

North Burnet/Gateway Neighborhood Plan

PLAN ADOPTED: November 1, 2007

This Neighborhood Plan has been amended by City Council. These amendments may include text changes or Future Land Use Map (FLUM) changes. Please refer to the Ordinance Chart on the planning area webpage for more information on amendments. Planning and Development Review staff updates the Ordinance Chart on a regular basis; however, newly adopted amendments may not be reflected on the chart.

Regulating Plan

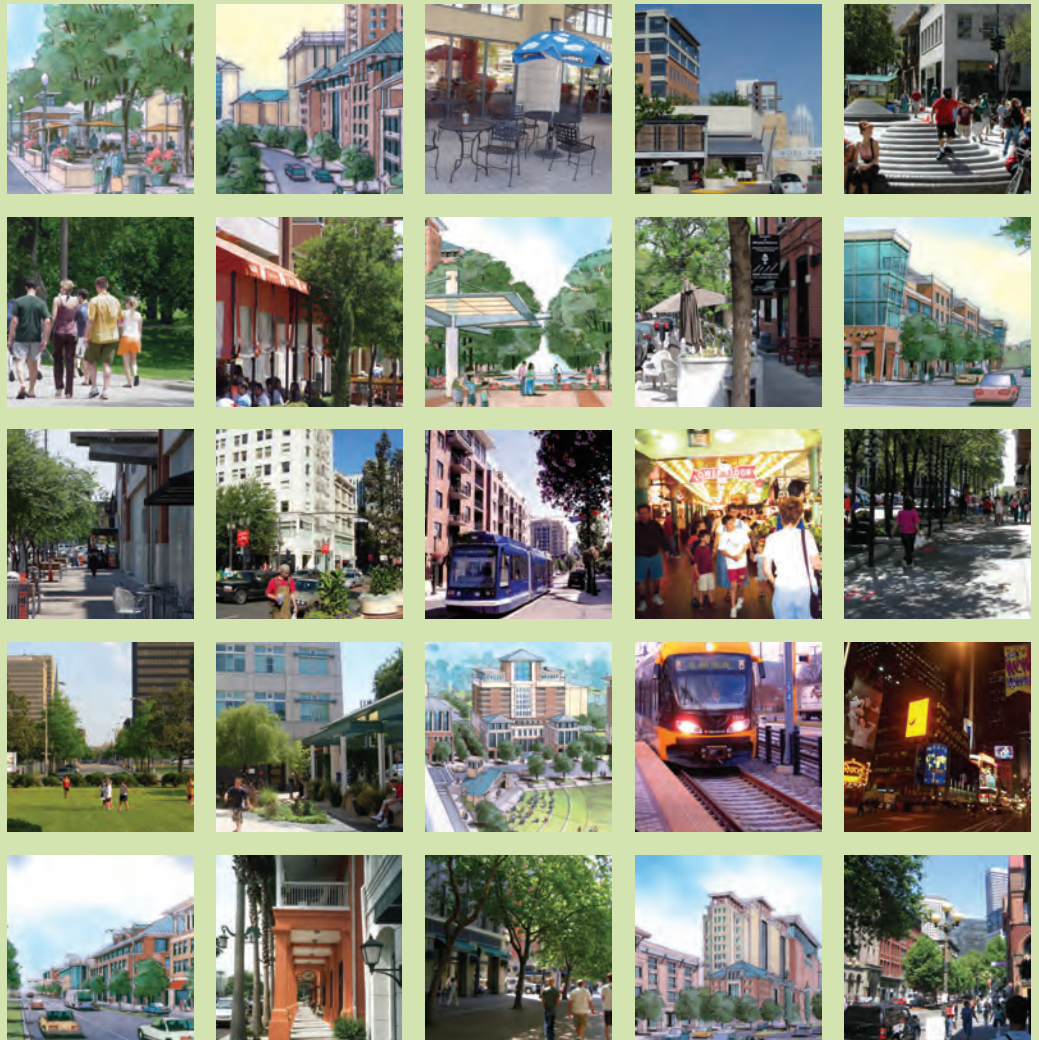
This Neighborhood Plan has been modified with the adoption of the North Burnet/Gateway Regulating Plan. For zoning, site development and design regulations, refer to the Regulating Plan. These plans can be found at: <http://austintexas.gov/departmentspecific-area-regulations>.



NORTH BURNET G A T E W A Y



2035 MASTER PLAN DOCUMENT



City Of Austin
Neighborhood Planning And Zoning Department
November 1, 2007

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ACKNOWLEDGEMENTS

CITY COUNCIL

Mayor Will Wynn
Mayor Pro Tem Betty Dunkerley
Council Member Mike Martinez
Council Member Jennifer Kim
Council Member Lee Leffingwell
Council Member Brewster McCracken
Council Member Sheryl Cole

LAND USE AND TRANSPORTATION COMMITTEE

Mayor Pro Tem Betty Dunkerley
Council Member Brewster McCracken
Council Member Sheryl Cole

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Vice Chair – Jay Reddy
Member – Saundra Kirk
Former Member – Gary Stegeman

CITY MANAGER'S OFFICE

City Manager – Toby Hammett Futrell
Assistant City Manager – Laura Huffman

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Director – Greg Guernsey
Assistant Director – George Adams
TOD Principal Planner – Sonya Lopez
Project Manager – Molly Scarbrough

CONSULTANT TEAM

Carter & Burgess, Inc.
HDR|WHM
Raymond Chan & Associates, Inc.
GMSA Management
Land Design Studio
HDR Engineering, Inc.
Estilo Communications
Diana McIver and Associates

PUBLIC ADVISORY GROUP

Public Stakeholders
City of Austin
Sonya Lopez
George Adams
Jim Robertson
Paul Frank
Teri McManus
Allan Purcell
Dave Sullivan
Diane Covert
Neighborhood Planning and Zoning Dept. (NPZD)
NPZD - Urban Design
NPZD - Urban Design
NPZD - GIS
NPZD – Austin Metropolitan Area Transportation Plan (AMATP)
NPZD - AMATP
Planning Commission
Austin Energy

STAKEHOLDERS

Judy Fowler	Austin Energy
Jarrel Wallace	Austin Energy - Distribution Planning
Katie Jensen	Austin Energy Green Building Program
Shelly Comer	Austin Energy Green Building Program
Dong Nguyen	Austin Water Utility (AWU)
Jeff Fox	AWU
Charles Schoenig	AWU
Greg Kiloh	Economic Growth and Redevelopment Services (EGRS)
Heather Cooke	EMS
Antonio Gonzalez	Austin Fire Dept. (AFD) Planning & Research
Carl Wren	Austin Fire Dept. (AFD) Prevention
Michael Hendon	Fleet Services
Steve Barney	Neighborhood Housing and Community Development
Ricardo Soliz	Parks and Recreation Dept. (PARD)
Julie Lipton	PARD
Peter Marsh	Public Works (PW)
Colly Kreidler	PW - Bike and Pedestrian Program
Joe Almazan	Watershed Protection and Development Review (WPDR)
Jean Drew	WPDR
Matt Hollon	WPDR
Jose Guerrero	WPDR

Other Public Agencies

Bill Mullane	Austin Community College (ACC)
Joey Crumley	Austin Independent School District (AISD)
Allison Schulze	Austin-San Antonio Intermunicipal Commuter Rail District (ASAICRD)
Lucy Galbraith	Capital Metropolitan Transportation Authority (Capital Metro)
Rob Smith	Capital Metro
Randall Hume	Capital Metro
Terry McCoy	Texas Dept. of Transportation (TxDOT)
Walter Barfield	TxDOT
Barton Kleiman	University of Texas, Office of Campus Planning

PRIVATE STAKEHOLDERS

Bryan Smith	Endeavor Real Estate
Brian Gaston	Property owner - The Gaston Co.
Joe Stallsmith	Simon Property Group
Steve Shea	Simon Property Group
Andrew Swanson	Industrial Properties Corporation
Dustin Lanier	Millwood Neighborhood Group
Linda Moore	North Austin Civic Association (NACA)
Angela & Bob Baker	North Austin Civic Association (NACA)
Lisa Rose	Schlosser Development

ABBREVIATIONS

ACC	Austin Community College
ACWP	Austin Clean Water Program
AFD	Austin Fire Department
AISD	Austin Independent School District
AMATP	Austin Metropolitan Area Transportation Plan
ASAICRD	Austin-San Antonio Intermunicipal Commuter Rail District
AWU	Austin Water Utility
Capital Metro	Capital Metropolitan Transportation Authority
CI	Commercial Industrial
CMU	Commercial Mixed Use
CWO	Comprehensive Watershed Ordinance
EAPP	Edwards Aquifer Protection Program
ECT	Envision Central Texas
EMS	Emergency Medical Services
FAR	Floor-to-Area Ratio
HGL	Hydraulic Grade Line
LCRA	Lower Colorado River Authority
LUE	Living Unit Equivalent
MoPac	Loop 1
MSA	Metropolitan Statistical Area
NMU	Neighborhood Mixed Use
NPZD	Neighborhood Planning and Zoning Department (City of Austin)
NR	Neighborhood Residential
P.A.G.	Public Advisory Group
PARD	Parks and Recreation Department (City of Austin)
SWOT	Strengths, Weaknesses, Opportunities, and Threats
TCEQ	Texas Council on Environmental Quality
TOD	Transit Oriented Development
TPSD	Transportation, Planning and Sustainability Department
TxDOT	Texas Department of Transportation
UT	University of Texas
WMU	Warehouse Mixed Use
WPDR	Watershed Protection and Development Review Department (City of Austin)



The North Burnet/Gateway Master Plan encourages development of

EXECUTIVE SUMMARY

In the spring of 2006, the City of Austin commissioned the consulting firm Carter Burgess, in association with Land Design Studio, to prepare a Master Plan for the North Burnet/Gateway area. This approximately 2,300-acre area along MoPac, north of US 183 occupies a highly visible and strategic location between Downtown Austin and the high growth areas to the city's north and west. The Central Texas region has experienced sustained, strong growth over the past few decades with the North Burnet/Gateway area growing as a primarily industrial and retail district. While the area is advantaged by good highway access, it is hampered by poor internal street connectivity, a fragmented property ownership pattern, and the lack of a clear vision for its future.

The North Burnet/Gateway Master Plan is the result of a focused planning process, a key element of which is the involvement of area stakeholders. "Stakeholders" is a term that encompasses a wide range of individ-

uals with various interests in the planning area. It includes current property and business owners, people living and working in the area, as well as those who visit on an occasional basis, who travel through on the way to other destinations, or who live in neighboring areas. Stakeholder involvement was accomplished using different strategies including a community image survey, focus groups, and a week-long design charrette conducted in the summer of 2006, and continued through concept refinement with the plan's Public Advisory Group (P.A.G.) and presentation of Draft Plan concepts in March 2007.

Out of the planning process came a redevelopment vision for the North Burnet/Gateway area to 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. This should serve to boost property values for

the area, as well as introduce a model for a more sustainable, compact form of development in a region that is challenged by significant population growth.

KEY ELEMENTS OF THE MASTER PLAN

The Master Plan presents a long-term vision for the North Burnet/Gateway area. The Plan will serve as a framework for infrastructure improvements and changes in the City development codes that will guide future development proposals. Implementation of the plan will require ongoing coordination with several public departments and agencies, as well as the community's commitment to its fulfillment. Furthermore, many of the plan's key elements require private development investment for implementation. This plan will serve as a tool to enhance the area's character by encouraging redevelopment that reflects a vibrant, urban, mixed-use

2035 CONCEPTUAL MASTER PLAN

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

LEGEND

- CONCEPTUAL BUILDING MASSING FOR RE-DEVELOPMENT
- CONCEPTUAL LOCATIONS FOR DISTRIBUTED PARKS AND OPEN SPACE
- EXISTING BUILDINGS
- LOCATION OPTIONS FOR POSSIBLE FUTURE RAIL STATIONS
(These are conceptual locations; Capital Metro and ASACRD have not yet selected the final station locations)



neighborhood. It is a critical first step toward orchestrating the public agency and private development coordination necessary to make this vision a reality.

An illustrative view of the Master Plan is depicted on the previous page, which shows a 2035 long-range redevelopment concept for the area. Some of the plan's key elements include:

- Bringing a significant number of new residents into the area to begin to accommodate some of the Central Texas Region's expected population growth over the next 30 years.
- Introducing new, more dense housing types such as townhomes and condos above commercial space to help integrate the commercial uses into the neighborhood fabric, and to make a compatible transition to the neighboring residential areas.
- Establishing the North Burnet/Gateway district as a destination area, strategically located between downtown and northwest Austin, to serve as a focus for neighborhood services such as restaurants, smaller retailers, and small and local businesses to create a vibrant, around-the-clock activity center.
- Expanding street networks to improve the mobility and access within the study area, as well as enhanced connections to surrounding areas. This includes redesigning Burnet Road as a north-south "transit boulevard" connecting US 183 and MoPac, a new overpass over MoPac connecting the Gateway area to the North Burnet area, and improved traffic flow and access management along the frontage road of MoPac.
- Redeveloping City of Austin parcels to serve as catalyst sites for transit-oriented development.
- The addition of civic land uses such as civic squares, plazas and parks and new facilities for public schools, police, fire,

and EMS stations as well as other uses that could provide additional community services for the district.

- Encouraging multi-story, mixed use buildings whose primary orientation would be toward new multi-functional streets, and away from the highways and access roads.
- Capitalizing on the location and market position of the area by introducing residential uses, a well-developed public realm and direct pedestrian links to rail stations and other transit uses in the district.

Overall, the 2035 North Burnet/Gateway Master Plan anticipates the area could accommodate the development of approximately 40,000 residential dwelling units, 12 to 13 million square feet of office and commercial space, 4 to 5 million square feet of retail space, 3,000 to 4,000 hotel rooms and 5 to 6 million square feet of industrial warehouse and service center space over the next 25 to 30 years.

A mixed-use development near transit. A transformation of this magnitude requires extensive coordination



BENEFITS OF THE PLAN

The Central Texas Region is among the fastest growing areas in the state. Throughout the region, small town character is rapidly giving way to a more suburban sprawl landscape that erodes the natural beauty of the area while replacing it with a homogeneous development pattern that closely resembles other contemporary development all over America.

While the region's overwhelming conventional suburban development pattern is not likely to be stopped by the redevelopment and revitalization of areas like North Burnet/Gateway, such areas do provide an important alternative that offers a dense, sustainable pattern of development which mixes land-uses together and allows for a more urban, less auto-dependent lifestyle. Other similar developments in the United States have been well received by the public, with an attendant increase in property value. Since this is inherently a denser development pattern, it also bene-

fits the City by concentrating property values, providing increased property and sales taxes, while being more efficient for the provision of services.

Strategic implementation of this plan will result in transforming a largely homogenous area into a destination. The revitalized North Burnet/Gateway area will also serve as a fully functional neighborhood where it would be possible to live, work, shop, and be entertained, all in close walking proximity. Such urban lifestyle areas are essential to a growing city such as Austin where the majority of new housing starts are currently in suburban locations and require a significant commute to and from work and services. Traditional suburban development places a strain on city resources, as the costs to provide services to low density residential areas typically cost more to provide city services than they yield in tax revenues.

KEY IMPLEMENTATION STRATEGIES

The ultimate success of this Master Plan relies on the City taking an active role in promoting the redevelopment of the area, and taking certain key actions towards that end. Among the implementation strategies discussed are:

- Revising the land development code for the area to permit higher density, a mix of uses, and require better urban design.

- Coordinating with the Texas Department of Transportation (TxDOT) to complete specific roadway improvements to enhance access and circulation in the area.

- Working with Austin Energy, Austin Water Utility and other City departments to relocate their service center operations from the area to another suitable site in order to make key city-owned property available for transit-oriented development. Relocation should be “revenue neutral” - revenues from the sale of land or partnership with private developers to redevelop the property should compensate for relocation of the city services.

- Ensuring the necessary infrastructure improvements needed for the implementation of the Master Plan are completed through private sector development and public investment.

- Engaging the private sector in redevelopment and implementation of the plan.

The redevelopment of the North Burnet/Gateway area has tremendous possibilities, but will not be realized without a focused and sustained effort.

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





Aerial view centered on Burnet Road and Braker Lane, circa 2004

PROJECT OVERVIEW

Like many other cities in the nation, Austin is experiencing rapid growth. The North Burnet/Gateway area is near the geographic center of the five county Central Texas region which, according to the 2000 US Census figures, was among the fastest growing regions in Texas. Austin has experienced persistent and significant growth for the past several decades. The United States Census Bureau estimates the 2006 population of the Austin Metropolitan Statistical Area (MSA) was approximately 1,513,565 persons, up from 1,249,763 in 2000, which in turn was almost 48% higher than the 1990 population of about 846,227.

Figure 1.1

POPULATION ESTIMATES		
	City of Austin	Austin MSA
1990	465,622	846,227
2000	656,562	1,249,763
2006	709,893	1,513,565

Source: U.S. Census Bureau

Envision Central Texas (ECT) estimates that the five county Central Texas region including Travis, Williamson, Hays, Bastrop and Caldwell Counties will grow at a similar pace and will reach a projected population of 2.8 million by 2030.

The City's Neighborhood Planning and Zoning Department creates neighborhood plans with the objective to preserve and enhance the livability of Austin by suitably managing future growth. Citizens are given the opportunity to shape the neighborhoods where they live, work, own property, or manage a business.

The North Burnet/Gateway Plan area is located in north central Austin near the intersection of US 183 and Loop 1/MoPac. It covers approximately 2,300 acres and is comprised of two separate neighborhoods – the North Burnet Neighborhood and the Gateway Neighborhood. For the purpose of this neighborhood planning process, these areas are being planned

concurrently as one unit. The plan area is bounded by Metric Boulevard on the east, US 183 on the south and west, and Braker Lane, MoPac, and the Walnut Creek on the north and northwest (as shown on Figure 1.6).

The edge of the North Burnet/Gateway planning area is located approximately 8 miles from Downtown Austin (Figure 1.5).

The North Burnet/Gateway area is surrounded by a mix of uses from single-family neighborhoods to industrial property and retail development. The planning area itself contains commercial, regional big-box retail, office, industrial, higher education, and research facilities. This neighborhood planning area is unique in that there are no existing single-family homes in the study area and contains only a few apartment complexes.

Two railway lines, which are less than a mile apart from each other, pass through

this area. The Union Pacific railway line runs north-south on the western side of the plan area and the Capital Metro railway line runs north-south toward the eastern edge of the area (Figure 1.6). Additionally, the area is readily accessible via existing highways and arterial roadways.

An aerial photograph of the North Burnet/Gateway area circa 1951 is shown in Figure 1.2. This photo shows the Union Pacific Rail line running north to south through the area and the future corridor for US 183 running northwest to southeast. The urbanized area of the City of Austin itself is visible in the southern (bottom) portion of the photo. The area was predominantly farm and ranch land at this point in time.

The growth of the city since that time has moved steadily northward as shown in the 1980 aerial photo (Figure 1.3). Since the 1980's there has been strong growth in the northwestern direction along US 183 and Mopac. The urbanization of the North Burnet/Gateway area and contiguous areas is evident in the 2002 aerial (Figure 1.4.)

Rapid growth, while offering new economic opportunity, has also come with its attendant problems. Traffic has gradually increased to the point where many key areas are chronically congested. This is particularly true since much of the growth has occurred along conventional suburban patterns, with segregated land uses, very low densities, and a street hierarchy that concentrates traffic on just a few arterial roads. Residents are increasingly moving outward to find less expensive housing, commuting from Round Rock and beyond to Austin for work. At the same time, several major employers such as Dell Computer have located north of Austin, creating a "reverse commute" for people living in the city but commuting to the suburbs. More and more, the North Burnet/Gateway area is transitioning from its former "edge of town" position to being near the center of activity of the Central Texas region.

Figure 1.2 : Aerial view of the North Burnet/Gateway area, circa 1951.

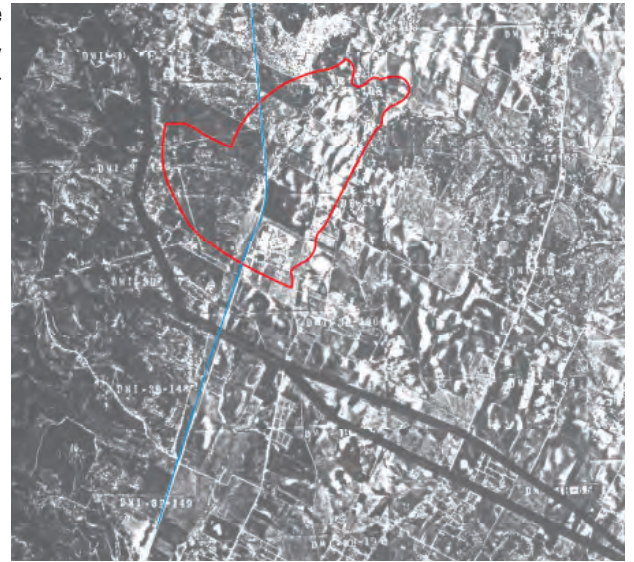


Figure 1.3 : Aerial view of the North Burnet/Gateway area, circa 1980.



Figure 1.4 : Aerial view of the North Burnet/Gateway area, circa 2002.



The development pattern in the North Burnet/Gateway area is a departure from the clear, regular grid of the original City of Austin plat and lacks the patterns present in most residential subdivisions, as well. While residential subdivisions tend to be fairly insular, with a limited number of entry points, commercial uses tend to congregate on the major collector streets, so that they are readily accessible to several nearby subdivisions. In the early stages of a development cycle, the arterial roads are generally two-lane rural roads that occur at wide intervals throughout the area. As the development fills in, these roads are eventually improved and widened. Unfortunately, these improvements typically come some time after the traffic has achieved an inconvenient level of congestion. Braker Lane, Burnet Road and Capital of Texas Highway (Highway 360) are prototypes of such roads.

This development pattern, evidenced in Figures 1.8, 1.9 & 1.10, demonstrates the dominance of industrial and commercial development pods. Typically on large lots, the commercial development is auto-oriented, with generous amounts of surface parking. This pattern of development favors dependency on private vehicles, for nearly any purpose. The typical floor-to-area ratio (FAR) for this development pattern is 0.18.

It is widely accepted that somewhere between one and two million people will be added to the Central Texas population within the next 20 to 30 years. Based on historical development patterns, it is likely that the great majority of this population growth will occur in the undeveloped “greenfields” outside the metropolitan core. While the general urban area will see the greatest growth in raw numbers, in percentage terms, the areas that are contiguous to the current urban boundary will see the most radical transformations. The North Burnet/Gateway Plan seeks to provide an opportunity and vision for an alternative more dense development pattern within the urban core of Austin.

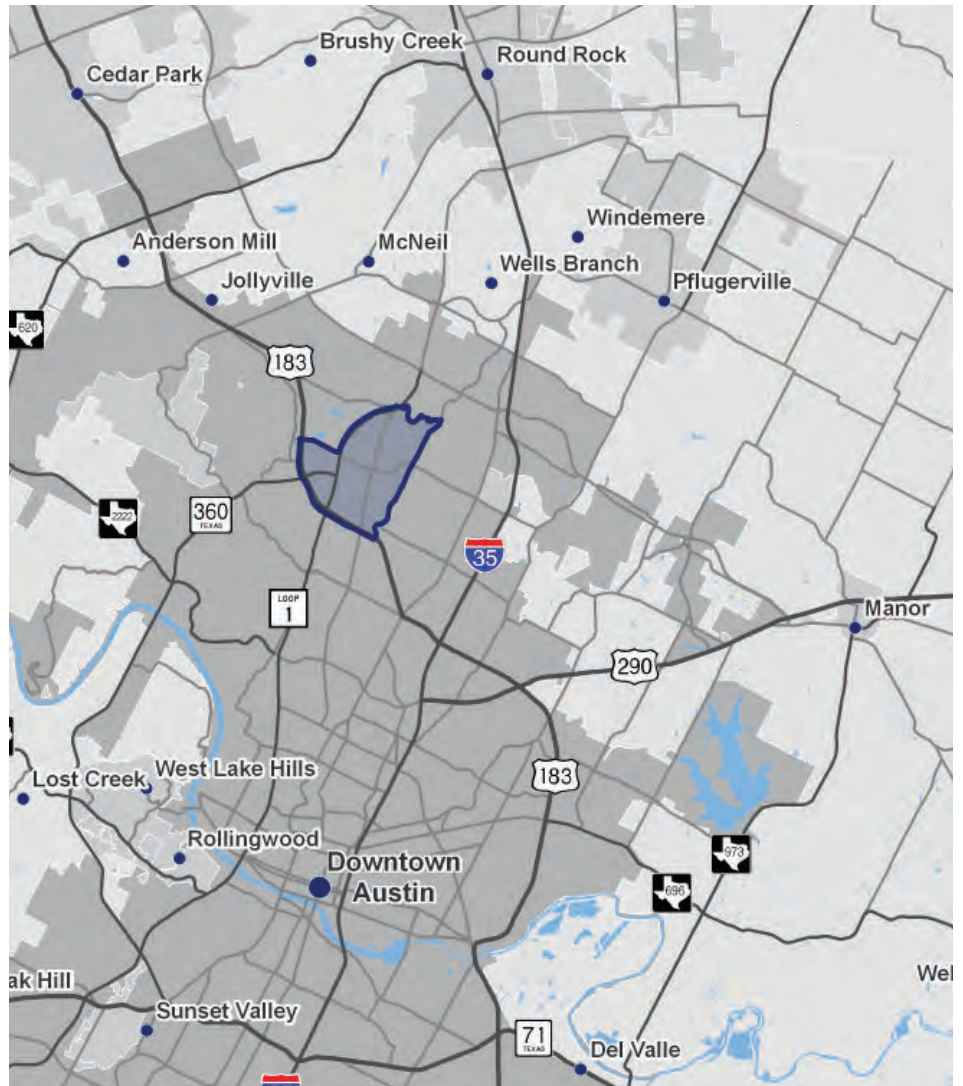


Figure 1.5 :Regional context of the study area

PLANNING HISTORY AND PURPOSE

The North Burnet/Gateway Combined Neighborhood Plan was officially selected by the City Council to undergo neighborhood planning in 2002. Due to limited staff resources and a shifting of neighborhood planning priorities, the North Burnet/Gateway plan was put on hold. In the summer of 2003 planning staff were assigned to develop the plan and began holding stakeholder meetings; several meetings were held to discuss the neighborhood planning process, land use, zoning, and transportation issues.

Soon after the neighborhood planning process began in the North Burnet/Gateway area it became evident to planning staff that this area was changing and that the industrial trend of past years might not be the dominant form of development in the future. There were several major development projects being planned and articles published in local newspapers indicated that there was an interest in developing significant amounts of retail and housing in this part of Austin, the most prominent being: the Domain, the Shops at Arbor Walk, and the Gateway Shopping Center. The University of Texas (UT) was also in the process of developing a draft Campus Master Plan for the J.J. Pickle Research



LOCATION PLAN

Figure 1.6

Campus. The magnitude and diversity of potential future development signaled to planning staff a need to evaluate whether the existing transportation network would be adequate to serve the new shoppers and residents of the area.

