

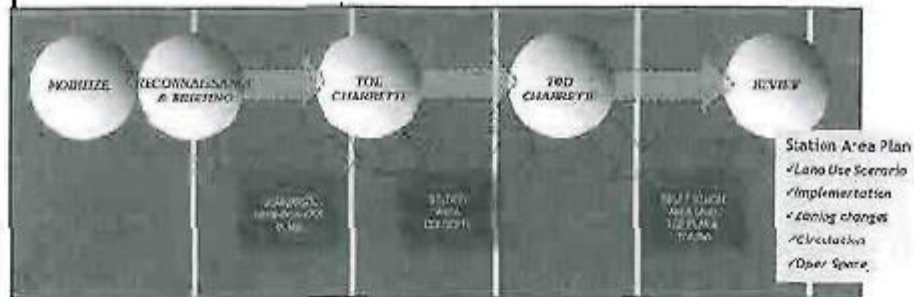


Planning Context

- 'All Systems Go!' Long Range Transit Plan
- 32-mile Red Line
- 9 Stations planned

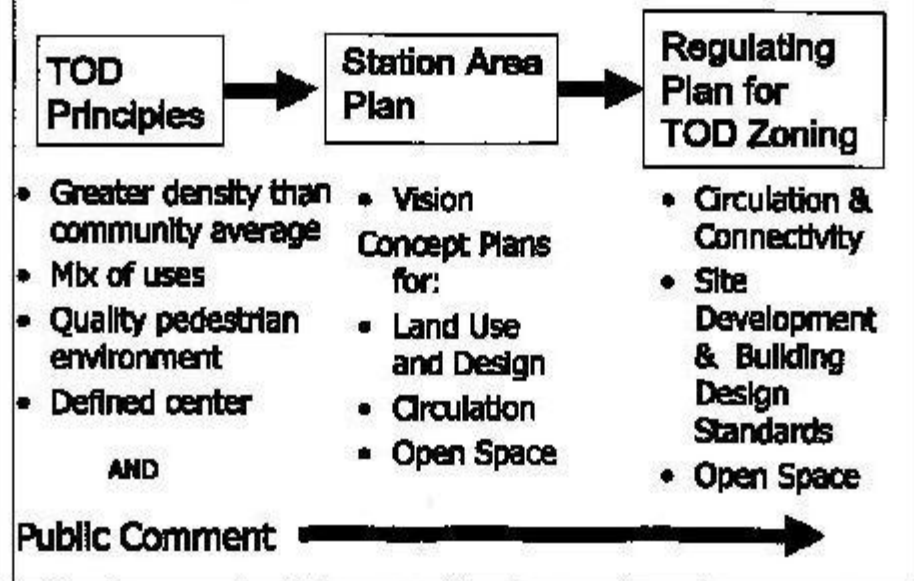
A map showing the proposed 32-mile Red Line transit route. The route is a dark line winding through a light-colored map of the region. A legend in the top right corner lists various transit features with corresponding symbols. A scale bar and a north arrow are located in the bottom left corner of the map area.

Process to Build the Plan



- Education Session (early April 2007)
- Two Charrettes (late April and June 2007)
- Affordable Housing Meeting (September 2007)
- Draft plan review (late November 2007)
- Planning Commission and City Council presentations

The Draft Plan



TOD Principles

1. Greater density than community average
2. Mix of uses
3. Quality pedestrian environment
4. Defined center



MLK Station Area

- East of Airport Blvd. & Mueller redev'p
- MLK Blvd. & Manor Rd provide main access
- Former industrial uses
- Large undeveloped lots
- Boggy Creek on the eastern edge



The Design Challenge

The MLK TOD possesses a strong residential character with unique local businesses. The challenge is to create a vital center while preserving this character.

