

Late Backlot

# City of Austin

Airport Boulevard Form-Based Code  
(FBC) Initiative – CLMP057

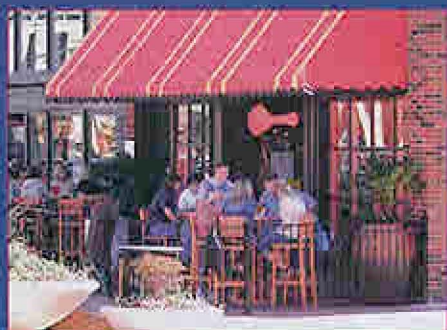


## Neighborhood Vitality through Form-Based Redevelopment

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## Why the Gateway Planning/KH Team

Unparalleled experience

- Reinventing corridors as a Livable Places
- Tailored Form-Based Codes to renew destinations
- Building partnerships to implement

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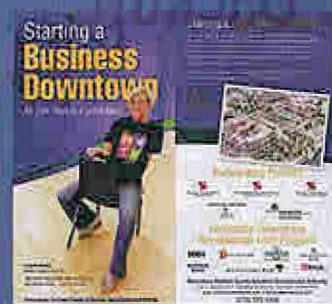


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## Why the Gateway Planning/KH Team

### Unparalleled experience

- Engagement in Austin Issues
- Value capture to fund reconstruction of infrastructure
- Establishing a model for predictable development



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Gateway Planning Group, Inc.  
Project Principal and Project Manager  
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Coding Task Leader  
Jay Narayana, AICP, CNU

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Amanda Rayo  
Mike Clark-Madison  
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Milosav Cekic, AICP, CNU  
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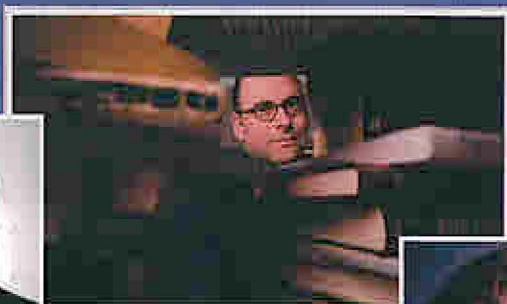
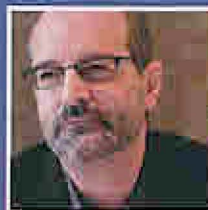
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Urban Design Group  
Laura Dups, PE, LEED® AP  
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Eleanor McKinney  
Landscape Architect  
Eleanor McKinney, RLA

Economics  
TXP, Inc.  
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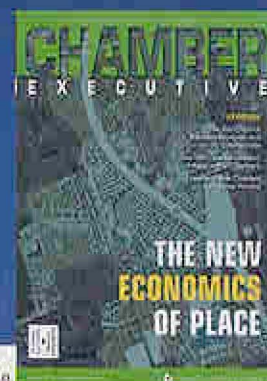
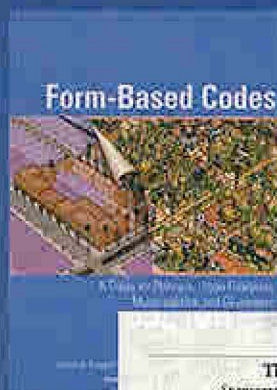
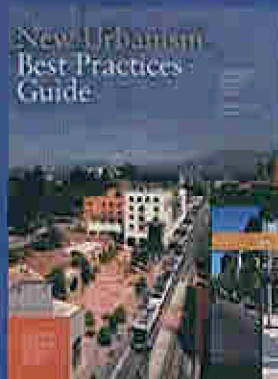




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Gateway Planning & KH recognized  
as a national leader utilizing FBCs  
and CSS for redevelopment

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## Work Plan

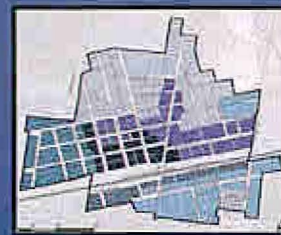
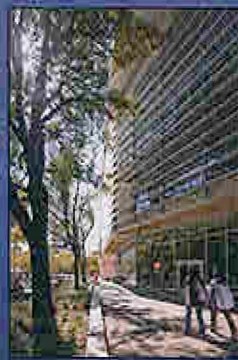


### Building towards implementation

- Early and non-traditional stakeholder engagement
- Establish partnership among neighborhoods and businesses
- Market-based charrette embracing community values
- Simultaneously develop FBC Structure and Boulevard Redesign



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## Work Plan



### Building towards implementation

- Focused stakeholder engagement during FBC development
- City initiated rezoning embraced by property owners
- Developing a value capture plan to rebuild Airport Blvd.