Neighborhood planning staff began to talk with high-level staff at the former City Transportation, Planning and Sustainability Department (TPSD) about the possibility of taking a more proactive and coordinated approach to planning in this area in response to the level and type of anticipated growth. TPSD staff shared similar transportation concerns and responded by recommending that a focused land use and transportation study be conducted to evaluate the impact that the combined planned projects would have on the overall transportation network and recommend infrastructure improvements to enhance traffic flow, mitigate congestion, and create a safe environment for pedestrians and cyclists. The City Council responded by allocating \$500,000 of quarter-cent Capital Metro funds to this study.

The consulting firm Carter & Burgess, along with a number of subconsultants, were selected to perform the study. Based on input from the City Council, announcement of plans for Capital Metro's commuter rail linking northern suburbs with Downtown, the presence of the Union Pacific rail line (with potential for future commuter rail service and a stop in the North Burnet/Gateway area), and the on-going interest of development in the area, the scope of work evolved from a transportation study to a full-fledged master planning effort that would not only look at transportation but also land use, zoning, and urban design.

The consultant's final product will serve as the neighborhood plan for the area and establish development parameters and standards in accordance with the community's vision. The Master Plan will also examine opportunities for transit-

oriented development based on the presence of both the Capital Metro and the Union Pacific rail lines. The master planning process will direct the transformation of this area over the next 30 years to take advantage of the links to rail transit and create great places where people can live, work, shop, interact and recreate.

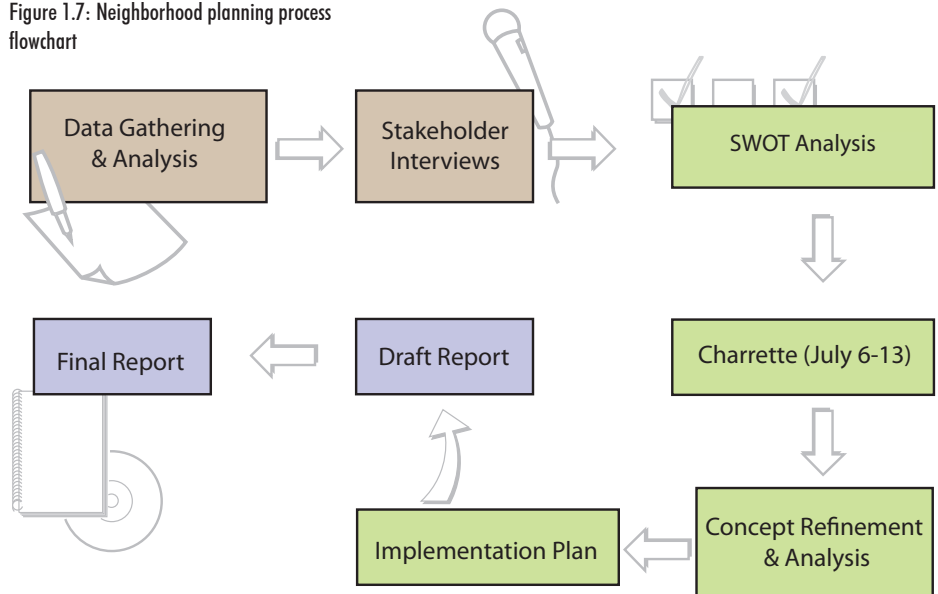
PLANNING PROCESS

The North Burnet/Gateway consultant-led master planning process commenced with a kick-off meeting with City staff to discuss the project timeline and flowchart (Figure 1.7). The first step was to perform the data gathering and analysis of existing conditions. Concurrent with the data gathering, stakeholder interviews were held to discuss issues important to the identified stakeholder groups. Once all the stakeholder comments were compiled, they were organized into a strengths, weaknesses, opportunities and threats (SWOT) analysis. More information regarding this analysis can be found in Section 3: Public Involvement. All the information up to

this point was presented to the Public Advisory Group (P.A.G.) along with a field trip to the site. The P.A.G. was assembled by the City and consisted of key City staff from various departments, local, regional and state agency staff with jurisdiction in the area, including Capital Metro, Austin-San Antonio Intermunicipal Commuter Rail District (ASAIRCD), TxDOT, Austin Independent School District (AISD), Austin Community College (ACC) and UT, area business owners, landowners, and residents of surrounding neighborhoods.

The next major milestone in the project process was the week-long design charrette. The charrette was comprised of an introductory public meeting, an all-day public workshop, a week-long consultant led design session, and a closing public meeting. The consultants worked in a storefront studio near the planning area during the week and invited the public to view their work in progress and provide input. The purpose of the charrette was to obtain public input and formulate a vision for the area. During the week-

Figure 1.7: Neighborhood planning process flowchart



long design workshop, a second P.A.G. meeting was held to present preliminary concepts derived from the public input. Following the charrette, the concepts generated from the public meetings and workshops were further refined, additional input was received from the P.A.G. and numerous meetings were held with stakeholders to resolve any known issues. Draft Plan concepts were presented at a meeting in March 2007 where the public had the opportunity to ask questions and provide comments. Next the Draft Plan will be presented at a Planning Commission public hearing, followed by a City Council public hearing where the public will have additional opportunity to comment on the plan.

Figure 1.8: Aerial photo of the Capital Metro Red Line tracks north of Braker Lane



Figure 1.9: Aerial photo of the intersection of Braker Lane and Kramer Lane



Figure 1.10: Aerial photo of the intersection of Braker Lane and Metric Boulevard



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



ENVIRONMENT

This section describes the environmental characteristics and environmental constraints in the North Burnet/Gateway planning area (see Figure 2.1)

WATERSHEDS

A unique characteristic of the planning area is its location with respect to creeks and watersheds. The area traverses three watersheds – Shoal Creek, Walnut Creek, and Little Walnut Creek. The three watersheds meet at a high point near the center of the study area. All three watersheds are in the City's Desired Development Zone. Most of the creek drainages in the plan area have been urbanized and modified from their natural drainage patterns, with the exception of three tributaries leading to the main channel of Walnut Creek in the northeast section of the planning area, and one tributary in the Shoal Creek watershed on the vacant "Western Tract" near the MCC building.

FLOOD PLAIN

Due to the creeks, there are also a few areas that are in the 100 year or the 500 year flood plain. The first one is at the northern end of the study area along Walnut Creek. The

second flood plain is along Shoal Creek at the intersection of US 183 and MoPac. A third minor flood plain is along Little Walnut Creek near Metric Boulevard. (See Figure 2.1)

EDWARDS AQUIFER

The Edwards Aquifer is a significant environmental feature in Central Texas. A portion of the study area west of MoPac is within the Edwards Aquifer Recharge Zone, where rain falling in this area flows below the surface and directly into the aquifer. This zone is subject to Texas Commission on Environmental Quality (TCEQ) water quality regulations. Standard City of Austin water quality design typically meets TCEQ Edwards Aquifer Protection Program (EAPP) requirements. However, a geologic assessment would also be required as part of the City's development review process.

OTHER CONSTRAINTS

The planning area has three known environmentally impacted sites. Two were cited in the UT Pickle Research Campus Master Plan that was prepared in 2002. These include the Magnesium Pits and a

low-level radioactive waste compound (see Figure 2.1). The third site is a property owned by the Austin Water Utility (AWU), south of Braker Lane between Burnet Road and the Capital Metro rail line. Austin Water Utility purchased the site in 1995 for the development of a water and wastewater line maintenance service center. As site work was taking place, previously unidentified hazardous materials were discovered when they exploded. The materials were buried on the site by the previous owner who failed to remove them upon site closure. Following the explosion, construction on the service center halted and the entire site was remediated by the Austin Water Utility. Certification has been received from the Texas Commission on Environmental Quality (TCEQ) that all remedies have been completed. A small portion of the site (8,400 sq. ft. [appx.1/5 acre]) is currently limited to commercial/industrial use via deed restriction. Additional testing would need to be conducted prior to use of this portion of the site for residential purposes.

HISTORY AND CULTURAL RESOURCES

The planning area contains a recognized historic site in the northeast quadrant of the intersection of MoPac and Braker Lane (at Braker Pointe). This site was obtained by James Rogers in 1831. He was one of the first settlers in Austin and one of five men under the command of Stephen F. Austin, sent to the Capital City for the Republic of Texas. James Rogers was one of the founding fathers of the Texas Rangers.

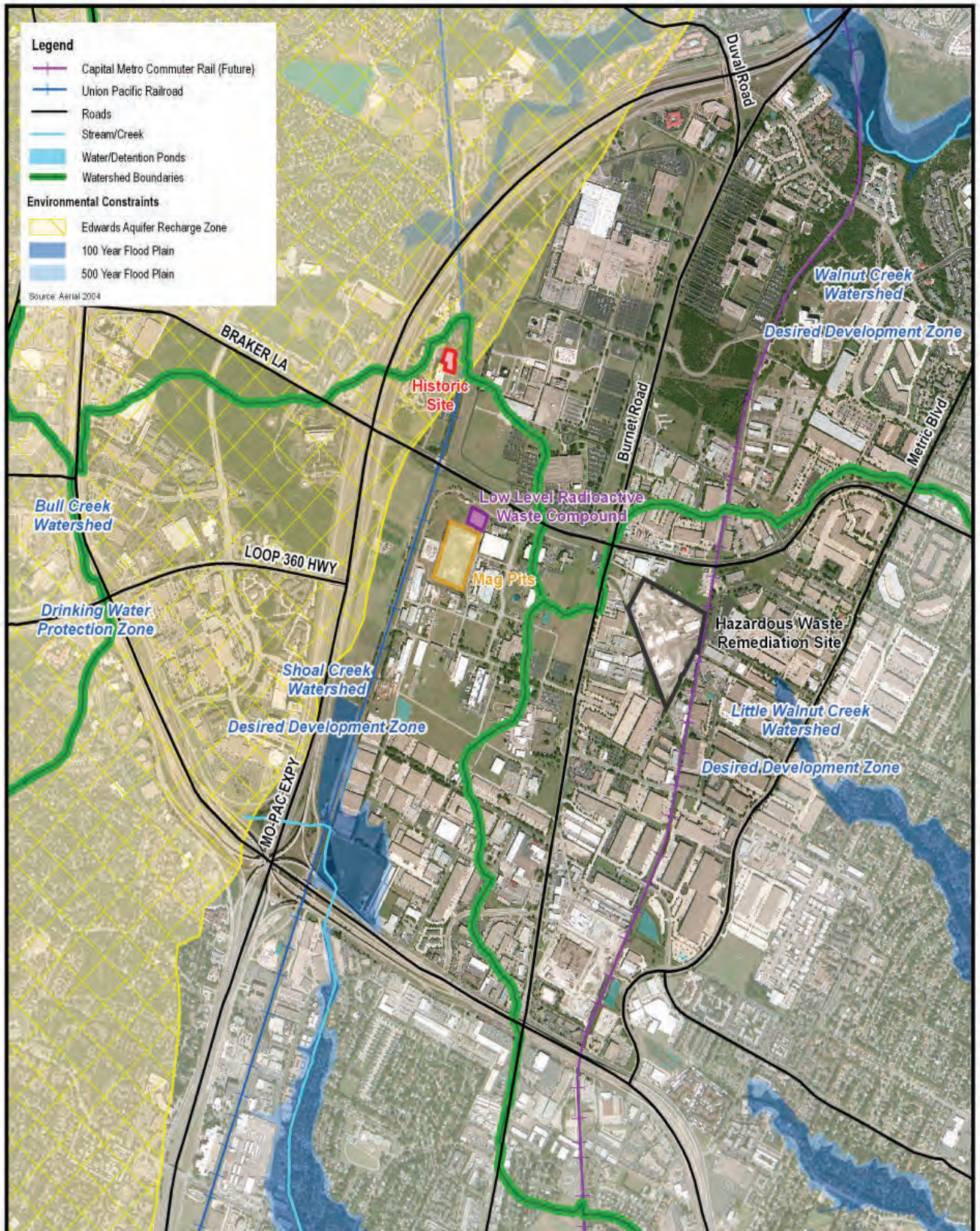
Edward Rogers, a son of James Rogers, constructed the house and barn (which remains on the Braker Pointe property) in 1861. His son lived there until his death in 1937. The house and barn are some of the few remnants of pre-civil war architecture left in Austin. The site served as a watering hole for wagons traveling on Bagdad Road which linked Travis and Williamson counties. These buildings are registered with the Austin Historic Society.



MASTER PLAN :: Existing Conditions

ENVIRONMENTAL FEATURES & CONSTRAINTS

Figure 2.1



DEMOGRAPHICS AND MARKET CONDITIONS

The North Burnet/Gateway Area has a population of 4,803 based on the year 2000 U.S. Census. This is a 1,157% increase from the population of 382 in the year 1990. The City of Austin had a population increase during this same time period of about 40% from the 1990 population of 465,000 to the 2000 population of 650,000. The majority of the growth in the study area can be attributed to the development of the multi-family residential apartments in the northern part of the planning area near Gracy Farms Blvd.

The planning area also has a very young population with more than 68% of the population in the age group of 20 to 34 years as compared to 34% in the City of Austin (Figure 2.2).

The education attainment of people living in the planning area is also higher as compared to the City of Austin, Austin MSA, Texas, or the U.S. average. About 45% of the population within the planning area has a bachelor's degree or higher and only 12% of the population has less than a high school education. The median household income and per capita income for the study area were \$48,178 and \$29,611 respectively in 1999 (U.S. census, 1999). These are also significantly higher than the areas of comparison mentioned previously.

There is also a higher ethnic distribution with a higher percentage of minority population than Austin at large (Figure 2.3).

The average travel time to work for the population living in the planning area is 21 minutes as compared to 24 minutes for the City of Austin and 27 minutes for the State of Texas.

MARKET CONDITIONS

Understanding the basic market conditions of the North Burnet/Gateway area, as well as of the surrounding region, is critical to making sound planning decisions for the future of the area. Accordingly, it is important to ascertain not only the

Figure 2.2 : Population Distribution By Age

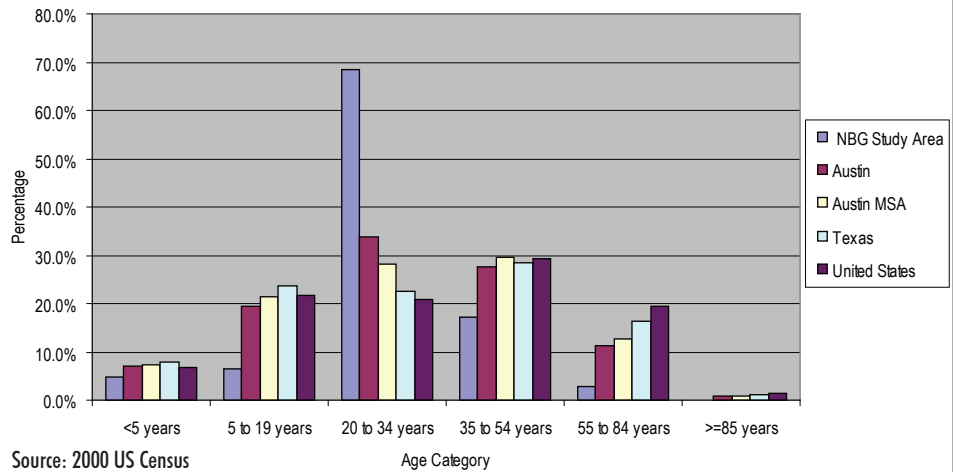


Figure 2.3 : Population Distribution By Ethnicity

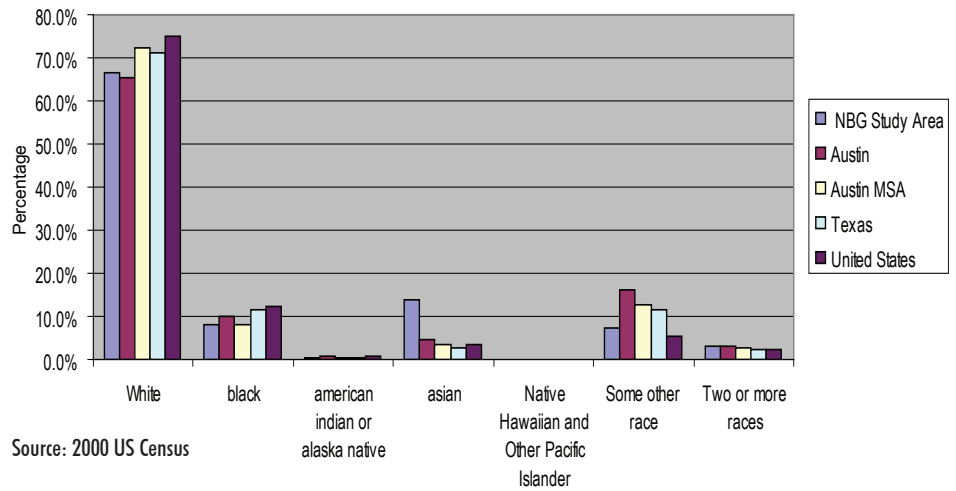
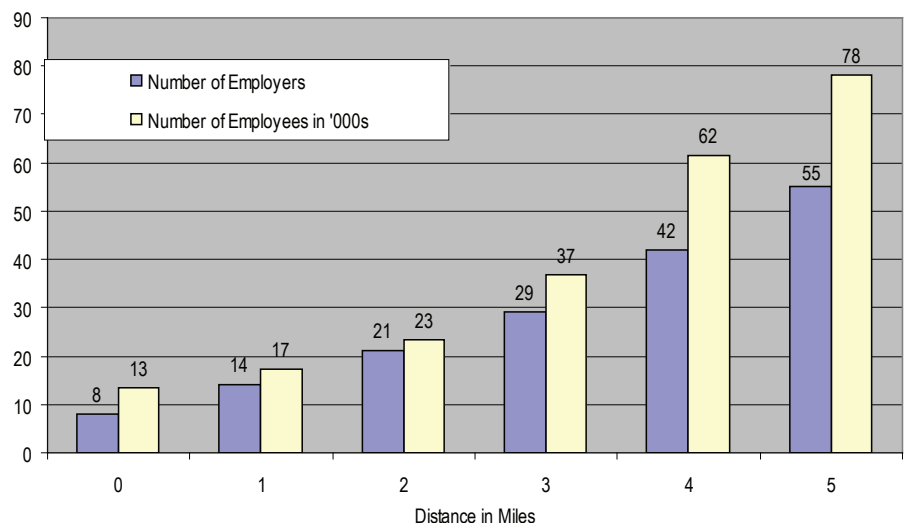


Figure 2.4 : Employment Within 5 Miles of the Study Area Boundary



Based on Employers with 500 plus employees
 Source: http://www.ci.austin.tx.us/growth/gis_employment.htm

current conditions of the Austin market, but also make reasonable projections as to the viability of the proposed redevelopment scenarios described in this Master Plan.

To that end, a market assessment was assembled utilizing regional market data regularly reported on a quarterly basis coupled with a specific look at a portion of the study area. The specific focused assessment was conducted by Capitol Market Research of Austin, Texas and commissioned by the Austin-San Antonio Intermunicipal Commuter Rail District (ASAICRD) for the area near the potential Austin-San Antonio commuter rail station (near the intersection of Braker Lane and MoPac).

The Capital Market Research market assessment defined its study area in terms of seven adjacent census tracts. The census data confirm the strong population growth trend in North Austin, rising

from about 15,000 in 1990 to over 23,000 in 2000, an increase of 56%. Projections forecast a population growth of about 3.6% annually, to reach about 52,000 by 2030. Average household income in 2004 was about \$73,000.

Since the North Burnet/Gateway planning area covers almost 2,300 acres, the regional market forecast was also considered. This plan attempts to look at growth and development over a 30-year period, which would span the length of several business cycles. At a macro level the possibility exists that the study area could accommodate a significant amount of the region's new growth. Therefore the following table summarizes the general demand for real estate products.

For regional real estate market segments, the area wide market studies found:

“Townhome and condominium units have typically not been widely available in the

Austin area, however, rent sales actively suggest that attached for-sale housing will continue to grow as a percentage of the overall housing market. Demand should be fairly strong for well located and well designed units.”

The North Burnet/Gateway area could potentially capture 5% to 10% of the regional market area growth by allowing higher density, mixed-use development.

One of the goals of this Master Plan is to help the North Burnet/Gateway not only reach this potential, but to emerge as a location of choice by creating a unique and compelling atmosphere.

Figure 2.5: Austin Share of Regional Market Demand

	2006		2030		Total Demand		Annual Demand	
Population	1,455,000		2,800,000					
Housing Units, All types	731,156	du	1,407,035	du	675,879	du	28,162	du
Single Family, For Sale	475,251	du	844,221	du	368,970	du	15,374	du
Multi Family, Rental	255,905	du	562,814	du	306,910	du	12,788	du
Retail	30,874,000	sf	59,413,883	sf	28,539,883	sf	1,189,162	sf
Office	34,608,000	sf	66,599,588	sf	31,991,588	sf	1,332,983	sf
Industrial	33,796,000	sf	65,036,976	sf	31,240,976	sf	1,301,707	sf

Source: Live Oak Capital Ltd.

EMPLOYMENT DATA

The North Burnet/Gateway planning area is currently a major destination for employment. Based on 2002 data, there are more than 13,000 jobs with major employers (defined as having 500 or more employees) within or in close proximity of the planning area. As discussed earlier, the population within this area is just 4,803 – with even less population in the labor force. Thus, the jobs to housing ratio in the planning area is high. Figure 2.4 shows the number of major employers and corresponding number of employees that work within zero (within the plan-

ning area) to five miles of the planning area boundary. The table to the right identifies the major employers within the North Burnet/Gateway planning area boundary and the corresponding number of employees working in the area.

EMPLOYER:	EMPLOYEES:
IBM Corp	6,300
National Instruments, Inc.	2,000
Tivoli Systems, Inc.	1,600
Time Warner, Inc.	900
Holt, Rinehard & Winston, Inc.	750
Omnifax	725
Teamsource Inc.	600
DII Interconnect, Inc.	500

source: http://www.ci.austin.tx.us/growth/gis_employment.htm

EXISTING LAND USE

The North Burnet/Gateway area currently includes a variety of land uses, consisting of commercial, office, multi-family residential and industrial. Figure 2.6 illustrates the existing land uses within the plan area. Typical of development patterns found in much of Austin, these land uses are separated into clusters of development: the Gateway area is primarily commercial retail, the North Burnet area is primarily light industrial and office, with a cluster of multifamily apartment complexes around Gracy Farms Blvd. The University of Texas Pickle Research Campus and Austin Community College campus are publicly-owned properties in the area.

There are currently six parcels within the North Burnet/Gateway area which are owned by the City of Austin: a fire station, three electrical substations (Summit, Magnesium Plant, and Balcones), a regional water detention pond, and two maintenance/service centers. The Kramer Lane Service Center site is approximately 40 acres and is currently used by Austin Energy, Fleet Services, Watershed Protection and Development Review Department (WPDR) and Public Works. The 24-acre Austin Water Utility (AWU) service center site is currently vacant but was originally planned to include AWU, Solid Waste Services, and Fleet Services operations, but construction was put on hold due to remediation of the site.

There is a 300-acre former industrial property within the plan area between Braker Lane, Burnet Road and MoPac that is being redeveloped as commercial mixed-use known as the Domain. The first phase of the Domain has been constructed, including 390 residential units and 93,000 sq. feet of retail and office space. Subsequent phases will be built over the next 10 years or more. Plans for the Domain anticipate 3,400 residential units, 750,000 sq. ft. of retail, and 3 million sq. ft. of office built in an urban mixed use development pattern.

There are a few remaining vacant tracts in the area – approximately 70 acres, which are currently zoned industrial, and 240 acres which are zoned public, including the AWU service center site and a property owned by the University of Texas. The University of Texas owns three properties in the North Burnet/Gateway area: the J.J. Pickle Research Campus, the Arbor Walk, which has been leased to a private developer for 49 years, and the mostly undeveloped “Western Tract” located to the west of MoPac, to the east and north of Stonelake Blvd. and to the south of Braker Lane.

RELATIONSHIP TO SURROUNDING NEIGHBORHOODS

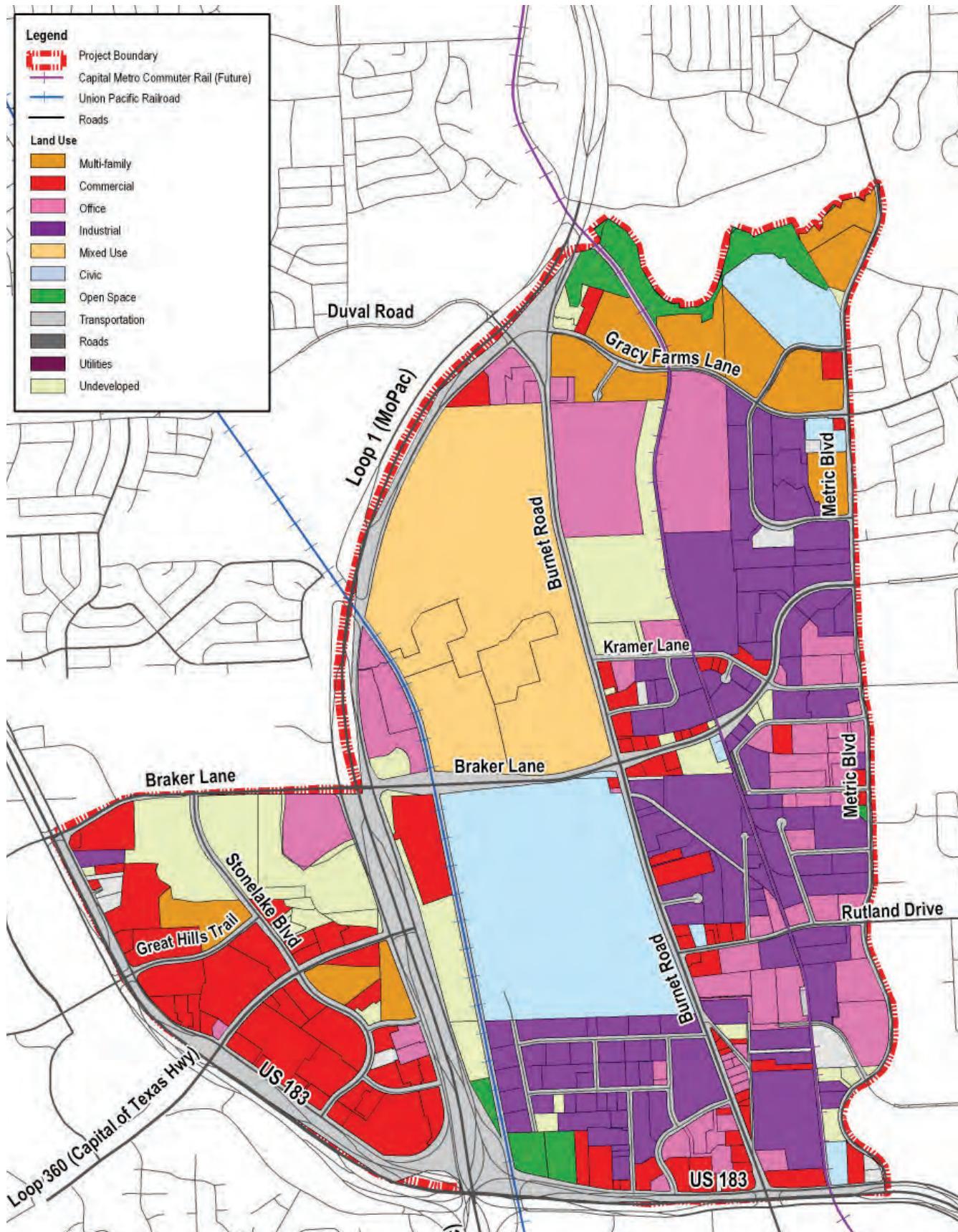
The North Burnet/Gateway planning area is contiguous to residential neighborhoods located northwest, southwest and east of the study area boundary, including the Balcones

Woods, Balcones West, Gracy Woods, Millwood, North Austin Civic Association (NACA), North Shoal Creek, and Wooten neighborhoods. Primary access points into the adjacent neighborhoods is provided by Duval Road, Gracy Farms Blvd., Capitol of Texas Highway, Braker Lane, Rutland Drive, Rundberg Lane, Burnet Road and Metric Boulevard (which serves as the eastern boundary of the study area).

