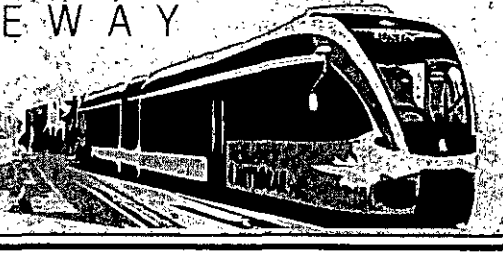
NORTH BURNET : MASTER PLAN

GATEWAY



Why is it important to consider a more urban, mixed-use development pattern in the North Burnet/ Gateway area?

A NEED FOR CHANGE

In any undertaking requiring people to consider change, among the first questions is: "Why?" Most humans resist change – sometimes vehemently, sometimes just because it is easier to stay the same. As author Pip Coburn states in his work, The Change Function, "People change habits when the pain of their current situation exceeds their perceived pain of adopting a possible solution."

How do we as a community assess the level of our "current pain" in regards to our urban development pattern? This process is difficult for several reasons:

-- Things are going pretty well in Austin. Employment is robust, value of assets, i.e., business, real estate, tax base, etc. are up.

-- Any societal pain felt by our current development format has built up over several decades, causing us to believe that what we are doing in the built environment is "just the way it is."

-- The pattern of disconnected, single use, auto-centric development that dominates our city has been institutionalized by the development industry, i.e., investors, lenders, developers and end users.

The intent of this Master Plan is to recommend a paradigm shift - to alter the predictability of development in this North Austin neighborhood. A major catalyst for change in this neighborhood already exists: the inevitability of at least one Capital MetroRail Urban Commuter Rail station and the potential for a commuter rail connection to San Antonio.

Rail has historically been a strong stimulus for industrial development since proximity to rail keeps transportation costs down. In recent decades trucking has largely replaced rail as a more flexible form of transporting goods. As economies and populations shift, the growth supported by rail has changed from industrial to residential. The commitment to a passenger rail network by a community constitutes a major long-term investment in public transportation. In a time of lengthening automobile commutes and rising gas prices, this investment is exceedingly valuable to private sector developers, as well as to potential residents and homebuyers. To take full advantage of Austin's commitment to passenger rail, the traditional pattern of suburban growth must be discarded for a more urban, integrated approach to development. To encourage new development patterns in an area the size of North Burnet/Gateway will take an extensive and collaborative effort, embraced by the general public, the business (private) sector, public officials and the staff of several public agency stakeholders in the area.

The work that went into Envision Central Texas helps frame the issue of growth at a regional level. This process allowed the community to contemplate how the region will look for decades to come as we accommodate the next million-plus residents making their home in Central Texas. The

vision for future growth that came out of the Envision Central Texas process reflects more compact, denser development clustered in town centers with lots of activity, an efficient transportation network of transit and roadways, and parks and open space.

There are significant recent studies that help measure the societal effect of sprawl. One such study, Urban Sprawl and Public Health, by Dr. Richard Joseph Jackson, is based on research sponsored and conducted by the National Center for Disease Control and Prevention. Dr. Jackson was recently interviewed by the magazine Metropolis. In that article, the interviewer states,

"The message of the book is simple: our car-dependent suburban environment is killing us... sprawl is at least partially responsible for a full range of American diseases, from asthma to diabetes, from hypertension to depression."

In the Metropolis interview, Dr. Jackson made these salient points:

"The modern America of obesity, inactivity, depression, and loss of community has not 'happened' to us. We legislated, subsidized, and planned it this way. The public health community recognizes it is important to "create communities that allow people to meet their life needs without sitting in a car three hours a day".

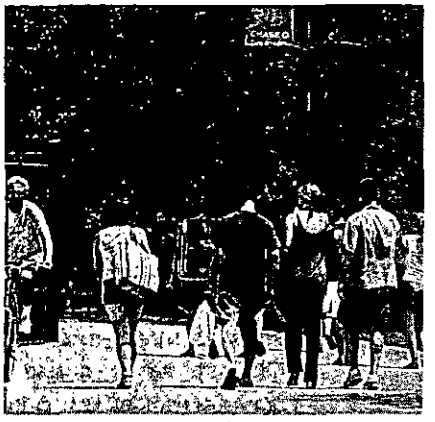
"While 60 percent of children walked to school in 1973, now only 13 percent do... [Walking is] the one exercise we can do at virtually every age... When you're getting things done, you don't even notice that you're walking.

"Compar[ing] [mortality] statistics from the suburbs with the roughest inner city... Is it the commuter driving long distances from a pretty suburb or the person walking short distances in an urban area [who is more likely to die violently]?" "If you add crime and car crashes together, you're 20 percent more likely to die in the suburbs...But we know the treatment for these problems. We know how to build communities with central commons surrounded by civic buildings, with sidewalks, parks, and transport, with kids and old folks being able to get back and forth to their daily destinations. I think we are at the right moment to reinvent American communities back to what they were at their absolute best."

As the interviewer states, one of the things most enjoyable about Dr. Jackson's work is "that it reintroduces to planning the original motivation of public health—which has largely been missing for a century—but it turns this impulse on its head. The very first city planners increased life spans through an act of separation, by moving households away from those dark mills. Now Dr. Jackson and his colleagues are saying that the greatest danger is not the factories but the separation itself."

According to Dr. Jackson, "It certainly is a good idea to not have our children living next to tanneries and slaughterhouses. That said, there is really no reason we shouldn't be close to retail and accountants' offices and all the rest. The fact is that we do know how to build healthy communities. We just have to make it happen."

Another important study was published by the Center for Transit-Oriented Development and the Center for Neighborhood Technology. It states that "the cost of transportation, while not currently factored into the affordability equation, has become increasingly central to family budgets, given their choices to live farther from jobs and as today's development patterns require families to use their cars more often to run errands or take their children to school. Therefore, the affordability of housing should be considered in the context of the transportation costs associated with the neighborhood in which the home is located. It is the intersection between housing and location that provides a more meaningful measure of affordability."



"...sprawl is at least partially responsible for a full range of American diseases, from asthma to diabetes, from hypertension to depression."
Source: *Our Ailing Communities* www.metropolismag.com

The study suggests a new formula for measuring affordability:

$$\text{Affordability Index} = \frac{\text{Housing Costs} + \text{Transportation Costs}}{\text{Income}}$$

Another important reason to consider redevelopment is stewardship and sustainability. A majority of Americans claim to support "the idea of preservation, restoration and/or improvement of the natural environment..." By redeveloping land, we are, in essence, recycling a precious natural resource. By redeveloping at a significantly higher density than suburban development achieves, we could be as much as 1000 percent more efficient in using the land. New land development referred to as "green field" development not only uses land inefficiently, it also requires significant new infrastructure to serve the development. Figure 4.1 compares the potential benefits of redeveloping the North Burnet/ Gateway district to a similar development program applied to a green field site.

Another point worthy of consideration, which has been statistically validated in the last two U.S. Censuses, is the changing demographic make up of America. This change has occurred gradually but is significant in that the household form and lifestyle desired by the new demographic is much different than that delivered by the majority of suburban subdivisions.

Parents with school age children make up only about a quarter of the home buying market. This leaves the majority of the market seeking an alternative to conventional suburban development. These buyers often seek a mixed-use, walkable environment well supplied with amenities, jobs, local retail and entertainment. Additionally, they desire good civic and open space development to offset the denser form usually found in such developments.

Recently, the Urban Land Institute hosted an educational series on Placemaking "which suggests that the culturally rich, diverse environments will occur at a greater pace than in otherwise suburban settings. These "town center" developments such as the Woodlands Town Center are not near the traditional central business district but are taking on a similar look and feel with a mixture of uses, greater density and alternative forms of transport and housing. They are not the soulless "edge cities" documented by Joel Garreau in the 90's, but instead are vibrant alternatives for a market segment that demands "more than a suburb can deliver."

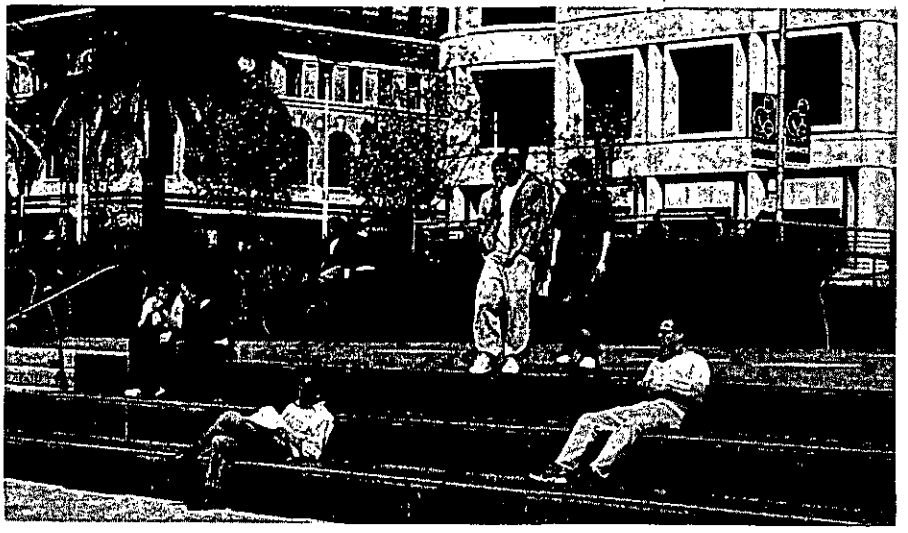
To achieve a balance of jobs, houses, retail, open space and community facilities would be a worthy goal of any town plan. It is seldom that the opportunity to affect such a balance in modern city planning comes along. City planning is normally done by sector, area, or some other geographically defined subset of the overall community. Usually these sub-areas are dominated by existing residential neighborhoods. It is also common that these sub-areas harbor a high degree of "emotional investment" by the residents of the area. This seems to occur despite the socioeconomic or ethnic make-up of the area. It is human nature to resist change. That is why the opportunity to redevelop North Burnet/Gateway is so unique.

Figure 4.1 : Urban Redevelopment Compared to Greenfield Development

The North Burnet/Gateway area is relatively large. By comparison, it is about three and a half times the size of Mueller Airport, the City's most significant redevelopment effort to date. As Figure 4.3 shows, the North Burnet/Gateway area is large enough to hold Austin's Central Business District (CBD), the State Office complex and UT's main campus, with room to spare.

Another unique attribute of the area is that it has no single-family ownership housing and only a few hundred apartments. As the consultants discovered in stakeholder meetings, a prevalent attitude was "there is nothing memorable about North Burnet/Gateway." Clearly, there are many property owners in the district, along with a host of thriving businesses, most of which are commercial ser-vices, industrial or retail (both local retail and destination retail). The goal of the plan should not be to displace all these uses, but as passenger rail is introduced to the area, the Master Plan should maximize the efficiency and use of the area by encouraging densification and reformatting existing uses into a new, more urban form.

How is this to be accomplished? The simplest way to think of it is to build up rather than out. We see this phenomenon in housing, where, as land becomes more valuable, homes get taller – generally two-story rather than one, lots get smaller. The same principle applies to commercial redevelopment. The value of any tract of land has two components: the land value plus the improvement value. The income stream derived from whatever use is in place on the land should not cloud the basic real estate value of the improved land. In many cases, the business occupying any given building is a tenant, not an owner. As redevelopment occurs, these tenants will find new addresses either in the district or elsewhere. Such decisions will be made by most business owners, based on several factors, such as cost, access, proximity to workforce, proximity to the primary market, competition in the area, etc. It is



the goal of this plan to create a scenario where those businesses that want to stay in the area can do so, even though they may find relocating to another area either in or out of the district desirable over time.

Another key ingredient in changing the nature of the North Burnet/Gateway area is to add a significant number of residents. People living in the area will have the most profound effect on its ultimate desirability. This will be an absolute necessity to making the area a successful transit-oriented development (TOD).

At a recent gathering of the development industry in Denver, it was reported that the changing nature of the American demographic will have a significant effect on the form of the American household and the "places" new buyers will prefer. This report is based on the results summarized in Figures 4.4 and 4.5.

This data is relevant to North Burnet/ Gateway since the horizon for the initial phase of development coincides with the forecast household formation in Figure 4.5, which indicates that Generation Y will be moving through the rental phases into home ownership from now through 2020, while the Baby Boomers will be moving into the Empty Nester phase and downsizing.

The panel also reports the preferences of this group will include new infill locations which are more dense, more diverse, more connected, "places" offering unique amenities and public gathering places. They will also support public transportation, and be willing to pioneer new locations. The idea of redeveloping under-utilized places will appeal to their desire to "do good."

In their acceptance of density and diversity, it will be important to provide a variety of places to "breathe" such as plazas and parks. Individual unit design will likely get smaller and favor uniqueness versus sameness, with a balance between price and lifestyle.

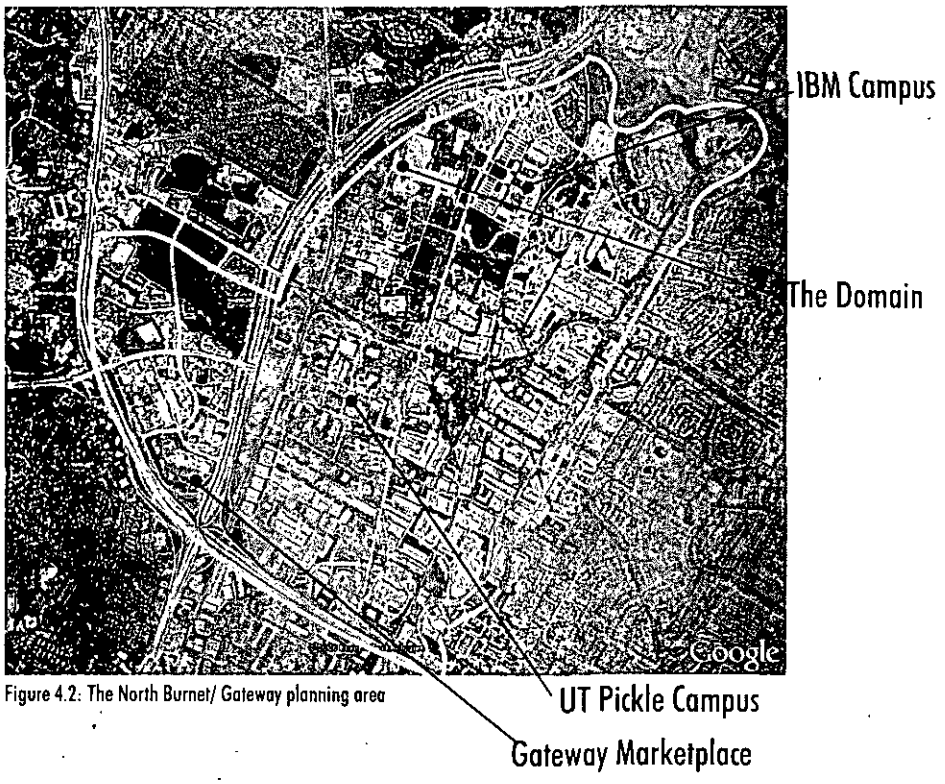


Figure 4.2: The North Burnet/ Gateway planning area

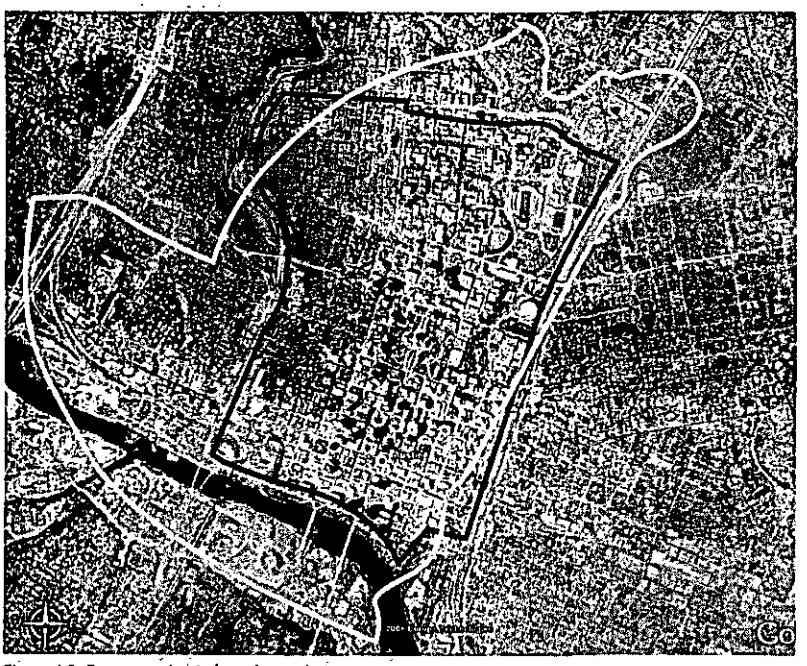


Figure 4.3: Downtown Austin boundary, relative to the boundary of the North Burnet/Gateway area.

Each of these factors has gone into the conception of the North Burnet/Gateway Master Plan. While the "Why" has been determined by a great deal of research, experiences, and basic market forces, the "How" has been written as a specific vision, followed by specific design principles and a tangible set of goals and strategies to make the vision a reality.

Figure 4.4 : Impact of Young Consumers on the American Population

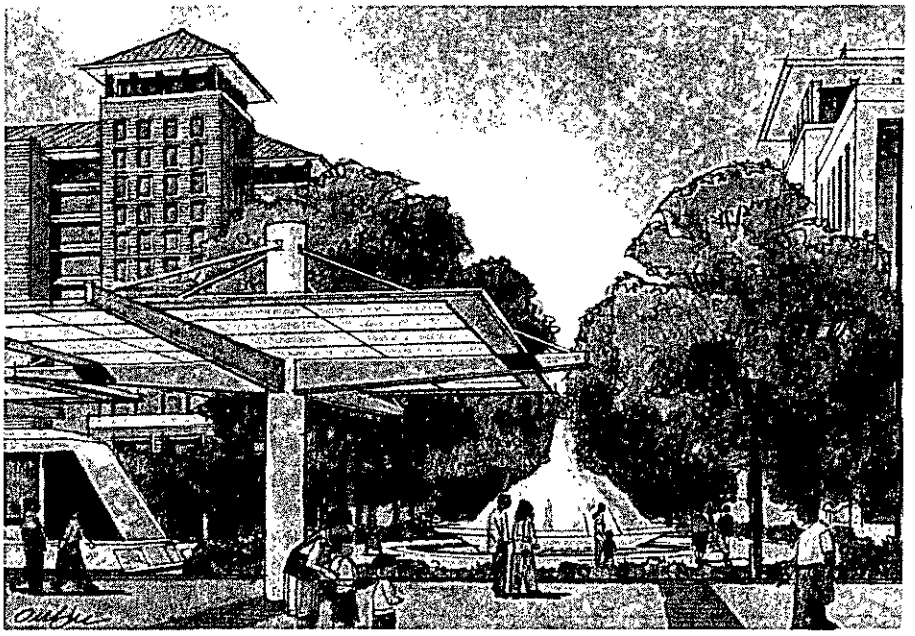
Generation	Born	2006 Age	2006 % of Nation	2006 # of People	Average Annual Births
Eisenhowers	Before 1946	61+	16%	48M	2.6
Baby Boomers	1946 – 1964	42 – 60	26%	76M	4.0
Generation X	1965 – 1980	26 – 41	21%	62M	3.4
Echo Boomers/Gen Y	1981 – 1999	7 – 25	28%	83M	3.9
Post Echo/Gen Z	After 2000	0 – 6	9%	28M	4.0

Source: Claritas, Inc.

Figure 4.5 : Projected Housing Trends of Generation Y

	Student Housing	Single & Roommate Rental	Rent as Couple / 1st Home	Young Family Own	Mature Family Own	*Empty* Nester Downsize Own	Retiree Senior Housing
2006	Gen Y	Gen Y	Gen X	Gen X	Gen X, Baby B	Baby B	Eisen, Baby B
2010	Gen Y	Gen Y	Gen Y	Gen X	Gen X, Baby B	Baby B	Eisen, Baby B
2015	Gen Y	Gen Y	Gen Y	Gen Y	Gen X	Gen X, Baby B	Eisen, Baby B
2020	Gen Z	Gen Y	Gen Y	Gen Y	Gen X, Gen Y	Gen X, Baby B	Eisen, Baby B

Source: Robert Charles Lesser & Co.



A broad urban boulevard, lined with a range of building types and uses could direct patrons to a rail station.

Figure 4.6 :Illustrative view of a public plaza at a rail station

THE MASTER PLAN

VISION

This Master Plan attempts to synthesize the major themes and desires expressed during the public involvement process with the realities of the planning area. It presents a specific redevelopment vision, not with the intent of prescribing a literal solution, but to act as a guideline for future decision-making. Using the Master Plan as a reference will allow future development proposals to be evaluated in light of how they help to advance the overall vision. It also provides guidance as to the public policies and actions that will be necessary to implement the plan.

At the heart of the vision for the North Burnet/Gateway neighborhood is the addition of new transit stations along the Capitol Metro-Rail Red Line and the ASAICRD (UP) line. Although Capital Metro and ASAICRD have not determined the exact location for the commuter rail stations, conceptual locations are shown in this plan. These stations would be catalysts for the transit-oriented development envisioned for the district. A significant open space near the stations is recommended to open up a vista into the heart of the redevelopment area, while also creating valuable frontage on all sides for more significant, anchor uses. Figure 4.8 depicts an illustrative view of this recommendation.

A broad urban boulevard should lead to the stations, lined with a range of different buildings and uses. Near the station, the density should peak with a mixture of residential, employment, retail and entertainment uses. City-owned land and other currently developable land near the potential station locations presents the opportunity to establish the character of the North Burnet/Gateway district early on. It is recommended that significant new development occur on both sides of the station platform. The buildings on either side should be mixed-use buildings, placed right at the edge of the railroad, with retail uses at the ground level, and a combination of office and residential uses above. These buildings could be in the 15 to 30 story range, with the structured parking placed behind the principal building face, usually facing toward the interior of the block. Figure 4.6 depicts a hypothetical view from the station, showing all of the elements of a successful, pedestrian-friendly streetscape.

Great urban neighborhoods have a tendency to develop into specific "subdistricts" that have a uniqueness unto themselves. While in many cases this happens organically, the Master Plan recommends facilitating that differentiation through the creation of specific sub-district development standards (see Figure 4.9). Subdistricts would vary in the physical form and density of development allowed. They would cater to specific uses, and potentially prohibit other uses. The most dense and flexible subdistrict would be Commercial Mixed Use. Around any potential transit stations, even greater density would be allowed within this subdistrict. The vision for the subdistrict boundaries is to create a dynamic cross-section of urban densities such that one transitions to the next, downsizing scale and density gradually along specific corridors. The Neighborhood Residential

2035 CONCEPTUAL MASTER PLAN

Figure 4.7

This map presents a potential redevelopment vision and does not constitute regulatory standards

subdistrict is the least dense subdistrict and only allows for 2-5 story buildings. This would eventually transition into the existing neighborhoods east of Metric Blvd. and north to Walnut Creek. Details on the arrangement and characteristics of subdistricts is discussed further in the Land Use and Zoning section of this chapter.

Defining these subdistricts lays the groundwork for calculated redevelopment throughout the district. The Master Plan sets forth a vision for shopping streets and large-scale entertainment venues; row house villages with modest retail at high-traffic intersections; mid-rise villages of apartments and artist lofts interspersed with galleries and pocket parks; existing businesses alongside new restaurants, new homes, and a new transportation network. Each of these components combine to form a more sustainable, human-friendly development pattern.

Another key element of the vision for the neighborhood is the redesign of existing roadways to better accommodate pedestrians, cyclists, and transit. Burnet Road and Braker Lane are undeniably the backbones of the transportation and infrastructure networks in this area. The Master Plan recommends a wholesale upgrade of Burnet Road into a vibrant transit boulevard with wide sidewalks, larger street trees, a landscaped median, and buried power lines. It is recommended that Braker be improved to include large landscaped medians and street trees, maintaining three lanes in each direction from Metric to US 183. The permanence of these investments in Burnet and Braker would solidify the city's commitment to change and serve as a major economic incentive for the private sector.

GOALS

The results of the public input into the planning process, as summarized in the previous chapter, tended to focus around three broad themes. These themes are outlined, along with specific goals for accomplishing the broader vision. Specific recommendations for development patterns, regulatory changes and infrastructure improvements are provided in each of the topical sections of this chapter.

ONE: Transform the aging, auto-oriented commercial and industrial uses into a livelier mixed-use neighborhood that is more pedestrian- and transit-friendly and can accommodate a significant number of new residents.

a. Create a dense and vibrant "town center" with an urban form and uses less reliant on the automobile. This means creating a concentration of interrelated uses that provide for a range of activities to occur in close proximity to transit.

b. Achieve a balance of jobs, houses, retail, open space and community facilities. The essence of a mixed-use area is that it allows for opportunities to live, work, and play within the same area.

c. Enable opportunities for transit-oriented development based on the presence of both the Capital Metro and the potential Austin-San Antonio Intermunicipal Rail District (currently Union Pacific) commuter rail lines.

