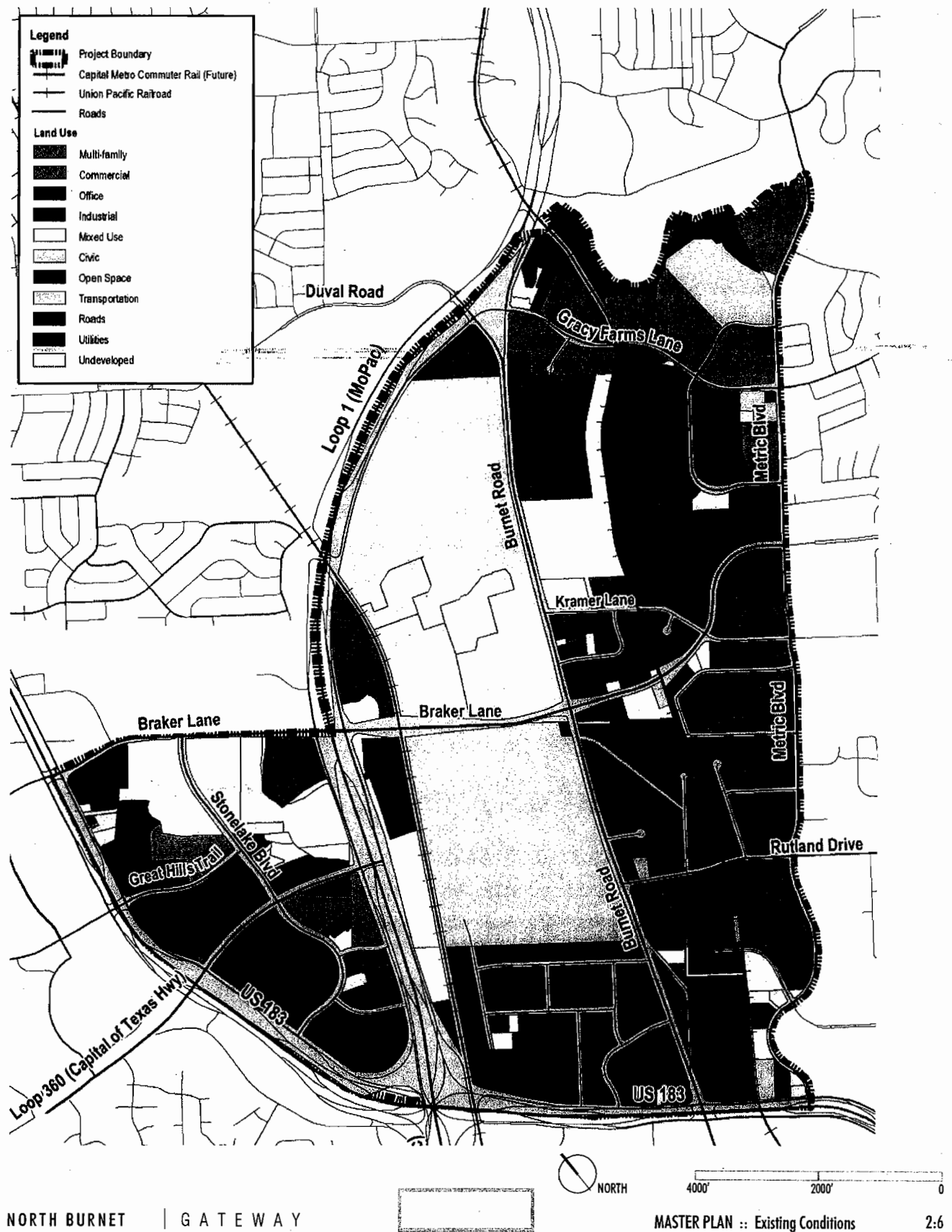
City of Austin
Neighborhood Planning and Zoning Dept.
Map Created July 11, 2007

Future Land Use Categories

- Mixed Use
- High Density Mixed Use
- Industry
- Civic
- Recreation & Open Space

EXISTING LAND USE

Figure 2.6





AFFORDABILITY IMPACT STATEMENT
NEIGHBORHOOD HOUSING AND COMMUNITY DEVELOPMENT
CITY COUNCIL AGENDA: 10/18/2007 CASE NUMBER:

PROPOSED CODE AMENDMENT:

NORTH BURNET / GATEWAY NEIGHBORHOOD PLAN. THE PLAN STATES THAT KEY GOAL OF THE PLAN IS TO PROMOTE A JOBS-HOUSING BALANCE IN THE DISTRICT, WITH A WIDE RANGE OF HOUSING OPTIONS LOCATED CLOSE TO TRANSIT.