Neighborhoods abutting the study area are mostly detached single-family residential neighborhoods. The Balcones Woods, Millwood, North Shoal Creek, Wooten and Angus Valley residential neighborhoods are generally separated from the North Burnet/Gateway area by US 183, MoPac, or the Walnut Creek greenbelt. Existing commercial land uses form a buffer across Braker Lane west of MoPac between the residential uses in the Balcones Woods neighborhood and any changes that would occur in the North Burnet/Gateway area. Similarly, existing industrial uses in the NACA neighborhood form a buffer east of Metric Blvd. The northeast portion of the planning area is the only place where existing single-family residences border the North Burnet/Gateway area.

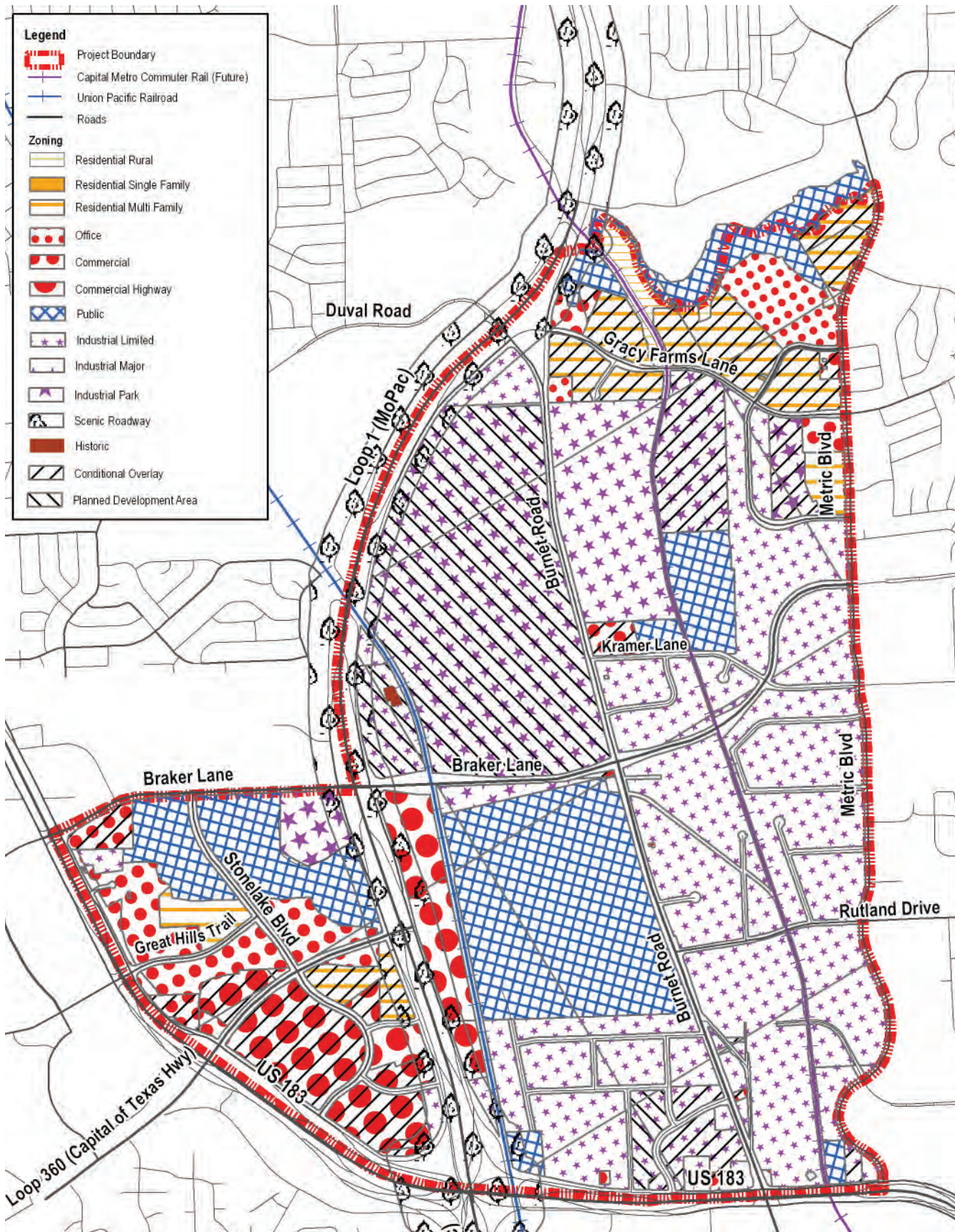
EXISTING LAND USE

Figure 2.6



EXISTING ZONING

Figure 2.7



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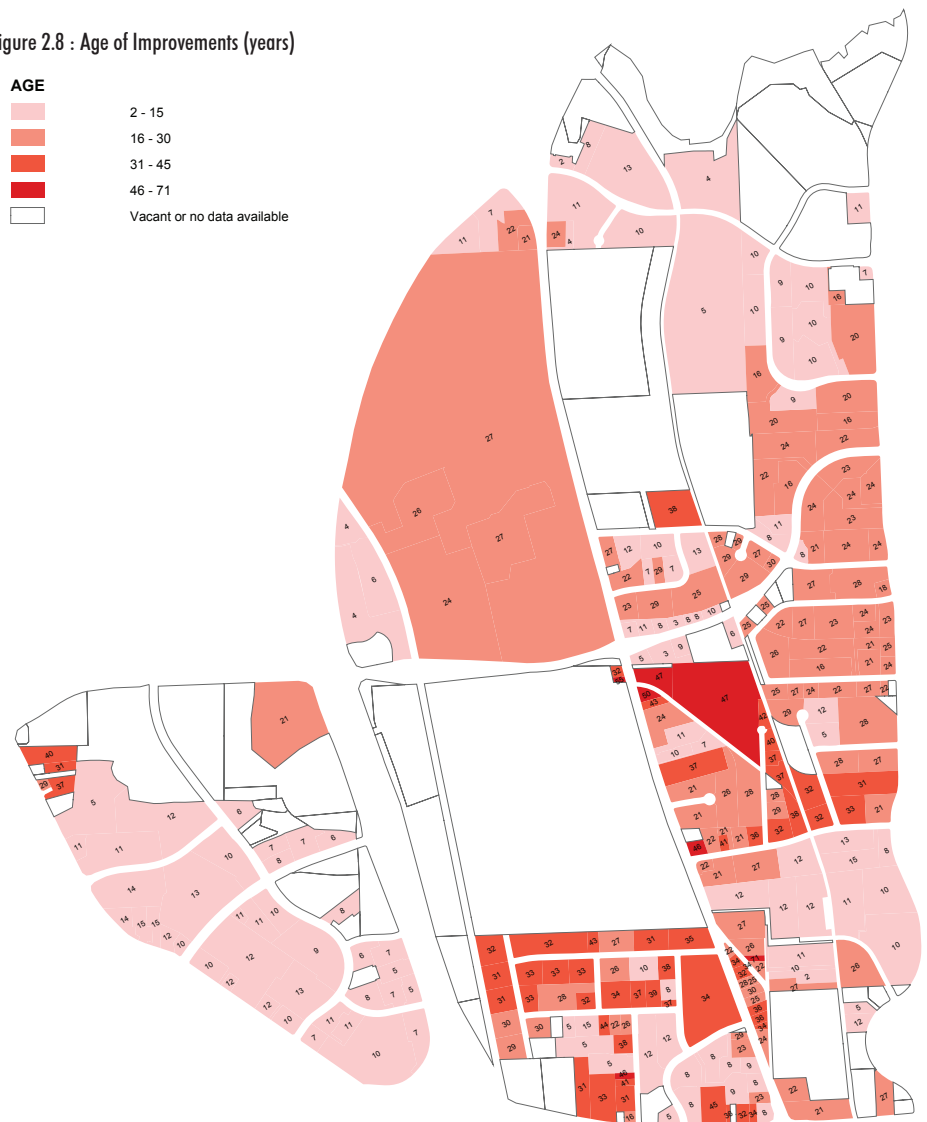
RELATIONSHIP TO SCHOOLS, PARKS AND CIVIC FACILITIES

With primarily commercial retail and light industrial land uses, and comparatively few residences, the North Burnet/Gateway area is lacking in neighborhood-serving community facilities. There are no public or private primary or secondary schools, libraries, or community centers located in the planning area. There are two childcare centers; the Bright Horizons childcare center is located on Braker Lane just west of the railroad tracks and Children's Courtyard on Metric Blvd. south of Gracy Farms Blvd.

The Walnut Creek greenbelt at the northern boundary is currently the only public parkland in the planning area. The City of Austin Parks and Recreation Department (PARD) is planning a major trail project for Walnut Creek. The Northern Walnut Creek Trail will be a 5-mile long concrete trail that will follow the creek from just west of MoPac to IH-35. The first phase, scheduled to begin construction in 2008, will run from Balcones District Park to Walnut Creek Metro Park. Phase Two will continue the trail to the Central Texas Girl Scout headquarters east of IH-35. The Domain mixed-use development is also planning on constructing a 9-acre park that will be accessible to the public.

Two satellite college campuses are located in the planning area: the University of Texas J.J. Pickle Research Campus and the Austin Community College Northridge Campus. The UT Pickle Research Campus is over 200 acres located to the southwest of the Burnet Road/Braker Lane intersection. The ACC Northridge Campus is located in the northeast corner of the planning area, accessible from Stonehollow Blvd.

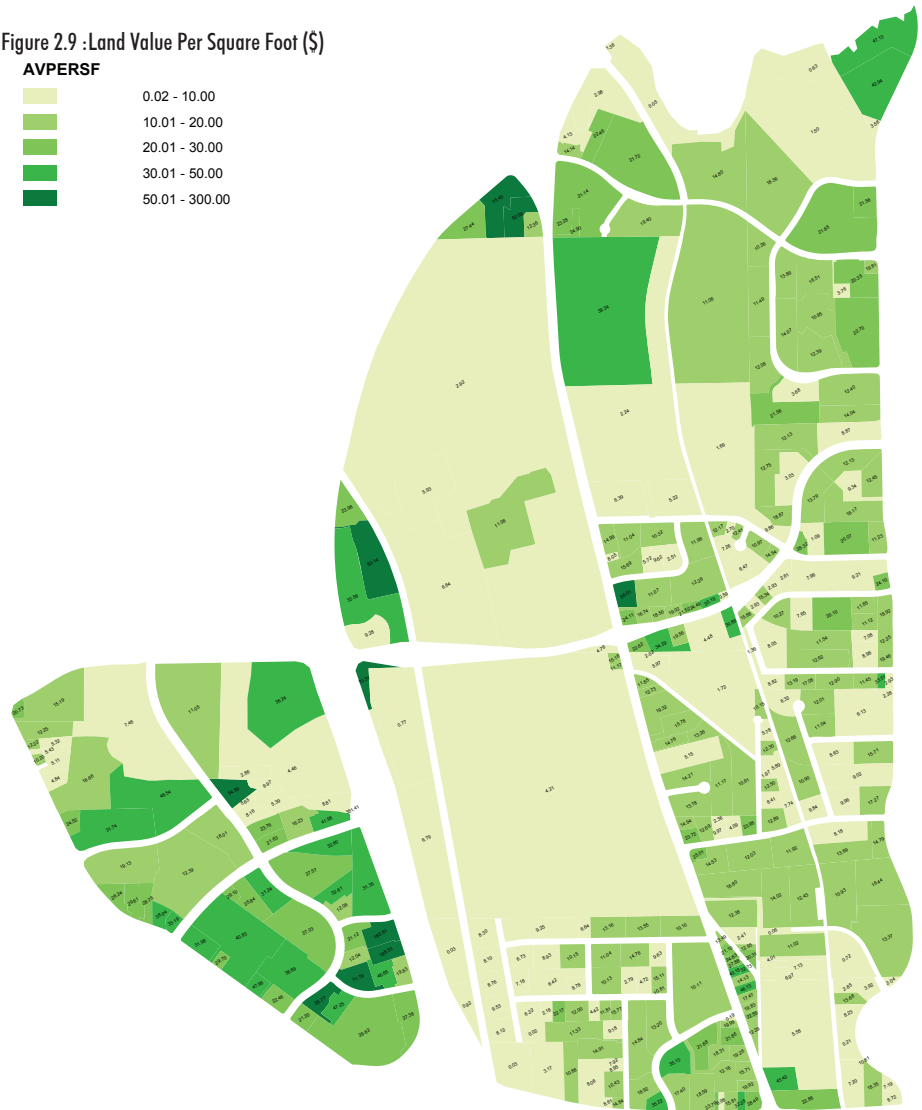
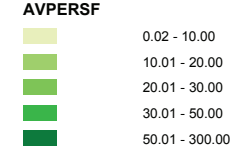
Figure 2.8 : Age of Improvements (years)



REDEVELOPMENT POTENTIAL

The existing vacant properties in the area present the most likely opportunity for new development in the planning area. That is why this Plan identifies many of the vacant sites as catalyst sites for redevelopment in the area. The likelihood of other properties with existing land uses and operating businesses in the area to redevelop is influenced by two major factors: the age of existing improvements on the property and the land value per square foot. The Age of Improvements (Figure 2.8) is important because older buildings become more expensive to maintain and often no longer carry a mortgage. The Land Value per Square Foot (SF) (Figure 2.9) is a crucial number for potential developers. The price of land is relatively high in this area. This is, in part, because most of the land is already developed and holds existing buildings with existing revenue streams. This makes it difficult to develop in a conventional manner. It is therefore important to allow enough entitlements that a developer can recoup the price of the land and the cost of removing existing building stock in order to encourage redevelopment.

Figure 2.9 : Land Value Per Square Foot (\$)



TRANSPORTATION NETWORK

The number of planned developments in the North Burnet/Gateway Plan area, along with the associated traffic congestion concerns, suggested the need for a more extensive traffic analysis to be conducted through this planning process. Traffic conditions are typically monitored and measured by their Level of Service (LOS). The LOS defines the operating conditions of a facility in terms of traffic performance as related to speed, travel time, traffic interruptions, and convenience. LOS values range from A, which is free flowing (least congested) to LOS F, which is a breakdown in flow (most congested). Typically, an LOS D level or better is desired. See Figure 2.10 for the existing condition LOS for the signalized intersections in the peak afternoon (PM) period.

Because the planning area is large, it includes many street hierarchies. A major freeway corridor, MoPac Expressway, bisects the study area, and another major freeway corridor, US-183, bounds the study area on the south. According to 2004 TxDOT traffic maps, Mo-Pac Expressway carries approximately 122,330 vehicles per day, while US-183 carries approximately 175,220 vehicles per day.

Burnet Road (also designated as FM 1325), the major north-south arterial running through the planning area, is owned and operated by TxDOT, therefore, any future changes to the street design would require TxDOT approval.

There are a number of major and minor arterials, collectors, and local streets within the study area (see Figure 2.11 to identify the number of travel lanes on these streets). Both Burnet Road and Metric Boulevard are currently four lane arterial roadways. According to the both the CAMPO Mobility 2030 Plan and the 2025 Austin Metropolitan Area Transportation Plan (AMATP), these two roadways would be upgraded to a six lane, divided major arterial in the future. The CAMPO Plan would need to be modified before any

design changes could occur that assume these roadways remain four lanes.

The North Burnet/Gateway area is identified as a “medium activity center” in the Draft CAMPO 2035 Regional Growth Concept. The CAMPO Growth Concept recognizes that if past land use trends continue with most of new population to the region accommodated in low density single family development on the fringe of existing urban areas, congestion in the region will continue to get worse. The CAMPO Growth Concept explores alternative future growth patterns in 2035 that would improve transportation and regional quality of life. The goals are to 1) increase the percentage of regional population and employment located within activity centers and 2) to increase the percentage of travel accomplished by walking, biking, and transit, within activity centers.

TRANSIT

Capital Metro provides public transit in the area as shown in Figure 2.12. The bus routes that currently serve the area include the following:

Route 1M - North Lamar South Congress: One of the busiest, daily north-south routes traveling between the South Transfer Center near William Cannon and I-35 and the Tech Ridge Park & Ride east of I-35 and south of Howard Lane. It provides service along Metric Blvd in the planning area.

Route 3 - Burnet & Manchaca: Local north-south route providing daily service from Manchaca Road / Slaughter Lane to the Arboretum area.

Route 142 - Metric Flyer: Limited service route between Downtown Austin to just north of the planning area along Metric Blvd. The commuter service is available southbound on weekday mornings and northbound on weekday evenings.

Route 174 - North Burnet Limited: Weekday only limited route service

between Downtown Austin and just north of the planning area.

Route 240 - Parkfield: Feeder route service between neighborhoods and transit centers or Park & Ride locations. This weekday only route provides service from the North Lamar Transit Center to Parmer Lane, serving the Austin Community College campus in the planning area.

Route 383 - Research: Cross-town daily route to the Arboretum area, with multiple-stop service from the North Lamar Transit Center to Lakeline Mall.

Route 392 - Braker: Cross-town daily service between the Tech Ridge Park & Ride and Pavilion Park & Ride serving the Arboretum area.

UT Shuttle Route 652 - Pickle Research Campus: UT shuttle service weekdays between the UT Pickle Research Campus, MCC and the main UT campus.

FUTURE RAPID BUS ROUTES

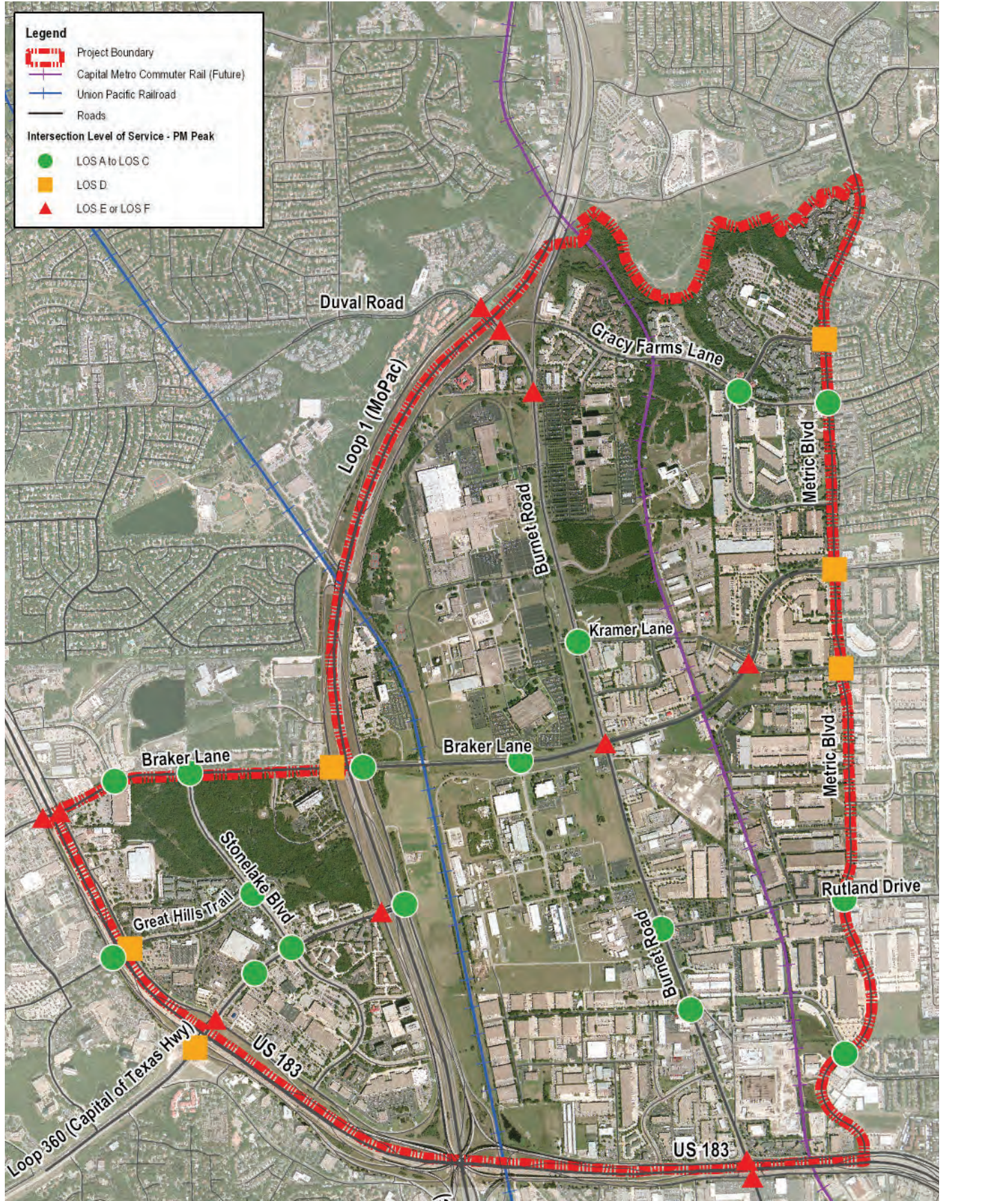
There are two planned future rapid bus routes that would connect through the planning area. One would travel north-south and connect from Burnet Road to Downtown Austin. The other would travel east-west in North Austin and travel along Great Hills, Braker, Burnet, and Rundberg through the planning area. These routes are part of Capital Metro’s All Systems Go Long Range Transit Plan. The new Rapid Bus Service will offer new high-tech buses that are projected to shorten travel times by as much as 20 percent.

FUTURE COMMUTER RAIL

The Capital Metro All Systems Go Long Range Transit Plan identifies two potential future commuter rail routes through the North Burnet/Gateway area. The Capital MetroRail urban commuter rail will provide service between Leander and Downtown Austin, a 32-mile route, beginning service in late 2008. The rail line

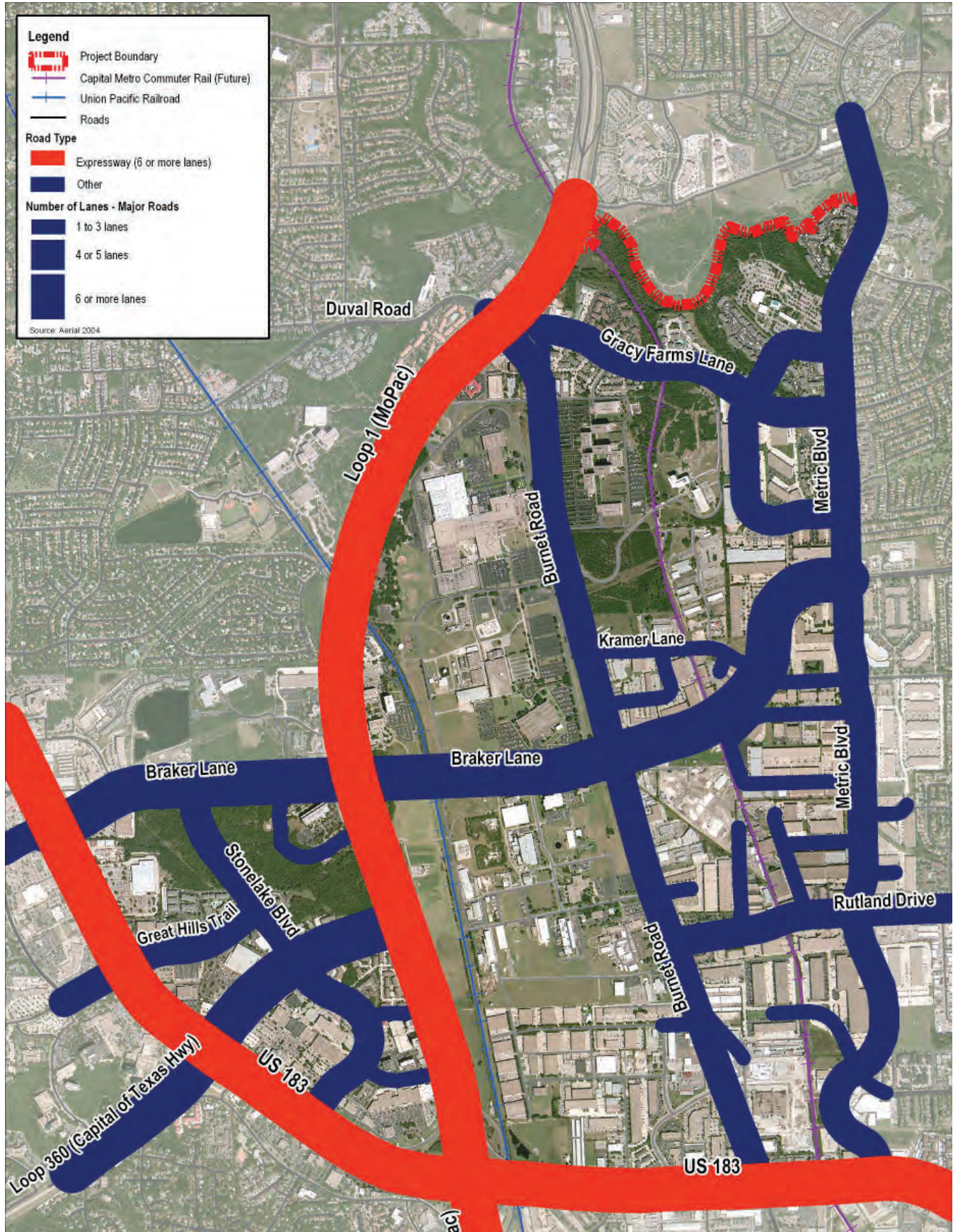
EXISTING INTERSECTION LEVEL OF SERVICE

Figure 2.10



EXISTING STREET TYPES

Figure 2.11

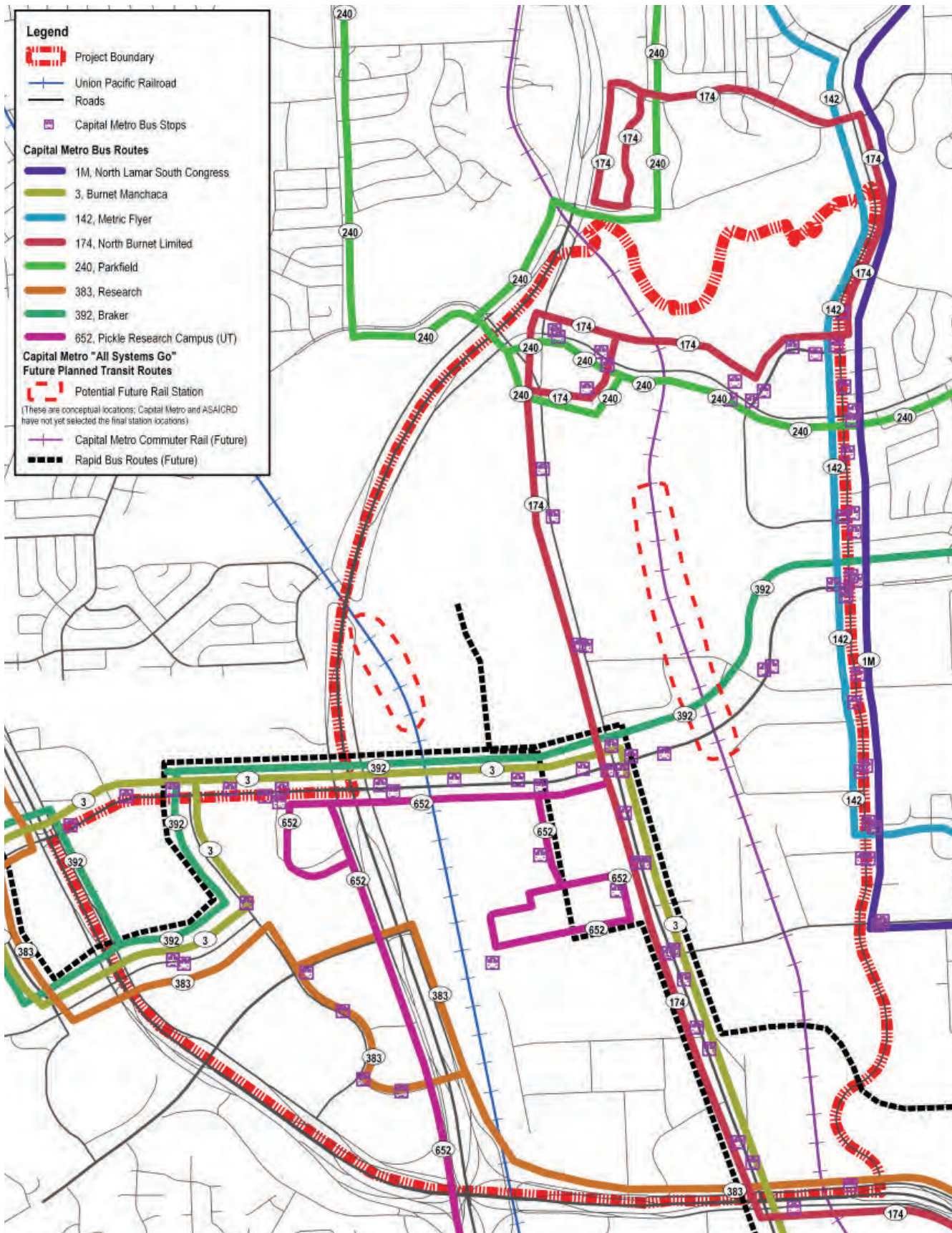


Source: Aerial, 2004



EXISTING TRANSIT ROUTES

Figure 2.12



Source: Aerial,



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runs north-south through the planning area, roughly parallel and to the east of Burnet Road. Regional Commuter Rail is being planned by the Austin-San Antonio Intermunicipal Commuter Rail District (ASAICRD) along the existing Union Pacific Railroad near MoPac. Initial service is projected to begin as early as 2012.