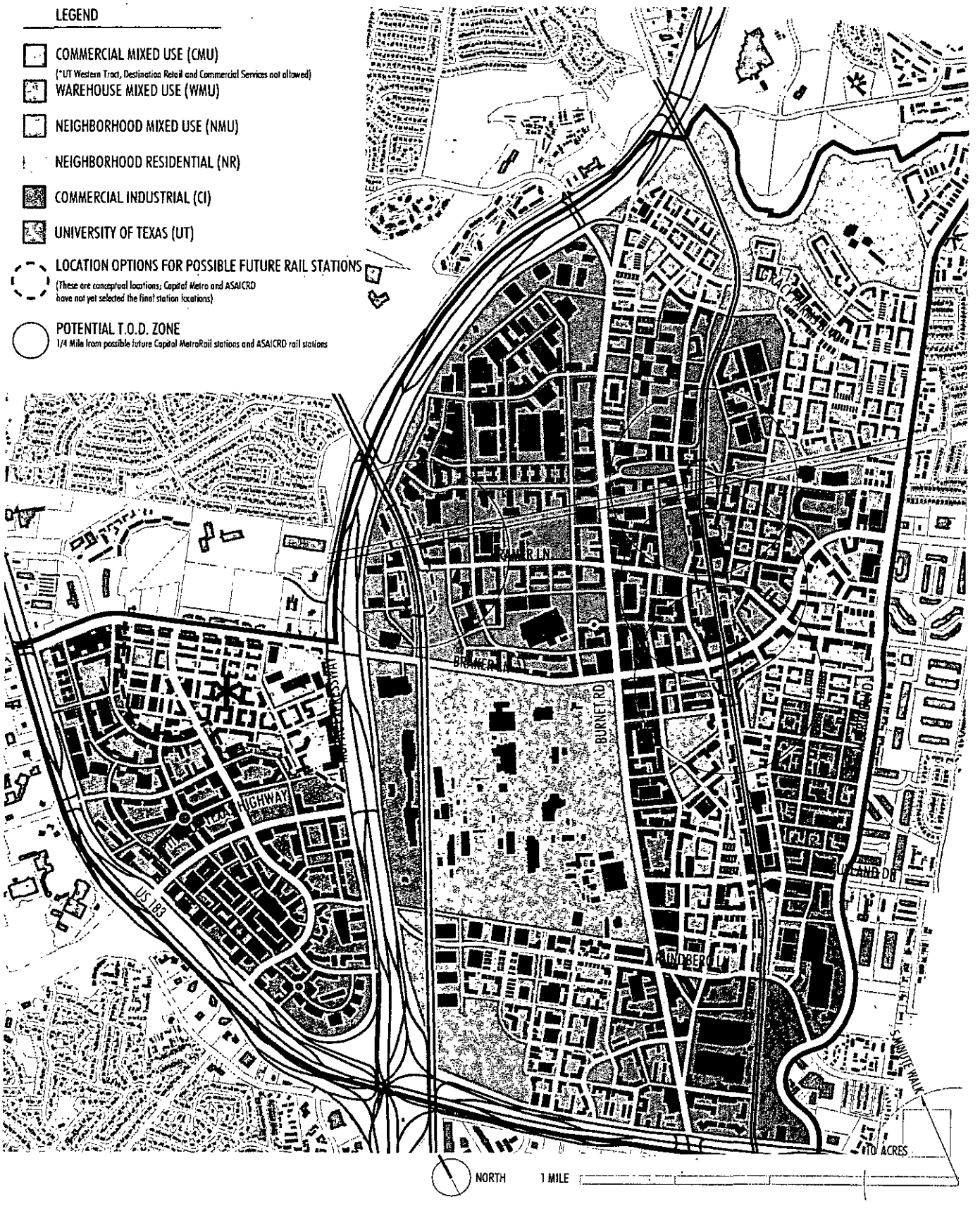
d Enable redevelopment and adaptive reuse while accommodating existing uses. Recognize that the auto-oriented uses will be less appropriate, and could be reformatted to more local neighborhood oriented uses.

e. Include significant higher density residential uses in the mix to accommodate

Figure 4.8 : Illustration of a public green fronted by high density development

PROPOSED SUBDISTRICT PLAN

FIGURE 4.9



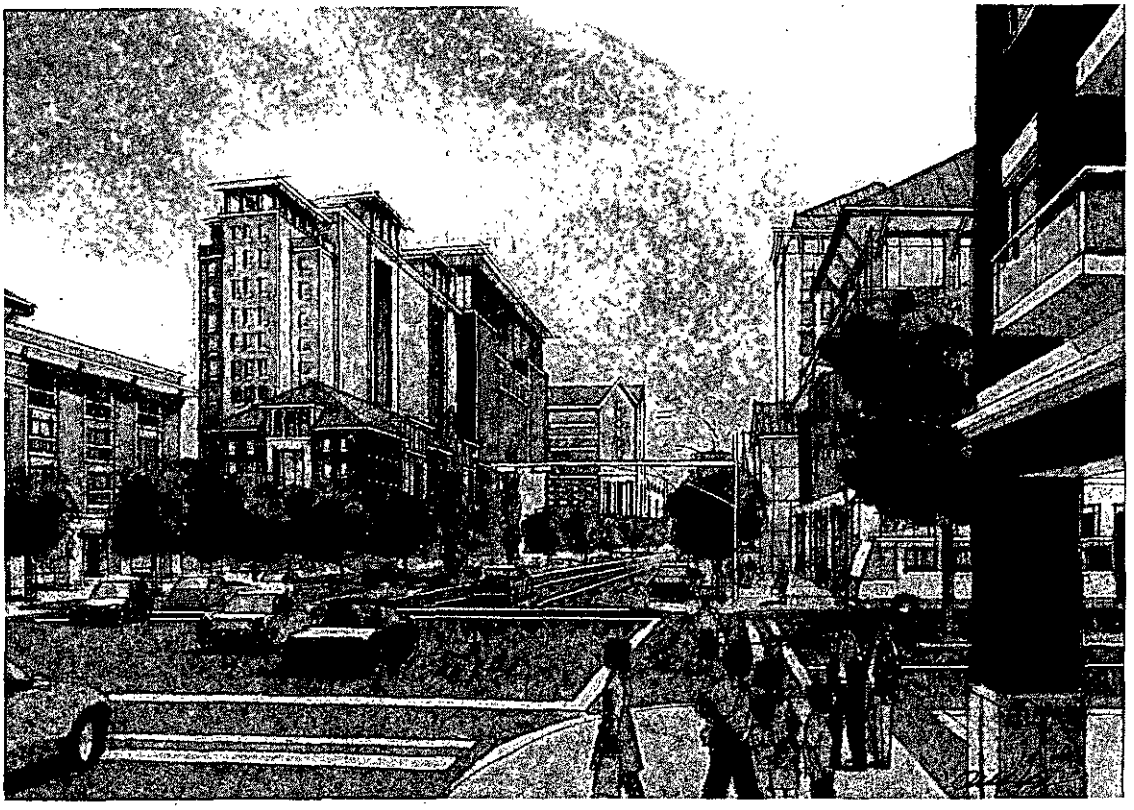


Figure 4.10 : Conceptual view of Braker Ln and Burnet Rd as part of the 2035 Master Plan

Figure 4.11 : Illustration of a residential street within the Neighborhood Residential district, illustrating architectural character and a strong street presence

some of the region's expected population growth.

f. Provide for a variety of housing options and affordability, so that people of all income levels can live and work in the area. Encourage housing to be developed in close proximity to potential jobsites as well as public transit so that residents may reduce their dependency on personal vehicles and save on transportation costs.

g. Provide the associated community and neighborhood services, parks, and public spaces important to making a great neighborhood.

h. Create a framework for zoning changes and urban design standards that will guide future private development.

i. Locate transit stations strategically. The location of train stations in the study area is an opportunity to introduce uses that could derive value from the proximity to transit such as higher density residential, employment and entertainment.

TWO: Increase mobility both within the North Burnet/Gateway area and to surrounding areas by improving connectivity and creating the type of environment that is conducive to more sustainable methods of transportation, including accommodations for pedestrians, cyclists, and transit.

a. Create more compact, denser development clustered in activity centers to encourage a greater percentage of travel accomplished by walking, biking, and transit.

b. Provide a built environment, streetscape and street design that are safe and enjoyable for pedestrians and cyclists.

c. Change the configuration of Burnet Road to create a multi-use transit boulevard carrying auto, bicycle and future transit service throughout the area (see Figure 4.10).

d. Work with TxDOT to construct highway improvements to improve the flow of traffic on MoPac, US 183 and the frontage roads in the planning area.

e. Create a more efficient network of streets resulting in greater connectivity and dispersed traffic as properties redevelop. Add new streets and redesign existing streets throughout the North Burnet/Gateway area to accommodate local traffic, bicyclists, and transit.

f. Encourage interconnected transit services that provide quick and convenient connections.

g. Increase efficiency of transit systems by concentrating people and destinations in nodes or activity centers with greater density.

THREE: Be sensitive to the surrounding context and the natural environment.

a. Provide appropriate transitions and buffers for residential uses in adjacent neighborhoods.

b. Look for opportunities to integrate new and innovative ways to handle stormwater detention and provide water quality benefits.

c. Provide public open space in close proximity to new residential development in the study area. These areas should also link to the existing park and planned trail system along Walnut Creek.

d. Introduce a model for a more sustainable, compact form of development in a region that is challenged by significant population growth. Redevelopment should integrate green building practices and meet the goals of the Austin Climate Protection Plan.

e. Plant more trees in the neighborhood as properties redevelop to provide shade and help reduce the urban heat island effect. All streets should be well landscaped and shaded with regular street tree plantings.

f. Ensure adequate infrastructure capacity for development that will arise as the vision develops over time.

PLANNING PRINCIPLES

The 2035 Master Plan build-out scenario depicted in Figure 4.7 represents a mixed-use urban village concept. The over-all layout demonstrates several broad principles characteristic of such types of development:

- Create a network of interconnected streets defining relatively small blocks. This establishes a pedestrian-friendly scale to the overall area and breaks it down into more manageable units.

- Plan a clear hierarchy of streets. These should range from the mixed-use, pedestrian-oriented Transit Boulevard, to quieter, more residential streets, to auto-oriented high capacity roadways, to narrower vehicular access lanes (alleys).

- Place the primary building elements close to the street, particularly along the Transit Boulevard, which relies on direct interaction between the sidewalk and the ground floor uses to create pedestrian interest.

- Place the primary parking areas towards the interior of the blocks, typically behind the buildings accessed by rear lanes and alleys. Some of the parking, primarily short-term convenience parking is located as parallel parking on the mixed-use streets.

- Emphasize the quality of the pedestrian environment with tree-lined streets, wide sidewalks, clearly delineated crosswalks, and on-street parking to buffer pedestrian activity from moving traffic.

- Create a mix of uses, with taller, mixed-use buildings along the principal roads, transitioning to less dense, more residential uses as development approaches the existing residential neighborhoods.

- Acknowledge the market for multi-generational living; provide high quality housing for a full range of incomes and ages.

- De-emphasize the arterial roads as local streets and internalize most of the activity to slower, more pedestrian-friendly streets.

- Create a network of public open spaces designed to provide relief from the denser development form and to provide organizational and visual focal points for pedestrian activity. Ensure an appropriate balance of open space to residential and non-residential uses.

- Engage the public with civic building and public resources, like libraries, theaters, museums, and schools. Use the redevelopment of the area as a catalyst for these places, and vice-versa.

- Invest in permanent infrastructure like roads, fixed-route transit, sustainable localized power, and parks and open space. These investments can provide immediate economic incentives for private development and demonstrate a public commitment to creating a great place.

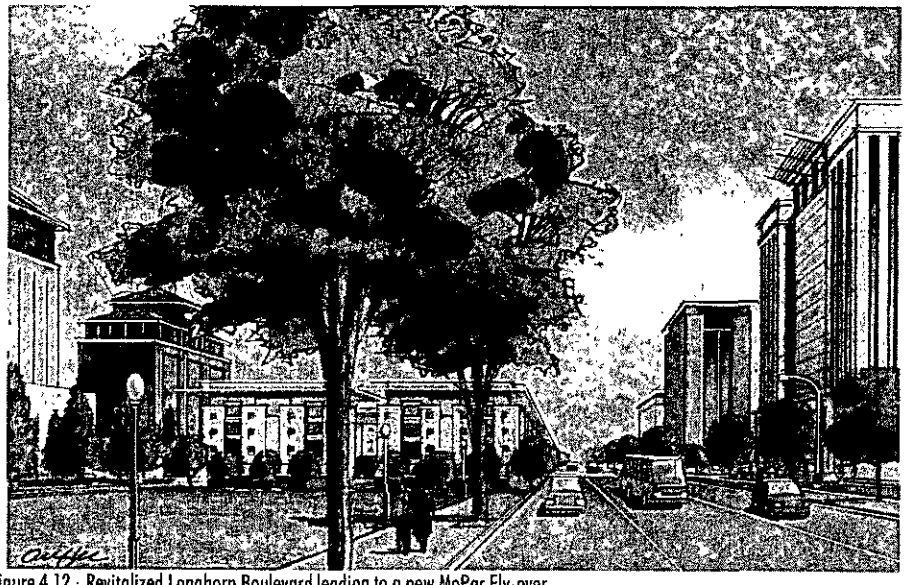


Figure 4.12 : Revitalized Longhorn Boulevard leading to a new MoPac Fly-over.

Figures 4.13 & 4.14 : Illustrations of the Transit Blvd. concept along Burnet Road

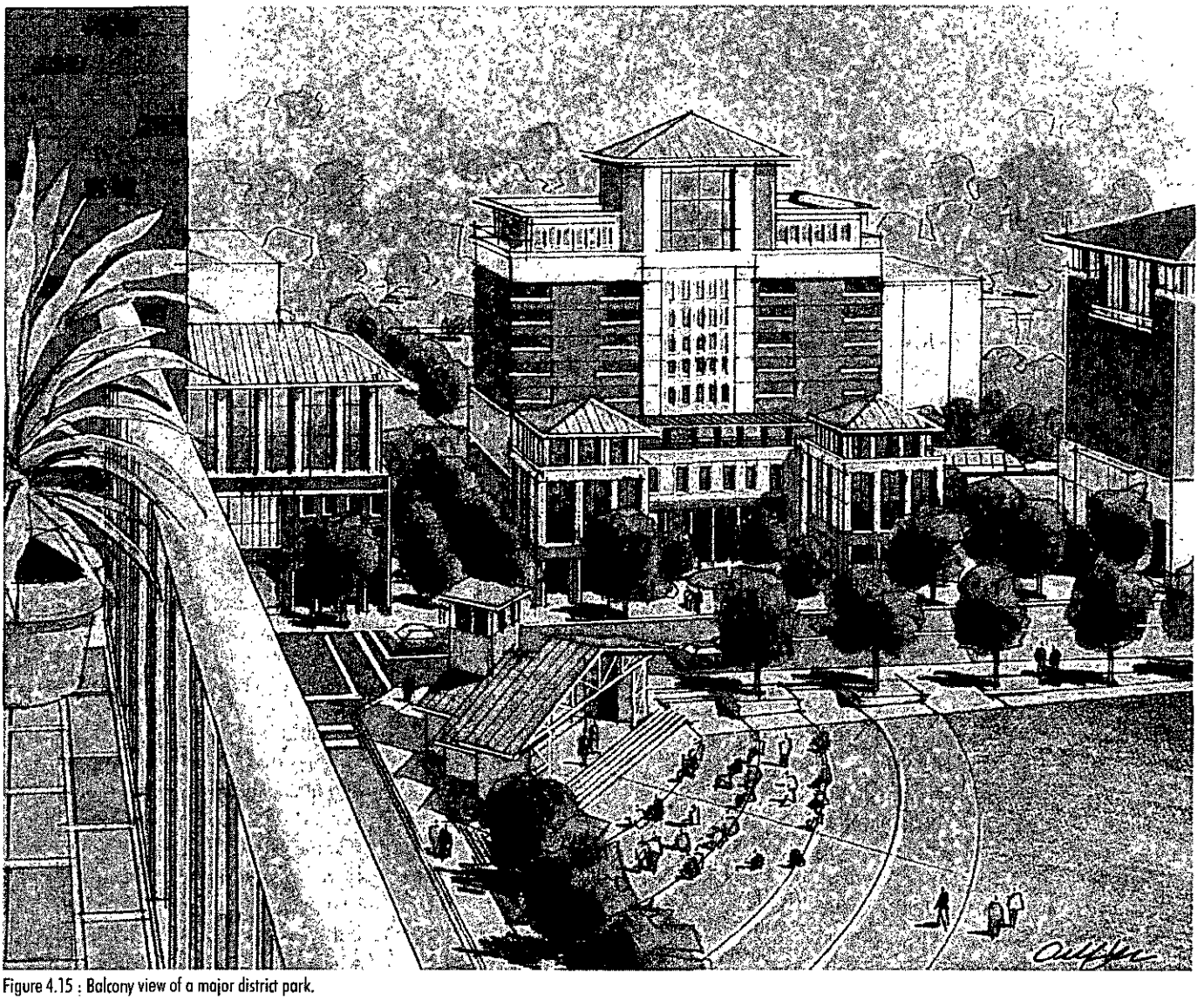


Figure 4.15 : Balcony view of a major district park.

TRANSPORTATION

CONNECTIVITY AND ACCESS

This Master Plan recommends new street alignments that would form the framework for redevelopment of the planning area into a denser, urban, mixed-use neighborhood. The new streets would be built over time as the area develops on a parcel by parcel basis. The proposed connectivity would provide opportunities for new connections to formerly isolated, or seemingly undevelopable parcels throughout the planning area. Due to existing conditions, new streets would meander slightly; though still take a reasonably direct route through the planning area. This will give the streets a more intriguing character, while also helping to calm traffic.

Figure 4.16 illustrates a conceptual plan of existing streets versus proposed new streets. Most new streets would be designed to be slow speed with on-street parallel parking lanes, which provides a desired configuration for a mixed-use, pedestrian-friendly streetscape. All new streets proposed have been specified from a palette of seven street types ranging from 120-foot right-of-ways down to 62-foot right-of-ways (see Figure 4.17). These are discussed in greater detail in the "Urban Design" section later in this chapter.

Several recommended new and existing streets would connect to existing arterials, separating the planning area into a series of smaller "city blocks." Block sizes should be no more than five acres. As new street segments are proposed, the resulting new blocks will be more pedestrian-friendly in scale, and provide a network for the distribution of vehicular traffic. Traffic will continue to move along the major arterials. However, an internal system of streets and alleys wouldabsorb much of the vehicular and service circulation, by providing access to private parking garages or surface parking lots, to be located at the rear or side of newly constructed buildings.

This Master Plan also recommends a complete redesign of Burnet Road into a Transit Boulevard, a street type that accommodates high traffic volume, with wide

sidewalks, bicycle lanes and expansion room for various types of future transit. A redesigned Burnet Road would be more comfortable for pedestrians, bicyclists and transit users than the current high-speed, auto-dominated roadway.

Another goal of the new roadway network and block structure is to minimize the number of driveway cuts from arterial roads and establish a street and block structure with predictable intersection spacing along these network spines. This would improve traffic flow on the arterial roads and help internalize local traffic movements. It would also improve the aesthetic quality along the arterial road edges.

The proposed street hierarchy, as discussed, is a much more urban transportation network pattern than currently exists. Major streets carry the bulk of traffic loads, but are easily relieved by parallel, secondary streets. Connectivity becomes very important among secondary streets, which allow drivers to avoid primary streets altogether. While primary streets generally have a more commercial focus, secondary streets are narrower, slowing traffic, to more comfortably accommodate pedestrian and bicycle traffic. Parallel parking and street trees enhance the residential quality and pedestrian experience of the streetscape. Narrow street widths are generally not recommended by conventional traffic planners, as they are perceived to cause problems for fire-fighting apparatus and bus access. In an urban setting, connectivity and through-access are very important to avoid these conditions. For streets with narrow right-of-way (ROW) like RES-62, multiple access points are required, as well as interconnected streets with no dead end conditions. For detailed descriptions of each street type, see the "Street Typologies" section in this chapter.

Outlined below are the specific connectivity and access improvements recommended for the North Burnet/ Gateway area:

Recommendations

1. Create a street network grid of collector streets, local streets, and alleys as properties throughout the neighborhood are redeveloped. New roadways will provide alternate routes and take traffic pressure off of the existing arterials.

2. Convert Burnet Road into a pedestrian-friendly urban Transit Boulevard (see Figure 4.14).

3. Convert Braker Lane (from Metric west to US 183) into a high volume tree-lined parkway.

4. Limit re-developed properties to a single driveway cut along arterial streets.

5. Create a new east-west connection over MoPac. Longhorn Blvd could connect with York Blvd across MoPac as an alternative access point to the Gateway shopping center. The crossover would also connect to Stonelake Boulevard in the Gateway area, providing access to the currently undeveloped land owned by UT (the "Western Tract") near the intersection of Stonelake Blvd. and Braker Lane (see Figure 4.12).

6. Extend Rundberg Lane to Burnet Road, allowing a connection with Longhorn Blvd west of Burnet.

7. Construct a direct connection between northbound US 183 and westbound Loop 360. This would alleviate much of the frontage road congestion at this intersection.

8. Enact highway improvements to increase traffic flow and ease congestion. Add U-Turn lanes at the interchanges along MoPac (across the highway connecting the frontage roads on either side), to facilitate new turning movements into and out of the North Burnet/Gateway area, which should take some traffic volume off of the intersection of Braker Lane and MoPac.

9. 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.

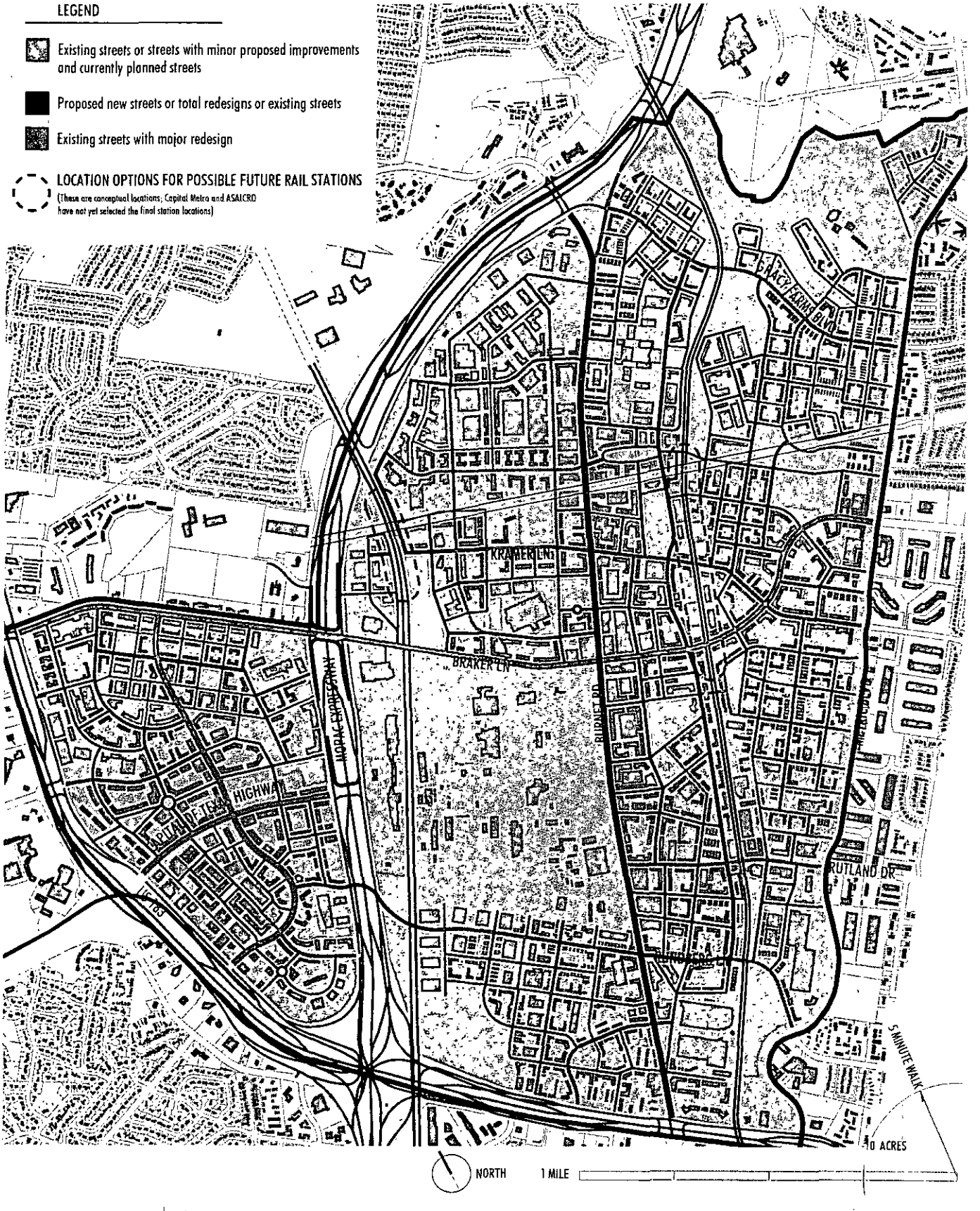
It should be noted that this Master Plan assumes that Burnet Rd and Metric Blvd do not expand to six lanes as proposed in the CAMPO 2030 plan. It is recommended that the CAMPO Plan be revised to delete its recommendation to expand the width of Burnet Road and Metric Boulevard during the next major plan update cycle which will conclude with adoption of the CAMPO 2035 Plan in June 2010. Keeping Burnet Rd. and Metric Blvd. at four lanes with the recommended redesign will create a better environment for pedestrians and cyclists movement throughout the district.

Similarly, the recommended new direct connection over MoPac would likely require an amendment to the CAMPO 2030 Plan before it could move forward to construction. The City of Austin should work directly with TxDOT to advocate for this type of improvement, identify funding, and elevate it for inclusion in the CAMPO Plan. Extensive collaboration with TxDOT is a necessity to make many of these recommendations a reality.