RECOMMENDATIONS INCLUDE:

- o PROVIDE DENSITY BONUSES FOR DEVELOPMENTS THAT INCLUDE RENTAL UNITS AT 60% MFI OR OWNERSHIP UNITS AT 80% MFI;
- o CONSIDER INCREASING THE VALUE OF CITY INCENTIVES (E.G. FEE WAIVERS) IN THE DISTRICT;
- o CREATE PUBLIC / PRIVATE PARTNERSHIPS TO INCLUDE AFFORDABLE HOUSING IN ALL DEVELOPMENTS ON PUBLIC LAND;
- o ENCOURAGE DEVELOPMENT OF HOUSING FOR SENIORS AND PERSONS WITH DISABILITIES.

IMPACT ON REGULATORY BARRIERS TO HOUSING DEVELOPMENT

☐ INCREASE ☒ DECREASE ☐ NO IMPACT

LAND USE / ZONING OPPORTUNITIES FOR AFFORDABLE HOUSING DEVELOPMENT

☒ INCREASE ☐ DECREASE ☐ NO IMPACT

IMPACT ON COST OF DEVELOPMENT

☐ INCREASE ☒ DECREASE ☐ NO IMPACT

PROPOSED CHANGES IMPACTING HOUSING AFFORDABILITY:

A POSITIVE IMPACT ON AFFORDABILITY IS ANTICIPATED IF THE PLAN WERE TO BE IMPLEMENTED.

ALTERNATIVE LANGUAGE TO MAXIMIZE AFFORDABLE HOUSING OPPORTUNITIES:

NO CHANGES NECESSARY.

OTHER RECOMMENDATIONS:

IMPLEMENTATION OF A DENSITY BONUS INCLUDING AFFORDABLE HOUSING AND OTHER PUBLIC BENEFITS WILL BE INCLUDED IN PHASE TWO OF THE NB/G ZONING CHANGES, ANTICIPATED FOR SUMMER OR FALL 2008.

DATE PREPARED:

SEPTEMBER 17, 2007

DIRECTOR'S SIGNATURE:


PAUL HILGERS

PLANNING COMMISSION COMMENT FORM

File # C14-2007-0157

Planning Commission Hearing Date: Sept. 25, 2007

Comments: Please add a goal to the plan to minimize the impact to neighboring areas.

Also the N. Burnet area should be renamed. There is already a Burnet, TX and it is North of the N. Burnet area. Keeping the name N. Burnet will cause confusion in the future.

This is a good plan for preventing reducing urban sprawl, and supporting mass transit however this will ~~drastically~~ change North Austin and the environment residents in North Austin chose as their home. Please be sensitive to that.

You may also send your written comments to the Neighborhood Planning and Zoning Department, P. O. Box 1088, Austin, TX 78767-8835.

Name (please print) Scott Peterson

- ☒ I am in favor
(Estoy de acuerdo)
- ☐ I object
(No estoy de acuerdo)

Address 13019 Scofield Farms Drive

INFORMATION ON PUBLIC HEARINGS

The Neighborhood Planning and Zoning Department has filed an application for zoning/ rezoning to implement a neighborhood plan. This notice has been mailed to you because City Ordinance requires that all property owners within 300 feet of a proposed development and affected neighborhood organizations be notified that an application for development has been filed.

This request for zoning/rezoning will be reviewed and acted upon at two public hearings: First, before the Planning Commission and then before the City Council. After a public hearing, the Planning Commission reviews and evaluates City staff recommendation and public input and then sends its own recommendation on the zoning/rezoning request to the City Council. Meeting dates and locations are shown on this notice.

If you have any questions concerning this notice, please contact the City of Austin Neighborhood Planning and Zoning Department at the number shown on the first page. If you would like to express your support or opposition to this request, you may do so in several ways:

- by attending the Planning Commission hearing and conveying your concerns at that meeting
- by writing to the Planning Commission, using the form provided on the previous page
- by writing to the city contact, listed on the previous page

As a property owner within 300 feet, you are not required to attend these hearings, but if you do attend, you will be given an opportunity to speak FOR or AGAINST the change. Applicants and/or their agents are expected to attend.

You may also wish to contact any neighborhood or environmental organizations that have expressed an interest in cases affecting your neighborhood.

Scarborough, Molly

From: GracywoodsNA@aol.com

Sent: Wednesday, October 10, 2007 2:47 PM

To: Scarborough, Molly

Subject: Fwd: Gracywoods NA: Our Opinion is needed by the City re: North Burnet/Gateway...

Molly Scarborough,

As I advised in my last email, I am forwarding the opinions of our residents to your department.