RAIL FREIGHT OPERATIONS

The two existing rail lines that traverse the study area the Capital Metro rail line, and the Union Pacific line both carry rail freight service. The eastern rail alignment, owned and operated by Capital Metro, is located east of Burnet Road and West of Metric Boulevard, and carries only approximately three freight trains per day. Although there are several sidings within the study area on this rail line, there are relatively few delivery stops within the study area. The two principal destinations include the 1) Kramer Lane service center for Austin Energy with a very infrequent delivery schedule of two to three times per year, and 2) the Capital Beverage distribution center (between Braker Lane and Rutland Drive), with a delivery schedule of two to three times per week. Hence, most of the freight activity traveling through the study area is delivered to other parts of the city, or to other cities and towns. The Capital Metro rail line uses at grade crossings within the planning area, which, at times of local service delivery, can cause traffic delays, and may pose greater safety concerns as compared to grade-separated crossings.

The second rail line is located west of Burnet Road, and slightly east of MoPac (within the Plan area) and is owned and operated by Union Pacific. This line operates with more frequency (20-40 trains/day), but does not stop within the study area for deliveries. This line is also heavily utilized by Amtrak passenger rail service. All intersections are grade separated, therefore, there are no conflicts with vehicular traffic.

TRUCKING

Trucking is the most utilized mode for freight transportation in the North Burnet/Gateway area. As evident from the current land use and zoning maps (Figures 2.6 and 2.7), a majority of parcels in the southeast side of the study area are zoned industrial and include warehousing or distribution uses. Most of the loading/unloading occurs in this area, and this area is one of the largest distribution centers within the city. Trucking activity occurs mostly on Metric Boulevard and Burnet Road, and the east-west streets connecting them.

PEDESTRIAN FACILITIES

Figure 2.13, shows the location of existing sidewalks in the area. The major issue with the current sidewalks is lack of connectivity. As shown on the map, most sidewalks are internal to commercial properties. Very few streets have consistent sidewalks, which creates a significant barrier to encouraging pedestrian activity, and mobility in general, throughout the planning area.

BICYCLE FACILITIES

There are limited bicycle facilities in the study area and lack of connectivity among existing routes makes mobility through the area via bicycle difficult and dangerous. Some of this can be attributed to barriers like major highways and railroads, but many of the connecting roadways are not designed to accommodate cyclists safely.

Bike Route 10: This is an east-west shared-lane route going through the middle of the planning area along Braker Lane. The segment between the Union Pacific Railroad and Kramer Lane is considered a Priority 2 Route in the City Bicycle Plan, because bicycle facility improvements to

this area would be more expensive and difficult to implement, requiring major reconstruction of the roadway.

Bike Route 214: This route runs north-south along Burnet Road terminating at Gracy Farms Blvd. on the north end.

Bike Route 9: This bike route runs along Capital of Texas Highway and ends at MoPac in the study area.

Bike Route 6: This shared lane route runs east-west in the northern portion of the planning area, along Gracy Farms Blvd. A recently constructed concrete bike path between Burnet Rd. and MoPac provides a connection to the Duval bridge, creating a route in and out of the study area to the Millwood neighborhood west of MoPac.

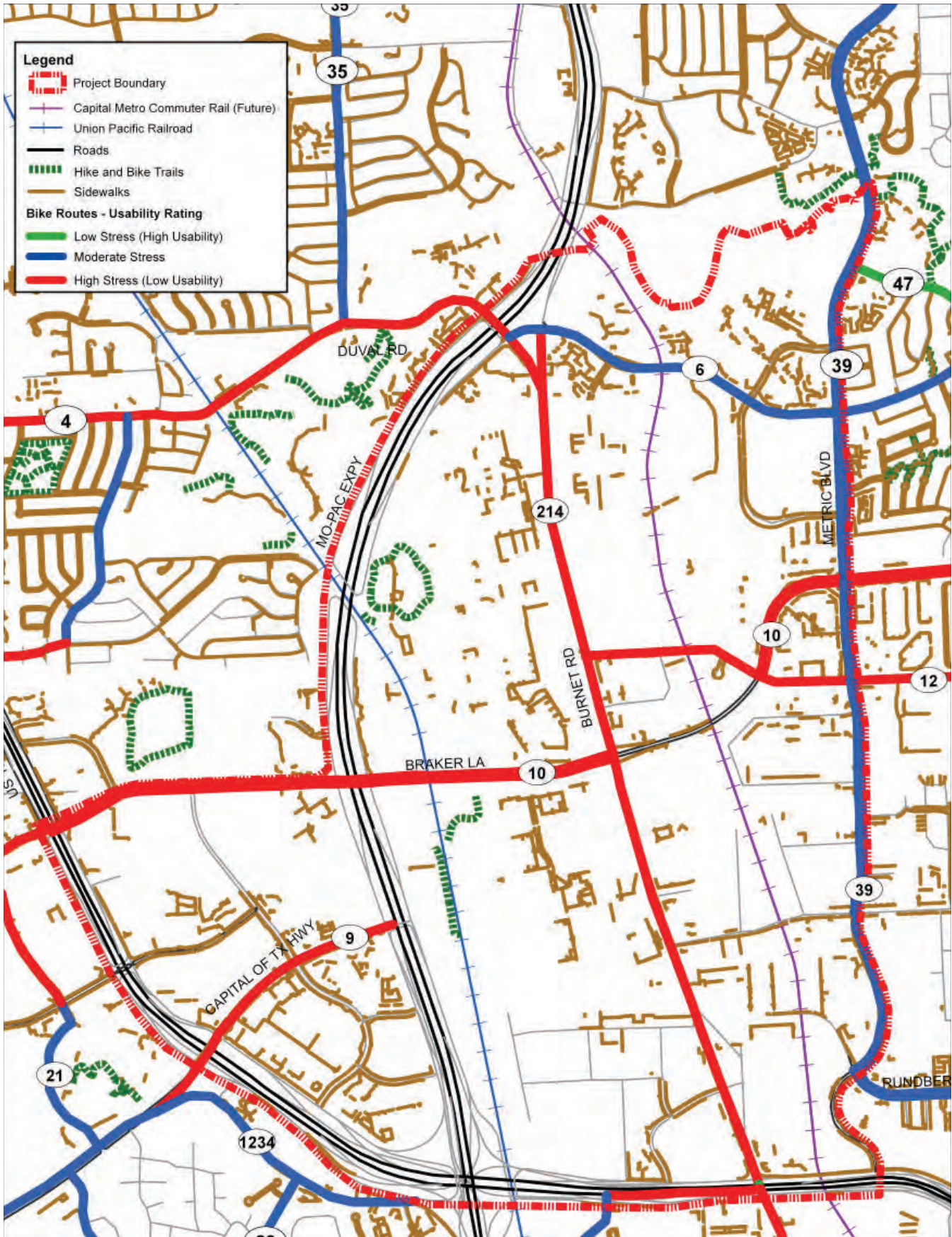
Bike Route 12: This bike route runs east-west along Kramer Lane, connecting the neighborhood east of the planning area to Burnet Road.

Bike Route 39: This wide-curb bike route runs north-south along Metric Blvd.

The City of Austin Bicycle Plan has classified all the bike routes in the city according to a stress rating that reflects usability of that route for all bicyclists (Figure 2.13). Almost all the routes in the study area have been rated as high stress, reflecting low usability for most bicyclists. Most bike routes in the area consist of a wider outer lane in which a bicyclist may ride in the same lane with auto traffic. There are no striped bike lanes currently in the planning area, except along a portion of Metric Boulevard between Rundberg Lane and Rutland Drive. US 183 also presents a significant barrier to bicyclists. The Shoal Creek trail south of US 183 is a major north-south bike route that provides access to Downtown Austin, but access to it from north of US 183 is difficult and dangerous.

EXISTING SIDEWALKS AND BIKE ROUTES

Figure 2.13



Existing utility systems were analyzed by examining City of Austin data, including infrastructure dimensions and location in the street right-of-way (ROW). Most of the data was gathered as paper records and then manually transferred over to the consultant's North Burnet/Gateway project electronic base map (GIS). The horizontal location of the given utility was transferred with the intent of showing the existence of the utility and a general location. This data is for general use and focuses upon the major lines and systems. There are many smaller diameter lines, valves and appurtenances that are not presented herein. Should certain infrastructure improvement projects come out of these evaluations, more detailed subsurface utility engineering (SUE) mapping and data collection should be performed to further refine the horizontal location and provide vertical elevation information.

WATER

The existing Austin Water Utility (AWU) waterline infrastructure is presented on Figure 2.14. The planning area is served with potable water by the AWU via the Davis Water Treatment Plant and the Martin Hill Reservoir, which in turn are fed primarily by the Howard Lane pump station and the Spicewood Springs pump station. The average hydraulic grade line (HGL) for Northwest "A" is elevated 1,000 feet above sea level, with a maximum HGL of 1,015 ft. and a minimum of 970 ft.

The very northeast portion of the study area is part of the North Pressure Zone. This area is served by the Howard Lane Reservoir, which in turn is fed primarily by the North Austin pump station. The average HGL for the North Pressure Zone is elevation 860 ft., with a maximum HGL of 860 ft. and a minimum of 835 ft.

The North Burnet/Gateway area is currently fed by a large diameter water pipe system (48") on the west side of MoPac. There are two main waterlines under MoPac (24" diameter) which extend to the east and

connect to the Burnet Road system. The Burnet Road water infrastructure is made up of the more traditional 10" and 12" waterlines. Connections continue to the eastern boundary of the study area with 8" and 6" lines.

The existing water system is adequate for current land uses and no problems have been identified. "Problems" occur when pipe velocity is over five feet per second (fps) or low pressure is present. Problems could be related to either the capacity of the overall system (water contracts or water treatment), or to the distribution of the treated water to the users. Both aspects of the water system work well under existing conditions. The existing water infrastructure in the planning area serves the existing uses well and is capable of some additional development density. Due to the numerous water lines feeding the area, water capacity and fire flow requirements are not expected to be limiting factors. An analysis of the water system's ability to serve the additional density anticipated with implementation of the North Burnet/Gateway Plan is provided in the Utilities section of Chapter 4.

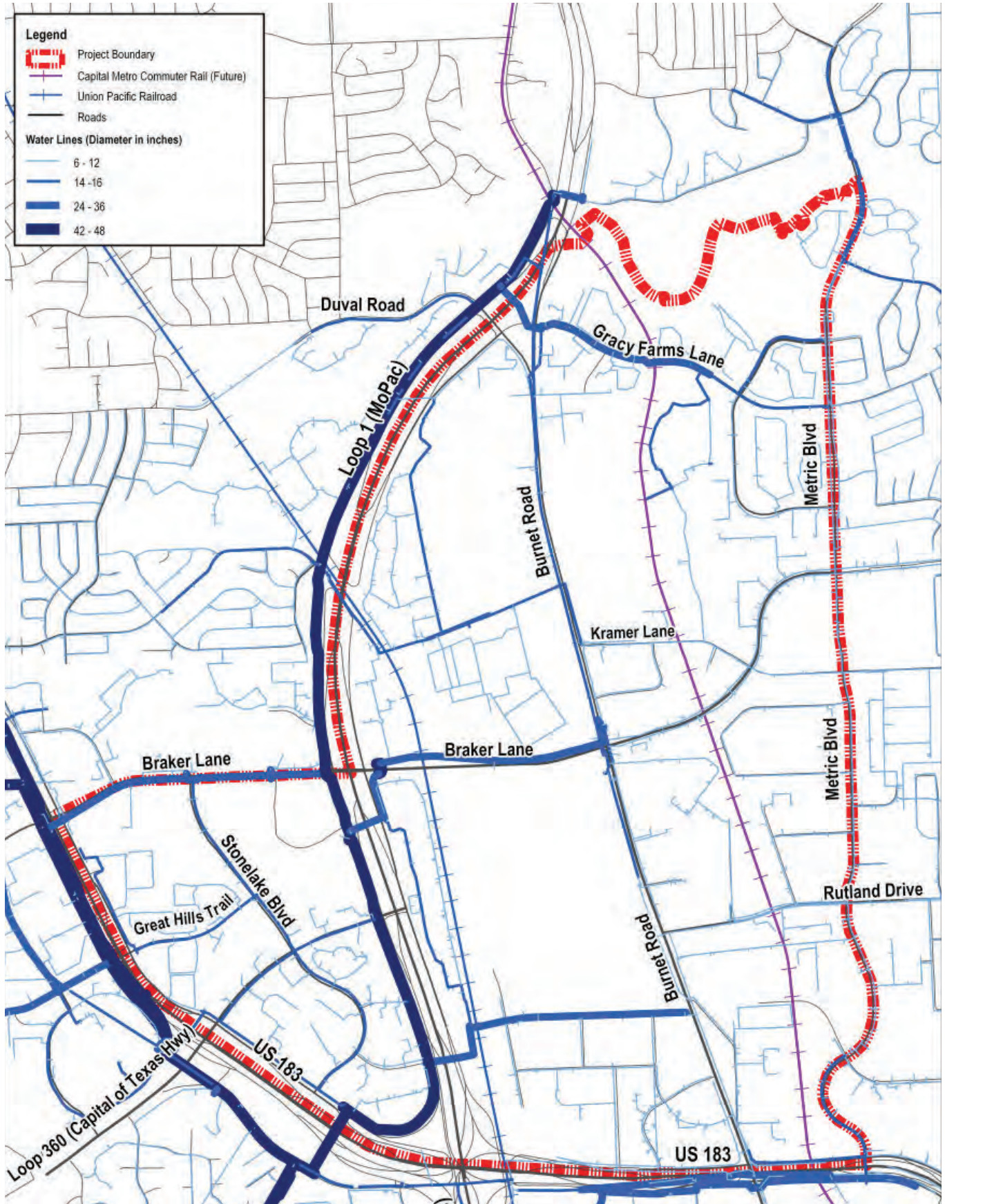
WASTEWATER

The existing AWU wastewater infrastructure is presented on Figure 2.15. The planning area is located at a high point and is served by three wastewater service systems. The northern portions of the study area are served by the Walnut Creek collection system; the southeastern portions are part of the Little Walnut Creek collection system; and the southwestern portion is served by the Upper Shoal Creek collection system.

It should be noted that the Austin Clean Water Program (ACWP) has been underway for over four years to study, design and construct wastewater improvements throughout Austin. Each of the three service areas mentioned above has received (or are in the process of constructing) new wastewater lines in the

EXISTING WATER SUPPLY INFRASTRUCTURE

Figure 2.14



area. These ACWP wastewater improvements will have a significant positive impact for both existing and future wastewater demands.

The Walnut Creek system has a major line (42" and 48" diameter) running in, or parallel with, the creek. The southern laterals off that main line feeding the study area are of medium dimension (12", 15" or 18").

The Little Walnut Creek system has a medium sized line (21" and 24"), which serves as the base of the system. It should be noted that this 21" system extends all the way back to Burnet Road (at a point about halfway between Gracy Farms Blvd. and Kramer Lane.)

Although the natural watershed drainage boundaries in the planning area place the area to the west of Burnet in the Walnut Creek drainage basin, for wastewater system purposes, this area west of Burnet is actually part of the Little Walnut Creek wastewater basin.

The Shoal Creek system is served with a medium sized line (21", 18", 15" and 12") on the east side of MoPac. As with the other systems, there are a myriad of smaller diameter lines filling in the collection system.

Considering existing land uses, the existing wastewater system is "strong" in capacity. It can serve existing development for many years before improvement is needed. An analysis of the wastewater system's ability to serve the additional density anticipated with implementation of the North Burnet/Gateway Plan is provided in the Utilities section of Chapter 4.

DRAINAGE, STORMWATER & WATER QUALITY

The study area traverses three watershed basins; Walnut Creek, Shoal Creek, and Little Walnut Creek. Shoal Creek and Little Walnut Creek watersheds are

considered urban watersheds; Walnut Creek watershed is considered a suburban watershed. These zones determine applicable City of Austin watershed regulations with respect to impervious cover, waterway setbacks and water quality controls.

Southeastern portions of the planning area in the Little Walnut Creek watershed have experienced flooding problems in the past partly due to development occurring before regulations were in place to monitor the water quality and stormwater of the watersheds. There have also been flooding problems downstream in the Shoal Creek and Little Walnut Creek watersheds. Today, any development that requires a site plan approval would need to meet the City's Comprehensive Watershed Ordinance (CWO). This requires any development that increases impervious cover or changes drainage patterns on site to provide stormwater management controls so that stormwater flows off the site post-development are no greater than pre-development. This ensures that new development or redevelopment does not exacerbate existing flooding problems. The study area contains some 'private' stormwater detention and water quality controls that have been installed since the 1986 CWO.

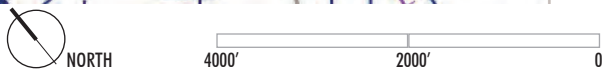
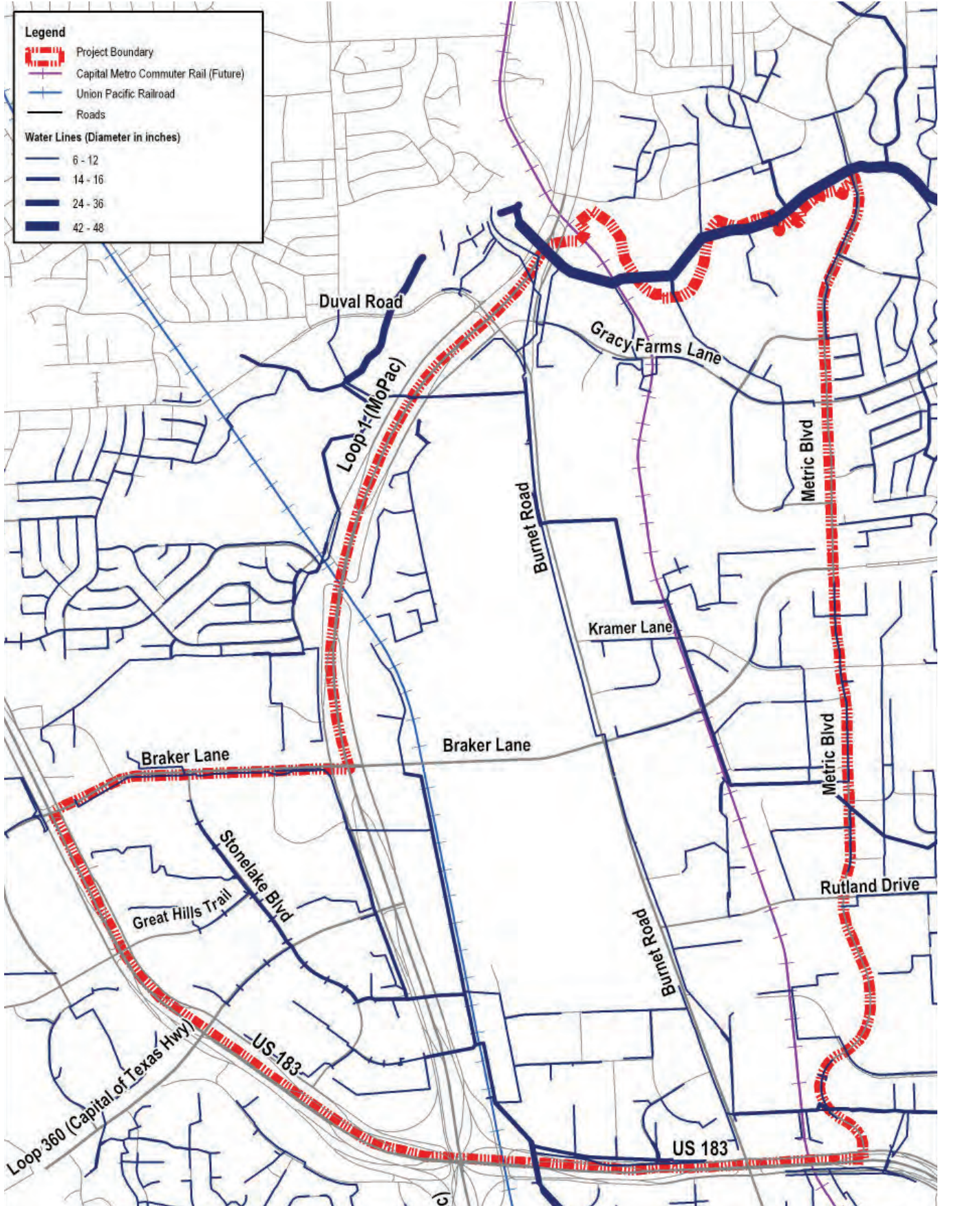
ELECTRICITY & GAS

The North Burnet/Gateway planning area is served with electricity by Austin Energy and Texas Gas Service for its gas needs. The electrical system infrastructure includes both major transmission lines as well as the local distribution system as shown on Figure 2.16. A major transmission line for the Lower Colorado River Authority (LCRA) also cuts east-west through the planning area, north of Kramer Lane. The easement for this transmission line is approximately 200-feet wide. Building development is restricted in this transmission line easement. Large transmission lines run down the west side of Burnet

Road from north of Kramer Lane to south of Rutland Drive, and primary power lines and associated poles also line both sides of Burnet Road and one side of Kramer Lane. These existing overhead power lines create an obstacle for future development to be built in a more urban form with buildings, sidewalks and street trees lining the street.