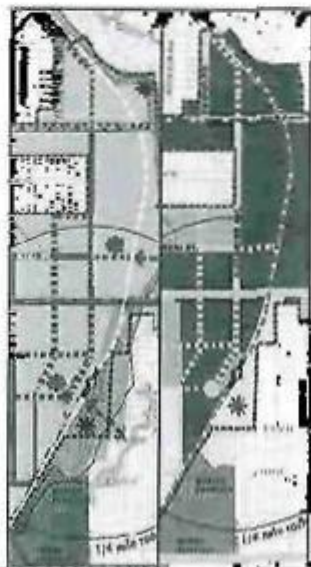


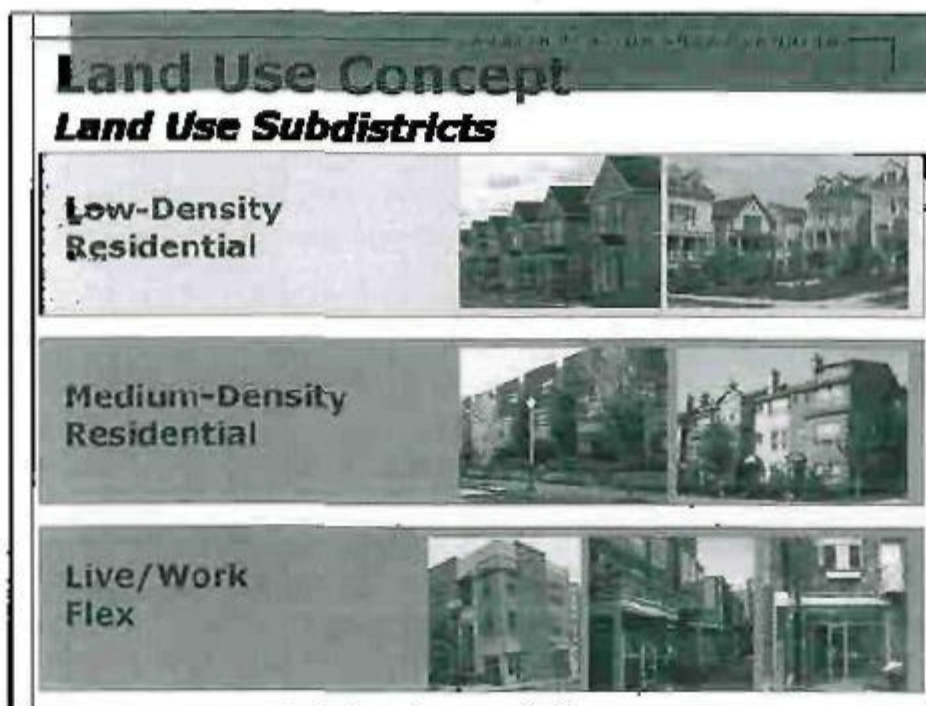
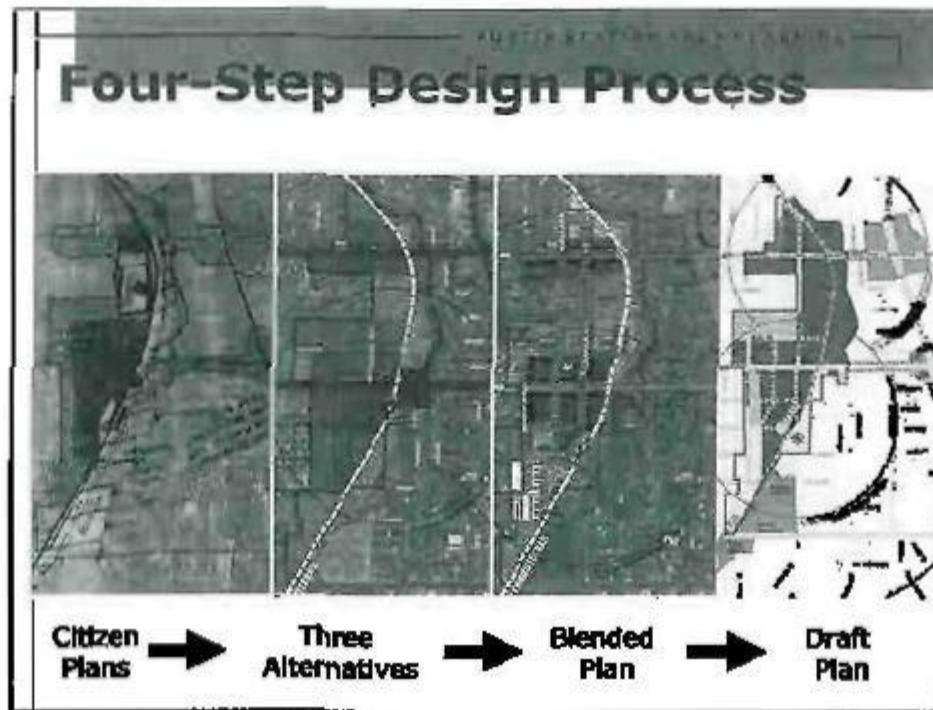
The Plan Development Challenge