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Challenge	Desired Outcome
The corridor does not support <b>multimodal travel</b> .	Provide the ability for multimodal transportation to serve as a <b>catalyst</b> for new urban development.
Inherent challenge to <b>integrate</b> the corridor's form-based code into the City's existing code.	Enable the City to effectively manage and administer the new FBC without <b>unnecessary delay</b> .
Existing storm water and franchise <b>utilities are not sized or located</b> in a manner that is conducive to redevelopment.	Manage / utilize the existing infrastructure in a way that <b>leverages the existing investments</b> in a fiscally efficient manner
How do you handle the transition time period <b>without killing existing businesses?</b>	Craft a code such that the threshold points for dealing with non-conforming buildings/sites are <b>simple to manage and fair to businesses</b> so that existing uses are not harmed
Overcoming decades of the perception of Airport Boulevard as a "backwater" area of Austin into the <b>perception</b> of a vibrant new district ripe with opportunity and community participation.	Enthusiastic embracing of the " <b>new Airport Boulevard</b> " considering regional economics, business encouragement, civic support and <b>neighborhood pride</b> .

## Stakeholder Engagement



### Ownership of Implementation

- Knowledge transfer (after the consultants are gone)
- Make engagement fun and interesting
- Early engagement through photo-voice



# Stakeholder Engagement



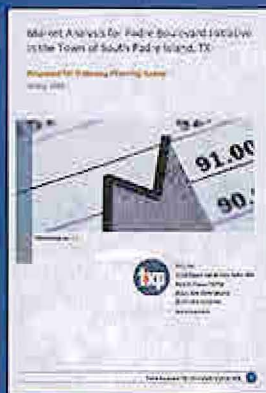
## Photo-Voice

- Neighbors taking pictures of assets and problems
- Creating stories that indicate their passion
- Sets the stage for a meaningful charrette and implementation

Neighbor, "This intersection is always clogged. It should be a key connection to Airport, but like every other entry point it is completely unfriendly to all users."

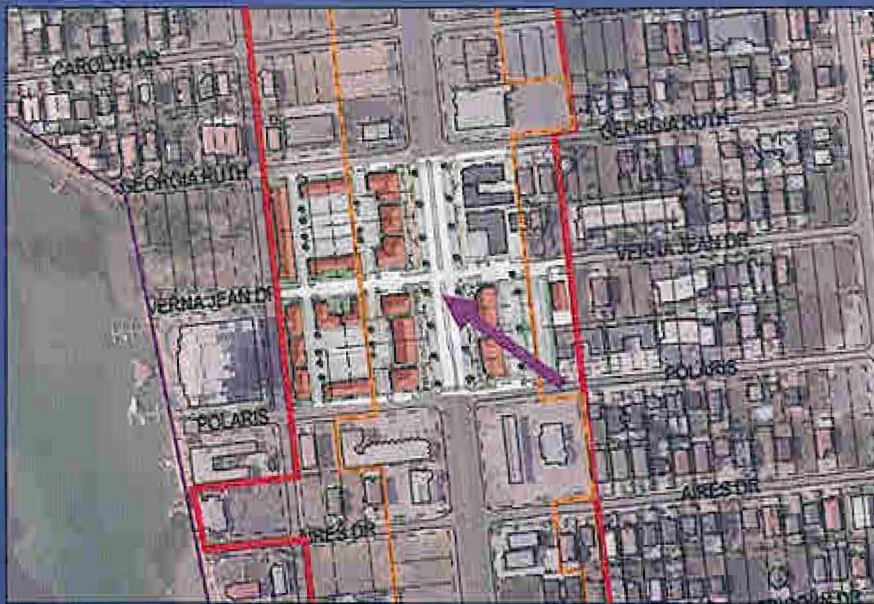


[www.padreboulevard.com](http://www.padreboulevard.com)