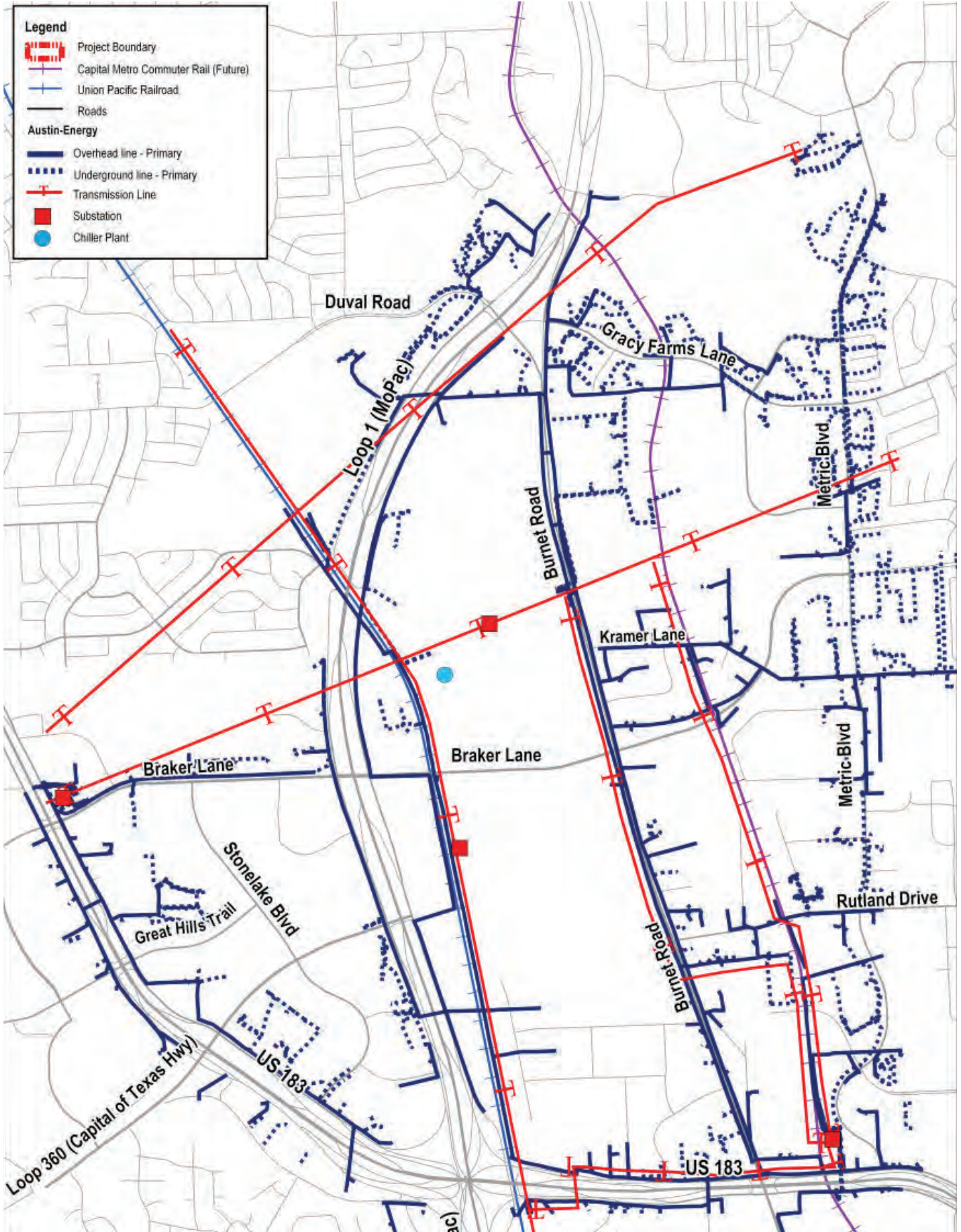
EXISTING WASTEWATER INFRASTRUCTURE

Figure 2.15



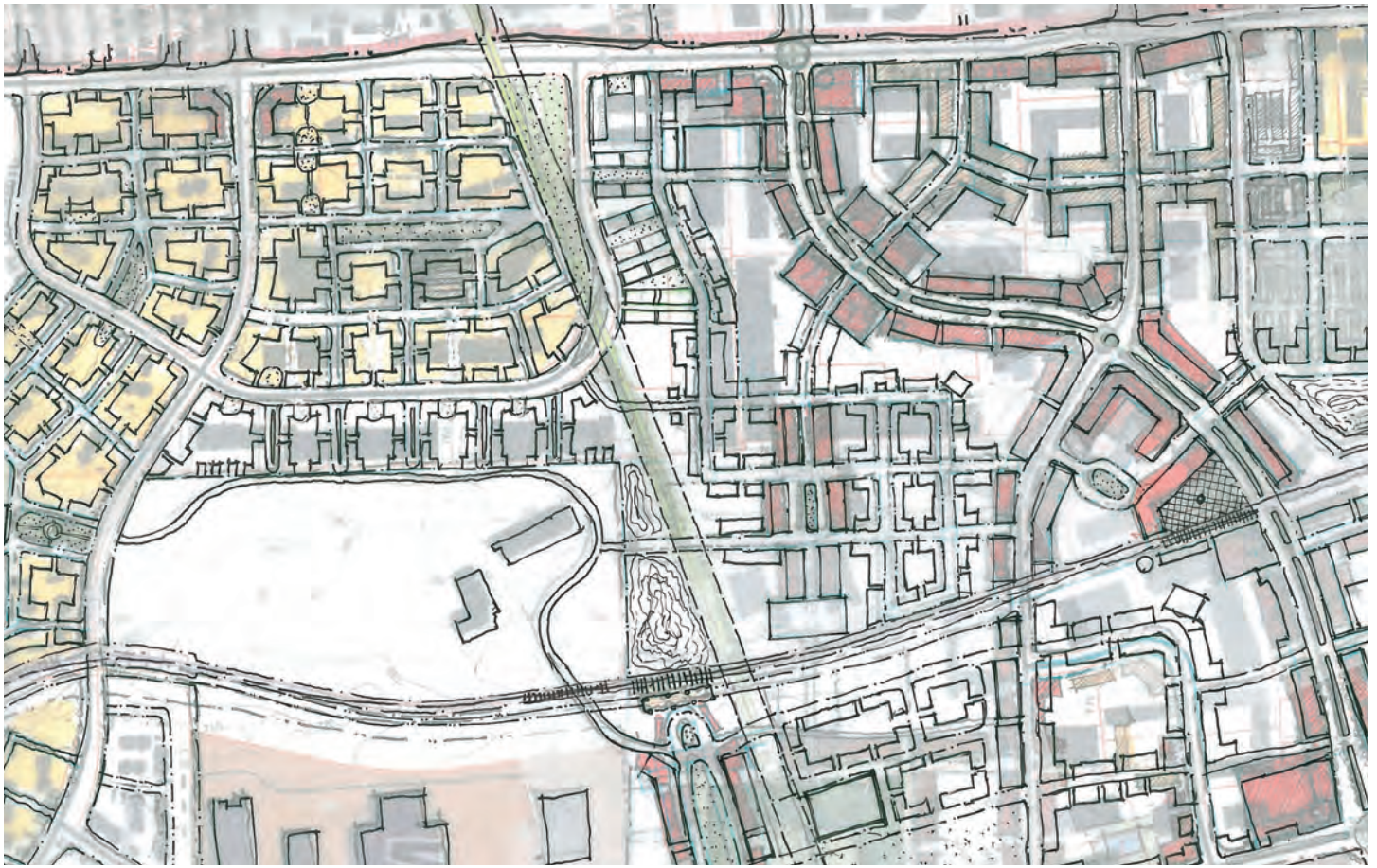
EXISTING ELECTRICAL INFRASTRUCTURE

Figure 2.16



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





OVERVIEW OF PUBLIC INVOLVEMENT

The Draft North Burnet/Gateway Master Plan is the result of a focused planning process that unfolded over the course of a year. One key aspect of the process is an emphasis on involvement by area stakeholders and the public at large. This includes, in short, virtually anyone who could be affected by potential redevelopment. City and agency staff and representative stakeholders were targeted for additional involvement through participation in the Public Advisory Group and/or stakeholder interviews early in the planning process.

This chapter will describe the public involvement opportunities throughout the planning process, as well as the results of the public input.

THE PUBLIC ADVISORY GROUP

The City formed a Public Advisory Group (P.A.G.) as a small working group with representatives of the key stakeholders to

provide input and direction for the plan. They met at intervals during the course of the planning process to be briefed on the progress of the plan, and to provide feedback and suggestions. The P.A.G. members include representation from the public jurisdictions and policy makers affecting the area, as well as key city staff who will be responsible for carrying out the policies. Additionally, the P.A.G. included property owners, neighborhood association representatives from surrounding neighborhoods and other constituent and advocacy groups who will benefit from or guide the implementation of the plan. A listing of P.A.G. members can be found in the Acknowledgements section.

The P.A.G. met at key stages of the project, including:

- Kick-off Meeting, held on Wednesday, June 28, 2006

- Mid-Charrette briefing, held on Tuesday, July 11, 2006

- Preliminary Concept Plan presentation, held on Friday, September 15, 2006

- Preliminary Concept Plan discussion, held on Friday, September 22, 2006

STAKEHOLDER INTERVIEWS

Involvement and input from members of the community with knowledge of the study area are critical to understanding the dynamics of the area. Most of the public input was gathered during the charrette process. However, stakeholders having a particular expertise (whether by professional focus, or by virtue of being investors, business owners, etc.) were identified early in the interview process. A series of small group meetings was conducted to hear from these segments of the community. These meetings lasted about 1 to 1 1/2 hours and offered the consultants a chance to further explore various aspects of the planning area, as well as highlight issues of particular concern. Stakeholder

sessions were conducted in June 2006 with the following groups:

- Business Owners and Residents
- Regional Transportation Advocacy Groups
- Developers, Real Estate Council of Austin and Urban Land Institute
- City Staff and Department Representatives
- University of Texas facilities planning staff
- Neighborhood Associations
- TxDOT District Engineering Staff
- Capital Metro
- AISD and ACC

Individual meetings with Mayor Wynn, Mayor ProTem Dunkerley, Council member McCracken, and Council member Leffingwell were also held. Council members Dunkerley and McCracken currently serve on the Land Use and Transportation subcommittee (LUTS) of the Austin City Council. Council member Leffingwell served on LUTS at the time the North Burnet/Gateway planning was initiated.

Although the groups represented different interests, a number of points emerged as common perceptions. Traffic and access difficulties were cited by almost all groups as being a major impediment to the success of the area. All agreed that the location held enormous potential, contingent upon resolution of issues related to access.

Both the City staff and elected officials agreed that the redevelopment of the area was a key opportunity, and willingness was expressed to adopt policies and strategies to facilitate such redevelopment. The real estate community confirmed that many of the properties in the area were actively on the market and that interest in redevelopment is keen. Despite the central

location, the access issues as well as the mixed quality of the existing uses were cited as being impediments to redevelopment. Stakeholders indicated the area is in need of a vision, and the City should be an active champion for that vision.

The following stakeholder comments indicate the range of the discussion:

“It would be nice to see a development based on an area like the Arboretum, where you have a great destination, good food, great walking space, art, office space, etc.”

“The worst thing that could happen would be the same old type of development. It needs to be “out of the box.”

“Enhancing density is important.”

“It could be a diverse, connected area with multiple developers building similar smaller scale projects that combine to achieve the vision within a pedestrian oriented atmosphere.”

“Access for biking is really bad. We need pedestrian access, and connectivity between urban city and residential neighborhoods.”

“A key component would be to have affordable housing close the transit and also have a mixed-use/mixed income component.”

“We see wide pedestrian spaces and mature landscaping as a desirable atmosphere to draw people out of their cars.”

“For this to be successful, there needs to be a partnership in the area between the City and the large landholders such as Endeavor, IBM, Domain, UT and Hill Partners.”

“Must make sure the plan has realistic implementation actions.”

“UT owns a lot of land in the area and can do whatever they want; is there a way to work with them?”

“People do not see the auto-dominated society changing.”

“There could be a connection between Capital Metro and ASAICRD rail systems.”

“Need to look at realistic traffic and parking demand. People will still own cars even if they are located near a station.”

While discussions were wide ranging, the same themes were often revisited. North Burnet/Gateway is a great opportunity to accommodate some of the region’s expected population growth in a different type of development pattern. It needs more diversity in uses, housing, open spaces, and community activities. The Domain redevelopment indicates a market acceptance for high density mixed use, so development that departs from conventional suburban models seems achievable. The North Burnet/Gateway plan area is ideally located to offer a new, denser, mixed-use development model. The area is in need of a boost, but a piecemeal approach is not likely to result in a significant change in existing uses and densities, nor produce the type of urban fabric expressly desired. It clearly has larger scale issues that need to be addressed in order to make significant redevelopment realistic; issues that must be tackled by the City working in coordination with other jurisdictions and the private sector.

THE CHARRETTE

The public outreach process peaked with a week-long planning charrette. Charrette, the French word for cart, traces its use in this context to the Ecole des Beaux-Arts, after the cart that was wheeled through the design studios when the projects were due. It has come to mean an intensive design effort conducted in a relatively short time. The consultants have found it to be an effective technique that combines a full

immersion into the project with a high level of public visibility and opportunity for involvement.

The charrette scheduled for the North Burnet/Gateway Plan included three public meetings to provide opportunities for members of the community to learn about the process and planning background, provide input and design ideas, and react to the initial design concepts. The public was notified of the charrette via postcards sent to all property owners and utility customers in the planning area, announcement on the project website: www.northburnetgateway.com, e-mail notification of people identified through the stakeholder interview process and others who joined the e-mail list through the website, and through a series of press releases. Public meetings occurred at the beginning and the end of the process, with a design workshop in between. During the charrette week, the consultants were on site more-or-less continuously. A design studio was set up at a vacant storefront in the Arboretum just outside of the planning area, which served as the consultant team's headquarters during the week. The public meetings were also held near the study area, in this case, at the Holiday Inn near MoPac and US 183. Finding appropriate public meeting space within the planning area was difficult, as there are few existing community spaces (libraries, schools, etc.) as are typically used by the City for public meetings. The few spaces that do exist (UT Pickle Research Campus and ACC facilities) were not available or did not have appropriate space to accommodate the logistical needs for a charrette.

The first public meeting was held on the evening of Thursday, July 6, 2006. Approximately 34 people attended this session. The first meeting served as an orientation to the planning area and included a presentation on the dynamics of the development process as well as an outline of general design principles. Participants were also asked to complete a "commu-

Below:
Community members participate in the North Burnet Gateway workshop in July 2006.



nity image survey” if they had not already completed the survey online.

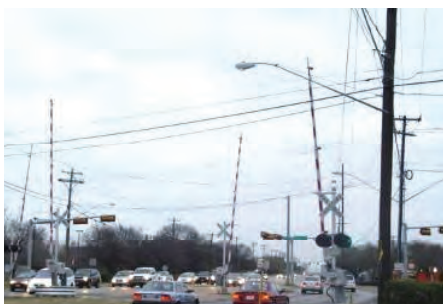
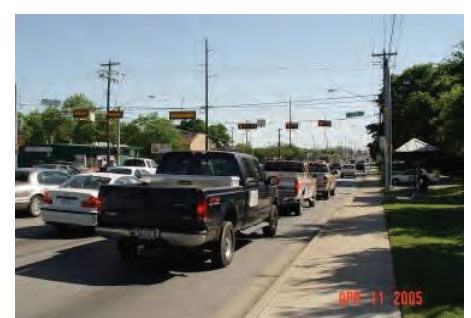
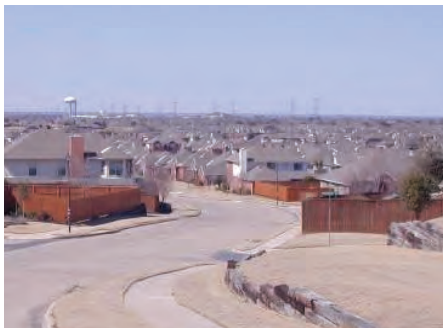
Figure 3.1: Least Favored Images from the community vision survey

COMMUNITY IMAGE SURVEY

The consultants created a “community image survey,” designed to gauge the public’s reaction to various types of urban development. The survey was originally posted on-line a few weeks before the charrette and advertised through email distribution, press releases, and via the project’s charrette website: www.northburnetgateway.com.

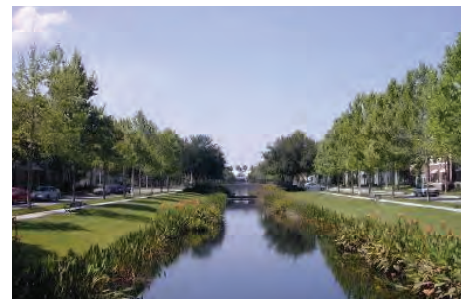
A total of 423 people took the survey, which was essentially a visual preference survey conducted by presenting to the viewer 73 photos of a variety of urban conditions. Survey takers evaluated each image according to the extent to which he or she liked or disliked the image. The photos included pictures of various housing types, streets, sidewalks, retail stores, office buildings, architectural styles, parking lots, park spaces, and other subjects. The participants were asked to grade each image on a scale of minus five (-5, indicating a strong dislike) to plus five (+5, indicating a strong affinity) based on their opinion or preference for each condition. The results were compiled and presented at the beginning of the Saturday workshop session of the charrette.

The image survey was designed to elicit reactions to various types of development, but also to place a variety of images in the public’s mind as they proceed to identify what they like and don’t like about the planning area, and how they would like to change it. Invariably, images that showed active, pedestrian oriented spaces scored well, while single use, and auto-centric images did not. The result was not especially surprising, except when it is noted that much of contemporary development models yield the latter development pattern rather than the former. The central objective of the charrette process is understanding this phenomenon, while



explaining how the public must work in partnership with local officials and the development community to achieve results. Strong public support for a particular vision will generate political support, and thus affect the outcomes of private development decisions in a positive manner.

Figure 3.2 : Most Favored Images from the community vision survey





PUBLIC WORKSHOP RESULTS

The second public meeting of the charrette occurred on Saturday, July 8, 2006 with approximately 50 people in attendance. The participants were organized into design teams of 8 to 10 persons, and each team was given maps and drawing tools. Each team had a facilitator with the responsibility of keeping the group on task. Six teams were formed, and at the end of the day, each team presented their scenario for a redevelopment vision for the study area (in both written and drawn form) to the entire group.

As each group presented their comments, the consultant team kept a running list of concepts by category. The results of that tally were as follows:

BIKE/PEDESTRIAN ORIENTED

- All new connections should be bike and pedestrian friendly
- No new roads, less dependant on auto
- Pedestrians should come first

- Create preferred routes for bikes, pedestrian and transit
- Provide US 183 at MoPac crossing for ped/bike routes especially at Shoal Creek

DENSITY

- Increase height of buildings and density to accommodate greater population
- Add density along Burnet with 8-10 story buildings. Transition down to 2-4 story towards Metric
- Transition densities from highrise at station out to 2-5 stories near edges of district
- Incorporate 8-20 story building height near rail station

CONNECTIVITY

- Improve connectivity from the district to the larger community
- Increase connectivity within district with a more complete street grid

- Add flyovers to connect east and west MoPac frontage roads

- Improve Braker as an east-west corridor

- Continue Capitol of Texas Highway eastward through district to Burnet (not signalized)

DIVERSITY

- Provide incentives for affordable housing and move away from an autocratic environment
- Include workforce housing in district
- Include housing to serve seniors and mobility challenged people
- More diversity of business types, especially neighborhood services

LAND USE

- Add more residential uses and schools in southern area
- Buffer west edge of NACA neighborhood with dense residential

- Add civic/ mixed use development at Braker/ Capital MetroRail Red line
- Add more residential near transit
- Exploit rail station locations for mixed use
- Establish a new skyline with added residential in southern portion of the district

CULTURE/ARTS

- Add industrial and technical museum near Braker and Burnet
- Create museum district in south end of Burnet area
- Include artists lofts in industrial area

INFRASTRUCTURE

- Put utilities underground
- Promote “green” industrial parks
- Create water amenity and detention ponds (existing and new) for added economic value to adjacent land
- Establish TOD with transit in addition to rail
- Prevent “heat island” effect
- Improve functions of MoPac/Braker interchange
- Consider a circulator level of transit in district
- Accommodate emergency medical and other healthcare needs in district
- Add civic site (library etc.) near Braker and Metric
- Consolidate parking connected to transit
- Consider rail station towards the north end of the Capital Metro Red line

CHARACTER

- Convert Braker and Burnet to landscaped boulevards

- Improve intersection of Kramer at Braker Road

REGULATION

- Utilize a form based code to guide and regulate new development
- Establish a pattern of redevelopment to guide future development

ECONOMIC

- Add employment centers along Metric
- Include a major destination/urban park adjacent to transit centers
- Create a town center at Braker at Capital MetroRail Red line plus southeast corner of district
- Connect employment and housing with local transit

OPEN SPACE/GREEN

- Create a green rail/trail connector through the district with nodes of public open spaces along that corridor
- Create shaded walkways
- Include distributed green/open space

UNIVERSITY OF TEXAS

- Work with UT to develop their land
- Encourage UT to consider a north campus (not just research)

Many of the comments concerned the circulation and access issues facing the district. There were a range of ideas expressed, but clearly, there was a consensus for creating better connections within the area as well as to adjacent areas.

The consultants took the concepts and ideas from the various community design teams at the public workshop and developed a charrette concept plan. This



concept plan was presented at the final public meeting of the charrette on July 13, 2006. Approximately 50 people attended this presentation and gave their feedback on the various elements of the plan.

There was general agreement that the area should accommodate a broad range of uses, from residential to various kinds of commercial, including local retail and employment. Several groups felt that school and other civic services should be part of the plan to encourage the addition of families to the area. In general, it was felt that the North Burnet/Gateway area could be transformed into a unique destination in the Austin area - a vibrant, pedestrian-friendly, mixed-use district served by transit.

CONCEPT REFINEMENT & PRESENTATION OF DRAFT PLAN

Following the charrette, the consultants and City staff met with various City departments and regional agencies to refine the concepts derived from public input received. This included evaluation of how the plan fit with existing policies, standards, and procedures and what steps would be necessary to implement various aspects of the plan. The planning team also discussed the concepts with TxDOT, UT, Capital Metro, and other agencies who would be responsible for implementation, or whose operations could be affected by changes that would occur through implementation of the plan. Adjustments were made to the plan based on these meetings and a preliminary concept plan was then presented to the P.A.G. on September 15, with discussion and feedback on September 22, 2006. A traffic analysis was also conducted to evaluate the need for transportation infrastructure improvements with anticipated build-out of the Plan vision over 30 years (2035). The Draft Plan concepts were refined again with this information and based on the P.A.G. feedback.

A public meeting was held March 24, 2006 at the ACC Northridge campus to present the Draft Plan concepts, answer questions, and receive comments on the Plan. Notice of the meeting was sent to all property owners in the planning area and an email announcement was sent to the North Burnet/Gateway interest list and all P.A.G. members. The meeting was covered by several newspapers and television news programs.

This Draft Plan will be posted on the City's North Burnet/Gateway Plan website: www.ci.austin.tx.us/zoning/north_burnet.htm as a pdf file for public review. This document elaborates on the concepts presented at the public meeting. The Draft Plan will be presented at a Planning Commission public hearing followed by a City Council public hearing where there will be another opportunity to comment on the North Burnet/Gateway Plan. Standard City public hearing notification will be given for the Planning Commission and City Council hearings.

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





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.

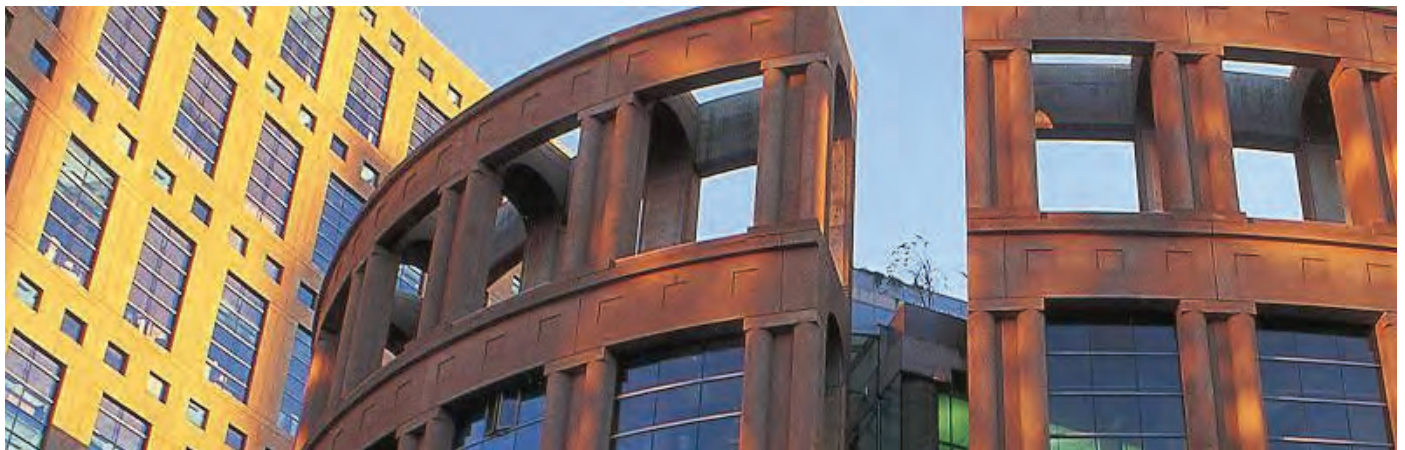
Parents with school age children make up only about a quarter of the home buying market. This leaves the majority of the market seeking an alternative to conventional suburban development. These buyers often seek a mixed-use, walkable environment well supplied with amenities, jobs, local retail and entertainment. 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 services, 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 down-sizing.

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.

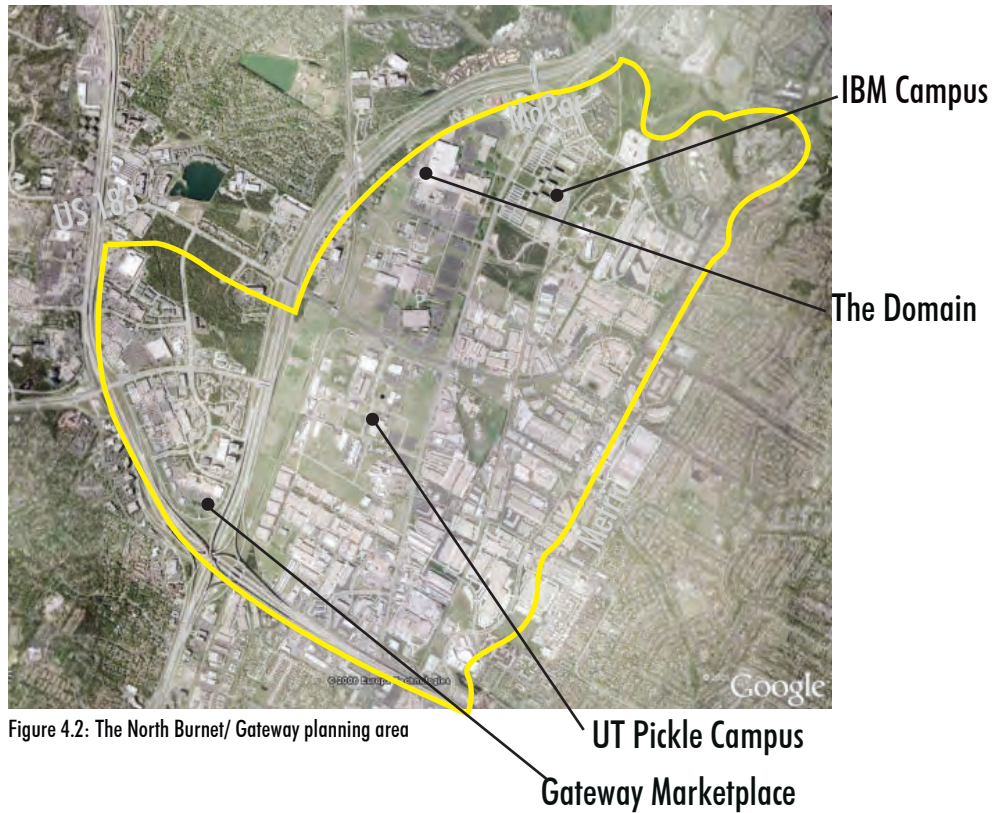


Figure 4.2: The North Burnet/ Gateway planning area



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 / 1 st 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