Commercial mixed use zoning on most properties

Great diversity of opinion on how the TOD should develop

The Plan aims to set the stage and framework for future development and is not a development project





Land Use Concept

Land Use Subdistricts

Corridor
Mixed-Use



Land Use Concept Plan

- Two activity centers
 - ▶ MLK - MetroRail
 - ▶ Manor - Streetcar
- Transitions with surrounding neighborhoods
 - ▶ Especially low visibility areas and streets
 - ▶ Environmentally sensitive land
- Airport Blvd Gateways



Land Use Concept Plan

- Active edges at activity centers
 - ▶ Ground floor designed for active uses
 - ▶ No off-street parking adjacent to edge



Land Use Concept Plan

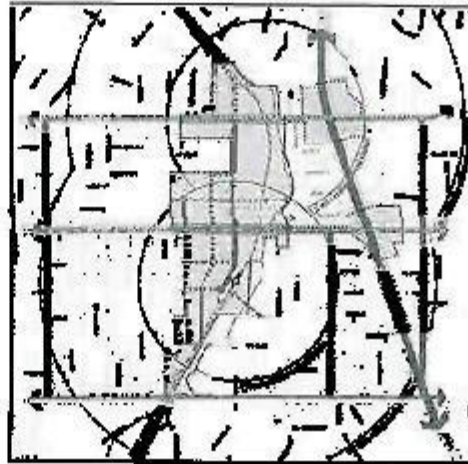
Affordable Housing

- Development Bonuses proposed:
 - ▶ Density bonus in Mixed Use Subdistricts
 - ▶ Height bonus in TOD Mixed Use Subdistrict
- Affordable housing required in exchange
- To reach TOD goal level additional financing will be needed (Diana McIver housing analysis)

Circulation Concept Plan

Integrated street network

- TOD Core Transit Corridors
- TOD Pedestrian Priority Streets
- TOD Local Streets



Open Space Concept Plan

- Existing open space
- Pocket park north of MLK
- Pocket park south of MLK
- Natural trail network along Boggy Creek



Open Space Concept Plan

- **Boggy Creek Improvements**
 - ▶ Environmental restoration
 - ▶ Creekside trail
 - ▶ Community garden
 - ▶ Enhanced stormwater/riparian corridor



Implementation

- **Form a Working Group**
 - ▶ City departments
 - ▶ Capitol Metro
 - ▶ Neighborhood representatives
 - ▶ Private sector
- **Responsibilities**
 - ▶ Regular meetings
 - ▶ Focused attention on implementation of the SAPs



Implementation

- **Prioritize & Implement Action Items Related to**
 - ▶ **Planning and Administration**
 - ▶ **Transit-Oriented Development Catalyst Projects**
 - ▶ **Circulation and Streets**
 - ▶ **Open Space**
 - ▶ **Supporting Infrastructure**



Implementation

Key Action Items

- **Planning and Administration**
 - ▶ **Adopt SAPs and Regulating Plan**
 - ▶ **Amend Neighborhood Plans**
 - ▶ **Dedicated TOD Implementation Staff**
 - ▶ **Prioritize TOD projects in CIP bonds**



Implementation

Key Action Items

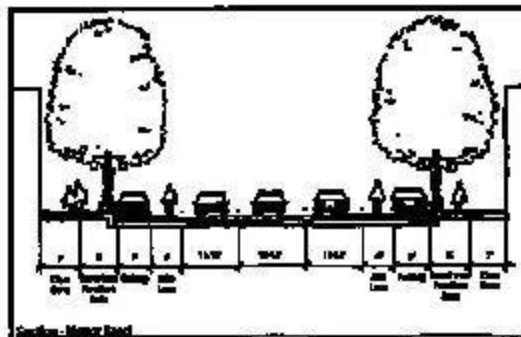
- TOD Catalyst Projects
 - ▶ Partnerships for TOD stimulation
 - ▶ City catalyst projects (e.g., streets, trails)
 - ▶ TOD Financing Tools (BAE report in Appendix F)



Implementation

Key Action Items

- Circulation and Streets
 - ▶ MLK and Manor street improvements
 - ▶ North-south pedestrian and bike connections on Alexander
 - ▶ Neighborhood pathways



Implementation

Key Action Items

- Open Space
 - ▶ New open space per current city parkland dedication requirements
 - ▶ Pocket parks – ½ acre minimum
 - ▶ Focus on Improving Boggy Creek
 - ▶ Private open space on larger sites
 - ▶ Involve Parks Dept in open space provision