CONCEPTUAL STREET PLAN - EXISTING VS. PROPOSED

Figure 4.16

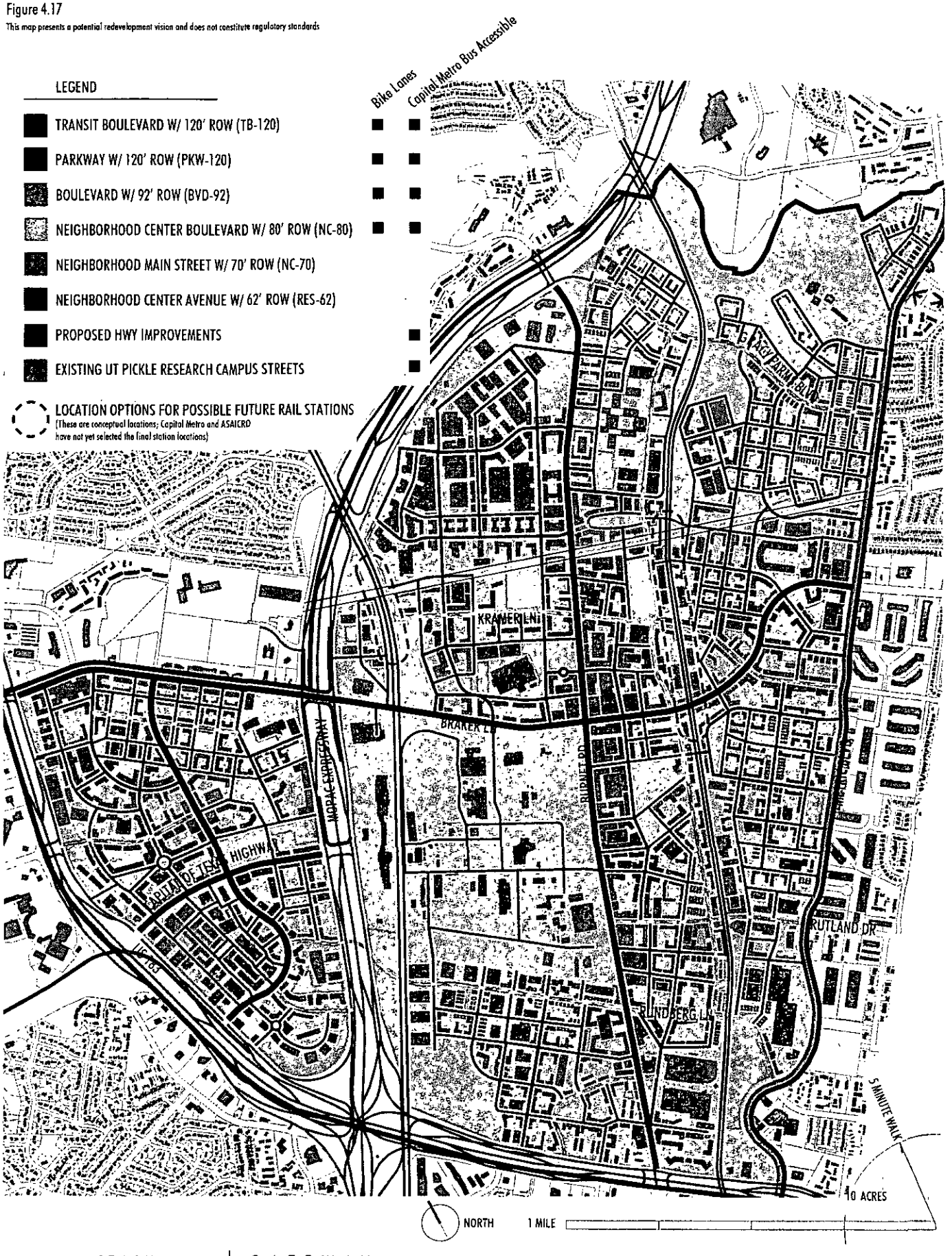
This map presents a potential redevelopment vision and does not constitute regulatory standards



CONCEPTUAL STREET HIERARCHY

Figure 4.17

This map presents a potential redevelopment vision and does not constitute regulatory standards



TRANSIT CIRCULATION

The role of transit in high density development is well documented in many research publications and other community planning resources. A highly connected, multi-modal system within the North Burnet/Gateway planning area is conceptually identified in the Conceptual Future Transit Connections diagram shown in Figure 4.18. This concept suggests a hierarchy of transit services that connect activity centers within the district and surrounding neighborhoods to the district. The goal is to create a new paradigm for transit use that is supported by and supportive of high-density mixed use development. People tend to use a transit system more when it provides quick and convenient connections for people living and working in the area, with direct routes and shorter headways (services on a more frequent basis). At the same time, when people and destinations are concentrated in nodes or activity centers with greater density, it is easier and more cost-effective to provide transit service that meets these needs.

The Capital MetroRail Red Line leads the study area's transit hierarchy and will provide service between Leander and Downtown Austin, a 32-mile route, beginning service in late 2008. Initially frequency of service is expected to be every 30 minutes during peak commute times in the morning and evening. Capital Metro has several station sites under consideration for this area but a final location has not been determined.

Another commuter rail station is planned by the Austin-San Antonio Intermunicipal Commuter Rail District (ASAICRD) along the existing Union Pacific Railroad. Initial service is projected to begin as early as 2012. This rail station is one of fifteen planned in a 110 mile corridor between Georgetown and southern San Antonio. The conceptual rail station has been shown in this plan along MoPac, in a location that would serve the Domain development. The Domain development promotes the high density, mixed used environment that supports Transit-Oriented Development (TOD) well. This location is also conceptual and has not been finalized by ASAICRD.

Capital Metro provides a wide range of bus routes within and through the study area, and will provide future transit service. Although the existing bus routes serve the immediate needs of the area, future development as envisioned by the 2035 Master Plan will require additional transit service. In the "All Systems Go" plan, Capital Metro identified this area for special consideration. The benefit of a more connected street network is that transit routes can more easily be revised to accommodate changing needs. Capital Metro will evaluate future transit service with regards to meeting these needs as the district builds out over time. Capital Metro currently has plans to direct its future rapid bus routes through the study area which will provide access from this neighborhood to the downtown area. A district circulation study, similar to the Future Connections Study performed for Central Austin, will determine what transit services would serve this district. The circulation study has been submitted to the Capital Metro budget process for the next funding cycle; if funded, the study would likely be initiated in fiscal year 2008. The circulation study will take many factors into account, including feasibility, cost, ridership and impact on the regional network in determining the type of transit modes and routes to best serve the North Burnet/Gateway area.

Another option in the transportation hierarchy is a concept being tested in a number of cities, including Austin, called car-sharing. A car-sharing service provides a number of communal cars that are available to be checked out on an hourly basis. This allows persons to rely more heavily on transit, knowing that if they need a car occasionally to run errands one will be available. Car-sharing could eliminate the need for a first or second car for participating families.

Multi-modal transit systems develop in various ways; however, certain components of a system may serve as a positive catalyst for transit-oriented development. Indeed, the Capital MetroRail service is one of the inspirations for this Master Plan. It is important for transit to have a sense of permanence. The lifespan and long-term commitment that a rail service implies is a valuable and concrete asset to private developers. Similarly, any fixed-route transit mode, such as streetcar, light rail, or separated, dedicated lanes for transit-only would also have a positive effect on transit-oriented development potential for the properties near the transit stops. The more flexible bus service is more demand driven and would seldom spur development on its own; however it is an integral component to a comprehensive transit system because of its flexibility to respond to changing development conditions. Regardless of the transit modes employed in the North Burnet/Gateway area in the future, the transit system is encouraged to be easy to navigate, provide frequent, direct routes to destinations, and minimize transfers and walking distances.

PEDESTRIAN & BICYCLE FACILITIES

During the early public involvement stages of this plan, a recurring desire expressed was the need for better bicycle connectivity, from both a recreational and commuter standpoint. Residents in neighborhoods adjacent to the North Burnet/Gateway area and bicycle advocates indicated a desire for better access to the Shoal Creek bike route just south of the study area. The existing bicycle routes through the area are difficult to maneuver and can be dangerous for cyclists. To address this issue, the Master Plan recommends the integration of three forms of bike accommodations into the area (see Figure 4.19). The first are "Rails with Trails" bike

throughways placed along existing rail corridors of both the Capital MetroRail Red Line and the ASAICRD (MoPac) rail lines. It should be noted that neither of these trails has been authorized by the governing authorities, Capital Metro or ASAICRD. However, Capital Metro is conducting a study to determine the feasibility of bike and/or pedestrian paths along portions of the Red Line where additional right-of-way exists; results are expected in 2007. It is premature for ASAICRD to comment on the Union Pacific Railroad right-of-way at this time, but given the ASAICRD commuter railway needs, a recreational trail could feasibly be located within portions of the existing right-of-way. The Burnet Road, Great Hills Trail, and Braker Lane underpasses should also be redesigned to accommodate a better bike route under US 183 to create safer north-south bike connections.

Bike lanes would be introduced on the Transit Boulevards, and on the largest of the secondary streets proposed. On the smaller of the secondary streets proposed, neighborhood streets and residential streets, bikes would operate in the lanes alongside autos as the design speed of the streets is intentionally kept low to accommodate mixed modes of transportation. Enhancing the pedestrian and bicycle environment is essential to transit-oriented development. The high degree of connectivity provided in the new street pattern will allow a diversity of route choices for cyclists and pedestrians as well. The major pedestrian and bike enhancement recommendations are outlined below:

Recommendations

1. Provide Rails with Trails throughways for pedestrians and cyclists along the existing rail corridors running north-south through the district.

2. Provide designated bike lanes on all primary streets and large secondary streets to encourage bike traffic throughout the district.

3. Keep design speeds low on all local streets to encourage bike traffic alongside vehicular traffic.

4. Establish sidewalk standards for all re-development to create tree-lined pedestrian friendly streets with wide shaded walkways.

5. Create a grid street pattern to improve the navigability of the neighborhood for cyclists and pedestrians.

6. Consider utilizing the space under the LCRA transmission lines for multi-use trails.

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

FREIGHT OPERATIONS

Freight activity is dependent on two main modes – rail and trucks. Both the Capital Metro and UP rail lines currently include freight activity. Capital Metro plans to utilize their rail line for urban commuter rail, therefore the freight operations will be moved to off-peak hours to avoid conflicts with passenger operations.

The Union Pacific Railroad line, which ASAICRD would like to utilize in the future for intercity commuter rail, has a larger amount of freight activity. There are discussions in place addressing the relocation of the Union Pacific Railroad freight traffic, thus, in the future, freight could be removed entirely from this line. In the event that through freight is relocated, there would still be a need for local freight deliveries. As in the case with Capital Metro, required local deliveries would then be moved to off-peak hours of the day.

Implementation of the North Burnet/Gateway 2035 Master Plan will have an effect on the amount of trucking that utilizes this area for freight transport. The Master Plan proposes reducing the number of parcels with industrial zoning. Heavy trucking activity is not consistent with a pedestrian-friendly environment. There is a regional need to provide for industrial land uses and trucking activity, however, this service should be concentrated in a strategic location in the southeast portion of the plan area, which will still allow for industrial use with convenient roadway access to Metric and Highway 183.

TRAFFIC CONDITIONS LEVEL OF SERVICE ANALYSIS

Traffic analysis was conducted for the North Burnet/Gateway area under two future development scenario conditions. This analysis forecast traffic conditions in 2035. The more detailed traffic analysis information can be found in Appendix 2.

For comparison purposes, the first future scenario, the "Conventional Scenario" traffic analysis, identified traffic conditions in 2035 if the North Burnet/Gateway area were to be developed with a conventional, suburban development pattern with segregated uses. In this scenario, the forecast for traffic generation was developed with existing, auto-oriented uses and the addition of five developments that have been approved or are in the permitting process: The Shops at Arbor Walk, Austin Commons, The Domain (both Simon Properties and Endeavor Real Estate planned developments) and Whole Foods. The only network improvements modeled in this scenario were the addition of u-turn lanes at the interchanges along MoPac Expressway and a connection between Rundberg Lane and Longhorn Boulevard.

The second analysis, the "NB/G Scenario," assumed major redevelopment based on the recommendations of the Draft North Burnet/Gateway 2035 Master Plan. The performance of this system is based on a number of variables. The new street system recommended in this Master Plan would create a more grid-like network and a clear street hierarchy to disperse

CONCEPTUAL TRANSIT CONNECTIONS PLAN

Figure 4.18

This map presents a potential redevelopment vision and does not constitute regulatory standards

This map shows a concept for an interconnected multi-modal transit system to support the high-density redevelopment of the North Burnet/Gateway area, with sufficient capacity and frequency to encourage the use of transit. This concept plan has not been approved by Capital Metro, and does not identify specific routes or modes of future transit service. Specific routes, modes and frequencies would be identified as redevelopment occurs in the area over time.

BICYCLE CORRIDORS AND OPEN SPACE

Figure 4.19

This map presents a potential redevelopment vision and does not constitute regulatory standards

traffic more evenly across the district and minimize peak demand congestion points. By pairing this type of street network with a land use plan that encourages a mix of uses, the streets will be used more evenly throughout the day and a larger number of trips between uses are captured inter-nally. One of the most important recommendations is to provide opportunity for neighborhood residents to travel from one place to another without an automobile. Whether this is implemented through the use of public transportation, bicycle trips, or walking, the effect is a reduction of the numbers of vehicles on the road. This is the only way to keep a dense urban area fully functional – by providing alternative means of transportation.

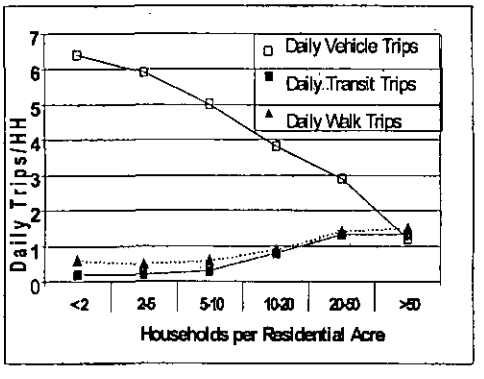
Figure 4.21 illustrates existing traffic conditions in the North Burnet/Gateway area, along with the two scenario LOS results for the 2035 PM peak period. It should be noted that, with the population of Austin expected to double in the next 20+ years, traffic in the North Burnet/ Gateway neighborhood, as in most urbanized areas of central Texas will reach their current capacity very soon. As shown by comparing the "Conventional Scenario" analysis with the "NB/G Scenario" analysis, traffic congestion will continue to get worse as the region grows, with or without implementation of the North Burnet/ Gateway Plan. However, under the "NB/G Scenario", the North Burnet/Gateway Plan accommodates significantly more residential, commercial, and office uses; e.g. the Conventional Scenario assumes approximately 6,200 residential units in the North Burnet/Gateway area in 2035, while the NB/G Scenario assumes approximately 40,000 residential units.

Three key factors contribute to the ability of the NB/G Master Plan scenario to accommodate more density while maintaining a similar traffic congestion Level of Service as would occur in 2035 if none of the plan's recommendations for changes were made in the area:

1. Mix of Uses. The number of auto trips generated is less because the North Burnet/Gateway Plan allows and encourages a mix of land uses in close proximity to one another. The location, mix of uses and density all impact the potential shift from auto to other travel modes, such as walking, biking and transit. The mix of uses can affect the internal synergy of a zone and study area. A well balanced mix of uses, such as retail, residential and office included in a zone allows for and encourages more pedestrian trips and shared vehicle trips within a zone.

2. Proximity of Transit. If the built environment is conducive to alternative transportation modes to driving, the demands for automobile travel can be reduced. Separate studies by CalTrans and Parsons Brinkerhoff revealed that as population density increases so does transit use. Figure 4.20 identifies key relationships between residential density and travel behavior.

Figure 4.20



3. More Interconnected Street Network. Even with reduction of trips due to the mix of uses and proximity of transit, the NB/G Scenario could generate approximately 15% more auto trips during the PM peak hour than the Conventional Scenario. However, because the NB/G Scenario includes a more interconnected street network, the additional auto trips are more evenly distributed, resulting in less congestion at any one intersection.

Trip reduction is best achieved through the development of urban neighborhoods or suburban town centers with compact, higher-density, mixed use development that is walkable, bike-able and well-served by public transit. The number of auto trips the NB/G Scenario development will generate is only half of the potential trips generated if this development was in a suburban, low-density type environment that did not promote mixed use and a variety of non-vehicular modes of transportation. In addition, the study area's proximity to Downtown Austin will reduce a commute trip length as compared to its suburban counterpart.

The North Burnet/Gateway Plan traffic analysis was conducted at a planning level to identify major transportation network improvements that could be taken to facilitate traffic movement and reduce congestion. This Plan incorporates these improvements as recommendations in the Connectivity and Access section of this report. As individual development projects are proposed, if they exceed a projected vehicular trip threshold, they will also be required to conduct a Transportation Impact Analysis (TIA). The TIA will identify ways to reduce the project's projected traffic impacts at a site level and at nearby affected intersections, such as additional turn lanes into the site.

Below are additional steps that the City may take to further reduce auto trips:

Recommendations

1. Refine parking regulations to reduce the oversupply of parking. Currently the City parking requirements stipulate minimum parking requirements based on land use. In mixed-use, compact, walkable places, this could have the effect of requiring more parking than the market demands and could add substantial costs to development and redevelopment. Alternative parking regulations could include:

• Reducing minimum parking requirements in the North Burnet/Gateway area

due to mixed-use development and the proximity to transit.

- Setting maximum limits on the number of parking spaces per square foot of new development.

- Allowing shared parking to be used to meet parking requirements. The premise is that different destinations attract customers, workers, and visitors during different times of the day. An office that has peak parking demand during the daytime can share the same pool of parking spaces with a restaurant whose demand peaks in the evening.

- Constructing centralized parking facilities and management. Centralized parking can be built and operated by a public entity or public/private partnership and reduce the costs of parking because large facilities are less expensive on a per space basis to build and maintain than small facilities. The City could charge market rates for contract and hourly parking to pay for the construction costs 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. Developers could provide in-lieu parking fees to avoid constructing parking on site by paying the City a fee, and the City in return could provide off-site contract parking that is available for use by the development's tenants and visitors during peak hours and open to the public during off hours.

2. Encourage parking spaces to be sold or leased separately from building space. This allows tenants (residential, employment, or retail) to understand the true costs of auto use and provides another economic incentive to choose alternative methods of transportation.

3. Establish Transportation Demand Management programs that may include employer transit assistance, staggered work hours, car and van pools, bike racks and showers for bicyclists.

Figure 4.21 : Change in Traffic Conditions based on Development Type

	Existing	Conventional Scenario	TOD Scenario
Signalized Intersections	2006	2035	2035
1. US 183 Northbound Frontage Road and Braker Lane	F	F	F
2. US 183 Southbound Frontage Road and Braker Lane	F	F	F
3. US 183 Northbound Frontage Road and Great Hills Trail	D	D	D
4. US 183 Southbound Frontage Road and Great Hills Trail	C	F	F
5. US 183 Northbound Frontage Road and Loop 360	D	F	F
6. US 183 Southbound Frontage Road and Loop 360	C	F	F
7. Seton Center Pkwy and Braker Lane	A	F	F
8. Stonelake Blvd and Braker Lane	B	F	F
9. Stonelake Blvd and Great Hills Trl	C	F	F
10. Sam's Drwy/Gateway Drwy and Loop 360	B	B	B
11. Stonelake Blvd and Loop 360	B	C	D
12. MoPac Loop 1 Northbound Frontage Road and Braker Lane	C	F	F
13. MoPac Loop 1 Southbound Frontage Road and Braker Lane	D	F	F
14. MoPac Loop 1 Northbound Frontage Road and Loop 360	C	F	F
15. MoPac Loop 1 Southbound Frontage Road and Loop 360	E	F	F
16. MoPac Loop 1 Northbound Frontage Road and Duval Road	F	F	F
17. MoPac Loop 1 Southbound Frontage Road and Duval Road	E	F	F
18. Burnet Road and Gracy Farms Lane			F
19. Burnet Road and Gault Lane	E	F	F
20. Burnet Road and Stone Hollow Drive extension			C
21. Burnet Road and Kramer Lane	B	F	F
22. Burnet Road and Braker Lane	E	F	F
23. Road A and Braker Lane	A	F	C
24. Burnet Road and Rutland Drive	C	F	F
25. Burnet Road and Longhorn Blvd/Rundburg extension	B	F	F
26. US 183 Northbound Frontage Road and Burnet Road	F	F	F
27. US 183 Southbound Frontage Road and Burnet Road	E	F	F
28. Rail Alignment Road and Gracy Farms Lane			F
29. Rail Alignment Road and Stone Hollow Drive Extension			C
30. Rail Alignment Road and Kramer Road			B
31. Rail Alignment Road and Braker Lane			E
32. Rail Alignment Road and Rutland Drive			C
33. Rail Alignment Road and Rundberg Extension			C
34. Stone Hollow Drive and Gracy Farms Lane	B	B	F
35. Metric Blvd and Stone Hollow Drive	D	F	F
36. Metric Blvd and Gracy Farms Lane	C	D	F
37. Metric Blvd and Braker Lane	E	F	F
38. Braker Lane and Kramer Lane	C	F	F
39. Metric Blvd and Kramer Lane	D	D	E
40. Metric Blvd and Rutland Drive	C	C	D
41. Metric Blvd and Rundberg Lane	C	C	D

LAND USE AND ZONING

One of the key goals of this Master Plan is to encourage redevelopment of the existing low density, auto-oriented commercial and industrial uses into a higher density mixed-use neighborhood that takes advantage of the links to rail transit. The intent is to bring in a significant number of new residents into the area to accommodate some of the expected population growth in the region; and to provide the associated community and neighborhood services, parks, and public spaces important to making a great neighborhood. These may include restaurants, small local businesses/retailers, and multi-story, mixed-use buildings with direct pedestrian access to public transit.

This plan will serve as a framework for infrastructure improvements and changes to zoning that will guide future development. With the possible exception of existing city-owned sites in the area, redevelopment of properties will not be conducted by the City, but by private property owners and developers over time.

The major land use and zoning changes recommended by the Master Plan are outlined below:

Recommendations

1. Allow increased density and building heights to accommodate some of the expected population growth in the region.

2. Encourage neighborhood services and activities such as restaurants, small retailers and local businesses.

3. Encourage well-designed multi-story, mixed use buildings with direct pedestrian links to transit.

4. Create a "design-based" zoning overlay with urban design standards. Establish subdistrict boundaries as part of a zoning overlay that would determine the FAR, height restrictions, setbacks, environmental and design standards for properties within the neighborhood (see Figure 4.22).

5. Create a "public benefit" density bonus system to provide incentive for the creation of affordable housing, civic facilities better street connectivity, additional stormwater management and publicly-accessible parks and open space.

6. Redevelop City of Austin properties to serve as catalyst sites for redevelopment (relocation of city services would be "revenue neutral", meaning that revenues from redevelopment needs to equal or exceed the cost of relocating the existing city services on the properties.)

If the land development code and development review process for the North Burnet/Gateway neighborhood is made simple and understandable, better projects will result with greater benefit to both public and private sector interests. Existing zoning in the North Burnet/Gateway area does not easily enable the kind of mixed-use, walkable, high-density places envisioned in this plan. This is underscored by the long process for zoning changes undertaken by property owners to allow the mixed-use development plans of the Domain to proceed. This North Burnet/Gateway Plan establishes subdistrict boundaries and development standards within the sub-districts, as well as a system of density bonuses to achieve certain 'public benefits', including affordable housing, and additional stormwater management, parks, and street connectivity beyond what is already required by City code. The recommended subdistrict delineation, paired with the Urban Design Standards detailed later in this chapter, is intended to encourage the walkable, mixed use redevelopment envisioned by the Master Plan.

The design guidelines and potential regulatory changes presented in this Master Plan involve a significant shift in approach to development. 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 here responds better to a newer style of zoning ordinance that is more concerned with qualitative design characteristics in addition to the quantitative limits. These so-called "design-based" ordinances seek to establish a certain quality of place by regulating such elements as the character of the street frontage, human scaled amenities, building placement, and architectural characteristics. They allow for the type of tightly integrated, denser mixed-use development that is typically precluded by conventional zoning.

SUBDISTRICTS

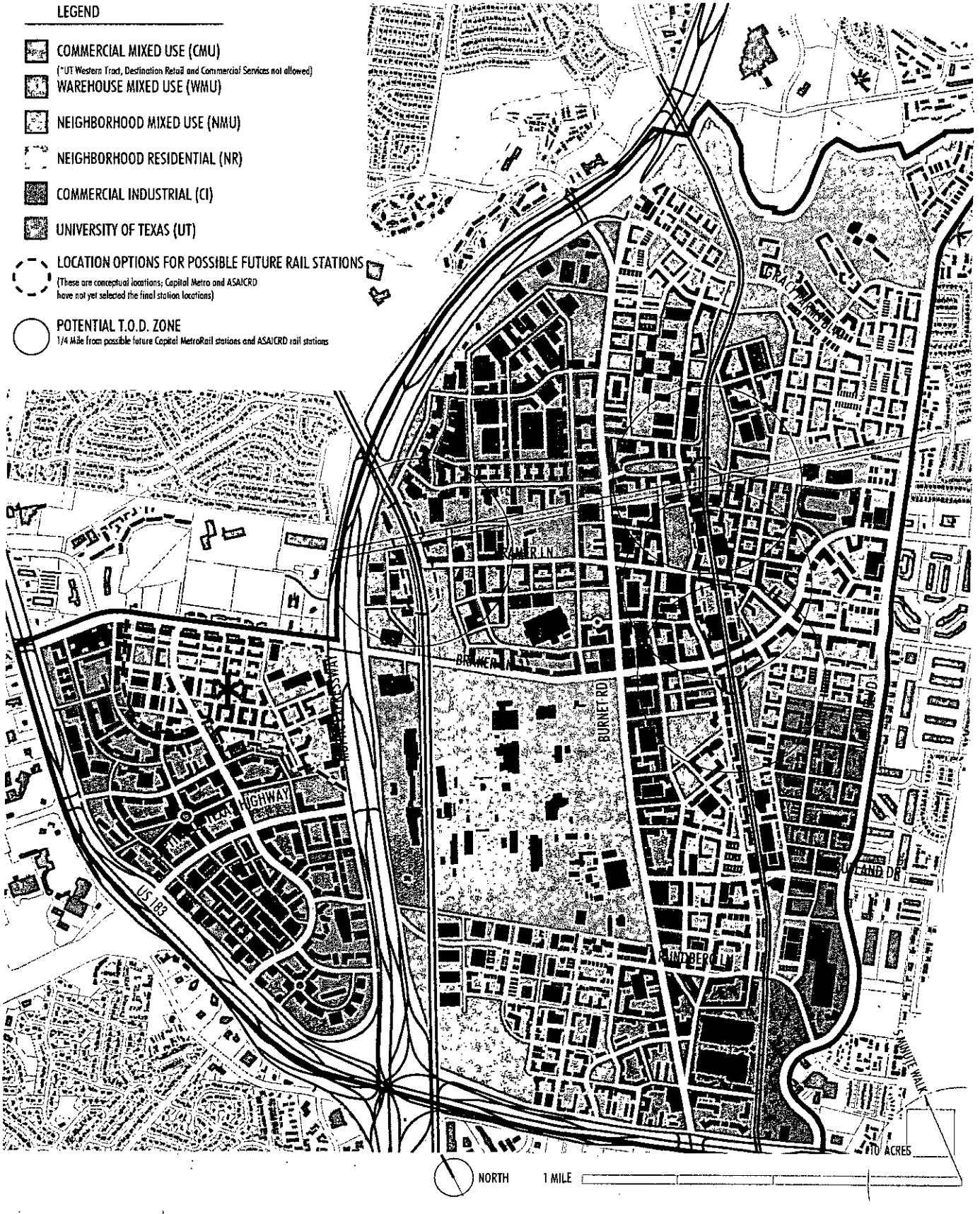
Following are descriptions of the various subdistricts recommended and illustrated by the Master Plan. The densities encouraged by these subdistrict descriptions were driven by public input, the market study conducted by Capital Market Research Inc, and research by the Urban Land Institute examining the minimum densities that are able to support extensive transit services (ULI: Developing Around Transit, 2005). Details of street types, allowable densities, and building massing are outlined in the "Urban Design" section later in this chapter.

COMMERCIAL MIXED-USE (CMU)

Commercial Mixed-Use is the most diverse and dense subdistrict. It has the largest reach across the plan, running north and south along both sides of Burnet Rd., west to MoPac, and east just beyond the Capital Metro Red Line. It extends north to include all of The Domain development and to just south of Gracy Farms Blvd. in the northeast. The entire Gateway shopping center is also illustrated as Commercial Mixed-Use. The character of this district is modeled after many of the great urban neighborhoods around the U.S. including Downtown Austin.