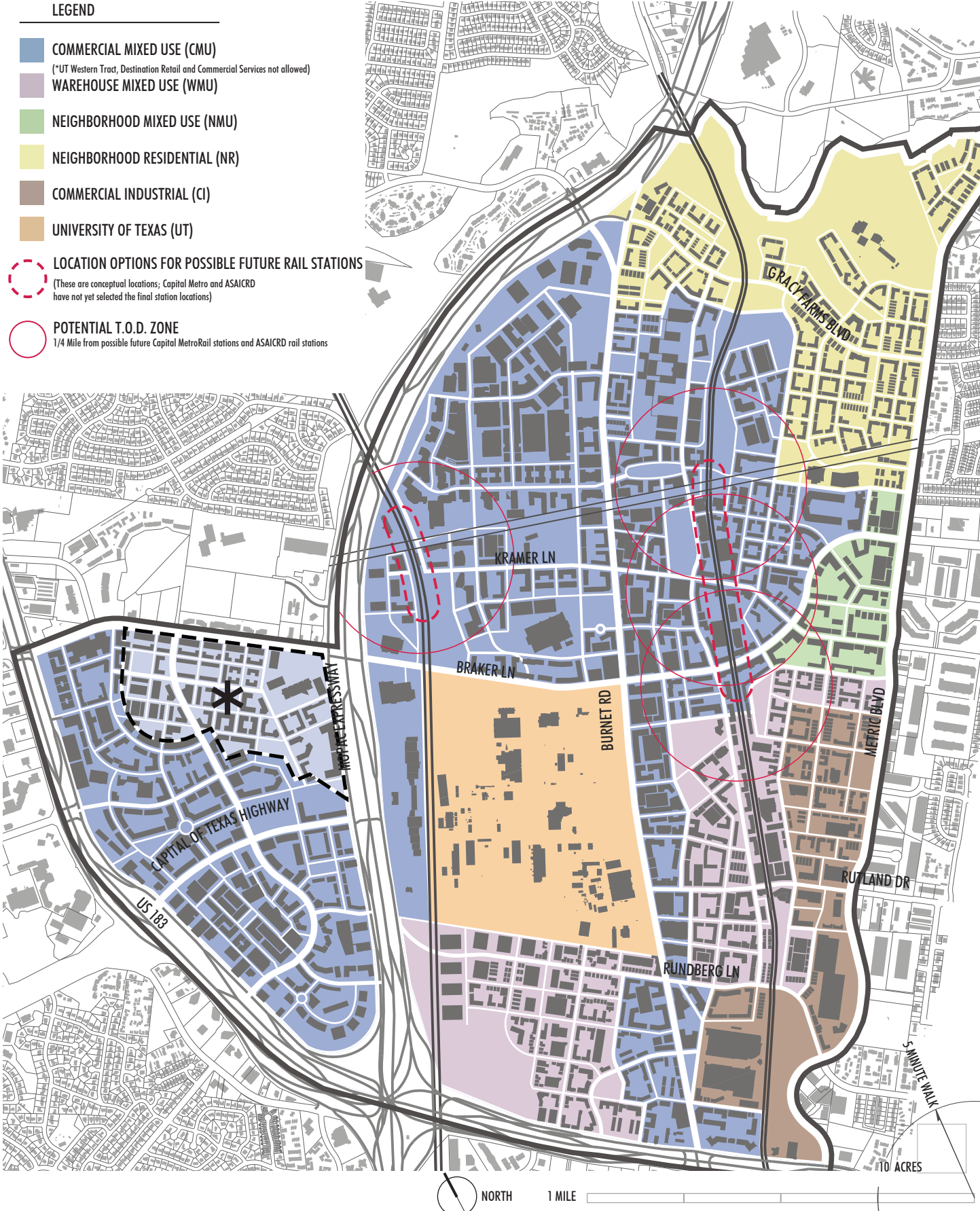




Figure 4.10 : Conceptual view of Braker Ln and Burnet Rd as part of the 2035 Master Plan



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

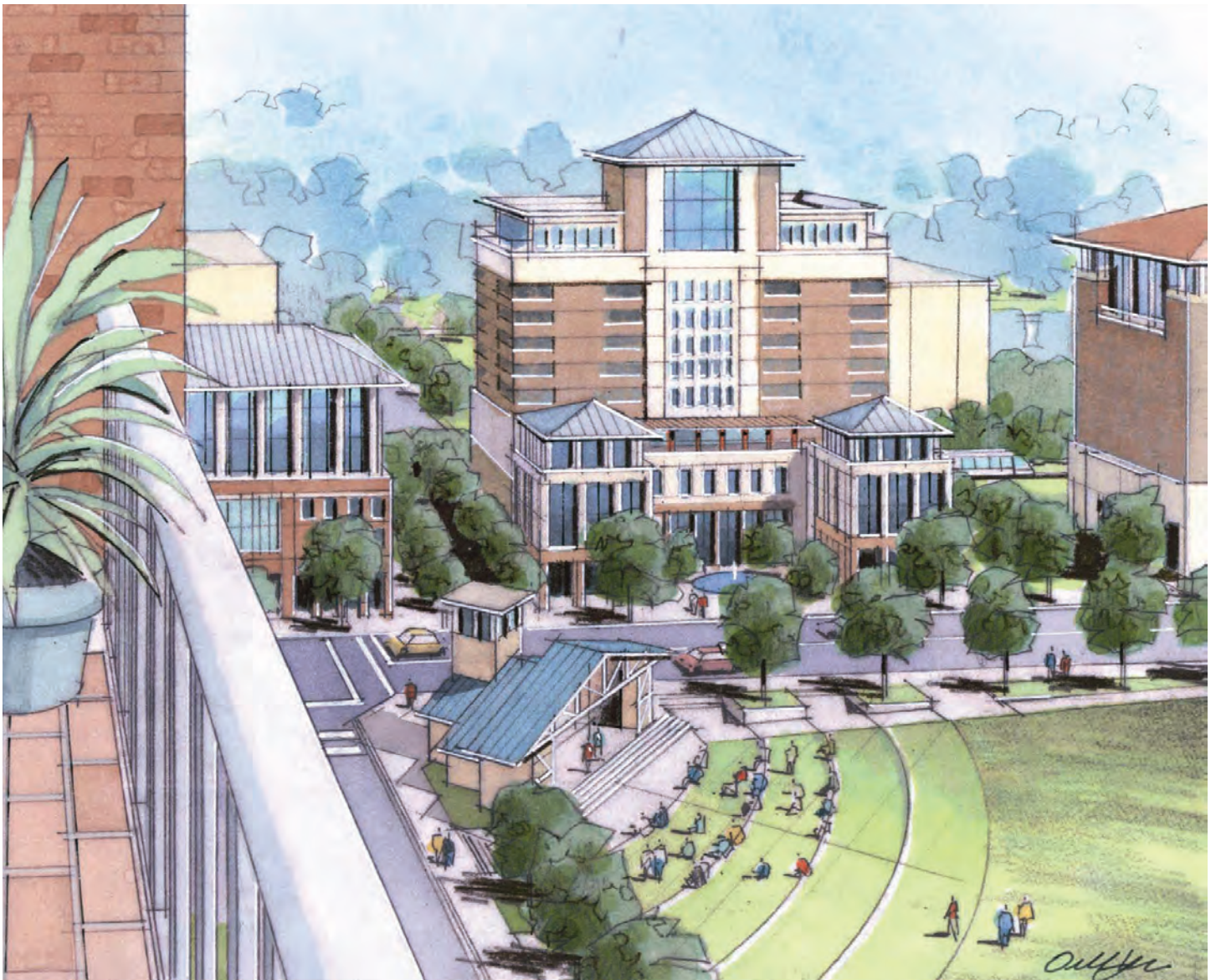


Figure 4.15 : Balcony view of a major district park.

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 would absorb 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.

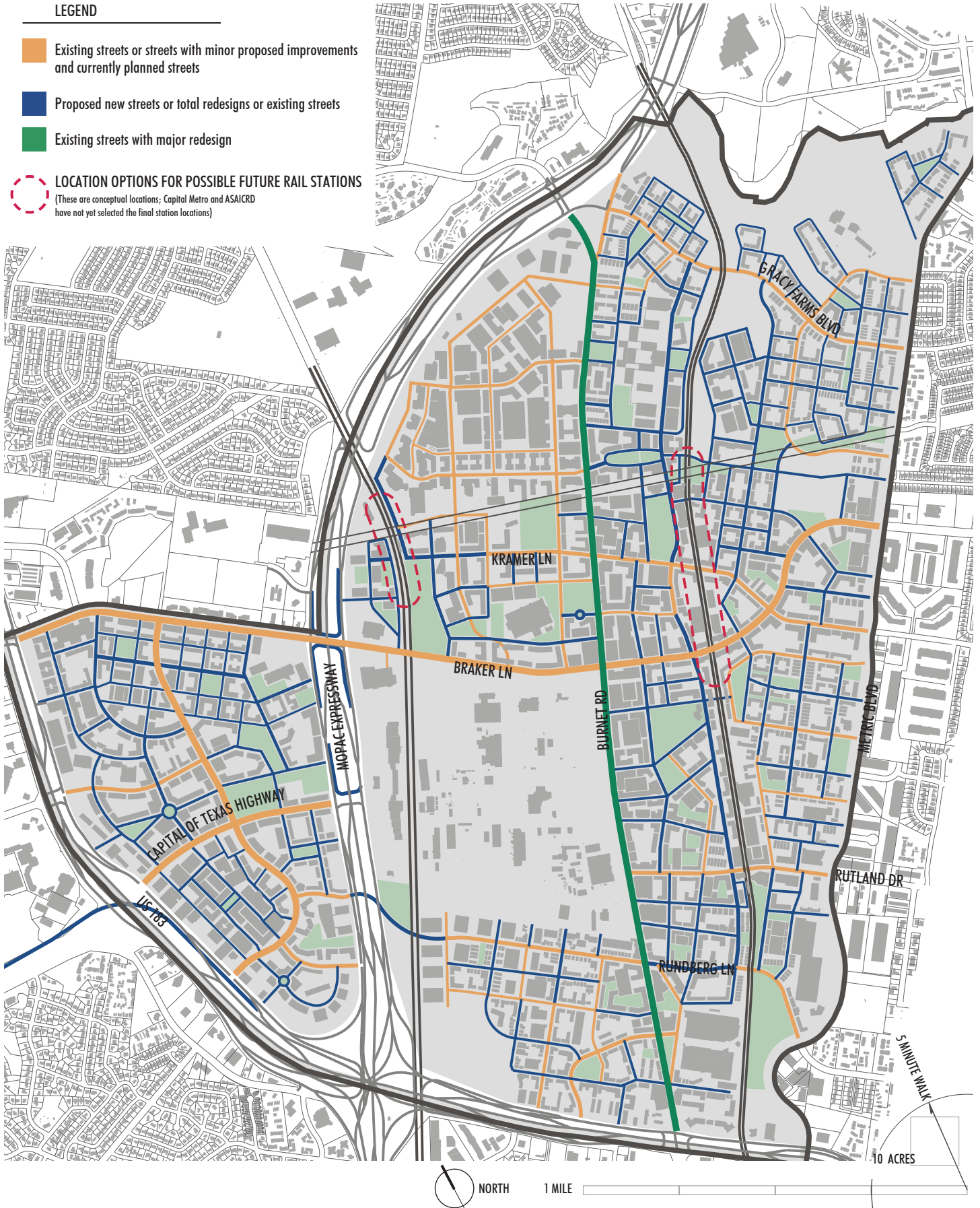
It should be noted that this Master Plan assumes that Burnet Rd and Metric Blvd do not expand to six lanes as proposed in the CAMPO 2030 plan. It is recommended that the CAMPO Plan be revised to delete its recommendation to expand the width of Burnet Road and Metric Boulevard during the next major plan 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

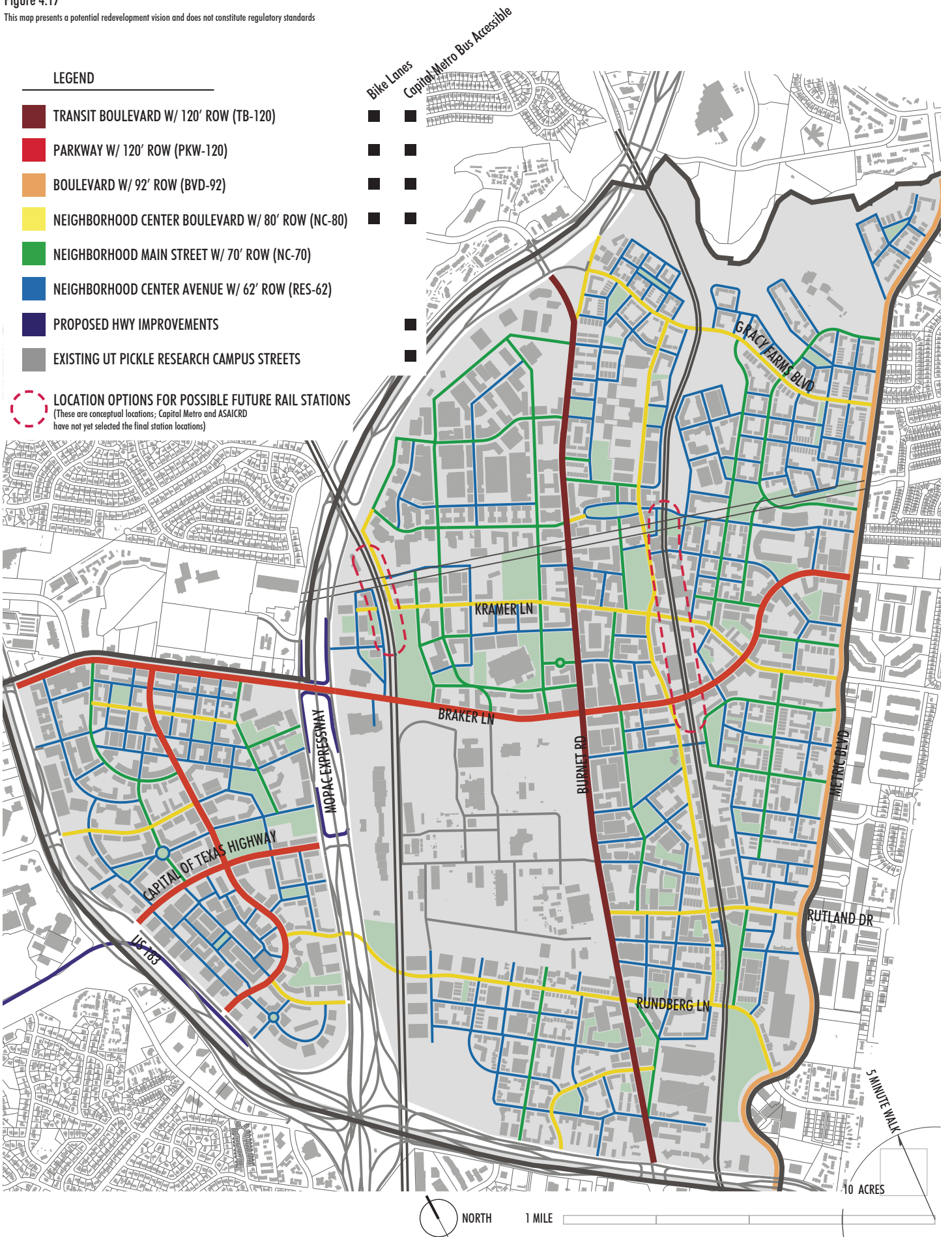
This map presents a potential redevelopment vision and does not constitute regulatory standards



CONCEPTUAL STREET HIERARCHY

Figure 4.17

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



LEGEND

- TRANSIT BOULEVARD W/ 120' ROW (TB-120)
- PARKWAY W/ 120' ROW (PKW-120)
- BOULEVARD W/ 92' ROW (BVD-92)
- NEIGHBORHOOD CENTER BOULEVARD W/ 80' ROW (NC-80)
- NEIGHBORHOOD MAIN STREET W/ 70' ROW (NC-70)
- NEIGHBORHOOD CENTER AVENUE W/ 62' ROW (RES-62)
- PROPOSED HWY IMPROVEMENTS
- EXISTING UT PICKLE RESEARCH CAMPUS STREETS

Bike Lanes
Capitol Metro Bus Accessible

 LOCATION OPTIONS FOR POSSIBLE FUTURE RAIL STATIONS
(These are conceptual locations; Capital Metro and ASACRD have not yet selected the final station locations)



NORTH

1 MILE



10 ACRES

5 MINUTE WALK

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.

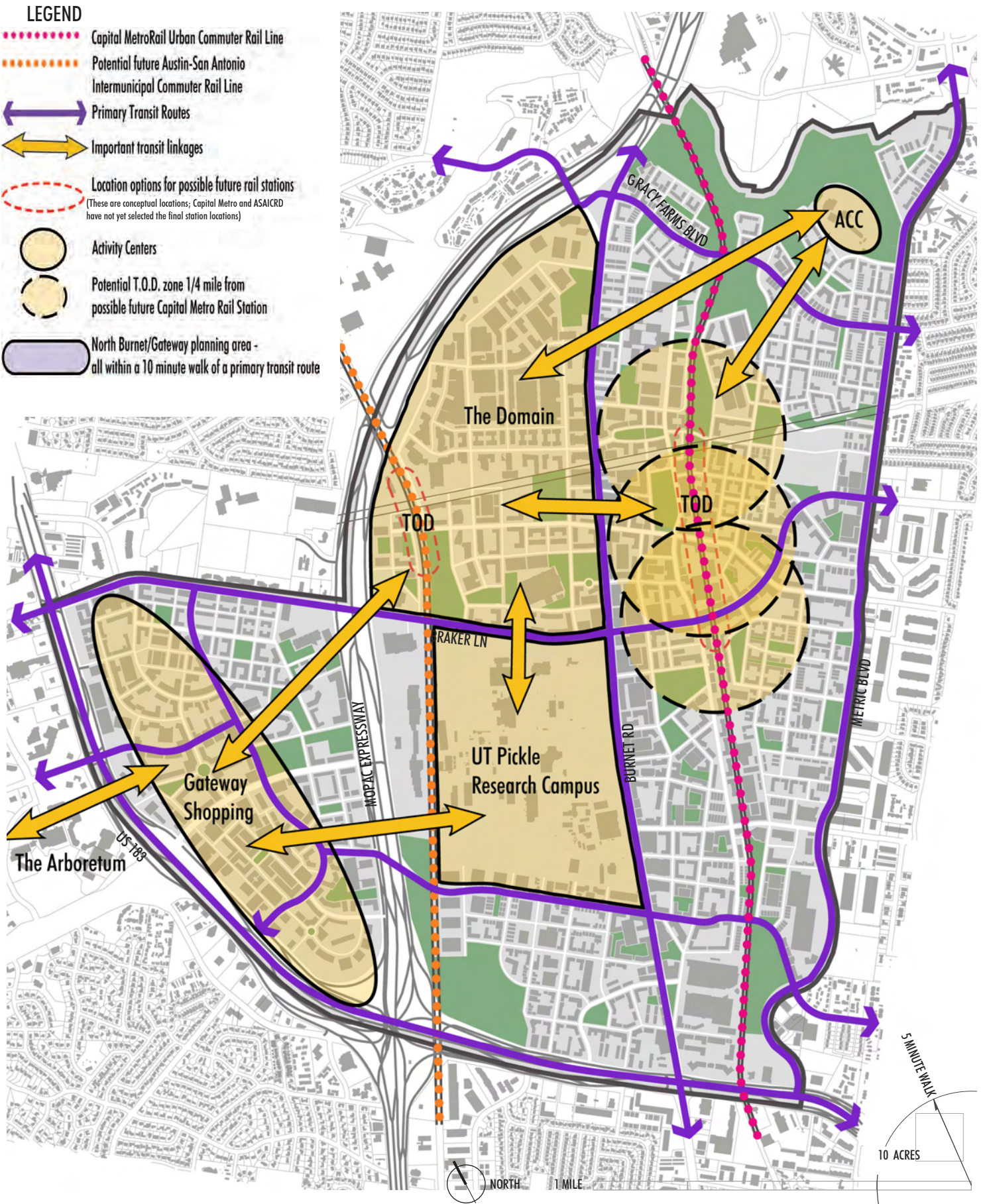
For comparison purposes, the first future scenario, the “Conventional Scenario” traffic analysis, identified traffic conditions in 2035 if the North Burnet/Gateway area were to be developed with a conventional, suburban development pattern with segregated uses. In this scenario, the forecast for traffic 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 internally. 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.

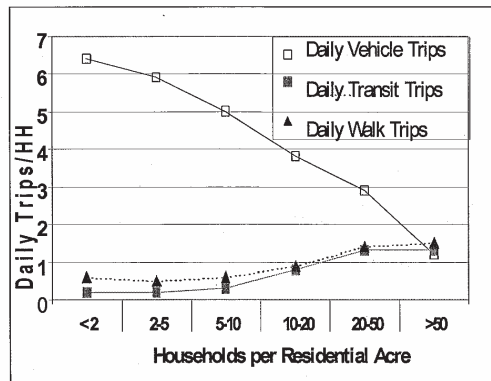
Figure 4.21 illustrates existing traffic conditions in the North Burnet/Gateway area, along with the two scenario LOS results for the 2035 PM peak period. It should be noted that, with the population of Austin expected to double in the next 20+ years, traffic in the North Burnet/Gateway neighborhood, 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

Signalized Intersections	Existing	Conventional Scenario	TOD Scenario
	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

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

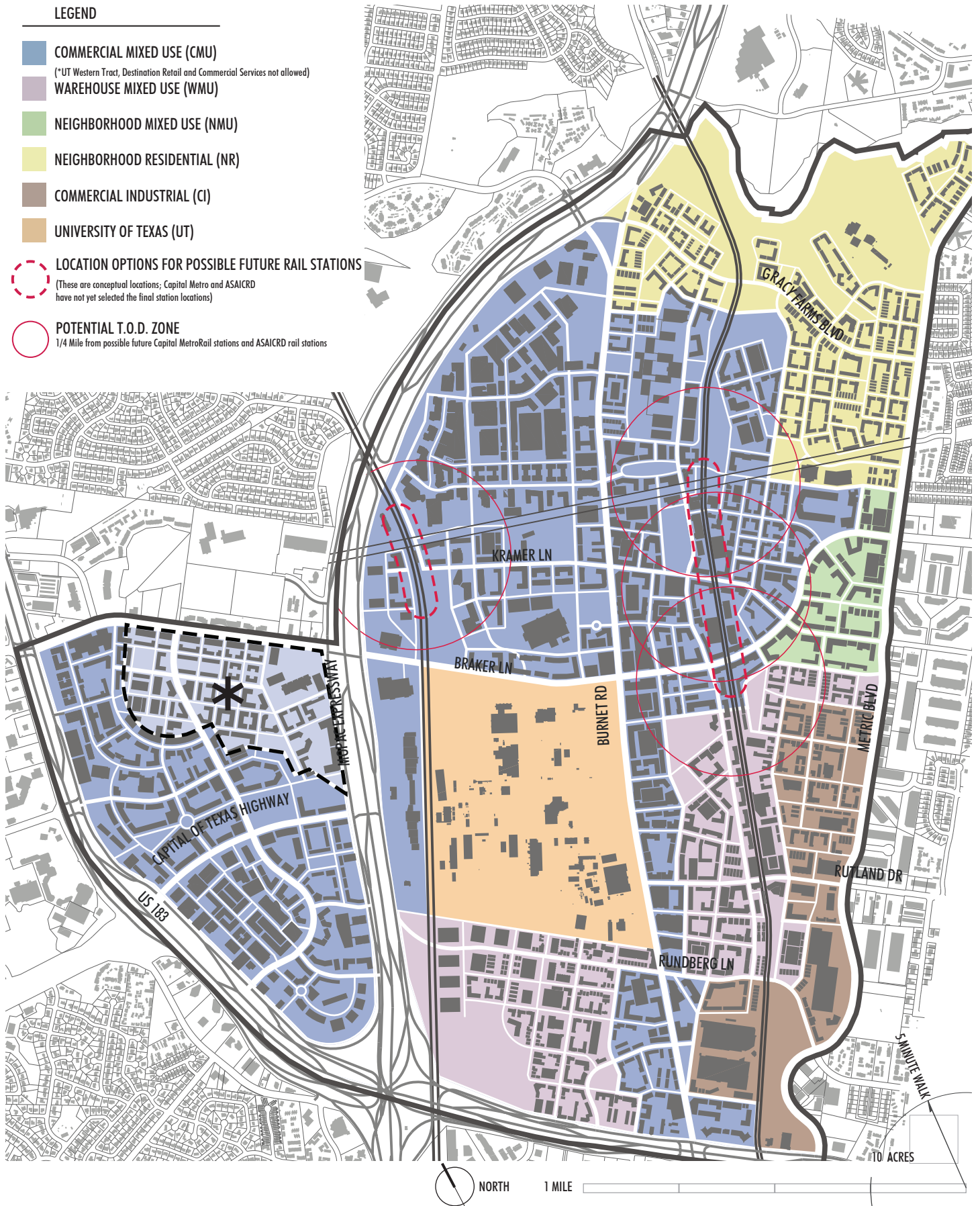
Following are descriptions of the various subdistricts recommended and illustrated by the Master Plan. The densities encouraged by these subdistrict descriptions were driven by public input, the market study conducted by Capital Market Research Inc, and research by the Urban Land Institute examining 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



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, vehic-

ular 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 south. The 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.

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

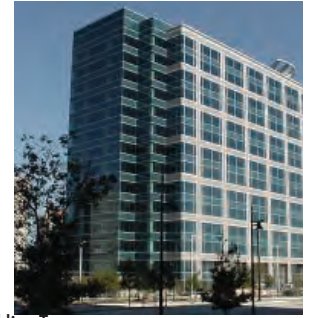


Figure 4.24 : Commercial Industrial Building Types



Figure 4.25 : Neighborhood Mixed Use

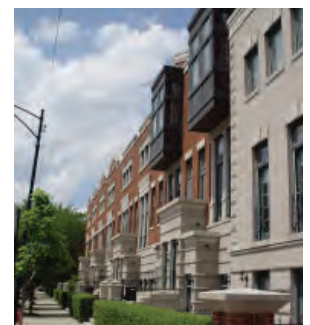


Figure 4.26 : Warehouse Mixed-Use

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

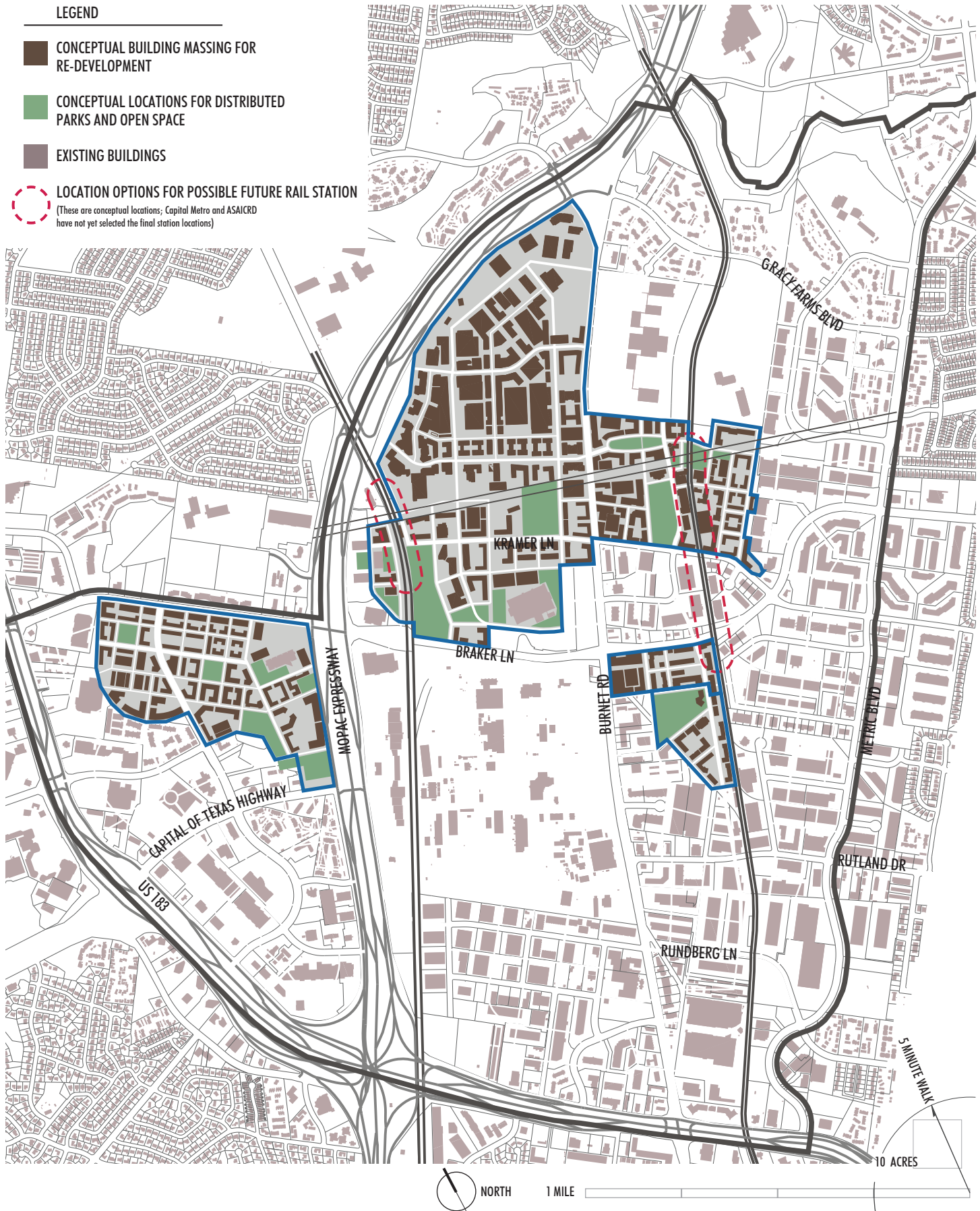
Ambitious and comprehensive redevelopment master plans such as this one take time and commitment to implement. The total amount of development envisioned in this plan cannot be absorbed by the market quickly. The rationale proposed for this extraordinary opportunity is to assume two 15-year periods of 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

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.