Regards,

Mary Rudig

Gracywoods Neighborhood Coach

www.gracywoods.org

See what's new at AOL.com and [Make AOL Your Homepage](#).

Scarborough, Molly

From: Rebecca Moore [REDACTED]
Sent: Monday, October 08, 2007 10:09 PM
To: GracywoodsNA@aol.com
Subject: Re: Gracywoods NA: Our Opinion is needed by the City re: North Burnet/Gateway Plans

Please count me in as a "In Favor" vote for the North Burnet/Gateway Master Plan. It will be great to have the rail so close to the neighborhood!

Sincerely,

-----Original Message-----

From: GracywoodsNA@aol.com
Sent: Oct 8, 2007 4:15 PM
To: GracywoodsNA@aol.com
Subject: Gracywoods NA: Our Opinion is needed by the City re: North Burnet/Gateway Plans

We have received the letter below from the City Planning and Zoning. Please submit your input as a reply to this or by posting a reply on this subject on <http://www.gracywoods.org/forum> so the combined opinions of our area will be represented with the influence that a neighborhood of 1500 people can have. Your replies will be the representation for our neighborhood. This is a 30-year plan so will be a full reality for the upcoming generation.. your chance to make a difference.

"I am writing to request that you, as representatives of your respective neighborhoods, provide comments on the North Burnet/Gateway Master Plan for the City Council public hearing on October 18, 2007.

During the Sept. 25th Planning Commission public hearing for the North Burnet/Gateway Master Plan, Planning Commissioners specifically asked that Staff request representatives from the surrounding neighborhoods (specifically naming the Millwood and NACA neighborhoods) to provide their comments/input on the plan to the City Council.

There are two ways you can provide your comments:

- 1) Attend the City Council hearing on Oct. 18th (scheduled for 4pm) and input your comments into one of the kiosks in the City Hall lobby. You may indicate whether you are ☐in favor☐, ☐neutral☐ or ☐against☐ the Master Plan and you may also indicate whether you do or do not wish to speak. If you would like to speak, you will be given 2 minutes to provide your comments to the City Council.
- 2) Send your comments to me via email, fax or mail (see my contact information below) and I will include them in the backup materials for the Council members. If I receive these by noon on Wednesday, Oct. 10th, I will include them with the packet of information on the North Burnet/Gateway Plan submitted to Council a week prior to the meeting. If I receive them between Wed. Oct. 10th and noon on Oct. 18th, I will distribute the comments ☐at the dias☐ just prior to our presentation on the Master Plan.

Information about the North Burnet/Gateway Master Plan can be found on our website:
www.ci.austin.tx.us/zoning/north_burnet.htm

We appreciate you taking the time to voice your neighborhoods' interests in regards to the North Burnet/Gateway Master Plan's 30-year vision for the area between Hwy 183, Braker Lane, MoPac, Walnut Creek, and Metric Blvd. The Master Plan encourages redevelopment of the low-density light industrial and commercial uses in the area into a higher density mixed-use neighborhood that is more pedestrian and bike-friendly and takes advantage of the links to commuter rail transit."

See what's new at AOL.com and [Make AOL Your Homepage](#).

10/11/2007

Scarborough, Molly

From: jeanne shaub [REDACTED]
Sent: Tuesday, October 09, 2007 4:15 PM
To: GracywoodsNA@aol.com
Subject: Re: Gracywoods NA: Our Opinion is needed by the City re: North Burnet/Gateway Plans

I vote NO.

Yours truly, Jeanne Shaub

--- GracywoodsNA@aol.com wrote:

> We have received the letter below from the City Planning and Zoning.
> Please submit your input as a reply to this or by posting a reply on
> this subject on <http://www.gracywoods.org/forum> so the combined
> opinions of our area will be represented with the influence that a
> neighborhood of 1500 people can have.
> Your replies will be the representation for our neighborhood. This is a
> 30-year plan so will be a full reality for the upcoming generation..
> your chance to make a difference.

>
> "I am writing to request that you, as
> representatives of your respective
> neighborhoods, provide comments on the North Burnet/Gateway Master
> Plan for the City Council public hearing on October 18, 2007.

>
> During the Sept. 25th Planning Commission public hearing for the North
> Burnet/Gateway Master Plan, Planning Commissioners specifically asked
> that Staff request representatives from the surrounding neighborhoods
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> "against" the Master Plan and you may also indicate whether you do
> or do not wish to speak. If you would like to speak, you will be
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> distribute the comments "at the dais" just prior to our
> presentation on the Master Plan.