PROPOSED SUBDISTRICT PLAN

FIGURE 4.22



PARKS, OPEN SPACE & COMMUNITY FACILITIES

PARKS AND OPEN SPACE

Since the North Burnet/Gateway area currently has very little residential stock, there has been no real demand for parks or public open space. The concept driving the open space plan is to achieve a high quality, well maintained, well connected system of public and private open space. Based on the densities designed in the Master Plan and required by current land values, a well-connected network of open space becomes important as an escape and as necessary community gathering space. The park and open space system should be dispersed through the district so as to be proximate to all land uses, especially residential. A variety of open space should be provided, including neighborhood parks, greenbelts, rails with trails, pocket parks, greens, plazas, and squares. Off-leash dog parks may also be needed, as the number of residents and their pets increase over time. Each resident should be within a pleasant two to five minute walk of an accessible, moderately sized open space and no more than a ten minute walk from a larger neighborhood or district park. This relationship is conceptually illustrated in Figure 4.33. Connections between these open spaces should be accommodated via pedestrian walks, bike paths and public transit. These open spaces should not accommodate auto parking on site.

Walnut Creek in the north end of the district offers access to approximately 80 acres of natural greenbelt and will connect via the Walnut Creek trail to Walnut Creek Metropolitan Park, an area regional park approximately two miles east of the district and to Balcones District park to the west. The North Burnet/Gateway Plan encourages creation of additional, smaller greenbelts along the few remaining natural creeks and drainages which may feature walking or cycling trails.

Currently, the North Burnet/Gateway area presents a major gap in north-south bikeways through Austin. US 183 is a significant barrier to a north-south bike connection and the existing roadways in the planning area are not designed to accommodate bicyclists. The Master Plan illustrates a conceptual plan for connecting bike routes and open space from the Shoal Creek trail in the south to the future Walnut Creek trail in the north and throughout the North Burnet/Gateway planning area. The plan encourages rails with trails along both commuter rail lines. Currently the Union Pacific rail line does not allow trails within the railroad right-of-way, however rails with trails should be incorporated into detailed planning for the Austin-San Antonio commuter rail line to provide a direct north-south connection under US 183 to the Shoal Creek bike route.

Naturally landscaped neighborhood and district parks should be distributed throughout the area. Neighborhood parks are generally 1 to 4 acres. Larger parks may exceed three acres if, through design, the park creates a central open space that serves an entire neighborhood or group of neighborhoods, or incorporates physical features which are an asset to the community, such as pond frontage, high ground or significant stands of trees. Many of the larger open spaces illustrated on the plan are shown on public land. As discussed earlier, the development of this land as a catalyst must be executed to set a strong standard for the district. Providing high quality open space on these parcels is a major component of that precedent.

In addition to the more natural neighborhood parks, greenways, and open space in the district, plazas, greens and squares provide important community gathering space in an urban context (see the following page). A plaza is an open area adjacent to, or part of, a civic building or facility. Plazas function as gathering places and may incorporate a variety of temporary activities such as vendors and display stands. Plazas are usually 75 percent paved in concrete, stone, pavers or crushed stone. Plazas should be level, stepped, or gently sloping (less than three percent grade).

A Square is usually spatially defined by the facades of surrounding buildings, enfronting with streets on at least two sides. Squares are at the intersection of important streets set aside for civic structures and monuments. Squares are generally less than one acre and should be at least 25 percent paved and surrounded by buildings on at least 60 percent of its perimeter.

A Green is similar to a Square in that it is spatially defined by the facades of surrounding buildings (as a room is defined by its walls), enfronting with streets on at least two sides. However, a Green is more informally planted than the more formally planted Square.

The North Burnet Gateway planning area is envisioned to become a dense, mixed-use, vibrant collection of neighborhoods. The role of quality open space in the district is paramount to provide breathing room for residents and visitors. A summary of the Plan's parks and open space recommendations follows:

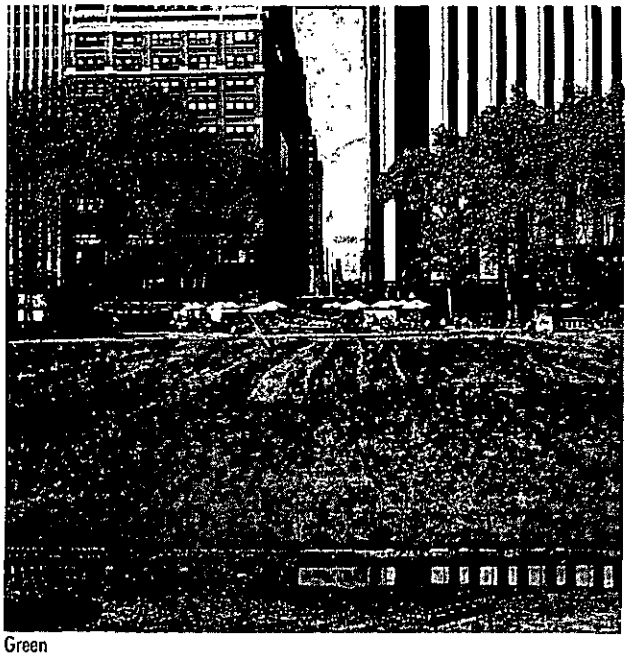
Recommendations

1. Use the conceptual illustration of parks and open space (Figure 4.33) as a guide for creating a distributed hierarchy of parks spaced by reasonable walking distances.

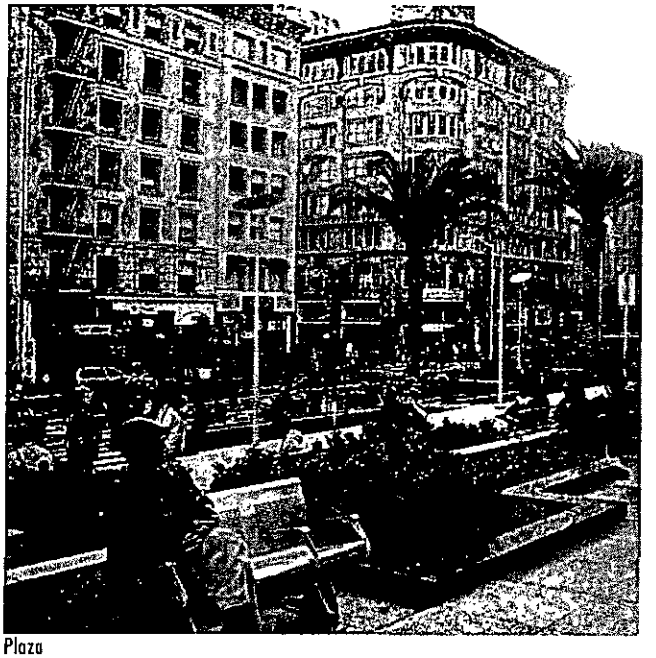
2. Provide for a range of public open space types for community use from actively-programmed public squares and plazas in the district core, to larger, more loosely programmed park spaces in the residential neighborhoods.

3. Create Rails with Trails as the existing freight rail lines are converted to commuter rail lines. These will provide important connections to the existing Shoal Creek bike route south of the planning area and to the future Walnut Creek trail at the northern boundary of the planning area.

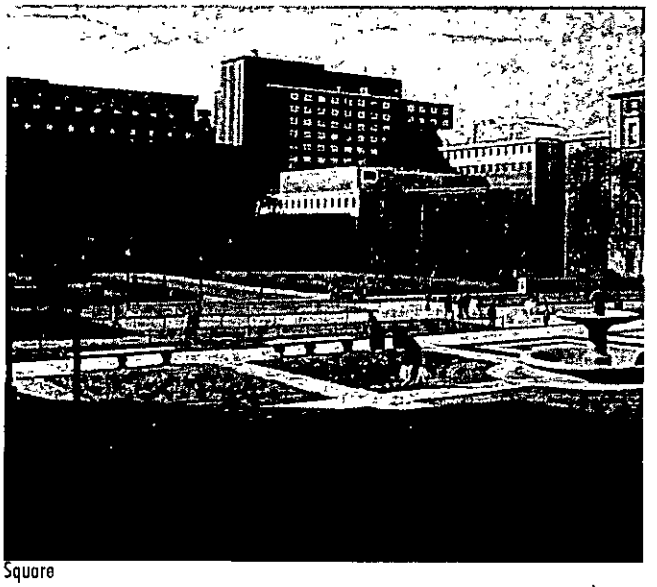
4. Set a precedent for high quality open space by developing a portion of publicly



Green

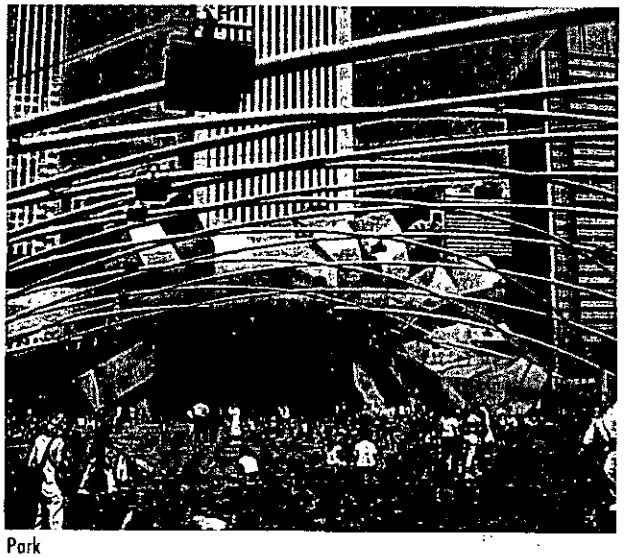


Plaza



Square

Playground

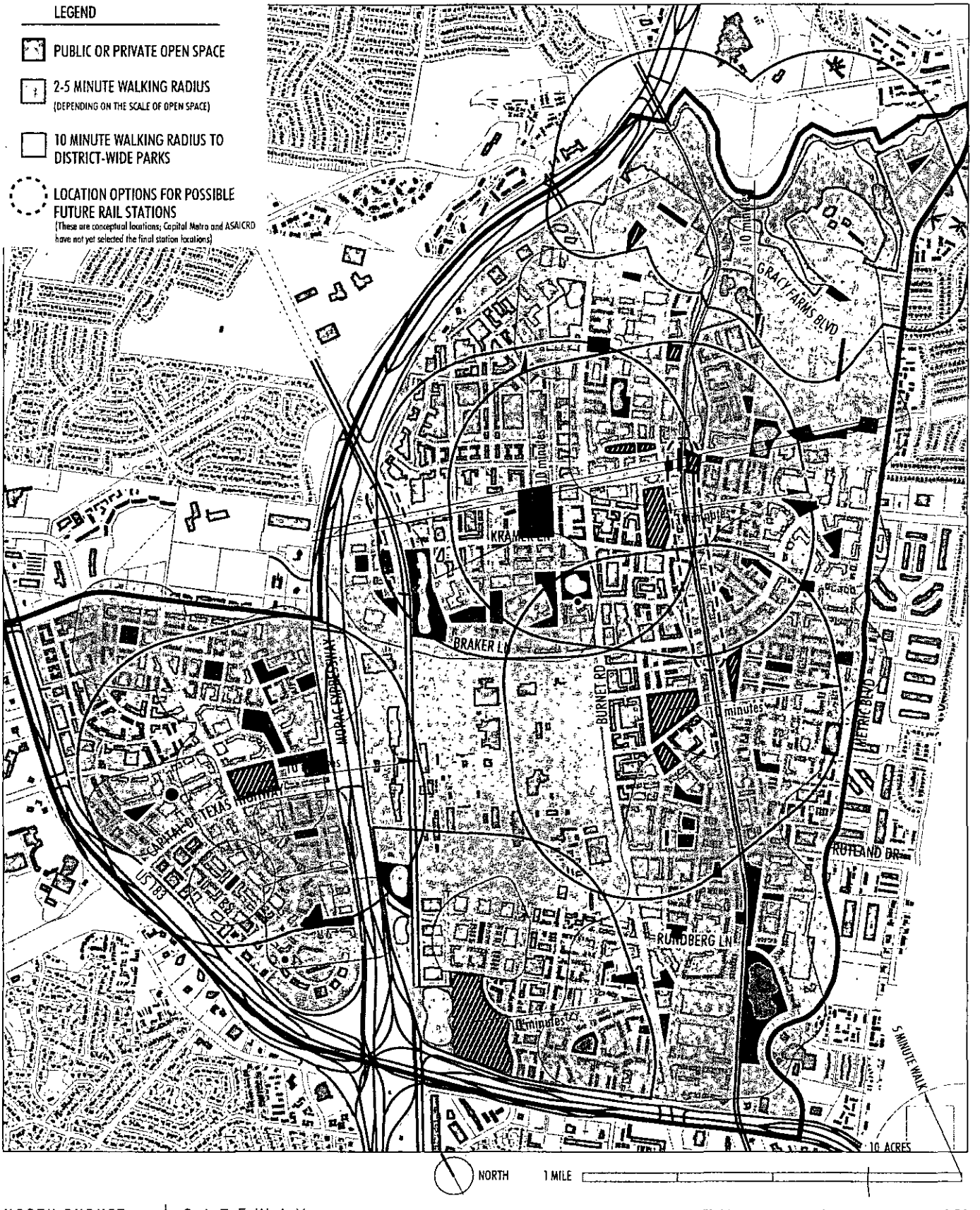


Park

CONCEPTUAL DISTRIBUTION OF OPEN SPACE

Figure 4.33

This map presents a potential redevelopment vision and does not constitute regulatory standards



owned parcels or public/private partnership projects as city parks.

5. Ensure that open space is high quality and long-lasting.

6. Create a public open space system that becomes a source of community pride and an attractive feature for encouraging positive growth in the district.

7. Design all open parkland to accommodate some stormwater detention (see Stormwater Management section).

8. Create good pedestrian/bicycle linkages between neighborhood parks and greenbelts.

COMMUNITY FACILITIES

The North Burnet/Gateway area represents the opportunity to redevelop a significant area of Austin into a new community, a place for perhaps 80,000 residents to live, work, shop and recreate in a truly mixed-use, mixed-income neighborhood. City planning texts for decades have suggested that all neighborhoods should include the appropriate civic facilities to support the day-to-day needs of its residents. A private sector-driven development process usually thinks of the balance between jobs, housing and retail but often over-looks the need for civic facilities.

These facilities are accommodated in the Master Plan and conceptual locations for school sites, open space and civic sites have been illustrated (see Figure 4.34). The location of facilities should be considered generally with the following criteria in mind:

- Schools and community centers should be co-located to stimulate better utilization of space and be sited near a public open space.

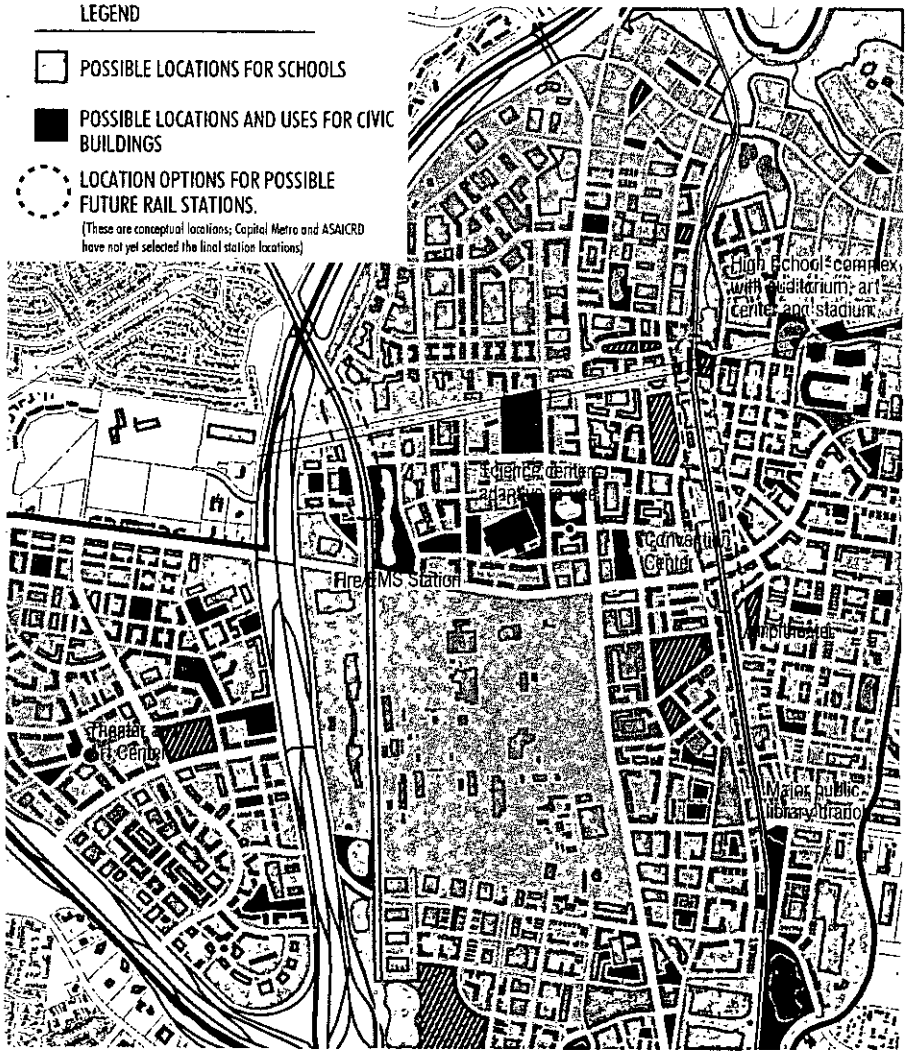
- Police substations, fire and EMS stations and branch libraries should be dispersed throughout the district and be built in a format similar to that required by all private sector development, i.e., meeting urban design standards by locating buildings on-the-street and reinforcing the public realm,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

- All civic buildings should be distinguished in their design and used to celebrate important civic sites.

- Cultural facilities such as museums, artist's studios and galleries, special event venues, sports arenas and the like could be retrofit into large industrial buildings to give a new vitality in the Commercial Mixed-Use and Warehouse Mixed-Use subdistricts.

Given the current market for senior housing and the community's desire to incorporate high-quality senior housing into the Master Plan (see Public Workshop Results), healthcare providers should be encouraged to locate in the district as well. A location for a hospital has not been identified in the Master Plan, but rather, it should be acknowledged that the proposed gridded street network should accommodate a wide variety of larger uses in an urban form – multiple stories fronting the street with structured parking accessed from the rear. Any community facilities should also be required to adhere to the same design criteria as other buildings.

Figure 4.34: Potential school and civic building locations



All civic buildings should be distinguished in their design and used to celebrate important civic sites.

Public Buildings that contribute to a strong sense of place in Habersham, South Carolina, Wellington, New Zealand, and Pawtucket, Rhode Island

STORMWATER MANAGEMENT, GREEN BUILDING & SUSTAINABILITY

STORMWATER MANAGEMENT

The North Burnet/Gateway area is located at the top of three watersheds that meet at a high point near the intersection of Burnet Road and Braker Lane. The Walnut Creek drainage flows generally north; Little Walnut Creek flows generally southeast and Shoal Creek flows south. The North Burnet/Gateway area is challenged with a development pattern that was largely in place prior to Austin's current stormwater management policies; flooding has been a problem in neighborhoods downstream in these watersheds; and water quality is a concern as in most urbanized areas. Most developed land in the area has a high percentage of impervious cover and few sites have stormwater management facilities in place.

As a result, stormwater management is an important issue influencing the future sustainability of the North Burnet/Gateway area. All new development and redevelopment will be required to comply with the City's current stormwater management regulations. Redevelopment of this area also presents an opportunity to integrate innovative stormwater management techniques into an urban development pattern. With this in mind, this plan provides the following recommendations:

Recommendations

1. Encourage district-wide cooperation and solutions for stormwater management.

Ownership in the North Burnet/Gateway area is highly fragmented, with approximately 360 parcels ranging in size from less than one-half acre to over 300 acres. The underlying value of land is at an average of $15 to $30 per square foot (see Figure 2.9), and flood control and water quality detention ponds meeting current City stormwater management requirements typically take up to five to seven percent of a site. Providing stormwater management on-site may be difficult and expensive for smaller redevelopment properties.

a. Encourage new development or redevelopment of larger properties to "oversize" detention capacity where possible through a density bonus system or other City incentive program. Surrounding smaller properties may be able to pay a fee-in-lieu and utilize the excess capacity.

b. Explore opportunities for accommodating a moderate amount of detention during storm events by integrating flood, erosion, and water quality control facilities with provision of new parks.

c. Explore designing all streets, including street-tree zones on the sides of streets and street medians, with shallow bio-filtration media to accommodate and treat stormwater runoff.

d. Encourage protection of the natural creek drainages in the Walnut Creek watershed. Three of the four creek drainages in the North Burnet/Gateway area that are still in a natural state are located in the Walnut Creek watershed, which is currently considered a "suburban" watershed. Voluntary application of urban watershed creek setback standards to the areas of the district in the Walnut Creek watershed is encouraged to create a setback from creeks up to the 64-acre drainage point, similar to that required in the Little Walnut and Shoal Creek watersheds.

2. Work with the City Watershed Protection and Development Review Dept. (WPDR) to determine how to administer impervious cover limits for mixed-use in a comprehensive manner in the North Burnet/Gateway planning area.

Currently the City's impervious cover regulations are based on single-use zoning districts and the watershed in which a property is located. (In Walnut Creek, they are further required to meet watershed impervious cover limits by land use type.) As part of the implementation strategy for this plan, the City will be writing a design-based zoning overlay for the North Burnet/Gateway area that allows and encourages mixed-use development. It will be important to determine how to administer the impervious cover limits for the mixed-use subdistricts when the zoning overlay is developed.

This also presents an opportunity to take an area-wide approach to impervious cover regulations. The North Burnet/Gateway plan anticipates the development of more parks and open space throughout the plan area. For this reason, it may be possible to allow increased impervious cover on a site without increasing the overall impervious cover allowed in the watershed under current regulations. In other words, more impervious cover allowed on a particular site would be off-set by new parks or open space within the same watershed in the district. This would allow for a more urban form of development with more building coverage on a site, which may be needed to create the financial incentive to redevelop existing uses. The phasing of this area-wide impervious cover approach however must be in step with the actual development of new parks and open space to ensure an appropriate balance of impervious cover within the watershed.

3. Explore opportunities for alternative stormwater management practices in redevelopment.

Redevelopment in the North Burnet/Gateway area presents an opportunity to explore the use of alternative stormwater management techniques that reduce the amount of land needed for facilities and embrace new technologies. WPDR recently added five alternative water quality control techniques to the Environmental Criteria Manual (ECM), all of which offer additional, potentially more flexible means to meet site water quality requirements. Techniques include porous pavement, rainwater harvesting, biofiltration, tree credits, and modified vegetated filter strip sizing.

Because of the type of heavy "flash flood" storm events often experienced in the

Central Texas region, and the amount of stormwater that needs to be captured in a short period of time, there are fewer alternative flood control techniques suitable for Austin's local conditions. However, the location of detention facilities in alternative locations (subterranean or on top of parking structures) may become increasingly desirable and financially feasible in the redevelopment of the North Burnet/Gateway area over the long-term.

The goal is to explore opportunities for innovative on-site stormwater management solutions which take into account the desired level of density and urban development pattern, the inherently high land values, and the performance goals of a long-term sustainable stormwater management program.

a. Continue to evaluate the viability of providing stormwater management "credit" for alternative water quality control techniques and consider developing performance criteria for evaluating alternative flood control techniques.

b. Explore the opportunity for using redevelopment in the North Burnet/Gateway area for alternative stormwater management technology pilot projects to test their effectiveness in the Austin area. For example, current assessment of green roofs have not shown them to be effective for water quality and flood control purposes, however it is conceivable that green roof systems could be designed to meet these needs and tested through a pilot project.

4. Integrate stormwater management into the design of other public infrastructure needs, and design stormwater management facilities to meet other community aesthetic or recreational needs.

a. Stormwater management should be considered in the design of streets, parks, and other community facilities or infrastructure. Opportunities to integrate biofiltration, rainwater harvesting, porous pavement, and other stormwater management techniques should be considered early in the project design for any public facilities.

b. Stormwater management facilities, including private detention ponds, should be designed to be attractive with vegetative edges. (Note there are some restrictions to the use of trees and woody vegetation on the dam structure of detention ponds) Where feasible, redevelopment should design detention ponds as amenities and be included in conjunction with park or recreational facilities.

GREEN BUILDING AND SUSTAINABILITY

The vision for the North Burnet/Gateway planning area involves development and re-development in a manner that would help absorb some of the region's expected population growth. It is important that the development of the built environment involve goals favorable to achieving long-term sustainability.

Achieving a sustainable future means meeting the needs of the present without compromising the needs of the future, and in doing so helping to make more live-able communities. Sustainability in the North Burnet/Gateway planning area involves taking active measures to protect against negative environmental impacts.

Recognizing the City of Austin has set specific goals in an effort to be a leader in green building, renewable energy, and sustainable technologies, the North Burnet/Gateway Plan includes the following recommendations:

Recommendations

1. Improve air quality and public health by providing alternative transportation choices. Provide clear alternatives to auto-centric development patterns by providing an environment that is pedestrian, bicycle, and transit-friendly.

2. Require all new buildings and renovations of existing buildings to meet the minimum Austin Energy Green Building Rating or similar certification from the EPA (ENERGY STAR) or LEED (rating system of the US Green Building Council). If LEED Certification is selected, a minimum of two Energy and Atmosphere credits must be achieved.

3. Encourage all new buildings to meet the goals of the Austin Climate Protection Plan in effect at the time they begin the permit process. Current goals are to make all new single-family homes zero net-energy capable by 2015 and increase energy efficiency in all other new construction by 75% by 2015. Zero net-energy capable means that a building provides enough energy efficiency that all of its energy needs could be accommodated by on-site energy sources such as roof-top solar panels.

a. Reduce energy use of buildings through better design and choice of materials and systems. Green buildings can achieve significant energy savings.

Buildings should have their longer sides oriented south as much as possible, and should minimize exposure to the west. As much as possible, minimize unshaded glazing on east and west exposures to reduce heat gain. Encourage glazing systems on northern and southern facades that reduce glare and provide opportunities for daylight harvesting (utilizing daylight to provide quality light indoors to minimize electric lighting). Overhangs, balconies, porches etc. should be utilized to provide shading of windows.

Buildings should be well insulated and use high efficiency heating and cooling systems. Systems should be sized and installed properly.

b. Encourage distributed energy generation (solar/thermal, wind power, etc.) within the North Burnet/Gateway area and promote use of alternative energy sources through the Austin Energy Green Choices program.