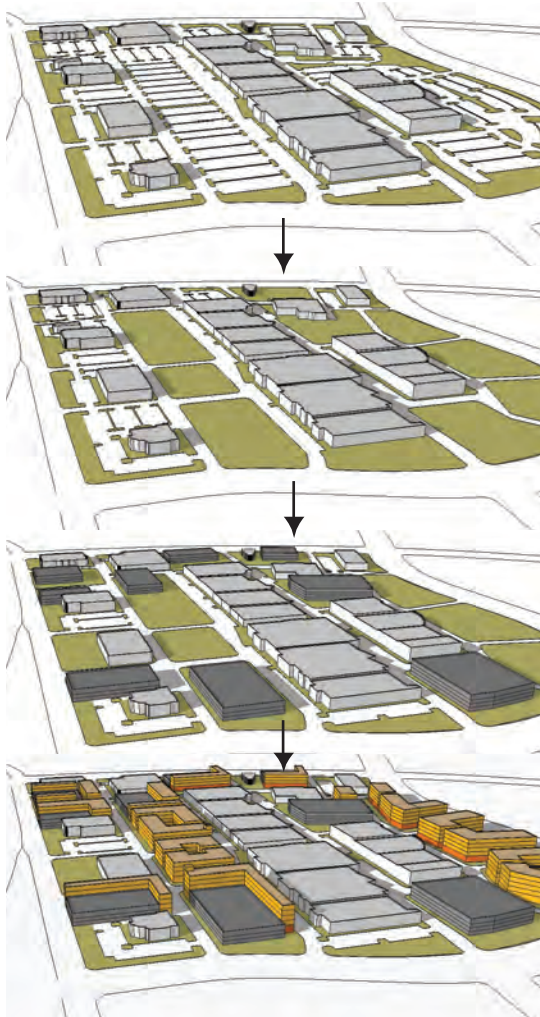
strategy for staged redevelopment of the Gateway shopping center. As parking lots are replaced by parking structures and additional buildings, a street grid can evolve and densities similar to other places in the plan could more easily be supported. Figures 4.29 and 4.30 show how this area could change to significantly improve the pedestrian experience.

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.

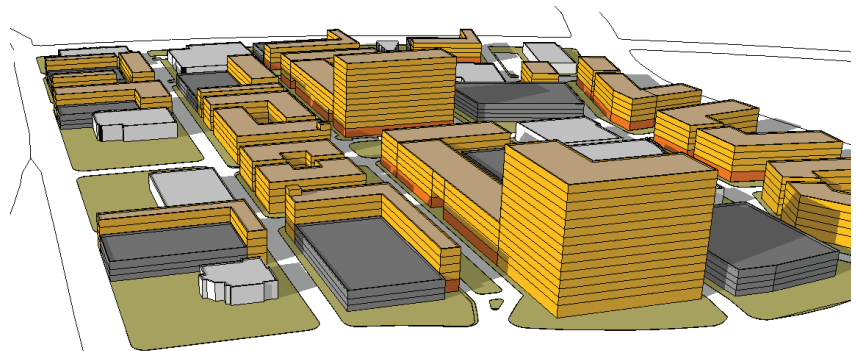


Existing Gateway Shopping Center

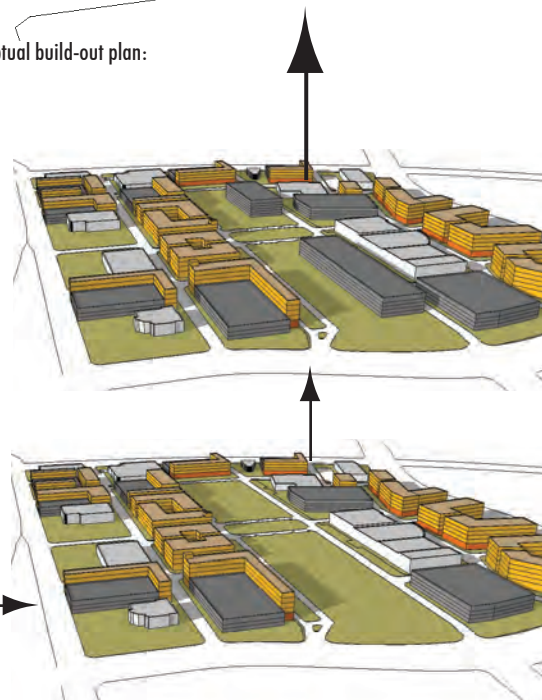
Figure 4.31 : Conceptual re-development sequence of the Gateway shopping center from retail uses into a mixed-use center



2020 Build-out:

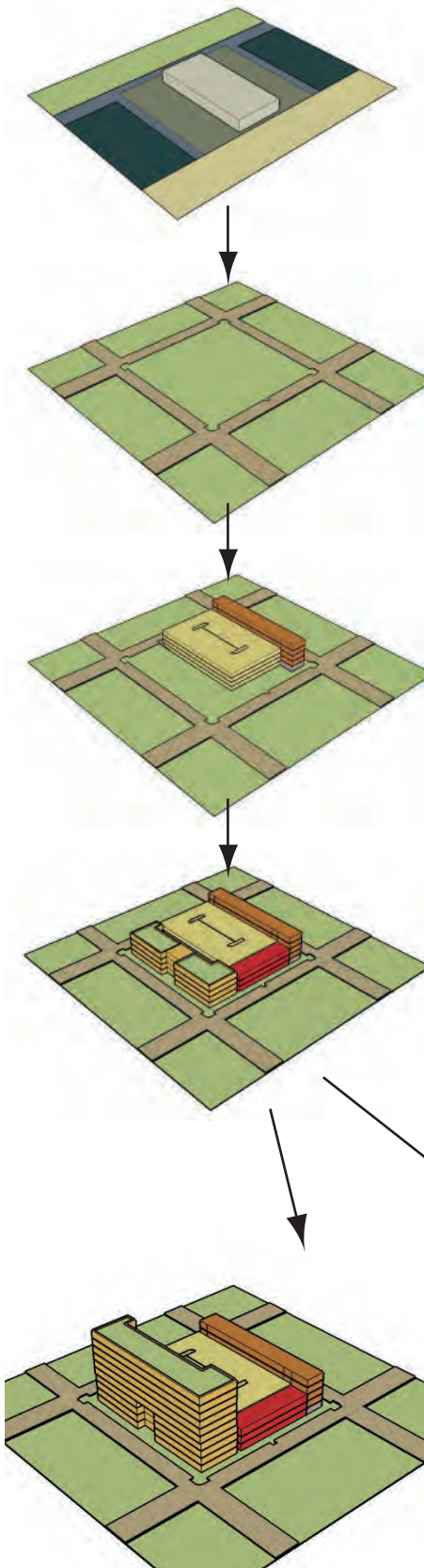


2035 Conceptual build-out plan:



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

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 bike-ways 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

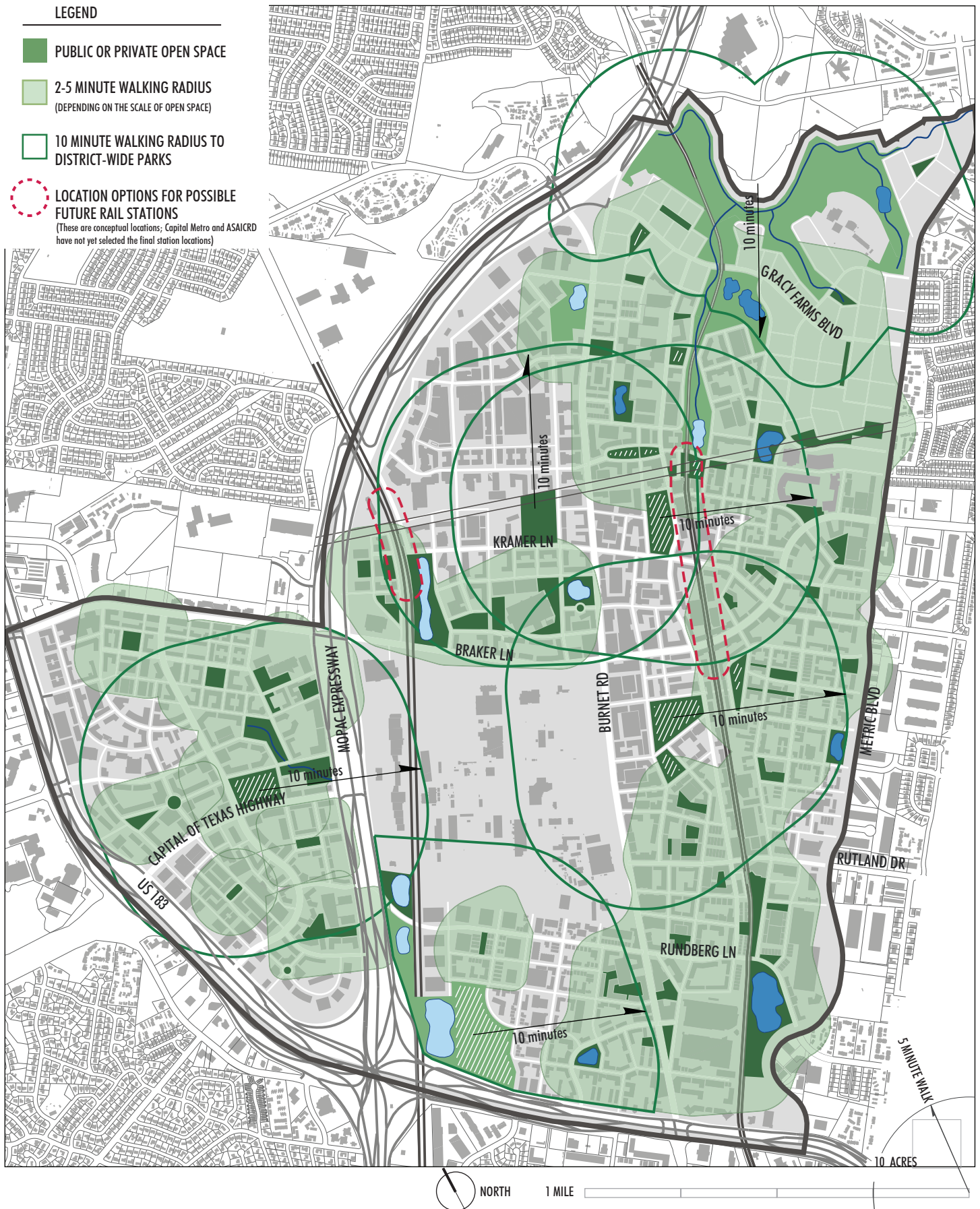


Park

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.,

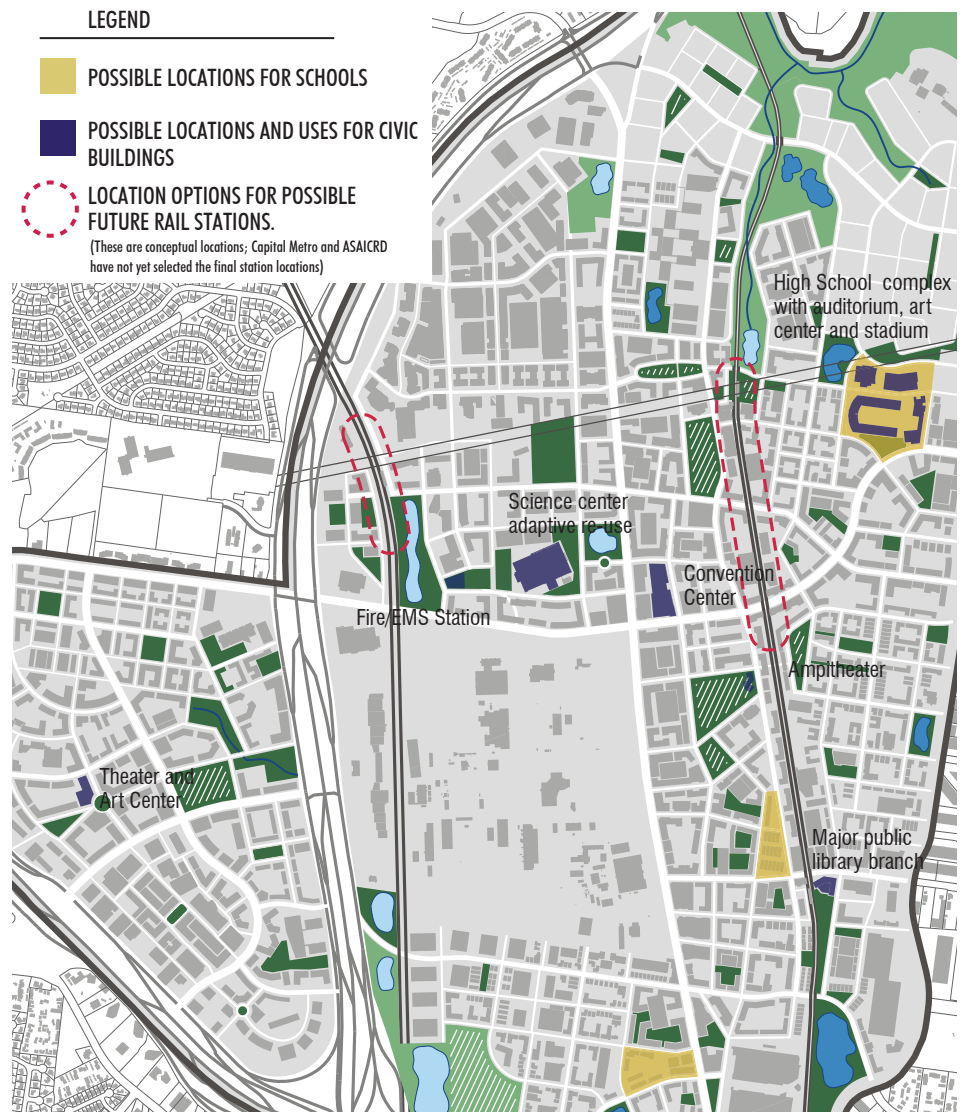
meeting urban design standards by locating buildings on-the-street and reinforcing the public realm, to the extent that operational needs are not impacted. The integration of public facilities into another building, such as an apartment or mixed use building where possible.

- 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

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 manage-

ment 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.

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.

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.

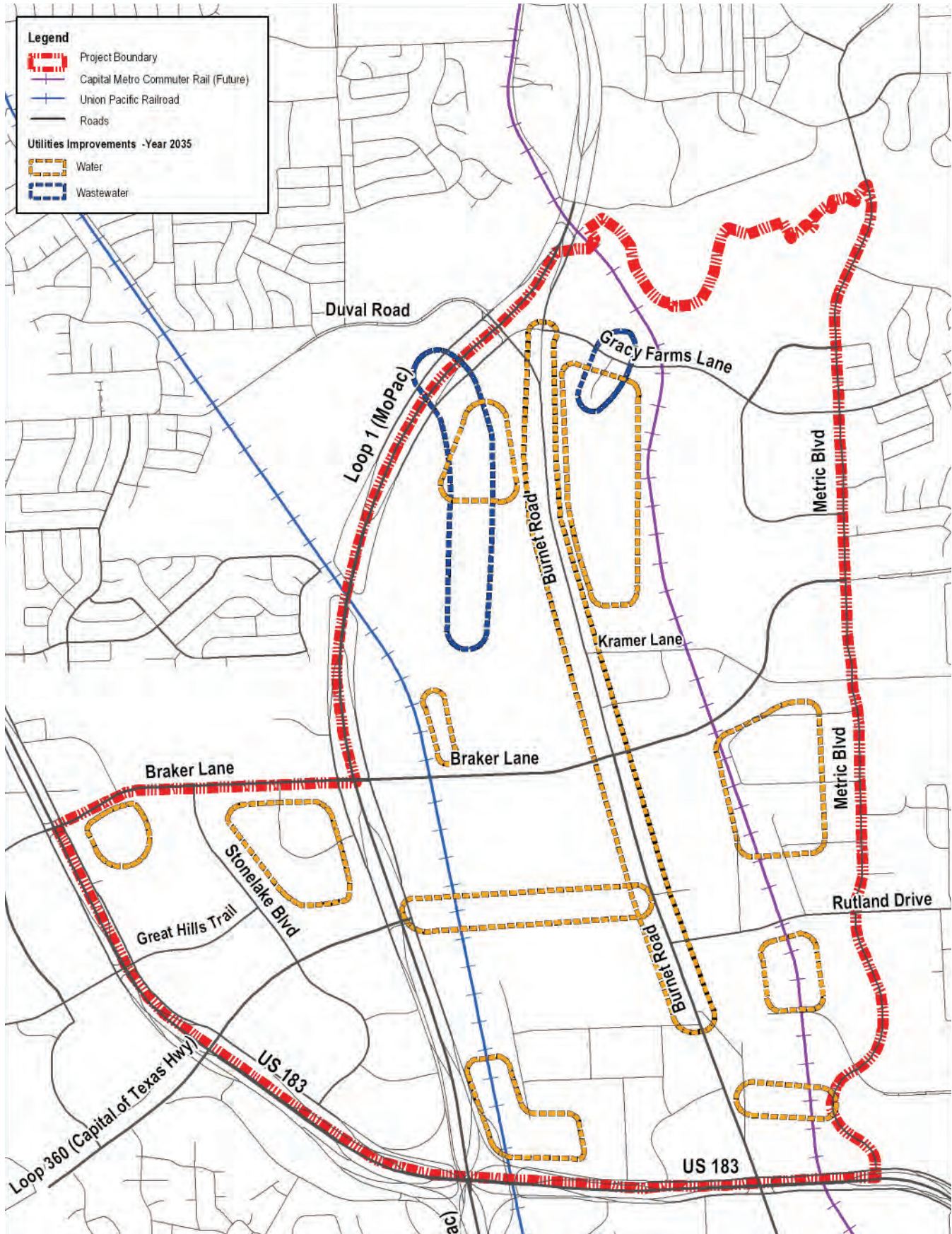
ELECTRICITY AND GAS

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



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

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

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

STREET TYPES

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

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

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

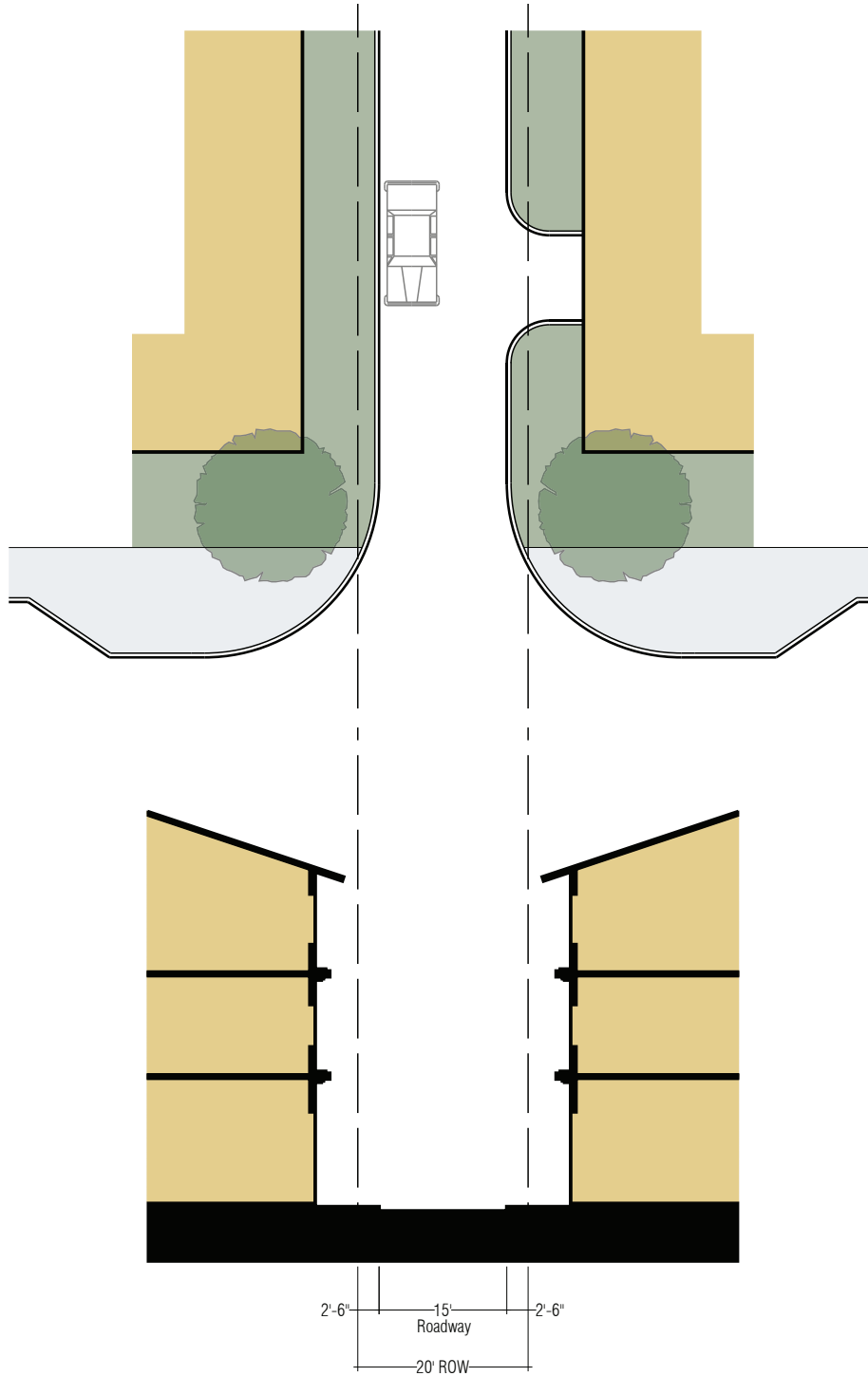
Figure 4.36 : Subdistrict Development Standards Summary

Subdistrict Development Standards	CMU	CMU-TOD	CMU-UJ	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	2,500 SF 25' 15 stories	2,500 SF 25' 20 - 30 stories	2,500 SF 25' 15 stories	5,000 SF 50' 10 stories	1600 SF 20' 10 stories	2,500 SF 25' 10 stories	1600 SF 20' 5 stories
Building Placement/Size	75% Build-to-Line determined by Street Type	75% Build-to-Line determined by Street Type	75% Build-to-Line determined by Street Type	75% new (0% Reuse) Build-to-Line determined by Street Type	75% Build-to-Line determined by Street Type	75% new (0% Reuse) Build-to-Line determined by Street Type	75% Build-to-Line determined by Street Type
Parking	0' 0' TBD TBD 3:1	0' 0' TBD TBD 5:1 - 8:1	0' 0' TBD TBD 3:1 ¹¹	5' 5' TBD TBD 2:1	0' 5' TBD TBD 3:1	0' 0' TBD TBD 3:1	0' 5' TBD TBD 2:1
Allowable Uses	30% of Appendix A ² Appendix A ² yes	30% of Appendix A ² Appendix A ² yes	30% of Appendix A ² Appendix A ² yes	30% of Appendix A ² Appendix A ² yes	30% of Appendix A ² Appendix A ² yes	30% of Appendix A ² Appendix A ² yes	30% of Appendix A ² Appendix A ² yes
	Allowed ⁴ Allowed ^{4,6} Allowed ⁴ Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Not Allowed Allowed ⁴ Allowed ⁴ Allowed ⁴	Allowed ⁴ Allowed ^{4,6} Allowed ⁴ Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Allowed ⁴	Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Not Allowed Allowed ⁴ Allowed ⁴	Allowed ⁴ Allowed ^{4,6} Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Allowed ⁴ Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Not Allowed	Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Not Allowed	Allowed ⁴ Allowed ^{4,6} Not Allowed Not Allowed Allowed ⁴ Allowed ⁴ Allowed ^{4,6} Not Allowed Not Allowed Allowed ⁴ Not Allowed Allowed ⁴	Allowed ⁵ Not Allowed Not Allowed Allowed ^{4,7} Not Allowed Not Allowed Not Allowed Allowed ⁴ Not Allowed Not Allowed Allowed ⁴ Not Allowed