>
> Information about the North Burnet/Gateway Master Plan can be found on
> our
> website:

> www.ci.austin.tx.us/zoning/north_burnet.htm
> (http://www.ci.austin.tx.us/zoning/north_burnet.htm)

>
> We appreciate you taking the time to voice your neighborhoods'™
> interests in regards to the North Burnet/Gateway Master Plan's™
> 30-year vision for the area between Hwy 183, Braker Lane, MoPac,
> Walnut Creek,

From: Sue Reese [REDACTED]
Sent: Tue 10/9/2007 11:03 AM

To: GracywoodsNA@aol.com

Subject: RE: Gracywoods NA: Our Opinion is needed by the City re: North Burnet/Gateway Plans

I would love to see the development of the North Burnet/Gateway area go forward. We've lived in the Gracywoods Neighborhood for 30 years and seen a lot of changes. If this area. If there is not some improvement in the surrounding area, my concern is the area will die and the homes will fall in to disrepair. This is a lovely area, but is somewhat hidden, in that there are not a lot of people who realize the benefits of living in such a close in area. My vote, would be to see the development go forward as quickly as possible to help make this area a more viable and desirable place to live.

From: Dustin [mailto:]
Sent: Thursday, October 18, 2007 10:14 AM
To: Scarbrough, Molly
Subject: NBG letter

Molly, I submitted this via the city website. Please provide this letter to City Council Members for their consideration in regards to the North Burnet/Gateway Master Plan.

Thanks,

Dustin Lanier

Members -

The Planning Commission had asked that I submit comments on your consideration of the North Burnet Gateway (NBG) plan. I apologize that I have other commitments today that will not allow me to attend your meeting, I hope written comments will suffice.

I am the president of the Milwood Neighborhood Association, and a recent addition to the Urban Transportation Commission. I have been involved with planning for the NBG plan for a long time, and Molly Scarborough is a great ambassador of the city and I commend her leadership on this project. I want to acknowledge the many positive aspects of this plan, and the need to plan to accommodate our future growth, and the logical role that NBG can and should play in our city.

The prime reason for my involvement in the project is interest in the impact of increasing density to accommodate upwards to 80,000 people into a slice of land that has three freeway exits, two of which are characterized by very dangerous and traffic sensitive weaving patterns. Closest to the heart of my neighborhood, the current entrance to the Domain off of the Duval exit approaches comically unsafe in the weaving patterns it requires. If this is to be a major residential property, someone will eventually die in this weave. The Domain could consider alternate entrance locations in their expansion, and you could help facilitate that conversation. This topic is a particular interest of the Milwood Neighborhood if you have interest in learning more.

Functional commuter rail, including commitment to new feeder bus routes into the nearby neighborhoods, will be a strong determiner on the capacity of these roadways to absorb some but certainly not all of this traffic. I am unaware of actual current plans to extend bus circulators into neighborhoods like Milwood, although there may be the intent. Commuter rail cannot accommodate all of the cars in the new planning zone, but the lack of success will certainly ensure a traffic disaster.

Another critical aspect of this plan we would ask you to please focus on and be our advocates for is the contemplated buildout of a flyover connecting 183 and 360 you will find in the plan. Today, 183 from Burnet continuing north is all but impassible at the end of the workday. Residents of the neighborhoods north and west of the 183/Mopac interchange would simply ask that you help us get home after work. Not addressing this issue - while adding zoning that in effect establishes of a second downtown - makes us envision a future of snarl on 183 that makes us long for the pain of today. Please consider early commitment to finding a way to make that a reality.

Finally we would ask for you to consider how the TIA process for future TODs considers not only the designated planning area, but the neighborhoods that surround the planning area. While Molly Scarborough accommodated our interest, the city must realize you cannot create a gravity well with 80,000 people in a piece of land and not have impacts on the surrounding pieces of land. The TIA process should also be opened in some way to allow neighborhoods to express concerns or observations based on their experience. Today in my experience the TIA does not involve community input, and once it is delivered is used as a reason for why there is no longer reason for community input. I'm not proposing that the TIA cease to be an engineering document, but given the political reality that it is often used as the reason why there is no longer the need for discussion, it cannot only be an engineering document.

The other aspect the Planning commission asked me to forward to you was the importance of this area to bike commuters. The primary bike route north is Shoal Creek. At the point one gets to Steck and Shoal Creek, a variety of unsafe and probably illegal actions have to be taken to get north of 183 and MoPac. If this plan had a way to emphasize making Burnet or a similar path bike friendly early, and accommodate a logical connection of a route from Shoal Creek to that solution, you could truly establish a corridor that encourages multimodal transportation.

Thank you for your service and your commitment to our city. If you have questions for me I'd be happy to work with you in the future.

Best Regards,

Dustin Lanier

President, Milwood Neighborhood Association

Member, Urban Transportation Commission

512/653-0055