4. Encourage roofing and paving design and materials that reduce the urban heat island effect (the tendency of urban areas to be several degrees warmer than the surrounding countryside). This includes using light colored roofing, siding and paving materials to reflect, rather than absorb the sun's heat and by maximizing planted areas and shading paved areas and dark surfaces. Green roofs (planted vegetation on roofs) are a good option to help reduce the heat island effect and also provide air quality benefits.

5. Encourage protection of existing trees and plant new trees where possible. Trees should be considered part of the neighborhood's infrastructure. Trees improve air quality by absorbing carbon dioxide and other harmful pollutants and to help reduce the urban heat island effect. Based on a tree canopy survey conducted by the City in 2000, only 11.4% of the North Burnet neighborhood is covered by tree canopy and only 12.8% of the Gateway area. Together, the combined planning area is almost five percent (4.85%) of the total land area of Austin's urban core, but provides less than half of one percent (0.46%) of the total existing tree canopy in the urban core.

a. Through the North Burnet/Gateway design standards require redevelopment to include a "street tree zone" to provide shade between the street and sidewalk. Near powerlines, smaller trees which do not grow more than 25 feet should be planted. Trees can cool neighborhoods by three to six degrees if planted to shade areas that absorb heat such as streets, sidewalks and parking lots.

b. Trees should be planted in all parks and street medians.

c. On the few remaining vacant tracts of land with a large number of existing trees, parks and open space should be strategically located and designed to protect trees of significant size (19-inches in diameter or greater). Buildings should be sited to protect as many existing trees as possible.

6. Reduce solid waste production. Divert construction and demolition waste from the landfill to the fullest extent achievable and utilize existing infrastructure through adaptive reuse of buildings and building materials (developments in Austin have documented that more than 50% waste diversion is achievable). Design buildings to incorporate recycling collection areas and encourage tenants to recycle.

7. Promote the use of environmentally compatible building materials by selecting regional materials that are non-toxic, recycled and sustainably harvested.

8. Conserve water by installing low water use plumbing fixtures and appliances, using low water use native plants in landscaping, and utilizing rainwater harvesting, air conditioning condensate, or other recycled or non-potable water sources for irrigation.

HOUSING

A key goal of this Master Plan is to increase the residential population in the North Burnet/Gateway area in order to create a lively urban mixed-use neighborhood that supports transit ridership and a jobs-housing balance in the area. As discussed previously, demographic trends point to future buyers who embrace density and diversity. A wide range of housing options and affordability options will benefit the diversity of the community and the long-term sustainability of the district. Providing affordable housing located adjacent to transit offers a viable transportation option, and a potential cost savings for low- to moderate-income families.

Recent trends in the cost of housing show that urban core home prices and rents continue to increase at a higher rate than in suburban areas. Moreover, workforce wages are not rising quickly enough to keep pace with escalating housing costs. Many states and municipalities address this issue through the use of inclusionary housing requirements, which compel developers of market rate housing to include a percentage of affordable units in any new project. In Texas, municipalities do not have the authority to enact inclusionary requirements; therefore the recommendation of this Master Plan is to utilize an incentive-based approach, including the establishment of a density bonus for developments that include a percentage of affordable housing units. Due to the projected overall density, the mixed-use development pattern and proposed transit service level, workforce housing could be distributed throughout the planning area.

A summary of the North Burnet/Gateway Plan's recommendations regarding housing is presented below:

Recommendations

1. Provide zoning entitlements that allow high density housing developments in the North Burnet/Gateway area (see "Land Use and Zoning" section of this chapter), to increase the supply of housing in Austin and begin to accommodate some of the housing demand that will be generated from expected population growth in the region.

2. Encourage high density housing in close proximity to transit to help reduce vehicle dependency.

3. Provide density bonuses for developments that include at minimum, rental units for households with incomes at or below 60% of the area median family income (MFI) or ownership units for households with incomes at or below 80% MFI.

4. Continue providing City of Austin development incentives (fee waivers, expedited review, etc.) for development of affordable housing and consider increasing the value or the number of incentives offered for redevelopment in the North Burnet/Gateway area.

5. Create public/private partnerships to include affordable housing in all development on public land.

6. Encourage a mix of housing unit types and sizes.

7. Encourage development of housing for seniors and persons with disabilities.

8. Evaluate other opportunities for encouraging affordable housing, including community land trusts and use of the affordable housing General Obligation Bond funds.

JOBS/HOUSING BALANCE AND THE NEED FOR AFFORDABLE HOUSING

Participants in the public workshops for the North Burnet/Gateway Plan expressed a desire to achieve a jobs-housing balance within the district, so that people could both live and work in the area. The future development of new commercial and office space will spur the growth of businesses in the area, as well as a corresponding increase in the number of employees. The North Burnet/Gateway Plan envisions the development of a sufficient number of housing units to accommodate the people working in the area, to achieve the goal of the plan to create a dense and vibrant town center with less reliance on automobiles. In addition to achieving a balance of jobs and housing units, it is also important that an appropriate amount of the new housing is affordable to the prospective employees of the district. Affordable housing located near employment centers provides the same benefits as market-rate housing, such as supporting a stable workforce or improving air quality by reducing daily commuting times, but serves workers earning lower wages. Yet, unlike market-rate housing, the market does not always provide housing for this wage sector.

To accurately project the need for workforce housing in the North Burnet/Gateway area is difficult. The consulting firm Diana McIver and Associates (DMA) was hired to conduct an affordable housing analysis for the North Burnet/Gateway Plan, and has developed a methodology for estimating the affordable housing need in the district based on anticipated employment in the area. The number of units needed was determined by surveying commercial spaces in Austin and of the industries occupying each type of land use, to provide an indicator of the incomes of the employees in a given space. Based on the land uses proposed in the North Burnet/Gateway Plan, a salary distribution by land use category was developed. The wages paid per employee was compared to the estimated median income for a single person in Austin, which is approximately $49,800.

The simple analysis conducted comparing expected employee wages with the Austin median income for a single-person household provides a snapshot of the potential jobs/housing balance and affordable housing need for the area. It is recognized that this is an imperfect analysis: some households will have two-wage earners; while other households may have

two or more persons, but only one wage-earner. Assuming larger household sizes and determining whether or not there are multiple workers in a given household will alter the outcome of the analysis at any income level, but this initial calculation provides a conservative estimate of the potential housing needs in the area.

Based on the estimated land use and employment distribution, approximately 63% of the jobs in the North Burnet/Gateway planning area could pay salaries at or below 80% median income for a single-person household, with 34% at or below 60% of MFI. In order to support a jobs-housing balance, which would enable those employees working in the area to also live in the area, the distribution of affordable housing should match the distribution of average incomes by occupations.

Therefore, in order to achieve a balance of jobs and housing affordable to wage-earners in those jobs, a goal for the district would be 63 percent workforce housing. Given the costs of redevelopment in the area, reaching this percentage of affordability will be difficult if not impossible. This challenge indicates a need for innovative solutions and multiple approaches to encourage development of affordable housing so people who work in the area can also live nearby.

STRATEGIES TO ACHIEVE AFFORDABLE HOUSING

Achieving a marketable return on investment on land that is currently valued at $15 to $30 per square foot (see Figure 2.9) will require residential densities of 15 dwelling units-per-acre or more. These densities are based on an average value of $300,000 per unit. To encourage the inclusion of affordable units in residential developments, more market-rate housing units must be developed to offset the foregone revenue for the affordable units. A density bonus, allowing the construction of more units, would help to compensate for the cost of affordable units.

This recommended "public benefit" density bonus structure is intended to encourage developers to include a reasonable percentage of workforce housing with every residential project. Designed appropriately, the affordable units should be indistinguishable from market-rate units. Should site constraints or other limitations preclude the inclusion of affordable units, a developer could contribute a predetermined amount to a publicly administered housing fund dedicated to developing workforce housing in the district. Such a "fee-in-lieu" fund could also be supplemented with other sources. Another important opportunity to provide affordable housing that is unique to the North Burnet/Gateway area is the potential redevelopment of two key city-owned properties in the area: the 40-acre Kramer Lane Service Center, and the currently vacant 24-acre Austin Water Utility property. These parcels could provide opportunities for housing development at a relatively low cost to the City. The City could enter into a public/private partnership to develop the properties and include affordable housing. In addition, the inclusion of affordable housing should be considered for any new civic uses proposed for the district. Because the North Burnet/Gateway area is envisioned to be a more urban, mixed-use neighborhood, it is recommended that civic uses are co-located with other uses, including housing.

An important key to planning for housing in close proximity to transit will be to encourage a variety of housing types. Apartments, condominiums, townhouses, accessory units, etc. should all be developed. A good mix of unit types will ensure that a broader range of household types and income levels can be served in this area. Residential developments should incorporate options for both smaller and larger households. Housing for seniors should be included in the district, because a densely developed area with easy access to transit and services could provide seniors the long-term ability to live independently.

The report on affordable housing for the North Burnet/Gateway area prepared by DMA (Appendix 3) describes several existing City of Austin affordable housing programs and initiatives, as well as other housing incentives and possible methods of addressing affordability, including community land trusts, additional fee waivers, infrastructure reimbursement, and use of the affordable housing General Obligation Bonds to spur initial investment and housing development in the area.

Meeting the projected affordable housing need in the North Burnet/Gateway area will be a challenge, as shown by the DMA analysis and housing trends in Austin in general. Because no single solution will address the area's affordable housing need, it will be important to create a regulatory environment that encourages the development of housing and to implement creative solutions to achieve housing affordability.

UTILITIES

To meet the project goals of developing a better mix of uses and a higher development density, the utility infrastructure of the planning area will play a key supporting role. From the existing conditions analysis, it was determined that the study area is currently well served by the existing utilities. An analysis of the future conditions was necessary to determine the capacity and needs that will arise as the vision develops over time.

The utility analysis was performed with the same two future development scenarios as the traffic analysis. For comparison purposes, the utility analysis looked at the future utility infrastructure conditions in 2035 if the North Burnet/Gateway area were to develop with the conventional suburban development patterns. The uses were kept as they exist today, with the addition of the known development plans in the area, including the Shops at Arbor Walk, Austin Commons, Endeavor, the Domain (both Simon Properties and Endeavor Real Estate planned developments), and Whole Foods. The second analysis used development assumptions from the 2035 North Burnet/Gateway Master Plan.

The utility analysis was based on an assigned Living Unit Equivalent (LUE) for each parcel. Each proposed land use type has a typical LUE demand as estimated by the AWU. Each discrete future land use "subdistrict" is made up of a blend of unique land use types. In the case of mixed-use development patterns, the LUE was estimated in accordance with the subdistrict uses. As an example, the Neighborhood Mixed Use subdistrict is a combination of retail, residential, and educational uses. A "weighted average" for each subdistrict was created based upon the percentage of area for each land use type. The result was a "future condition" LUE demand. See the Utilities Appendix 1 for a map of the parcel LUE's. Each of these future LUE tracts was then assumed to tap onto the existing infrastructure system at a certain "node" location. These assignments were based upon the percentage of the total area that could reasonably go one direction or the other due to distance (or proximity) to a specific water/wastewater line.

The actual future development of a specific tract of land could involve constraints that would alter these general LUE distribution assumptions. As specific tracts of land develop in the future, they would submit a Service Extension Request (SER) to AWU. AWU staff will examine the specific SER submittal relative to the water and wastewater assignments for the North Burnet/Gateway Plan and ensure system improvements are made in accordance with the expected buildout of the plan area. If the development of a specific tract or group of tracts begins to trend to a water/wastewater line or system that is different from the assumptions in this analysis, then the results of this analysis could shift and differ from the evolving needs of the developing study area. These water and wastewater models should be revisited periodically to keep the future needs in touch with actual development patterns.

WATER

The water analysis for the 2035 "conventional land use scenario" indicated that the existing water system proved adequate to serve the North Burnet/Gateway area. Therefore, the existing water infrastructure serving the North Burnet/Gateway area is capable of some additional development density.

The analysis of the 2035 North Burnet/Gateway Master Plan did however identify a need for some improvements to the water system. The primary decision factor for determining whether an improvement to the water line was needed was when the velocity was estimated to exceed five (5) feet per second (fps).

Recommended Improvements for the 2035 Master Plan Scenario (Figure 4.35) are as follows:

It is estimated that nearly 17,000 linear feet (LF) of 12" diameter pipe will have velocities in excess of five fps under the 2035 Master Plan land use conditions. Without re-running the water model, it was easy to estimate the pipe diameter required to reduce the modeled velocity to five fps or less.

- The vast majority of the existing 12" lines will need to be upsized to 14" diameter lines with a few requiring upsizing to 16" diameter if the plan area develops as shown in the 2035 Master Plan.

These improvements are typically made by developers when providing local service to their developments. The 14" and 16" water lines are considered to be part of the "distribution" system, whereas lines larger than 16" are thought of as the "transmission" system and therefore cannot be tapped into directly for local service to a specific development project.

Based on the water system modeling for the 2035 Master Plan:

- The existing 24" lines would need to be upgraded to 30" or 36" diameter.

- The existing 36" and 48" diameter lines that are part of the main transmission system on the west side of MoPac would need to be increased to 42" and 54" respectively (note that this is based strictly upon velocity over five fps).

These improvements are typically funded by the City, either through reimbursements to developers when asked to oversize lines serving a development, or through City Capital Improvement Projects (CIP).

The general areas where the model shows these water system improvements would be needed at full buildout in 2035 are shown in Figure 4.35.

It is possible that as additional water lines are installed (e.g. via infill density), and as the existing lines are made larger (as discussed above), that the overall velocity demands on these main lines may not exceed the five fps criteria. A specific model was not prepared for all the many implementation scenarios that could exist as the area develops and AWU improves the system. Since the cost of replacing these lines is significant, consideration should be given to minimizing the water system cost by keeping these large lines unchanged. A conceptual cost estimate for these water improvements is included in the Utility Appendix. These estimates show the total costs for water system upgrades, and does not differentiate between public or private development costs. As mentioned above, once the other water system lines are upsized, it is quite likely that the velocity in these larger diameter lines would be reduced to a level where they would not need to be replaced. These 42" and 54" lines are included in the cost estimate strictly based upon the stated criteria and not an actual implementation.

It should be noted that as the study area is developed, a "high tech" company or other land use requiring large amounts of "industrial" process water, or very high required fire flow capacity, could locate within the area. Several of the existing UT facilities can generate high "immediate" flow or "instantaneous" flow demands. Such demands can create high one-hour peaks. The modeling effort did not allow for any of this locally heavy water demand. A special detailed study would have to be performed by AWU should that type of development be proposed.

Given the uncertainty of the future development on the UT property between Burnet Road and MoPac, a special water model analysis was performed relative to the UT Pickle Research Campus tract. One model assumed the UT Pickle Research Campus would develop fully as it would in a Neighborhood Mixed Use subdistrict. A new 24" diameter water line under MoPac at the Capital of Texas Highway intersection would be required in this scenario. That improvement would reduce the high velocity condition along the south side of the UT tract from 10 fps to under just over 6 fps. The second model reduced this same area demand to about 25% of the maximum LUE demand that would occur if it were to develop in a Neighborhood Mixed Use subdistrict. A new parallel water line would not be needed in this model. The velocities in the existing 24" line would be just over 5 fps. Should the UT demand begin to grow, the new waterline should be located in the Capital of Texas Highway area under MoPac and not as a parallel line to either of the two existing MoPac crossings.

WASTEWATER

Like the water infrastructure, the wastewater analysis for the 2035 "conventional land use scenario" indicated that the existing waste-water system proved adequate to serve the North Burnet/ Gateway area. Therefore, similar to the water system, under the "conventional land use scenario", the existing wastewater infrastructure serving the North Burnet/ Gateway area is capable of some additional development density due to recent improvements through ACWP.

The analysis of the 2035 North Burnet/ Gateway Master Plan wastewater infrastructure models indicated that the existing wastewater system was "strong" in capacity. Even though the system performed well in the 2035 Master Plan scenario, a few line improvements would be necessary to accommodate the plan conditions.

Recommended Improvements for the 2035 Master Plan Scenario (Figure 4.35):

- It is estimated that nearly 1,100 linear feet (LF) of 15" diameter pipe that serves the Domain development would need to be increased to an 18" line and 3,200 linear feet (LF) of 12" diameter pipe will need to be increased to 15" line.

- There is approximately 2,000 linear feet (LF) of 8" diameter pipe that runs along Burnet Road in the Walnut Creek tributary. This pipe would need to be increased to 12" diameter line to serve the system in the future.

These improvements are usually made by developers when providing local service to their developments. Typically the City reimburses the developer for wastewater lines 18-inches or greater.

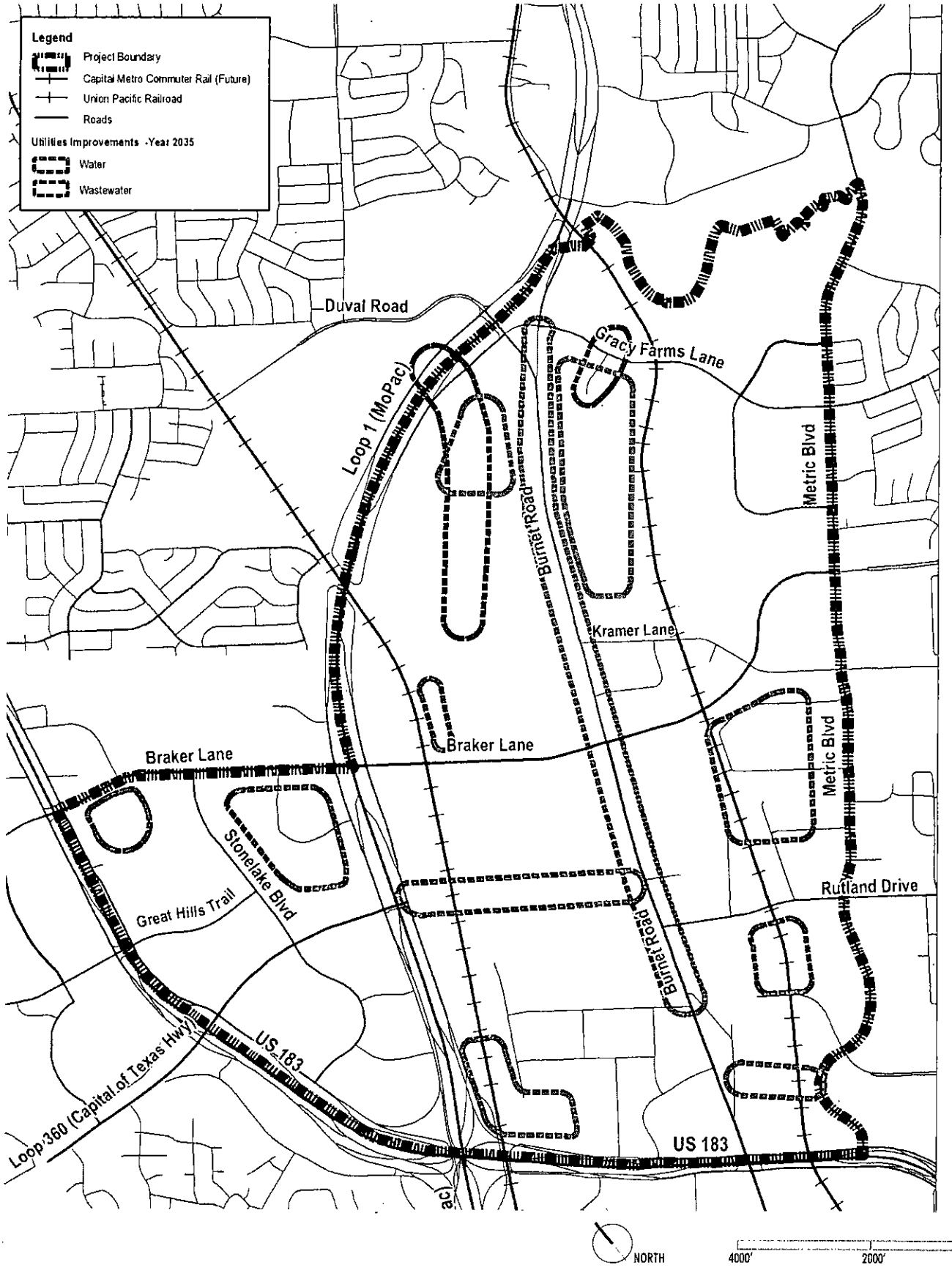
ELECTRICITY AND GAS

To accommodate the plan goal of promoting a pedestrian-friendly environment, the street system and streetscape will need to be modified to assist in creating a more urban form. As was discussed in Chapter 2: Existing Conditions, there are many large overhead distribution and transmission lines that travel through the planning area, and in particular along Burnet Road. In accordance with converting Burnet Road into an urban Transit Boulevard, it is recommended that the overhead power lines along Burnet Road be placed underground. Along with the visual benefits of placing overhead electrical lines underground, there are also other benefits of placing these lines underground. The urban form can develop with: buildings that set closer to the property lines, trees can be placed to line the streets, and ample sidewalks can be accommodated. The primary disadvantage of placing power lines underground is the high cost to do so and the difficulty of finding space in existing areas for the needed pad mounted equipment.

No capacity analysis was performed for the electricity or gas services in the area. These services are generally supplied by utility companies according to the market demand and would therefore not be part of a public improvement project.

RECOMMENDED UTILITY IMPROVEMENTS

Figure 4.35



URBAN DESIGN STANDARDS

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.

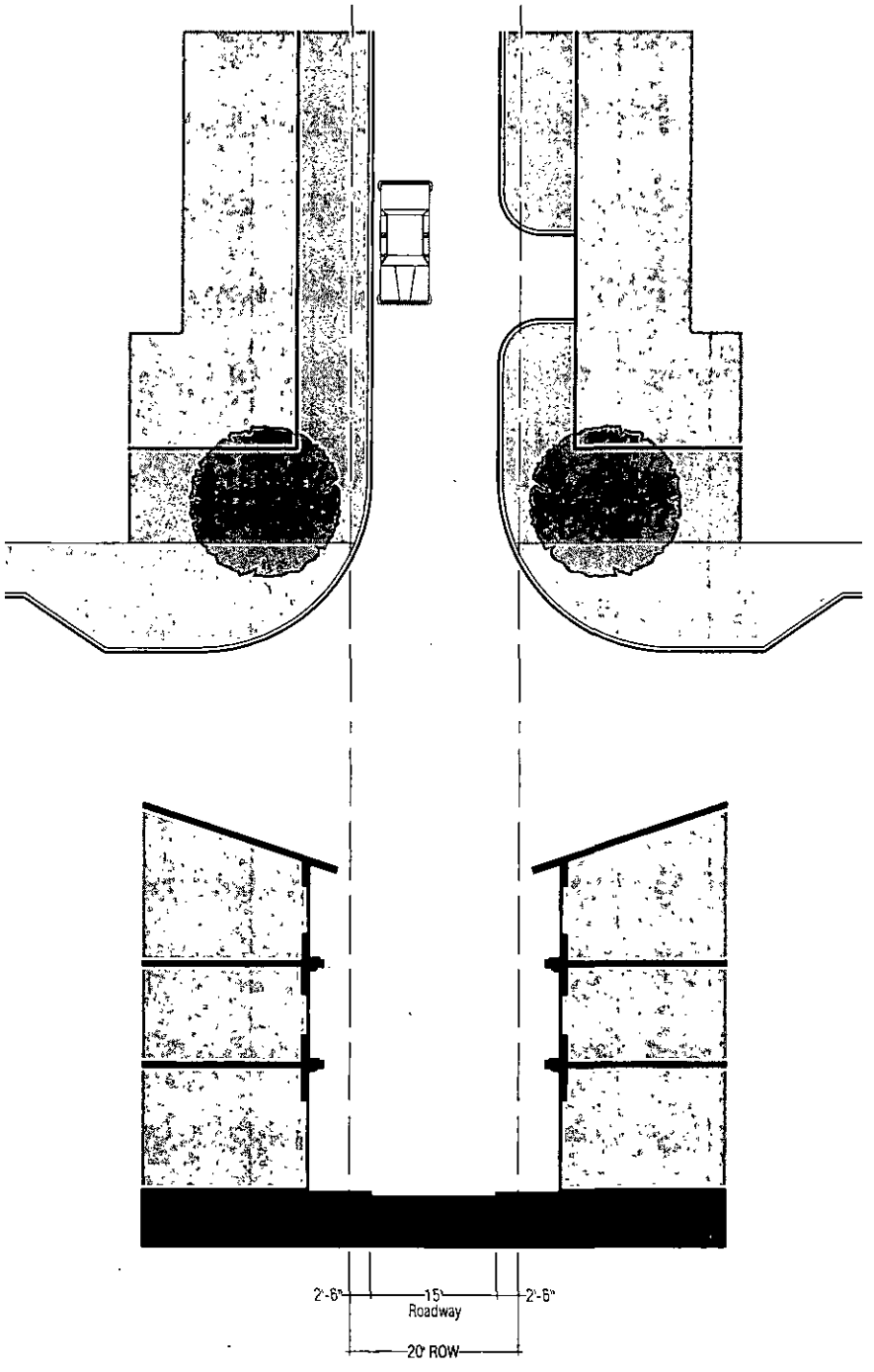
Subdistrict Development Standards		CMU	CMU-TOD	CMU-UT	CI	NMU	WMU	NR
	Regulation	Commercial Mixed Use	CMU - w/in 1/4 mi. of rail station	CMU - UT Western Tract	Commercial Industrial	Neighborhood Mixed Use	Warehouse Mixed Use	Neighborhood Residential
Lot size	1. Min. Lot Size	2,500 SF	2,500 SF	2,500 SF	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'
	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]
	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	Not Allowed	Allowed [4]	Not Allowed
	12. Civic Uses (public)	Allowed [4]	Allowed [4]	Allowed [4]	Allowed [4]	Allowed [4]	Allowed [4]	Allowed [4]

Figure 4.36 : Subdistrict Development Standards Summary

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*
11. *FAR allowed to be averaged across the UT Western Tract*