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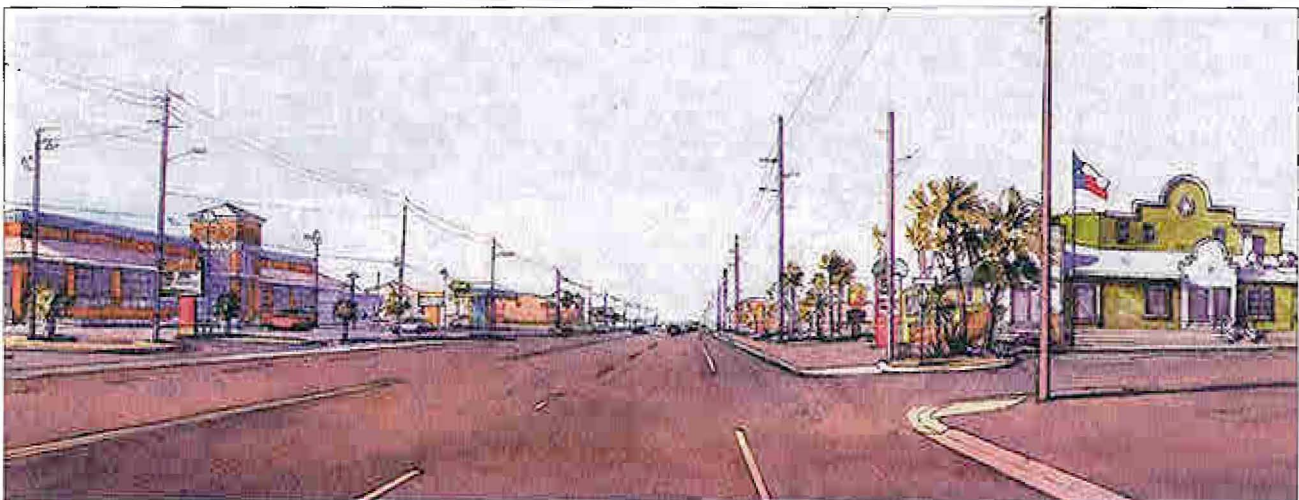
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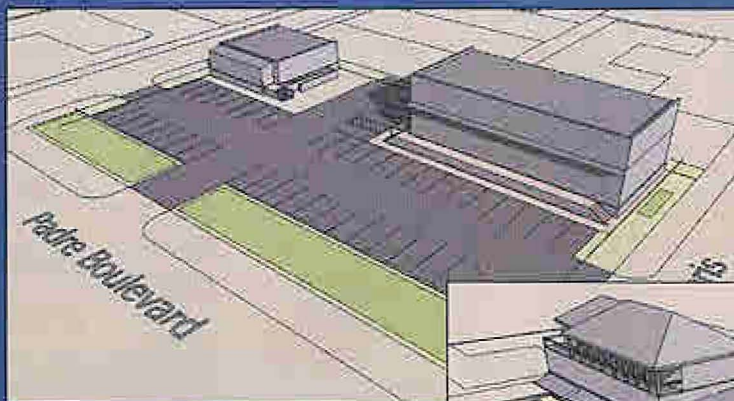


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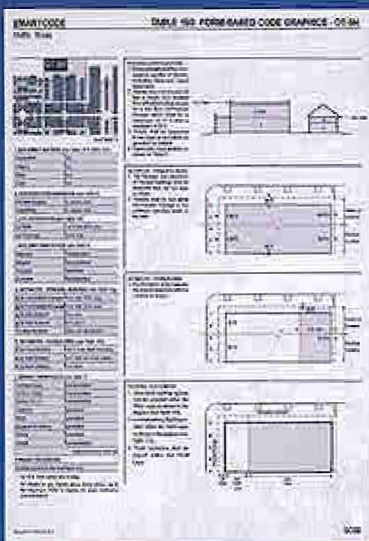
# case study: current code v FBC



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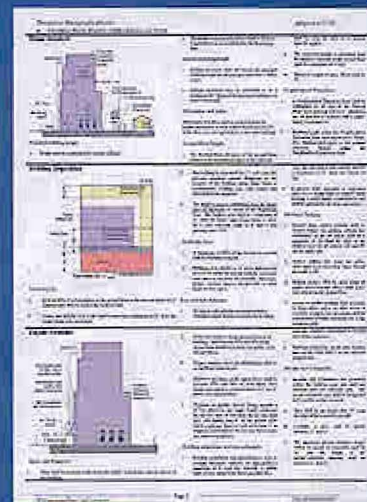


SmartCode

## Building Standards Code



## Street Frontage Code



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## Oak Street, Roanoke, Texas



**Table 1: Hypothetical Fiscal Impact of Downtown Roanoke Redevelopment**

	Mixed-Use Development Alternatives		
	Baseline	Scenario 1	Scenario 2
<b>Total SQF</b>	169,000	516,000	516,000
<b>Land Use by Type (SQF)</b>			
Residential	22,990	227,040	154,800
Non-Residential	146,010	288,960	361,200
Office	-	144,480	270,900
Retail/Restaurants	-	144,480	90,300
<b>Total Property Assessed Value Estimate</b>	\$12,126,940	\$50,266,039	\$49,662,923
Residential	\$1,605,217	\$20,192,205	\$13,690,605
Non-Residential	\$10,521,723	\$30,062,823	\$35,962,328
Property Value/SQF	\$74.40	\$97.45	\$96.23
<b>Public Sector Costs Estimate</b>	<b>(\$49,858)</b>	<b>(\$202,019)</b>	<b>(\$148,294)</b>
<b>Public Sector Revenue Estimate (Sales &amp; Ad Valorem)</b>	\$164,810	\$498,939	\$379,952
<b>Annual Net Public Sector Impact</b>	<b>\$114,952</b>	<b>\$296,920</b>	<b>\$231,658</b>

Source: Denton County Appraisal District, Gateway Planning Group, & TXP



## Texas Corridors under redevelopment



### Urban Arterials

- Plano Road (Richardson PGBT/75 TOD)
- Oak Street (Downtown Roanoke)
- Main Street (Downtown Duncanville)
- Historic Smithfield (N. Richland Hills TOD)

### Urban State Highways

- Padre Boulevard (Texas 100)
- Historic Camp Bowie (SH 377)
- Downtown McKinney (SH 5)
- Leander TOD (US 183)
- Downtown Hutto (US 79)