TOD Lessons Learned

- Market driven, not transit driven
 - ▶ Transit won't create the market
- Make it easy
 - ▶ Stations as development hot spots
- Provide leadership
 - ▶ Public & private sector
- Design for walking
 - ▶ Tame the car, address parking



North Corridor
Station Area Planning
Miami, Florida

The Challenge for Austin

Finding the right balance:

- 9 TODs – about 1% of the city
- Multitude of public objectives
 - TOD / Open space / Affordability
 - / Neighborhood compatibility
- Careful balance in plans
- Keep the bar high for TOD
- Next step is critical
 - adopt the plans
 - focus on Implementation
 - dedicate staff to TOD



MLK Station Area

Regulating Plan

- Creates a regulatory framework for private sector development
- Aims to create a more unified and consistent regulatory strategy within the TODs
- Allows for flexibility in order to respond to changing market conditions

Regulating Plan Highlights

- All properties in the station area will have TOD Zoning upon adoption of the plan.
- Use requirements build on current TOD Ordinance.
- Citywide Design Standards are the foundation:
 - ▶ System of administration
 - ▶ Approach
 - ▶ Specific standards

Regulating Plan Highlights

- *Article 1: General Provisions*
- *Article 2: Land Use & Building Density*
- *Article 3: Circulation, Connectivity & Streetscape*
- *Article 4 Site Development Standards*
- *Article 5: Building Design Standards*
- *Article 6: Definitions*

Regulating Plan Highlights

Article 1: General Provisions

- General zoning standards
- TOD Design Standards
- Development regulated by:
 - ▶ Zoning subdistrict
 - ▶ Street type

Regulating Plan Highlights

Article 2: Land Use and Density

Zone District	Uses	Minimum Density	Maximum Density
Low Density Residential	Residential only	9 units per acre	16 units per acre
Medium Density Residential	Residential only	17 units per acre	45 units per acre

Regulating Plan Highlights

Article 2: Land Use and Density

Zone District	Uses	Minimum Density	Maximum Density
Live/Work Flex	Residential plus small-scale commercial or employment uses	17 units per acre	45 units per acre
Corridor Mixed-Use	Commercial, retail, office, residential	None	45 units per acre
TOD Mixed-Use	Commercial, retail, office, residential and generally no auto-oriented uses	2 story building height	45 Units per acre

Regulating Plan Highlights

Article 3: Circulation, Connectivity & Streetscape

Standards for:

- Sidewalks
- On-street parking
- Minimum block size
- Connectivity and circulation

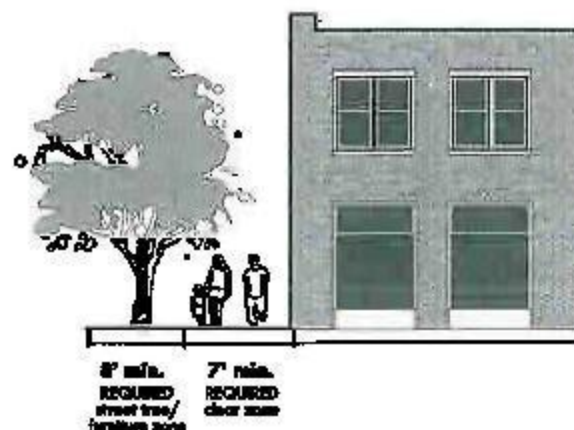
Regulating Plan Highlights

Sidewalk Standards

Street Type	Sidewalk Standards	Affected Streets
TOD Core Transit Corridor	Street Tree/Furniture Zone: Minimum 8 feet Clear Zone: Minimum 7 feet	Manor Road, MLK Boulevard (and at Airport Intersections)
TOD Pedestrian Priority Street	Street Tree/Furniture Zone: Minimum 7 feet Clear Zone: Minimum 5 feet	Alexander Avenue, portions of Real and E. 17th
TOD Local Street	Street Tree/Furniture Zone: Minimum 5 feet Clear Zone: Minimum 5 feet	All remaining streets in the TOD District