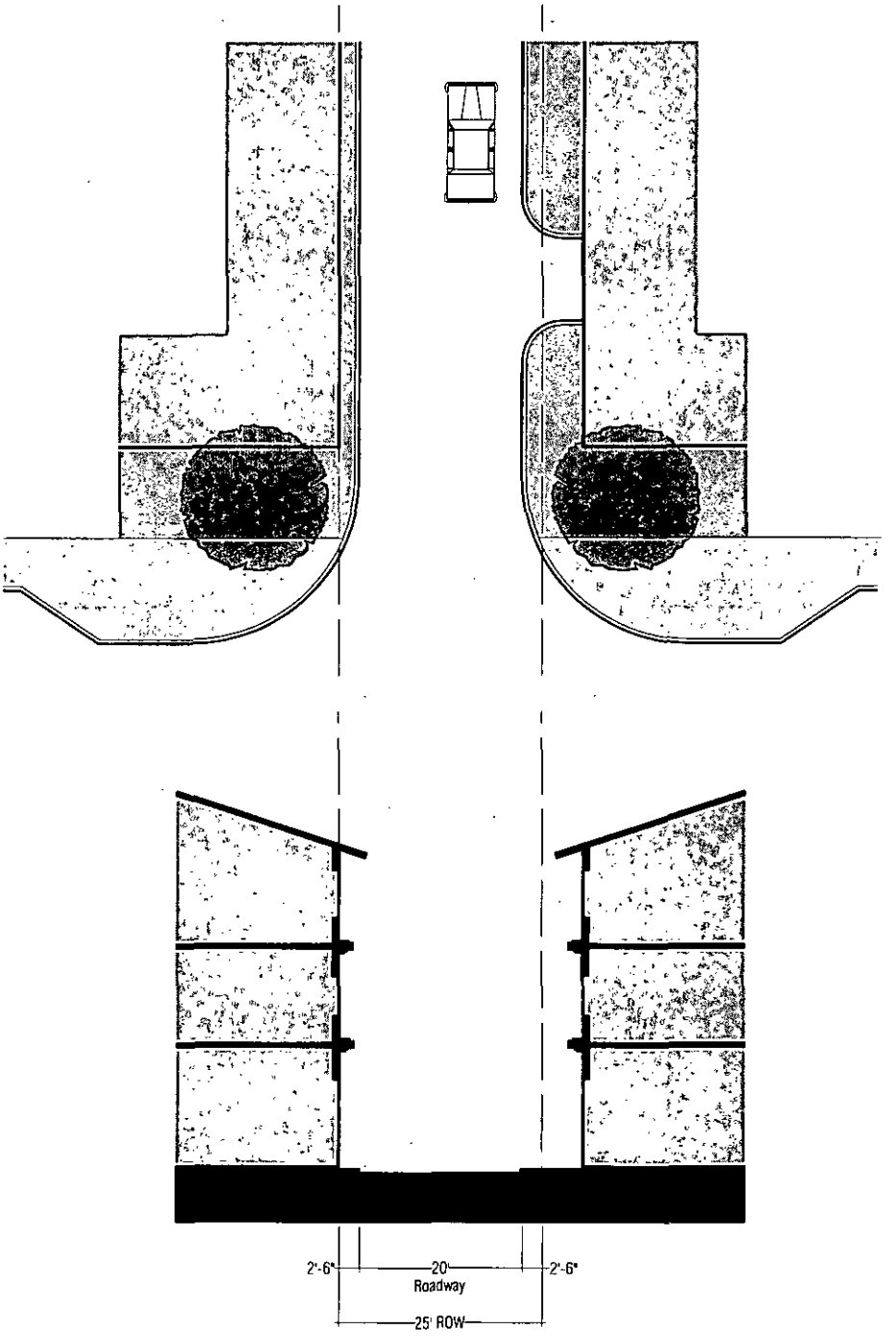
STREET TYPE: RL-20 :RESIDENTIAL REAR LANE



STREET CHARACTERISTICS

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

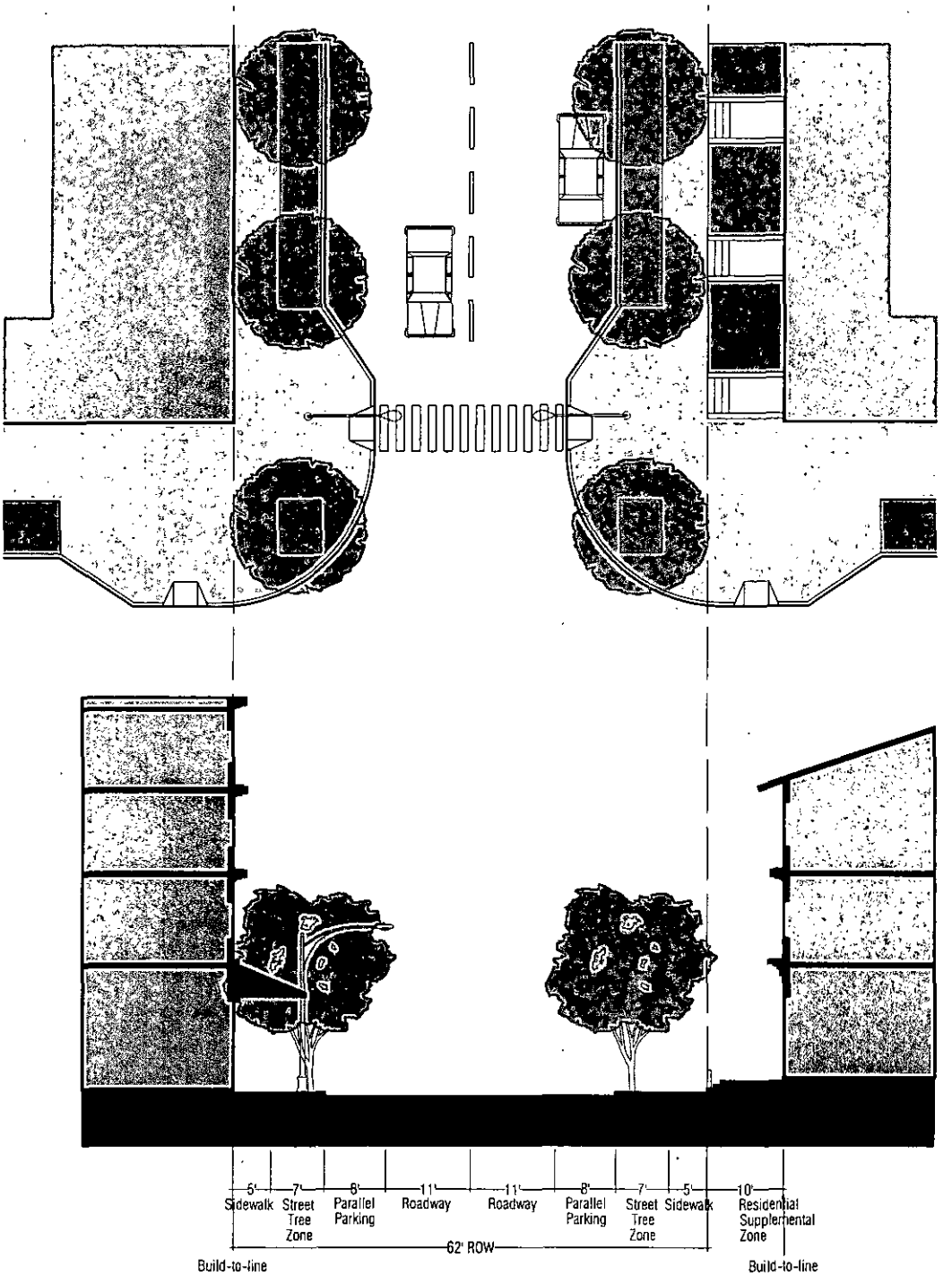
STREET TYPE: AL-25 : COMMERCIAL ALLEY



STREET CHARACTERISTICS

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

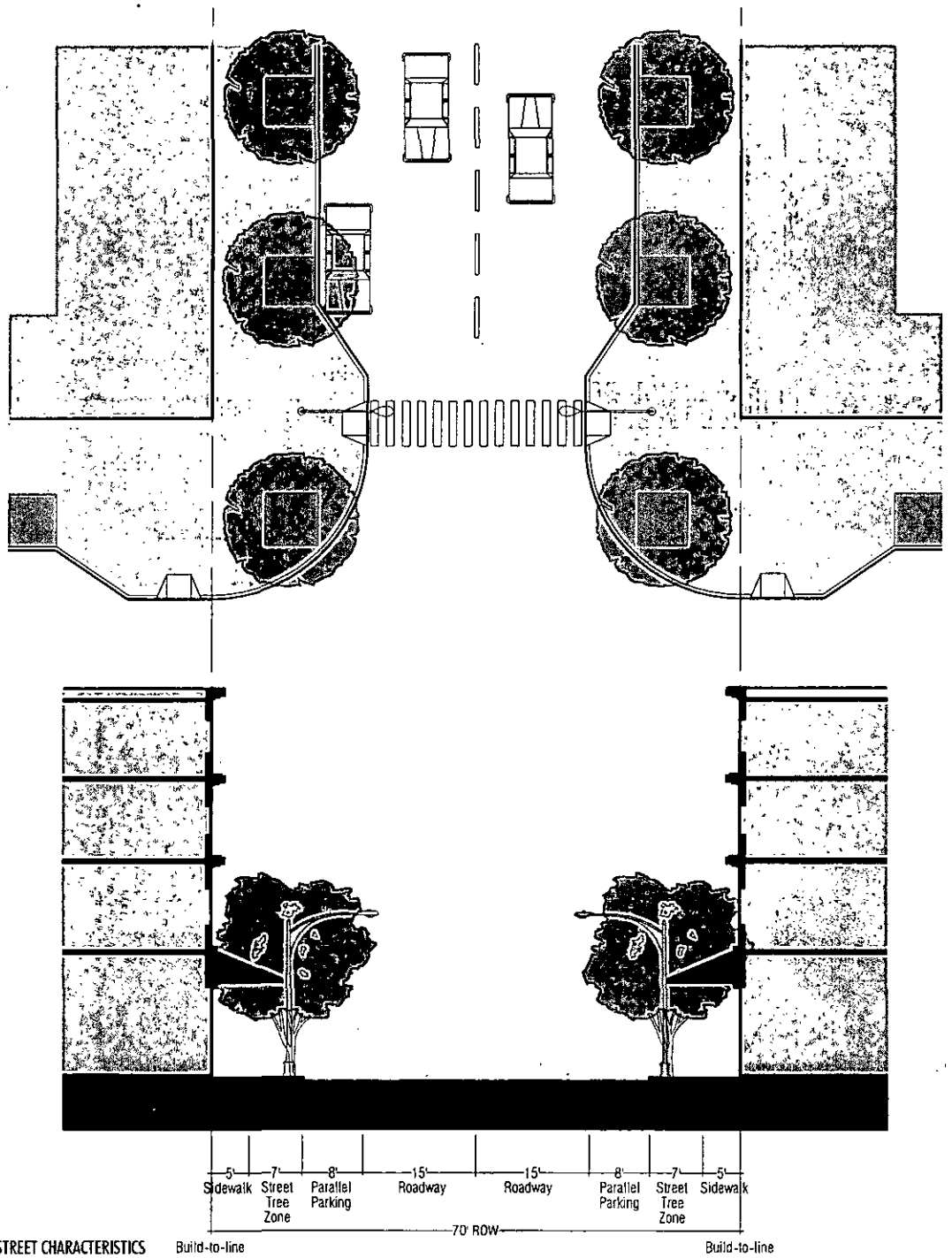
STREET TYPE: RES-62 : NEIGHBORHOOD CENTER AVENUE



STREET CHARACTERISTICS

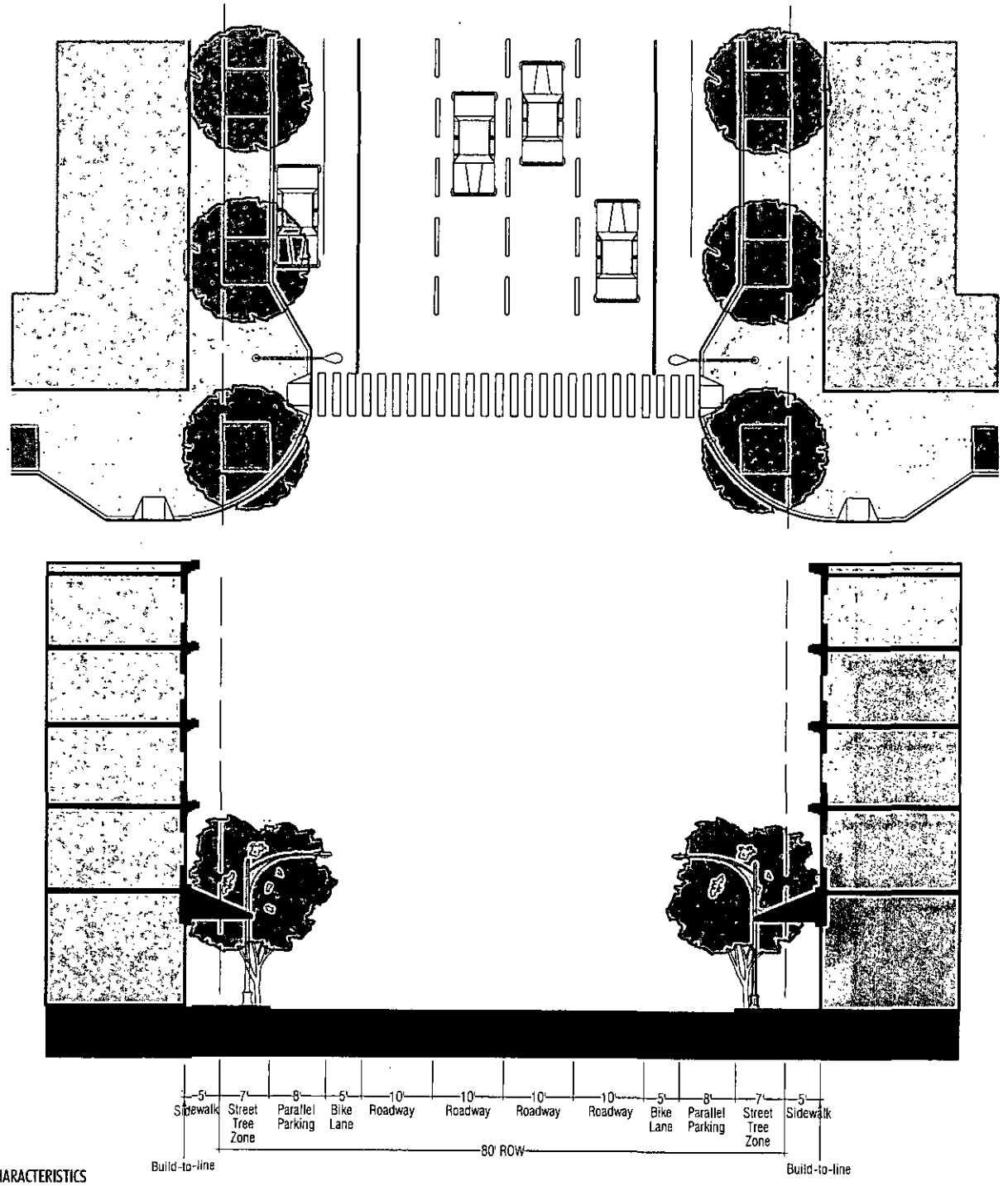
Right of Way	62'
Pavement Width	38'
Design Speed	25 mph
Parking	parallel, both sides
Curb Radius	20'
Street Trees	30' on center both sides

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

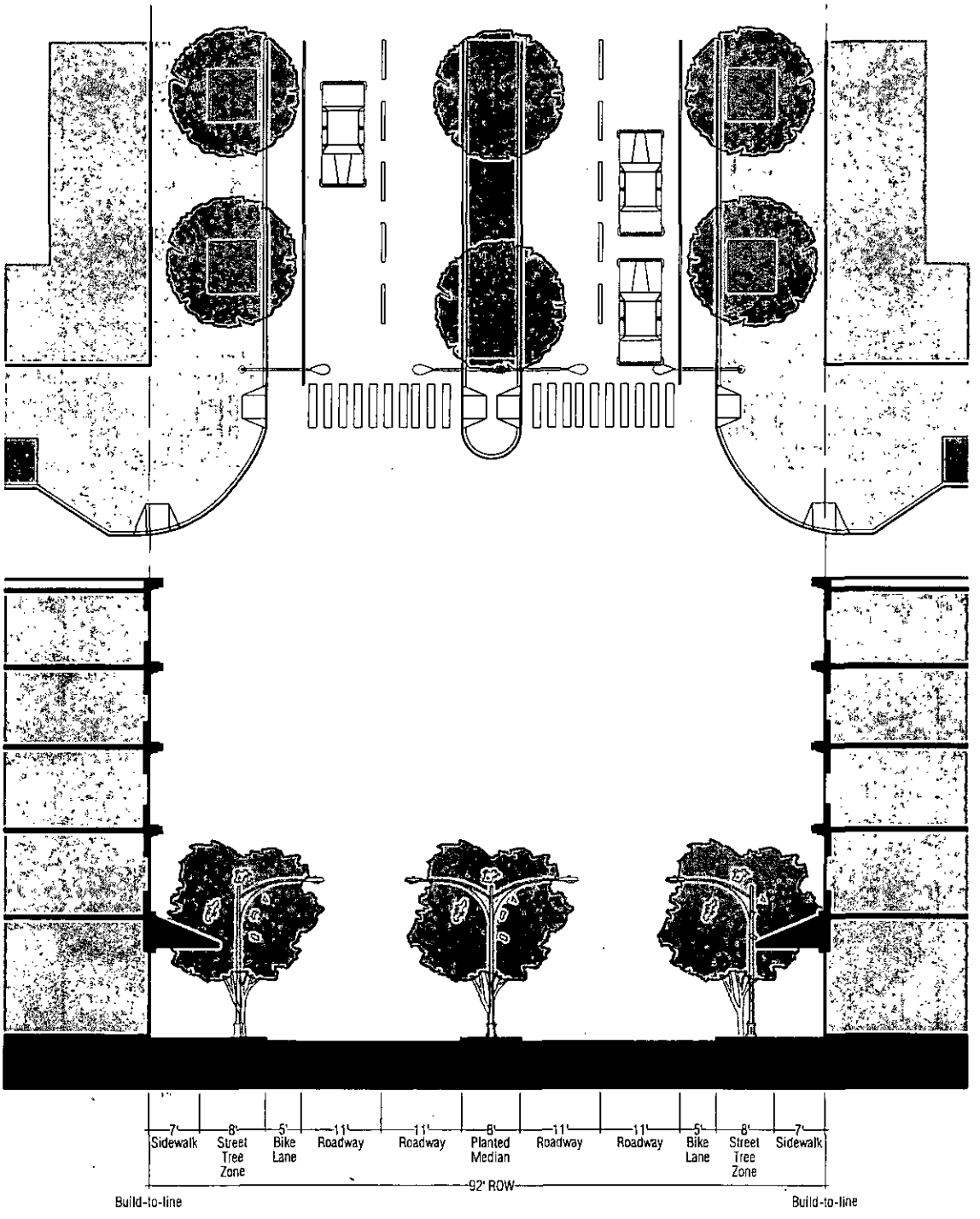
STREET TYPE: NC-80 : NEIGHBORHOOD CENTER BOULEVARD



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

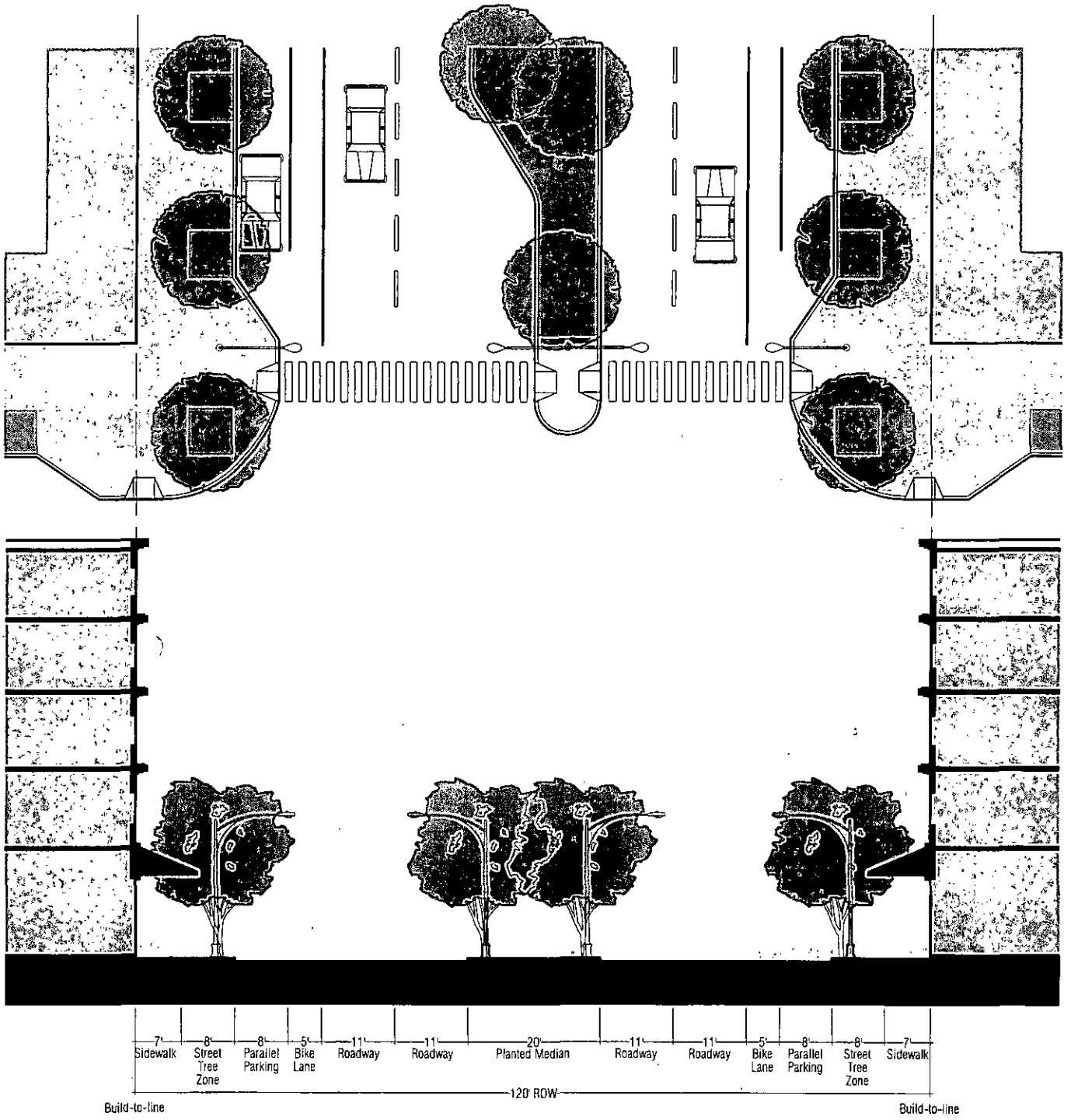
STREET TYPE: BVD-92 : URBAN BOULEVARD



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

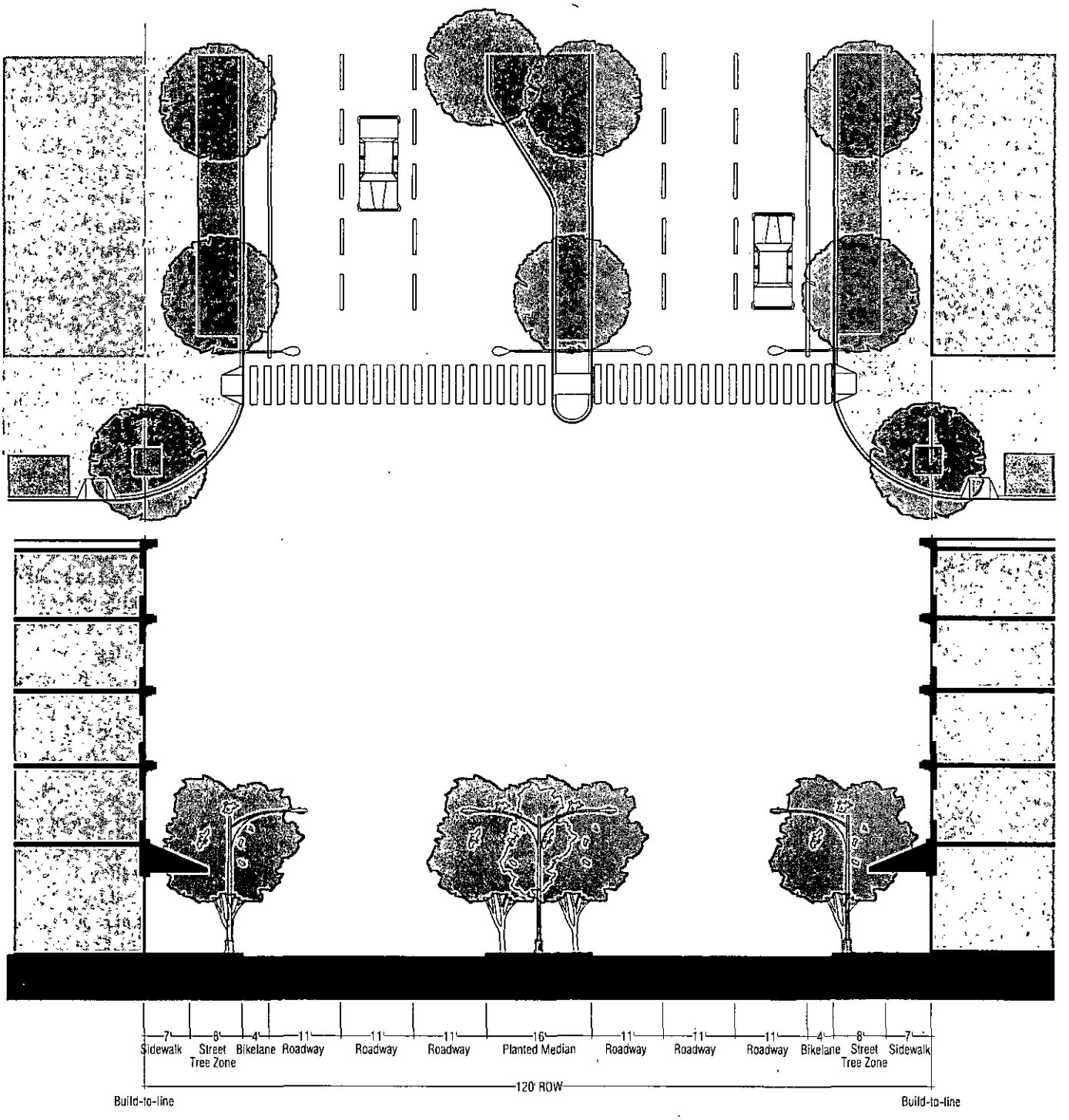
STREET TYPE: TB-120 : TRANSIT BOULEVARD



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

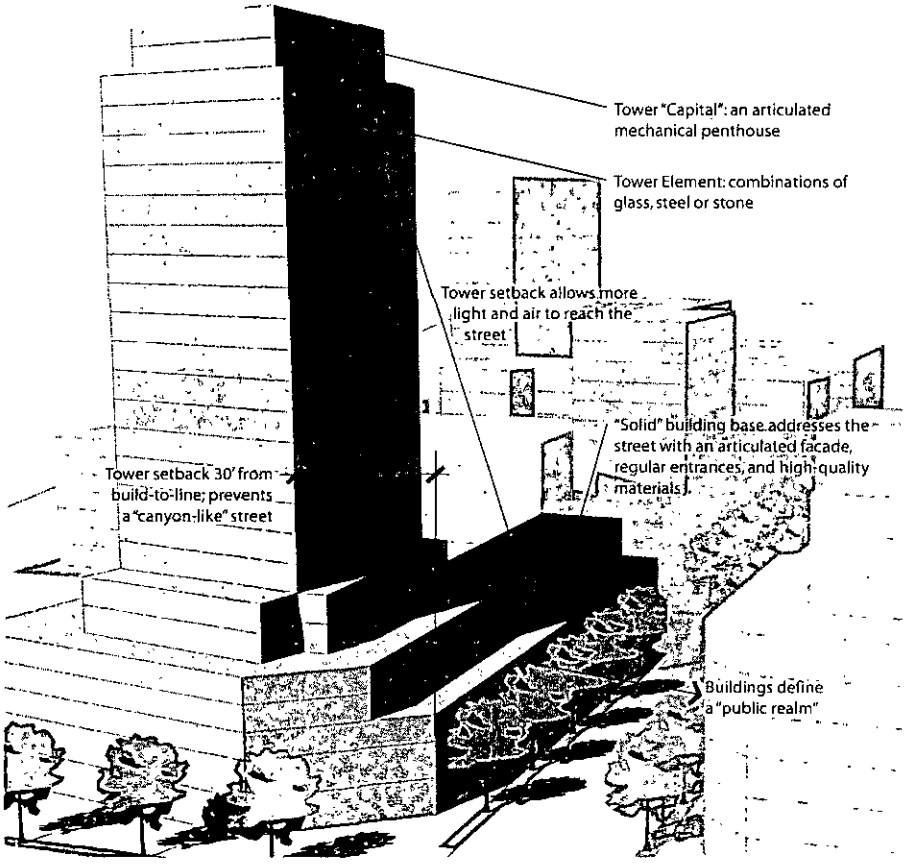
BUILDING TYPES

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.