Regulating Plan Highlights

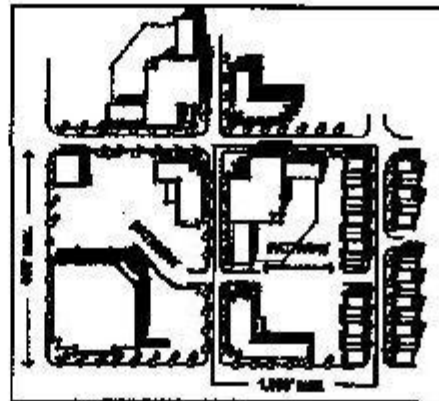
Example – TOD CTC Sidewalk Standards



Regulating Plan Highlights

Article 3: Circulation, Connectivity & Streetscape

- Block Size
- On-Site Circulation
- Project circulation plan



Regulating Plan Highlights

Article 4: Site Development Standards

- General Development Standards
 - ▶ Lot size/width/impervious coverage
 - ▶ Setbacks
 - ▶ Building height and compatibility
- Development bonuses
- Building relationship to street
- Off-street parking standards
- Screening and lighting standards
- Open space (private and public)

Regulating Plan Highlights

Article 4: Site Development Standards

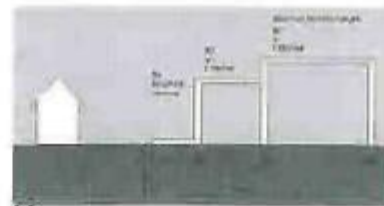
- **Compatibility Transition Area**

- ▶ Compatibility Standards apply to properties within 100 feet of SF

- ▶ Property Inside the TOD doesn't trigger compatibility



For large sites



For small sites

Regulating Plan Highlights

Article 4: Site Development Standards

Building Heights

- ▶ Current entitlements in place, unless height bonus is utilized (TOD Mixed-use)
- ▶ Max height 60 ft



Regulating Plan Highlights

Article 4: Site Development Standards

- Development Bonuses

- ▶ Density bonus

- Allowed in Mixed Use Subdistricts
 - Similar to VMU – no max FAR or density
 - Ownership: 10% at 80% MFI
 - Rental: 10% at 60% MFI

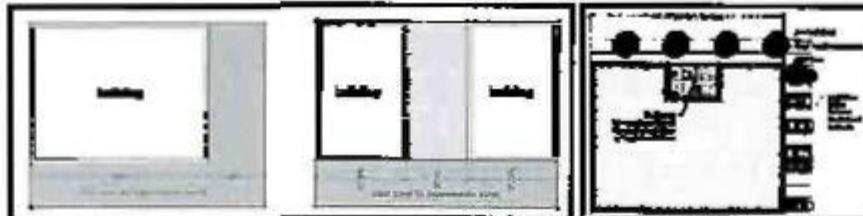
- ▶ Height bonus

- Allowed in TOD Mixed Use Subdistrict when height is less than 60 feet
 - Ownership: 25% of bonus area at 80%/60% MFI
 - Rental: 25% of bonus area at 60%/50% MFI

Regulating Plan Highlights

Article 4: Site Development Standards

- Building placement requirements
- Off street parking (vehicles & bikes)



Regulating Plan Highlights

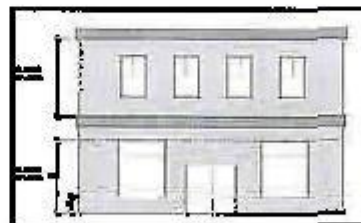
Article 4: Site Development Standards

- Private Open Space
 - ▶ Private open space & pedestrian amenities for larger sites
- Public Open Space
 - ▶ Triggered by Parkland Dedication Ordinance
 - ▶ Consistency with Open Space and Trails Concept Plan

Regulating Plan Highlights

Article 5: Building Design Standards

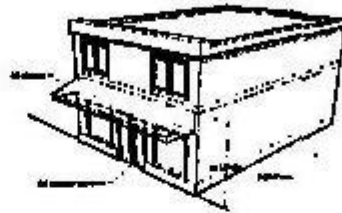
- Building Entrances
- Window Glazing
- Shade & Shelter
- Building Façade Articulation



Regulating Plan Highlights

Article 5: Building Design Standards

- **Active Edges**
 - ▶ Ground floor design to accommodate active uses, such as retail, office or entertainment
 - ▶ Surface parking in the rear or structured
 - ▶ Required on parking garages that front a street



MLK Jr. Blvd. Station Area Plan

Requests

1. **Approve Station Area Plan (Zoning Case)**
 - ▶ Land Use, Circulation, and Open Space Concept Plans
 - ▶ Implementation Plan
 - ▶ Regulating Plan
2. **Approve Neighborhood Plan Amendments (Plan Amendment Cases)**
 - ▶ Chestnut
 - ▶ Rosewood
 - ▶ UBC
 - ▶ MLK