Figure 4.37 : Diagramatic intent of architectural design standards

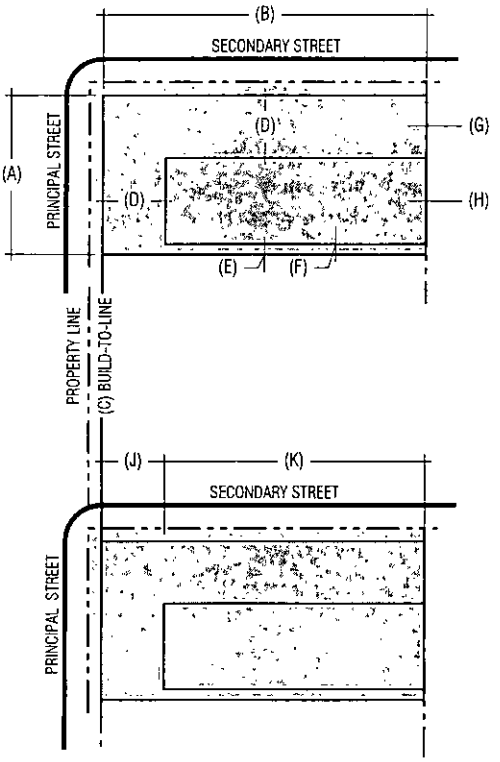


The following Building Type tables and illustrations identify the recommended development standards and entitlements for a property based on the subdistrict in which they are located and the subdistrict a building faces. Building placement is determined by the Build-to-Line based on the Street Type. 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

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

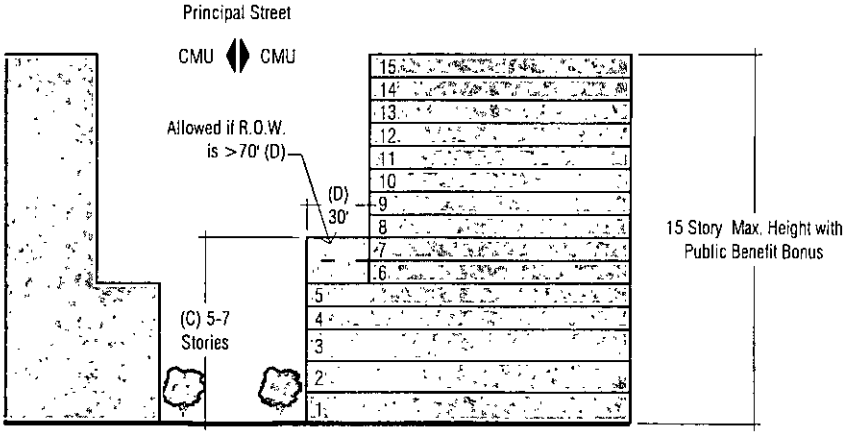


SITE

(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'



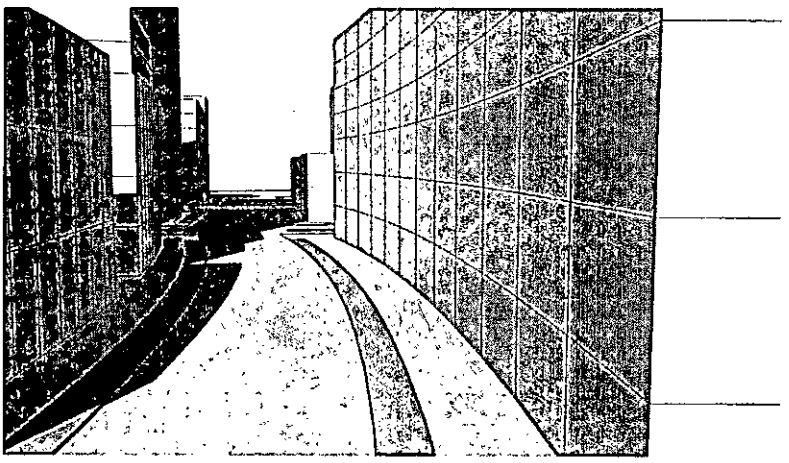
STRUCTURED PARKING

(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

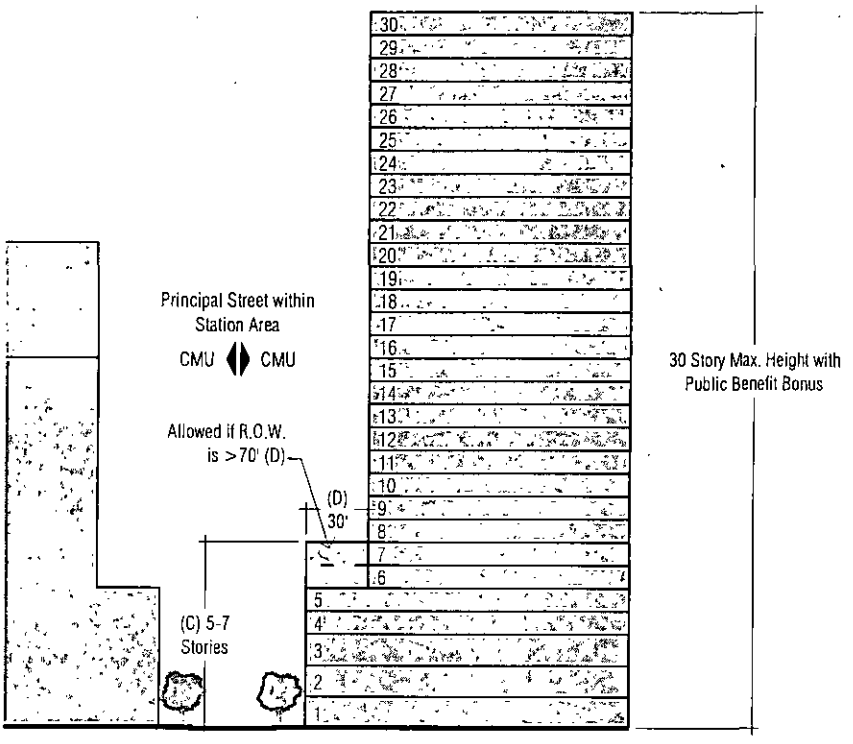


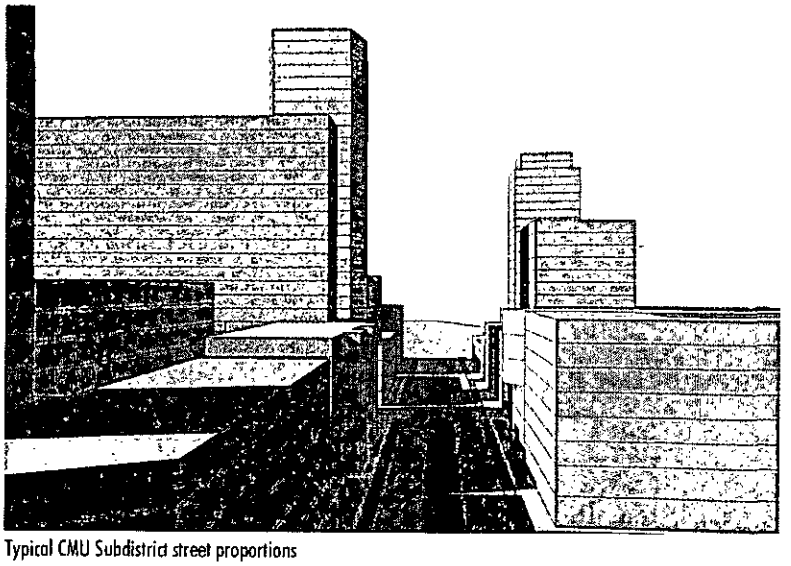
BUILDING TYPE: STATION AREA TOD; CMU FACING CMU

(within 1/4 mile of transit stop)

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

Max. Building Height with Public Benefit Bonus	30 stories 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



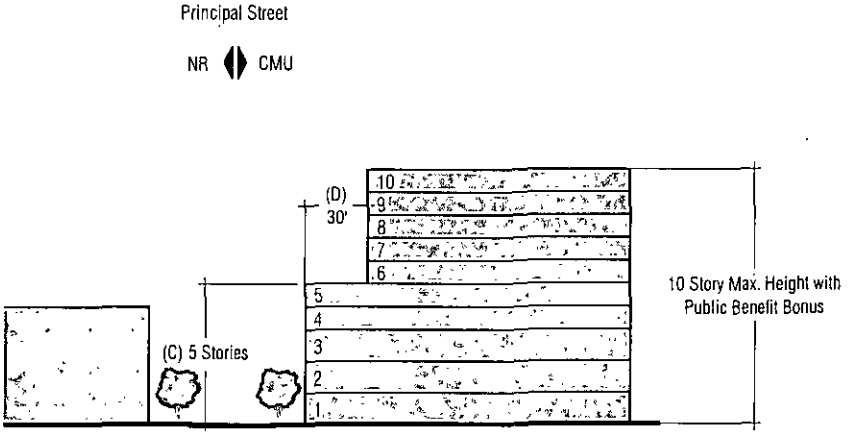


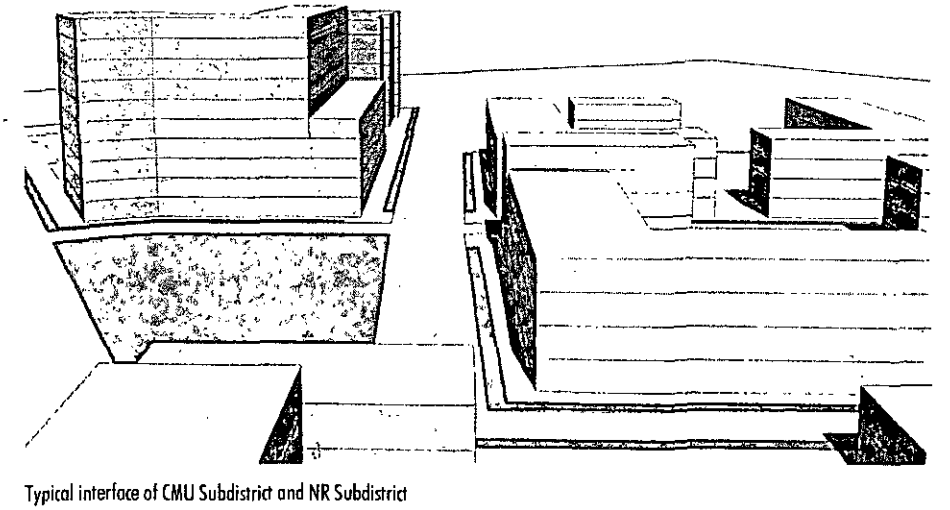
Typical CMU Subdistrict street proportions

BUILDING TYPE: CMU FACING NR

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

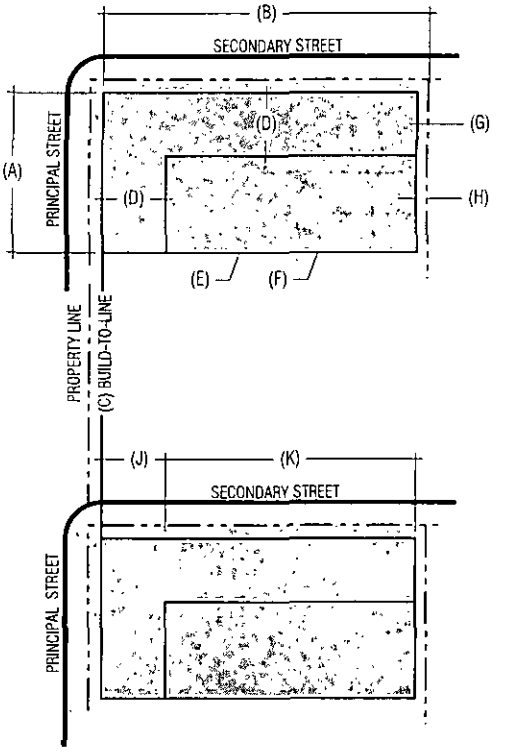
Max. Building Height with Public Benefit Bonus	10 stories
Max. Height at Build-to-Line	5 Stories
Max. FAR	3:1





Typical interface of CMU Subdistrict and NR Subdistrict

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



Principal Street

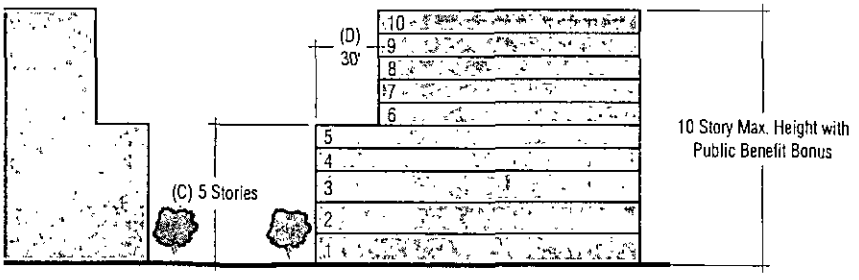
All Others ◆ NMU

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'

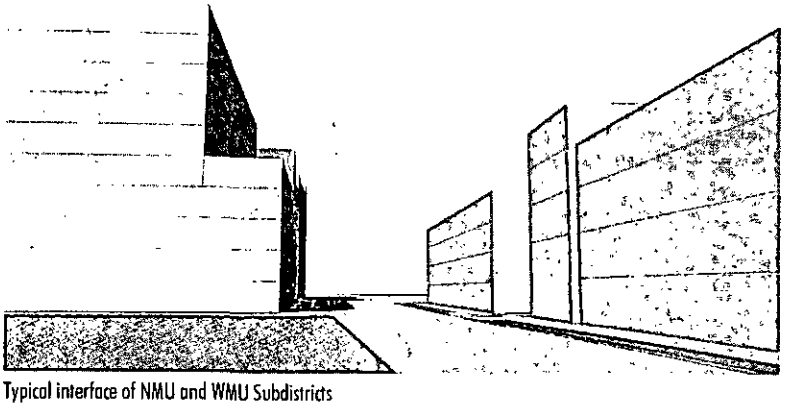


STRUCTURED PARKING

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

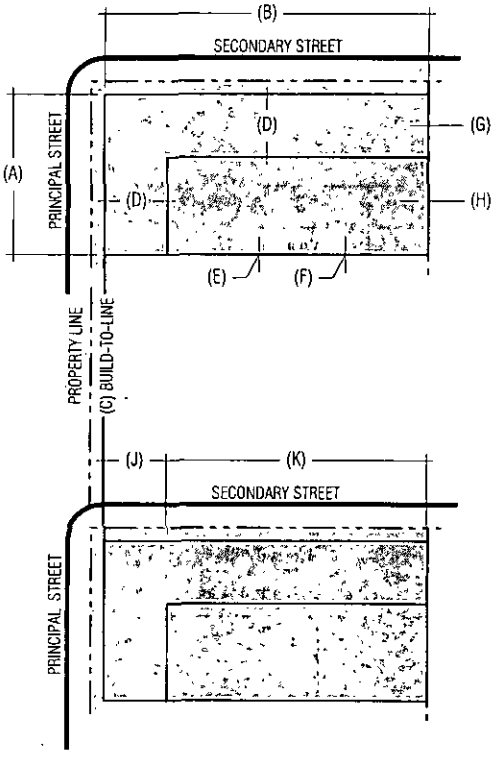
BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

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



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

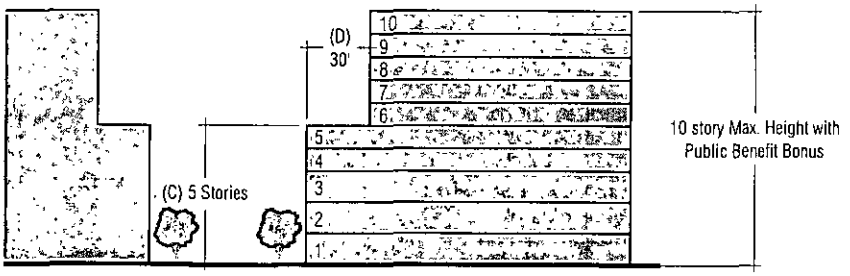
(C) Front Setback/Build-to-Line	Determined by street type
(D) Min. Tower Street Setback Stories 6 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	0'
(F) Min. Tower Side Setback from build-to-line	0'
(G) Min. Rear Setback (interior block)	0'
(H) Min. Tower Rear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

Principal Street

All Others ◆ WMU

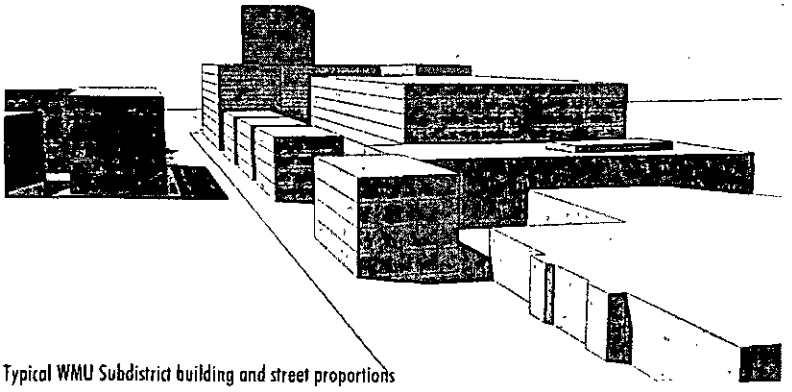
STRUCTURED PARKING

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



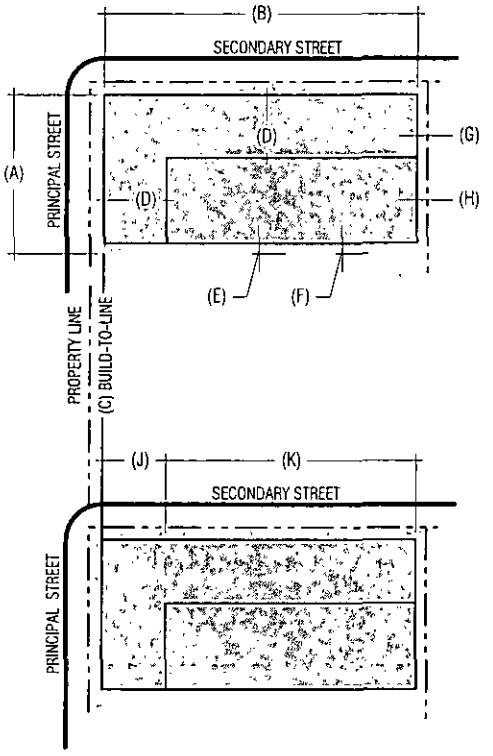
BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

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



Principal Street

All Others ◀▶ CI

SITE

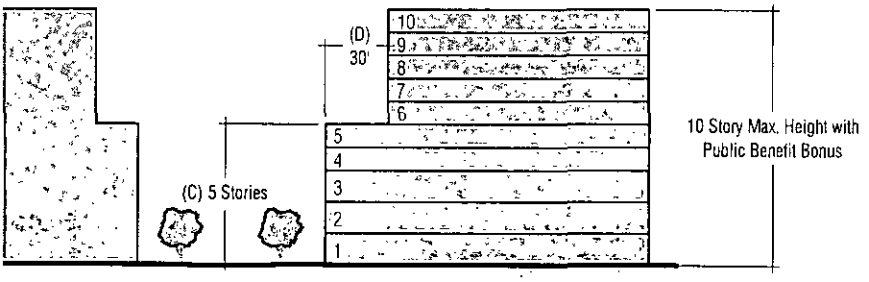
(A) Min. Lot Frontage	50'
(B) Min. Lot Depth	N/A
Min. Lot Size	5,000 sf
Max. Building Coverage	TBD
Max. Impervious Cover	TBD
Min. Building Frontage at Build-to-Line	75%

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'

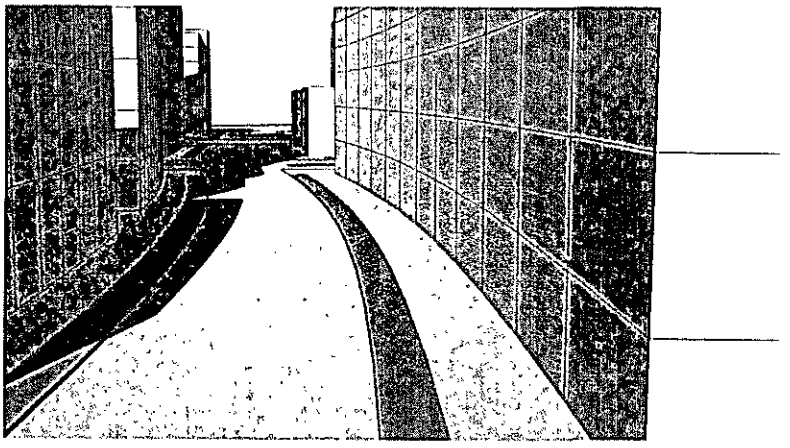
STRUCTURED PARKING

(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

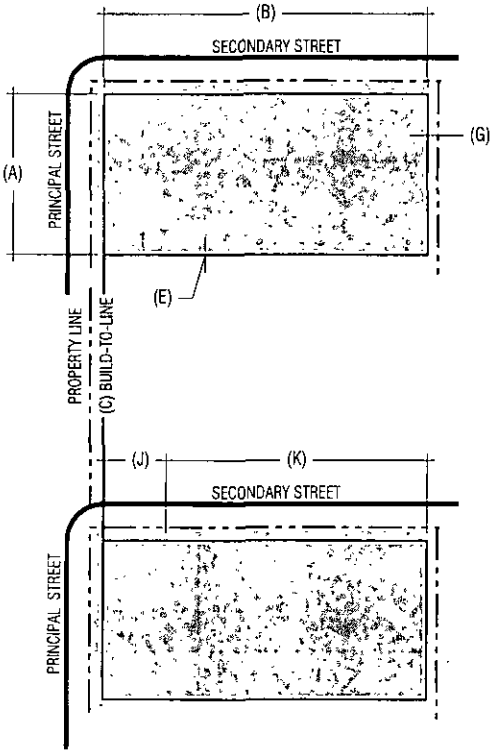


Typical interface between WMU and CI Subdistricts

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

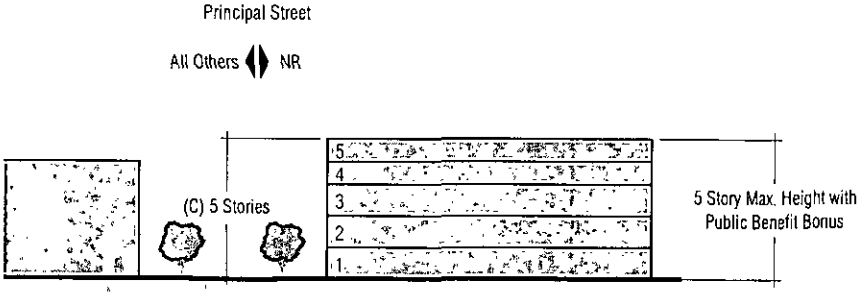
(C) Front Setback/Build-to-Line	Determined by street type
(E) Min. Side Setback (interior block)	0'
(G) Min. Rear Setback (interior block)	5'

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.

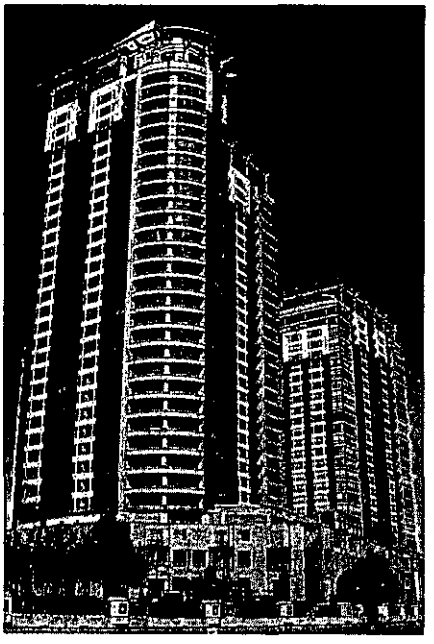


Figure 4.38 : Examples of the desired architectural effect; buildings with a solid base addressing the sidewalk and vertical elements set back from the front facade allowing light and air to penetrate to the street.

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.

Building heights upwards of 15 stories would be allowed within this subdistrict, with additional height allowed near transit stations; sidewalks are proportionately wide and lined with street trees. Broad boulevards move traffic through the commercial corridors of this subdistrict and secondary streets are kept wider than usual to balance the allowed building height. Specific building massing regulations are also recommended for this district, requiring buildings to front directly on the sidewalk, stepping back 30 feet after seven floors. This is designed to mitigate a canyon effect along streets in this district. Encouraged uses would range from high density residential to high rise office and entertainment complexes. See Figure 4.23 for building type examples in this subdistrict.

Destination retail and large scale civic uses would also be allowed in this subdistrict. Density bonuses would be available near the rail transit stations in exchange for specific public benefit additions to developments. By encouraging very high densities in this subdistrict, more land is available for high quality open space. Some of the largest parks in the North Burnet/Gateway neighborhood should be within the Commercial Mixed-Use subdistrict. Industrial, detached residential and auto-oriented retail are among the prohibited uses in the subdistrict. Parking would primarily be in parking structures, but on-street parking and shared parking could be used to meet parking requirements.

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

STATION AREA/TRANSIT-ORIENTED DEVELOPMENT (TOD)

Within the Commercial Mixed Use subdistrict, greater density and building heights of up to 30 stories would be allowed and encouraged on properties located within a 1/4 mile of any rail transit station. This distance is recommended as roughly a 5 to 10 minute walk from potential developments to any proposed rail station. In these areas, density will be allowed to step up significantly in return for specific public benefit bonuses within the development, such as providing affordable housing, parks and open space, additional stormwater management controls, vehicular and pedestrian connectivity, and/or civic facilities. By increasing density near transit stations, a greater number of people benefit from being able to rely on transit for daily transportation needs. The increased density also would allow for consolidated open space close to the transit stations.

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 on the east edge of the plan from Metric west to Braker Ln. along a span of six to eight blocks north and southThe look and feel of this subdistrict is modeled after neighborhoods at the fringe of central business districts in Chicago, Denver or Seattle.

Figure 4.23 : Examples of Buildings Typical of the Commercial Mixed Use District

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.

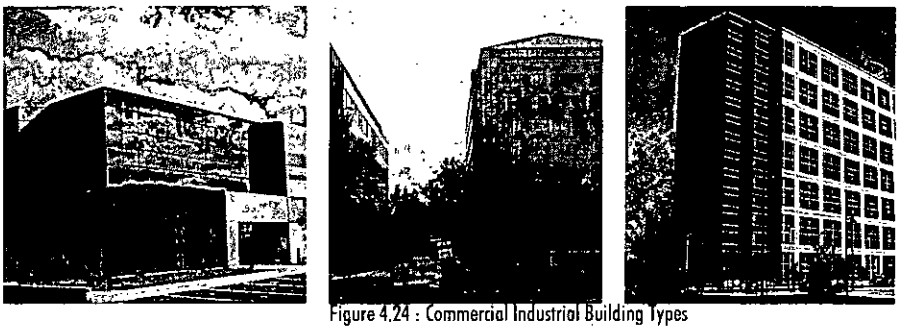


Figure 4.24 : Commercial Industrial Building Types

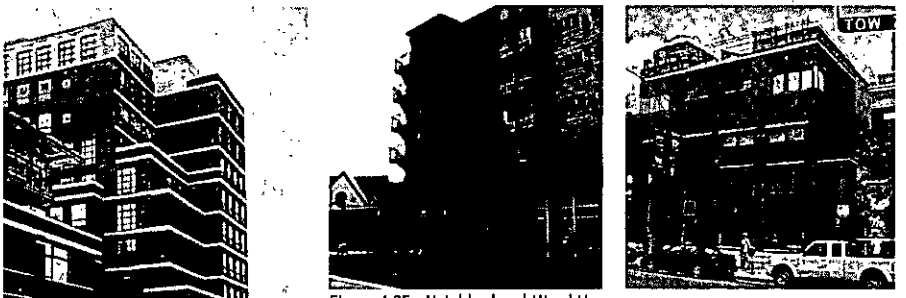


Figure 4.25 : Neighborhood Mixed Use

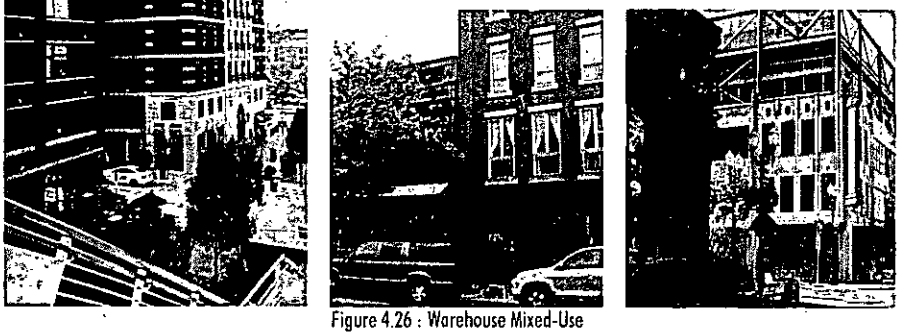


Figure 4.26 : Warehouse Mixed-Use

Figure 4.27 : Neighborhood Residential

COMMERCIAL INDUSTRIAL (CI)

Commercial Industrial is the subdistrict intended to accommodate existing industrial uses while enabling diversification. The subdistrict has been identified as the southeast corner of the plan, from Metric Blvd. west nearly to the Capital Metro Red Line, south to US 183 and north to just south of Kramer Lane. The subdistrict also includes Capital Metro's existing maintenance facilities west of the Red Line, just south of Rundberg. Existing uses range from home improvement showrooms to light duty manufacturing and processing facilities to office warehouse. These uses would be allowed to diversify through increased height and density entitlements.

While existing properties would not be required to redevelop, as property values increase, it may be sensible for industrial uses to move to a stacked, urban format. Storefront uses would remain on the ground floor, pushed up to the street, with light manufacturing facilities above. These could also be paired with office buildings. Parking and loading areas would be accessed via wider alleys at the rear of buildings, creating a more cohesive street front. Prohibited uses are residential, destination retail and hospitality. Shared and on-street parking are allowed to meet parking requirements. See Figure 4.24 for building type examples in this subdistrict.

WAREHOUSE MIXED-USE (WMU)

Warehouse Mixed-Use is a transition subdistrict used to accommodate existing industrial uses and enable adaptive reuse of the existing development to include residential and local retail uses. This subdistrict would allow up to 10 stories in height. The subdistrict is recommended in two locations: in the southwest portion of the plan south of the UT Pickle

Research Campus, and running along the Capital Metro Red Line from just south of Braker Ln to Rundberg Ln. This type of development can be seen to a small degree in Austin's warehouse district along 4th Street downtown, and to a greater degree in more heavily industrialized cities. Existing warehouses are encouraged through entitlements to be re-used as residential and retail uses. Existing uses in this subdistrict were seen by the public to be older and closer to being turned over to a new use in the southwest portion of the plan. Most buildings would initially be surface parked, but structured, shared and on-street parking could be used to meet parking requirements. See Figure 4.26 for building type examples in this subdistrict.

NEIGHBORHOOD RESIDENTIAL (NR)

The area to the northeast of the conceptual station location becomes primarily a residential subdistrict between the station area and the existing residential neighborhoods east of Metric. This Neighborhood Residential District provides an opportunity for a gradual height transition from the taller, more mixed-use districts, down to the single family residential north and east of the North Burnet/Gateway neighborhood. At the same time, current land values support a denser, and more urban form of housing. This subdistrict would allow up to 5 stories in height. Townhomes and condominiums, which have not been built in great quantity in Austin, are ideally suited for this type of environment where they can be located within walking distance of a pedestrian, mixed-use area. The housing types recommended here have a narrow street frontage and are rear-loaded (i.e., with car access from a rear lane) so that the front of the unit could face an attractive landscaped court or street. Residences would be surface parked, but on-street parking could count towards minimum parking requirements. This concept is illustrated in Figure 4.27.

THE UNIVERSITY TEXAS PROPERTIES

The University of Texas (UT) is a significant landowner in the North Burnet/Gateway area and thus any future building expansion or redevelopment of their properties over the next 30 years could have a significant impact on the area with respect to land use, urban form, traffic volumes and circulation, and utility infrastructure capacity.

Properties owned and occupied by UT are not subject to City of Austin land development regulations unless sold or long-term leased for private development, at which time the property becomes subject to the City of Austin Land Development Code (LDC). For this reason, the Arbor Walk property is identified as part of a land use subdistrict in the North Burnet/Gateway Plan, with associated development standards that would be applicable if this property were to redevelop in the future.

UT does not currently have an adopted plan for the J.J. Pickle Research Campus or the Western Tract properties. Although there are no defined future plans, a number of participants during the charrette process indicated a strong desire to identify a vision for the mostly vacant Western Tract in case UT decided in the future to either sell or long-term lease the property for private development. For this reason, the Western Tract is shown with a future concept plan.

Any decision by UT with regards to future use of their property, either for UT purposes or for private development, would have to first be approved by the UT Board of Regents. If the decision is made in the future to allow private development on the UT-owned land, UT and the City would work together to make sure the property has appropriate zoning and any future development of the property would be a successful venture.

The North Burnet/Gateway Plan does not show a potential future concept plan for the J.J. Pickle Research Campus, as it seems less likely that UT would sell or long-term lease the property for private development. However, to be conservative, some growth assumptions were made for the property in the future traffic and utility infrastructure analyses for the Plan. These assumptions were made to ensure that those analyses were not underestimating the potential demands on the planning area's transportation and water and wastewater systems over the next 30 years. It is strongly encouraged in the North Burnet/Gateway Plan that any future development along the edges of the Pickle Research Campus follow the urban design standards associated with the land use subdistrict adjacent to the site.

PHASING OF REDEVELOPMENT

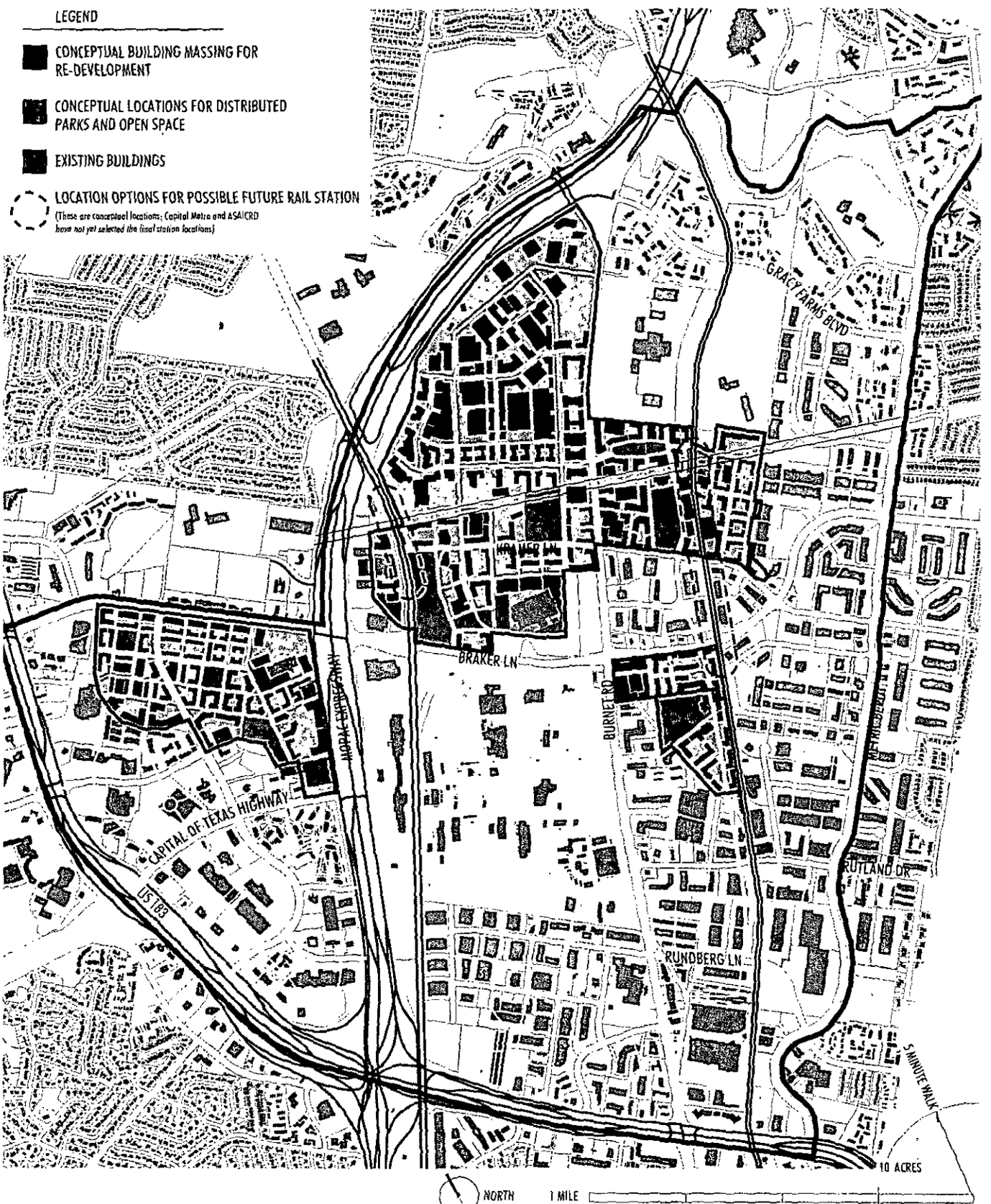
Ambitious and comprehensive redevelopment master plans such as this one take time and commitment to implement. The total amount of development envisioned in this plan cannot be absorbed by the market quickly. The rationale proposed for this extraordinary opportunity is to assume two 15-year periods of redevelopment. The first would be characterized by catalyst projects on tracts that are ripe for near-term development such as existing vacant properties. The second 15 years would likely see the area mature and build out as the catalyst projects help the market understand the paradigm shift to a new, more urban form of development.

The 2020 plan shown in Figure 4.28 is based on taking advantage of the large vacant tracts and public land to establish an initial focus of development. The area identified represents approximately one-third of the overall planning area. This could be accomplished while leaving the majority of the existing uses undisturbed, and would present an opportunity to establish the northern end of the Burnet Road Transit Boulevard. The tracts of land that could potentially act as catalysts for redevelopment include a 24-acre Austin Water Utility property southeast of the intersection of Burnet Rd and Braker

2020 CONCEPTUAL MASTER PLAN

Figure 4.28

This map presents a potential redevelopment vision and does not constitute regulatory standards



Ln; 40+ acres owned by the City of Austin straddling the Capital Metro Red Line one half mile north of Braker Ln; and 50+ acres owned by IBM, adjacent to the City of Austin property. The Master Plan has conceptualized these three properties as some of the highest density development in the plan, by collectively accommodating over 15 million square feet of mixed use development and approximately 20 acres of developed parkland. This type of development has the opportunity to not only catalyze future redevelopment, but to set a standard for design and performance for the entire North Burnet/Gateway neighborhood.

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. 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.

Several other portions of the planning area contain contiguous tracts with common ownership. These areas could redevelop sooner as long as the existing owners feel that the process of redevelopment is predictable. Additionally, investment of well-timed infrastructure projects is critical to redevelopment phasing. For example, the new street crossing over MoPac at Longhorn and York is an important component of the overall transportation network as properties in the southern portion of the planning area redevelop.

The Gateway area is relatively independent of the North Burnet area, and redevelopment of land within that area might proceed due to market forces being favorable before the 2020-2035 time frame. Figure 4.31 illustrates a recommended strategy for staged redevelopment of the Gateway shopping center. As parking lots are replaced by parking structures and additional buildings, a street grid can evolve and densities similar to other places in the plan could more easily be supported. Figures 4.29 and 4.30 show how this area could change to significantly improve the pedestrian experience.

Figure 4.29 : View along a converted street illustrating a possible Gateway redevelopment.

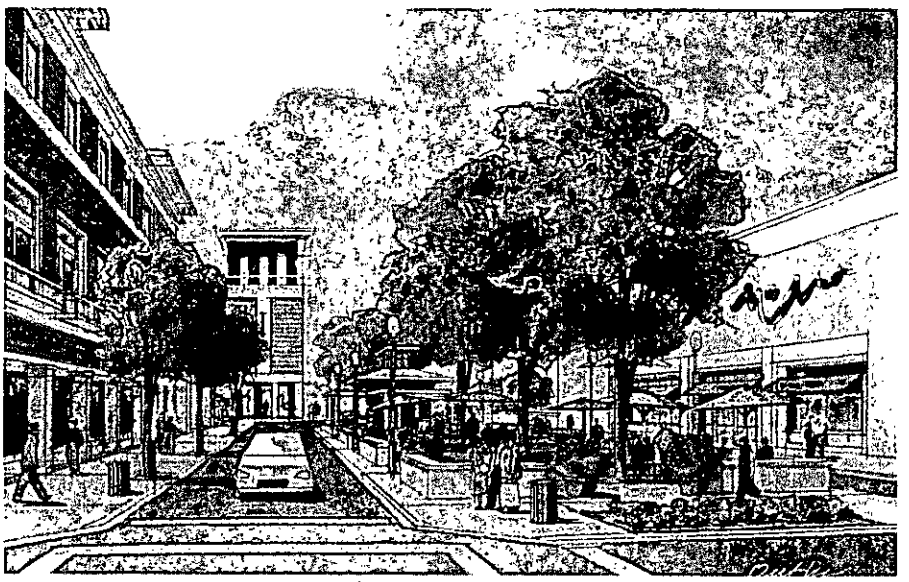
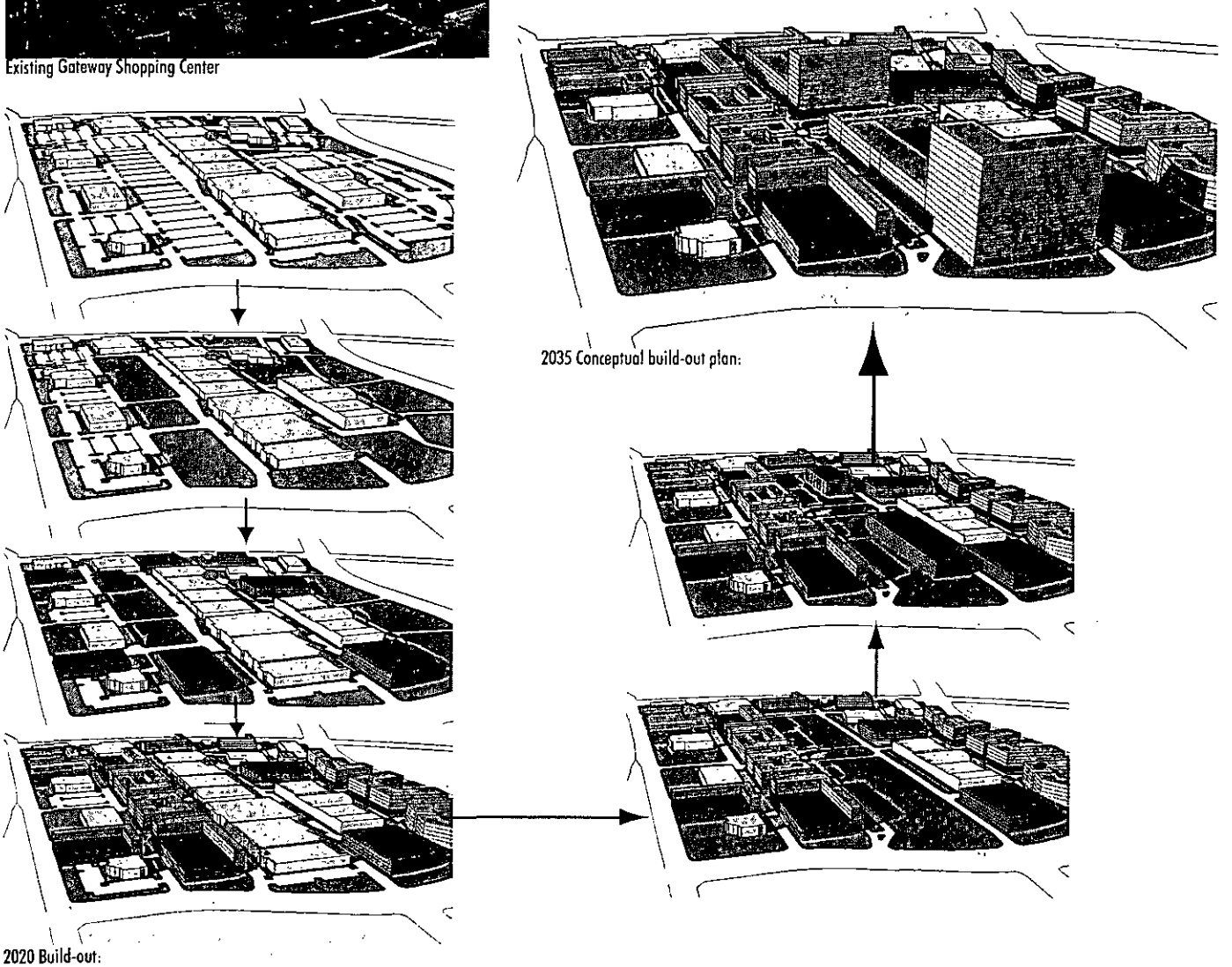


Figure 4.30: Illustration of a boulevard with usable space in the center, in the more pedestrian-friendly retail environment envisioned for the Gateway Shopping Center.

It is assumed that the most fragmented ownership areas will be the most difficult to assemble and will, consequently, not redevelop until the later stages of the process. Land assembly of smaller properties could allow individuals and landowners of smaller parcels to participate in a larger development scheme. It is recommended that the City help facilitate, these multi-owner redevelopment efforts.

Existing Gateway Shopping Center

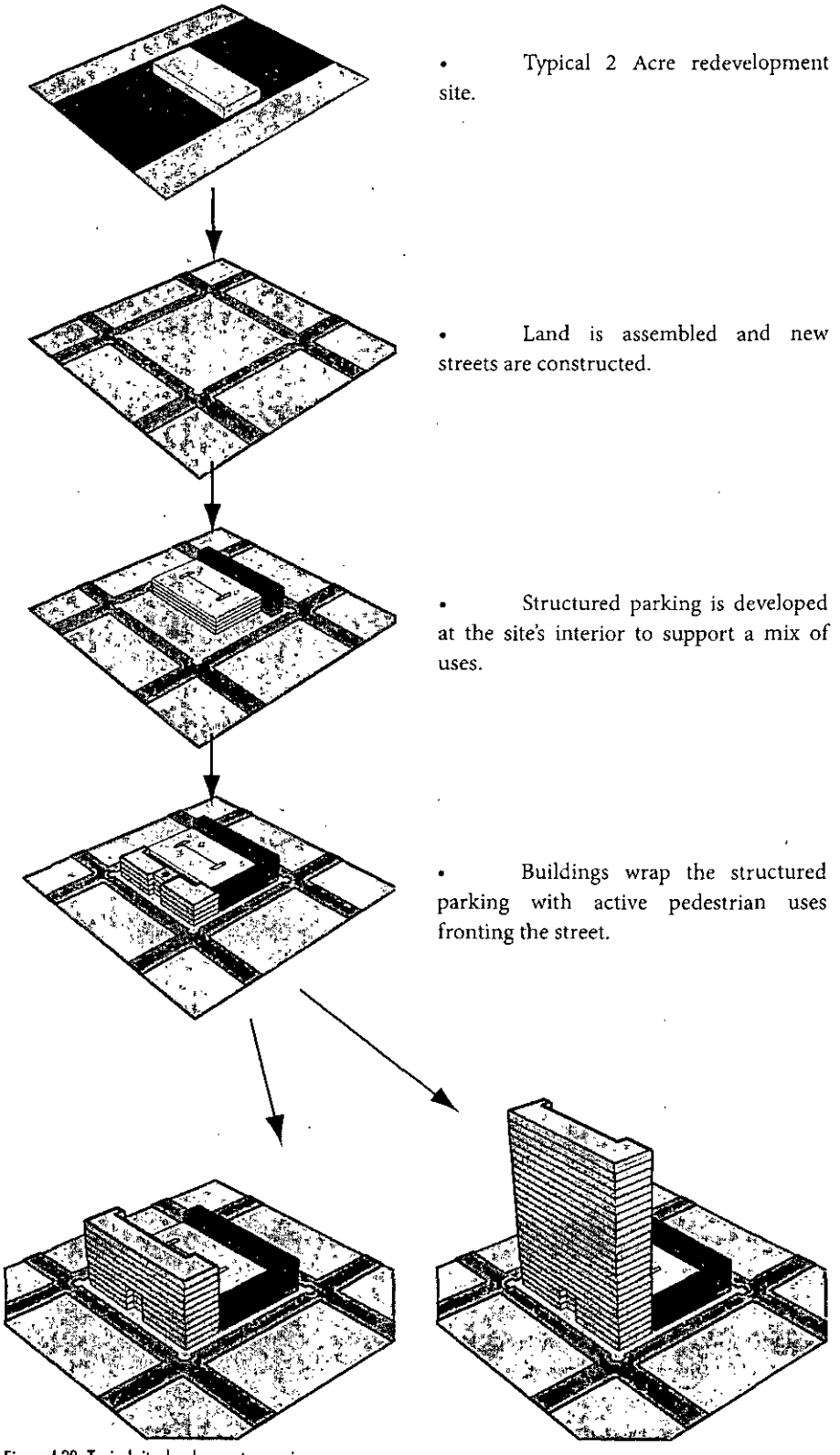
Figure 4.31 : Conceptual re-development sequence of the Gateway shopping center from retail uses into a mixed-use center



2035 Conceptual build-out plan:

2020 Build-out:

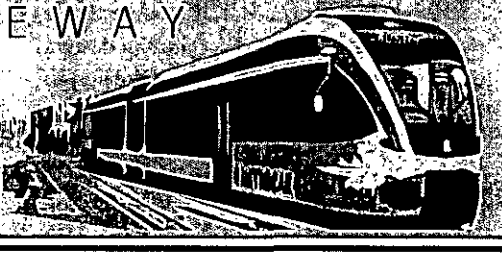
Since much of the area is already developed, there needs to be an implicit understanding that certain uses will remain in operation and may gradually transition to another use. As indicated on the Land Use and Zoning maps (Figures 2.6 and 2.7), a large portion of the plan area is currently zoned for industrial use. In some subdistricts, certain industrial land uses may be prohibited by the new North Burnet/Gateway zoning changes. In these cases, existing industrial businesses would become non-conforming uses, and City regulations regarding non-conforming uses would apply. Existing businesses may continue to operate, but only limited physical expansion of buildings on site would be allowed. Industrial and warehouse uses would continue to be allowed in the Commercial Industrial and Warehouse Mixed Use subdistricts, and some operations who would like to expand could relocate to these areas. As properties redevelop, consideration should be given to providing appropriate screening between residential or mixed-use and existing industrial uses.



- Typical 2 Acre redevelopment site.
- Land is assembled and new streets are constructed.
- Structured parking is developed at the site's interior to support a mix of uses.
- Buildings wrap the structured parking with active pedestrian uses fronting the street.

Figure 4.32: Typical site development scenario

NORTH BURNET : MASTER PLAN
GATEWAY



5

IMPLEMENTATION PLAN

IMPLEMENTATION RECOMMENDATIONS

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 highdensity 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 stormwater 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.