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

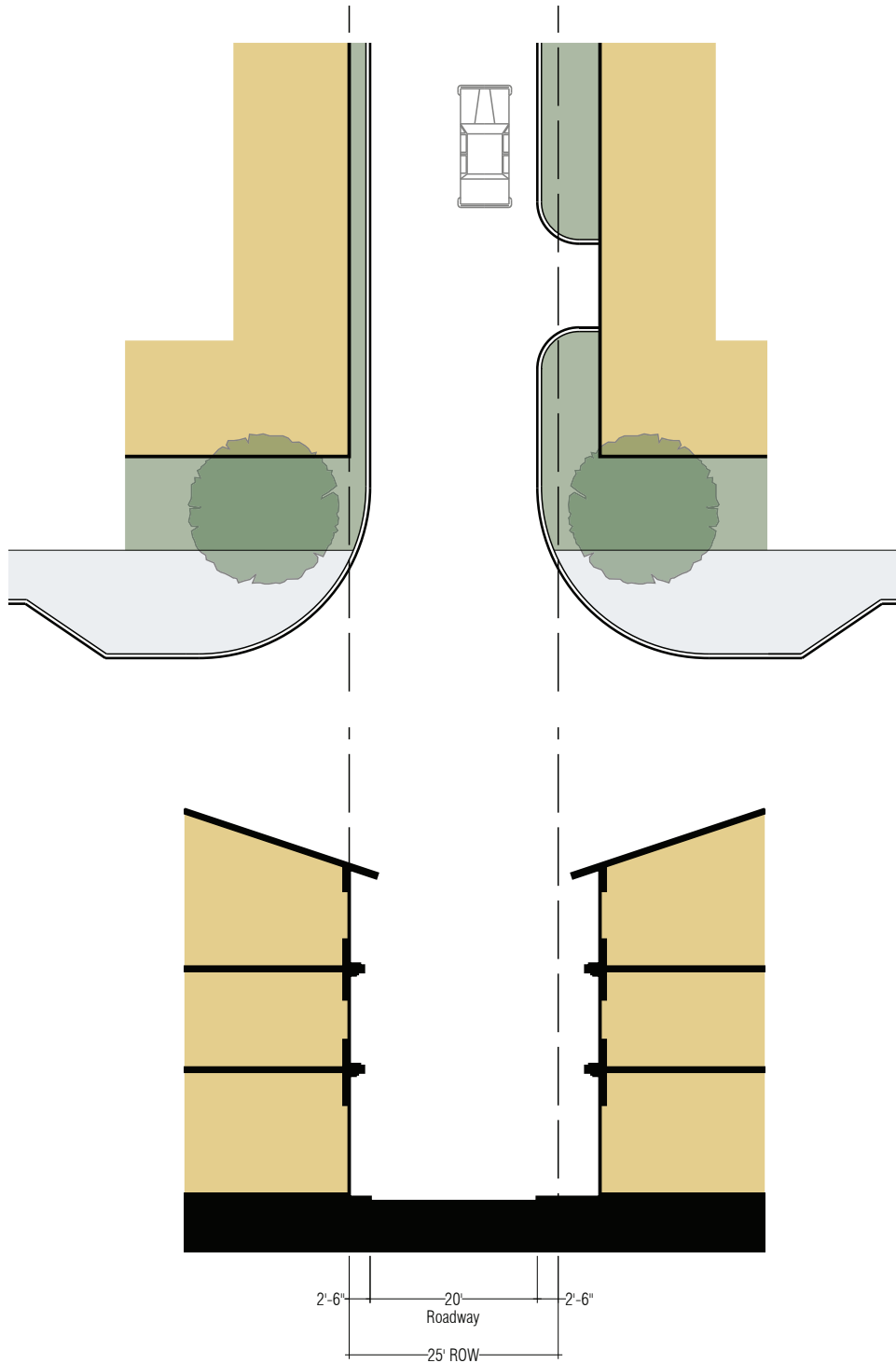
STREET TYPE: RL-20 :RESIDENTIAL REAR LANE



STREET CHARACTERISTICS

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

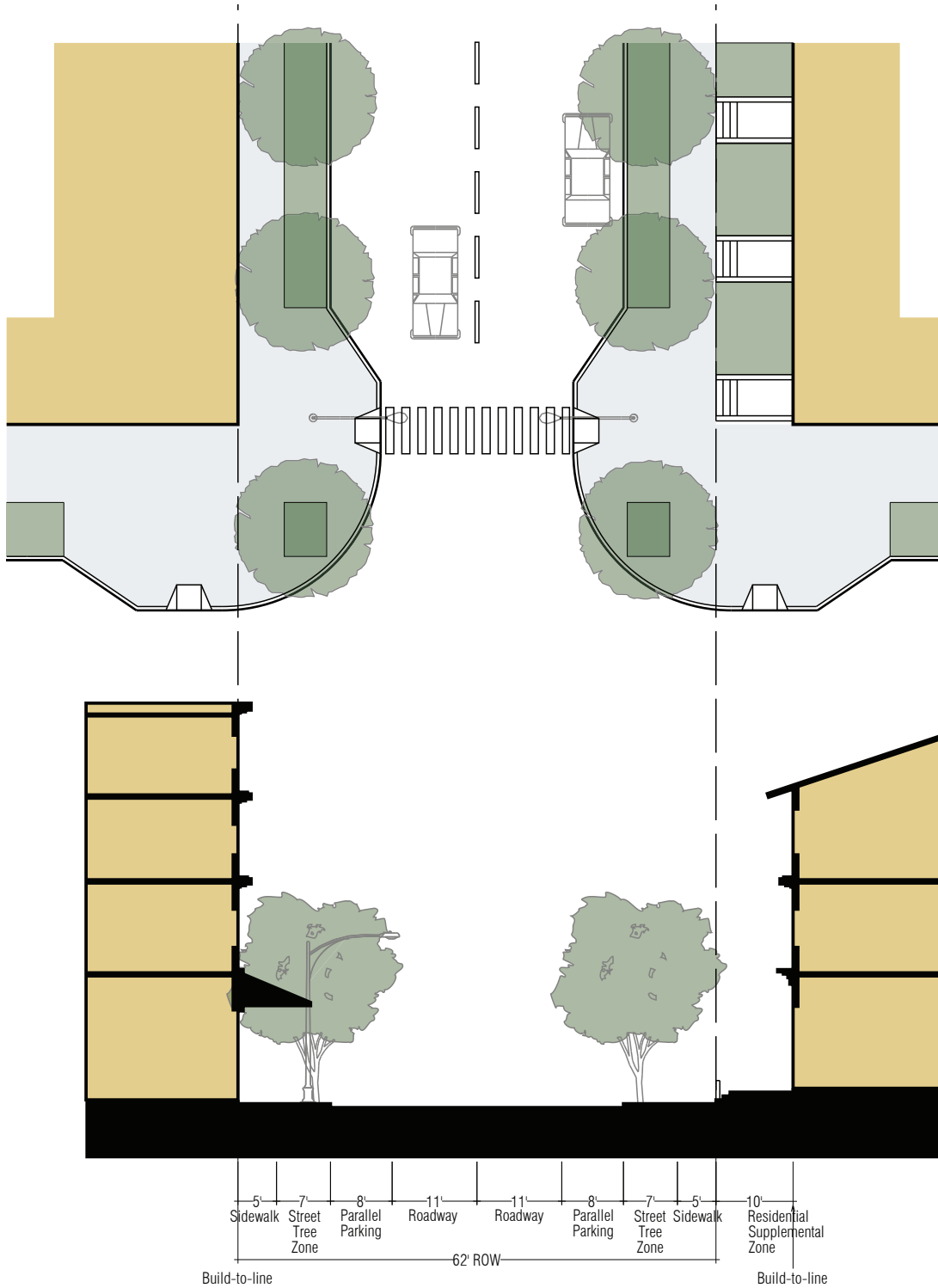
STREET TYPE: AL-25 : COMMERCIAL ALLEY



STREET CHARACTERISTICS

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

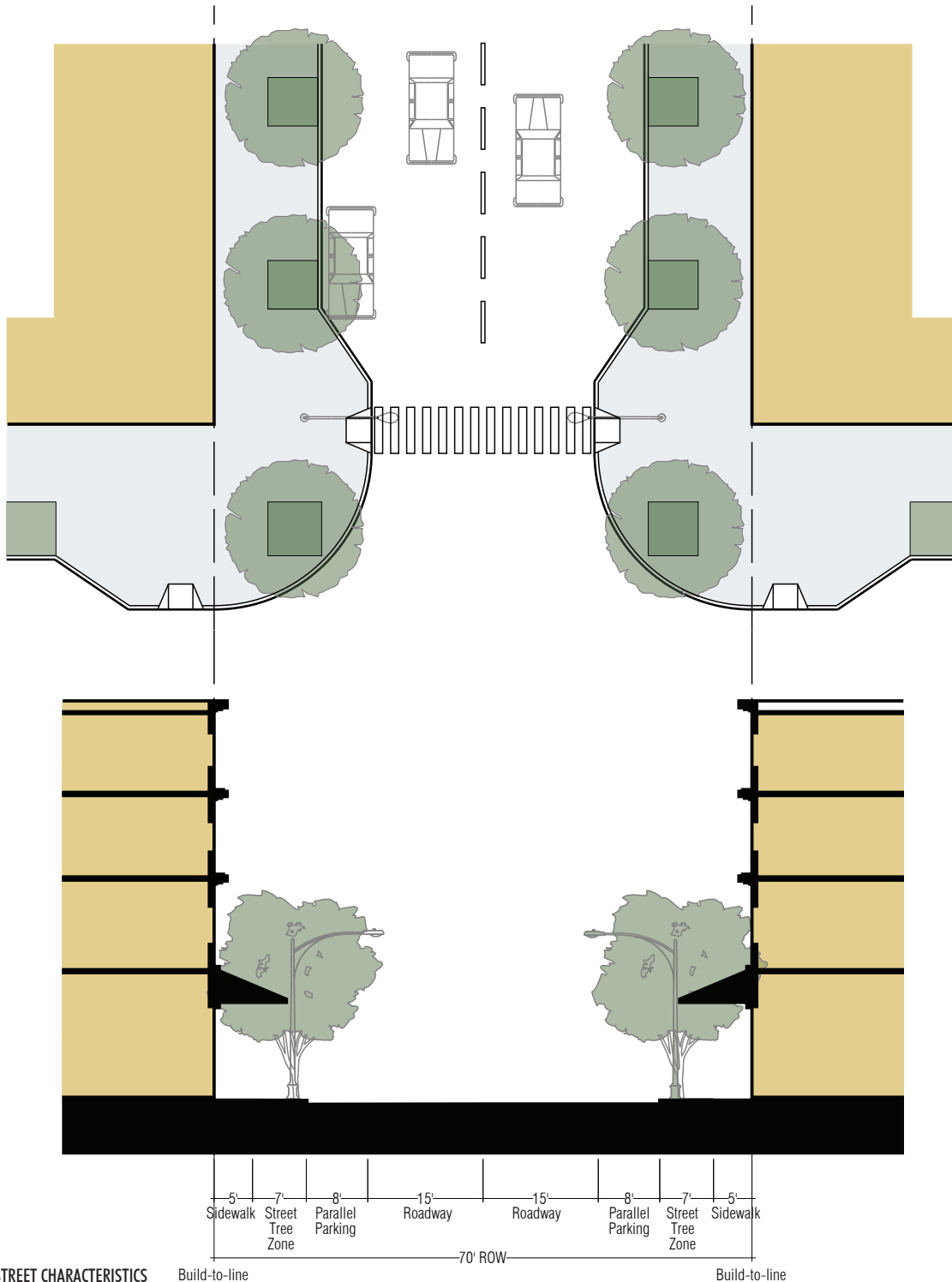
STREET TYPE: RES-62 : NEIGHBORHOOD CENTER AVENUE



STREET CHARACTERISTICS

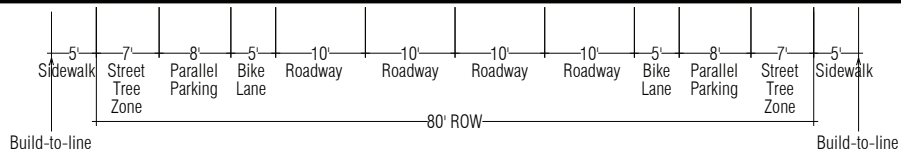
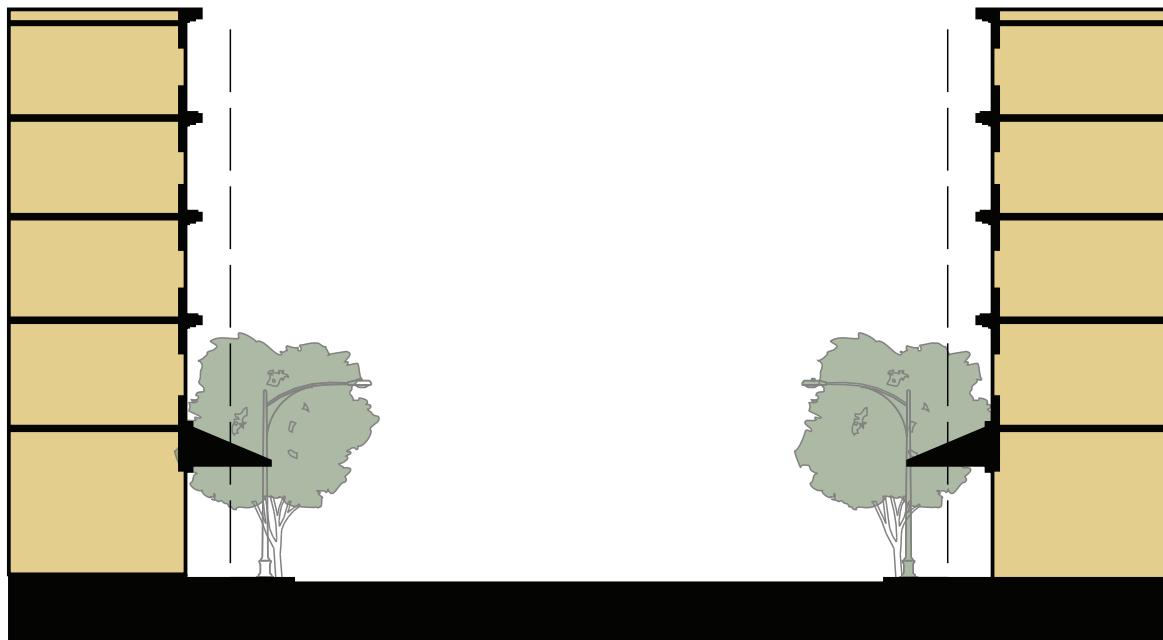
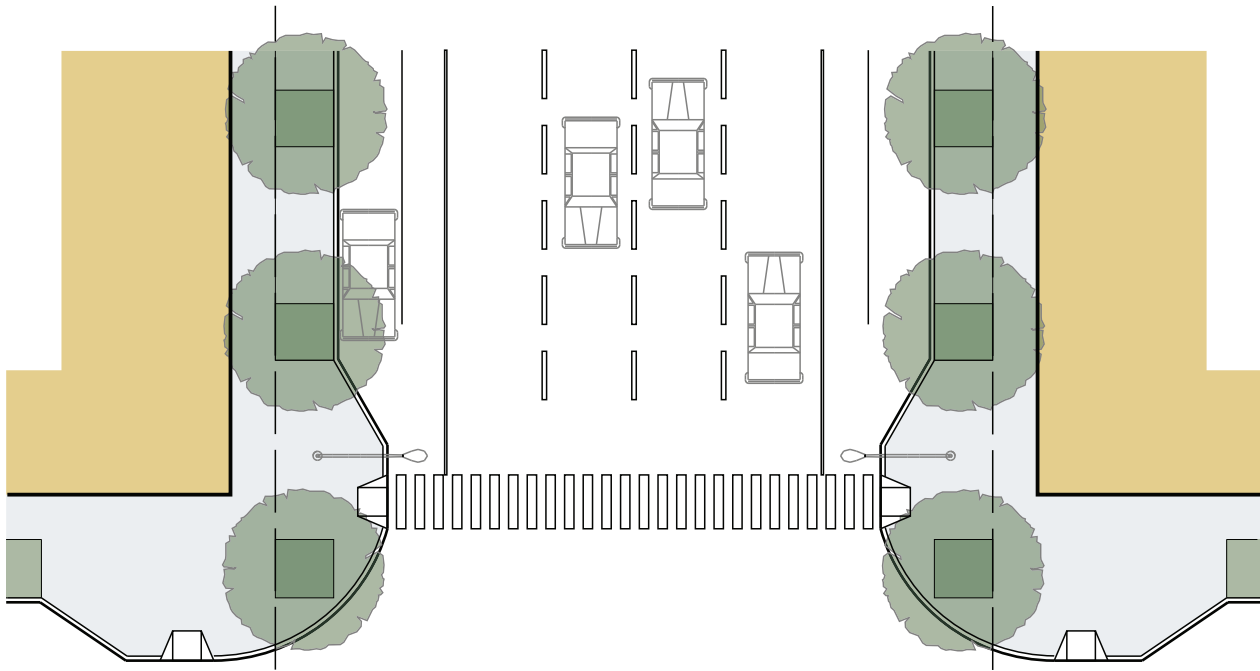
Right of Way	62'
Pavement Width	38'
Design Speed	25 mph
Parking	parallel, both sides
Curb Radius	20'
Street Trees	30' on center both sides

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

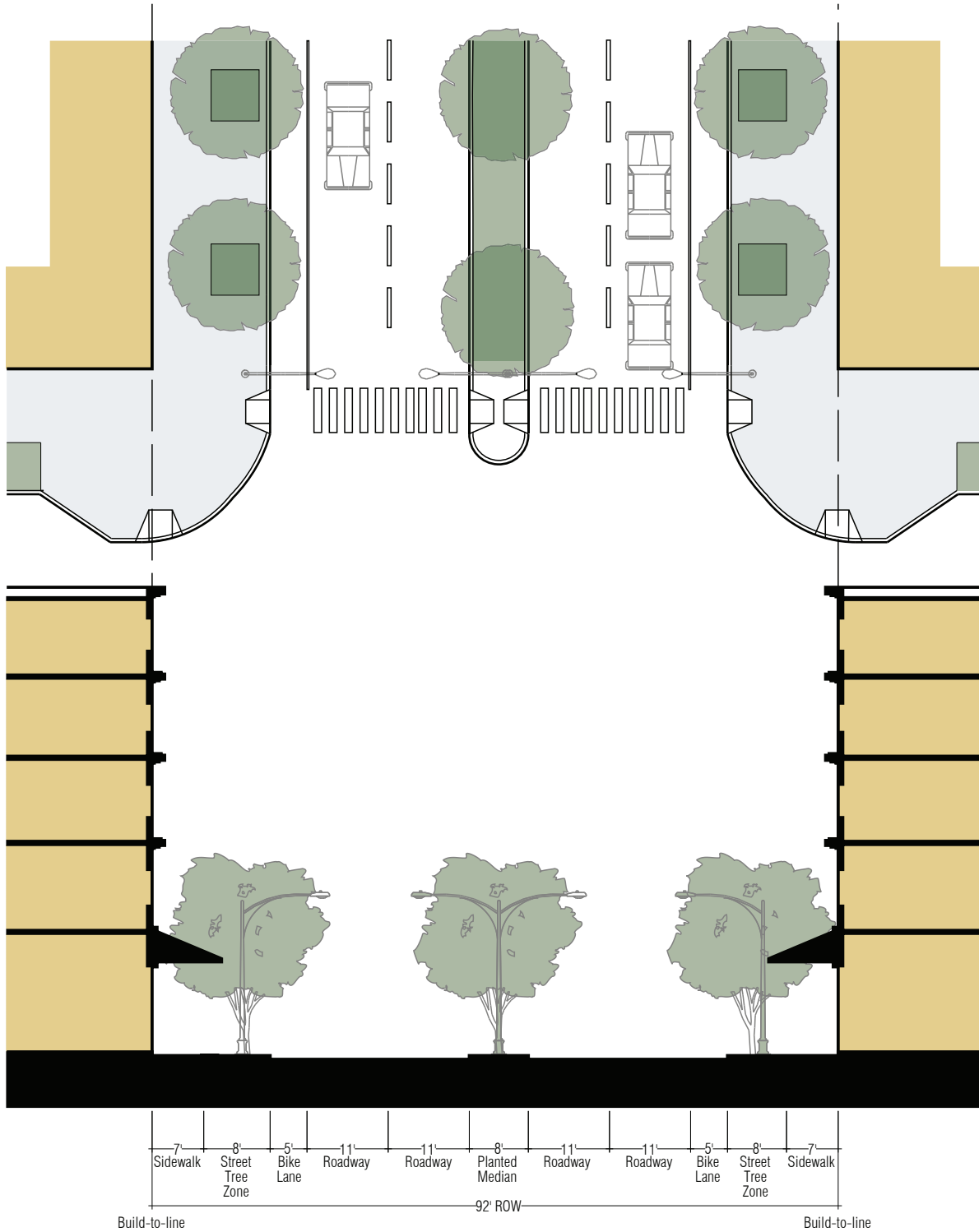
STREET TYPE: NC-80 : NEIGHBORHOOD CENTER BOULEVARD



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

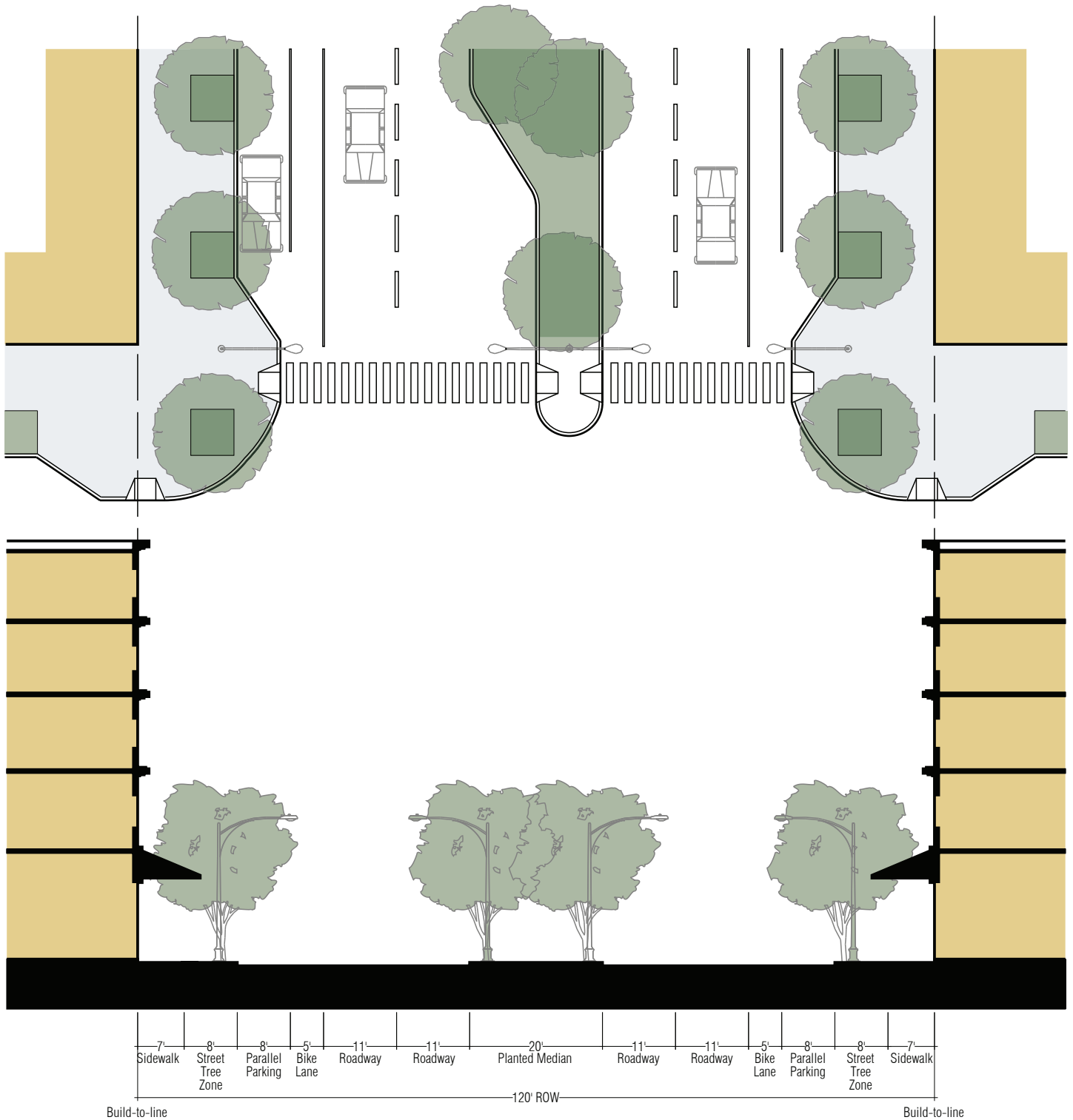
STREET TYPE: BVD-92 : URBAN BOULEVARD



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

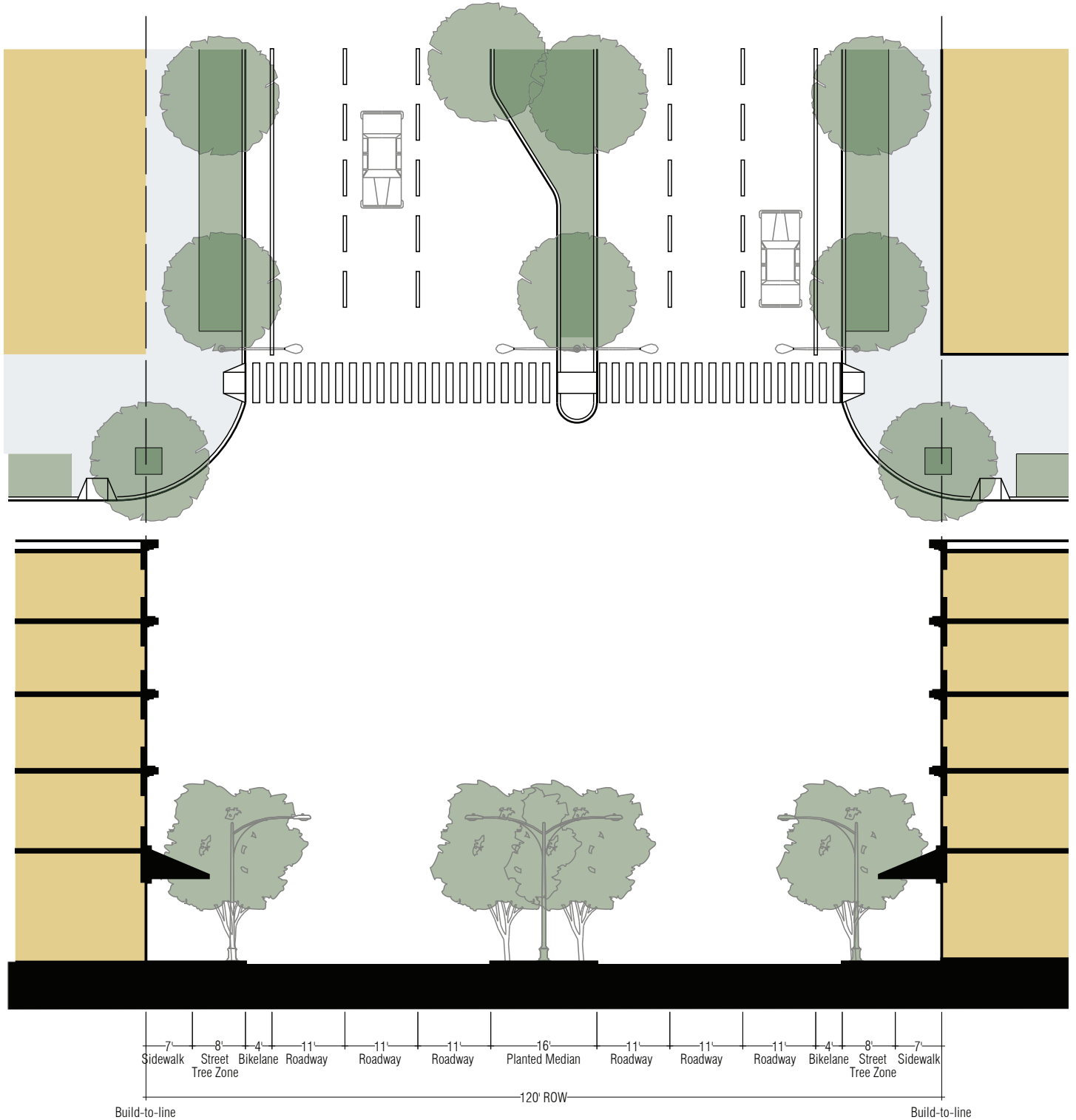
STREET TYPE: TB-120 : TRANSIT BOULEVARD



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.

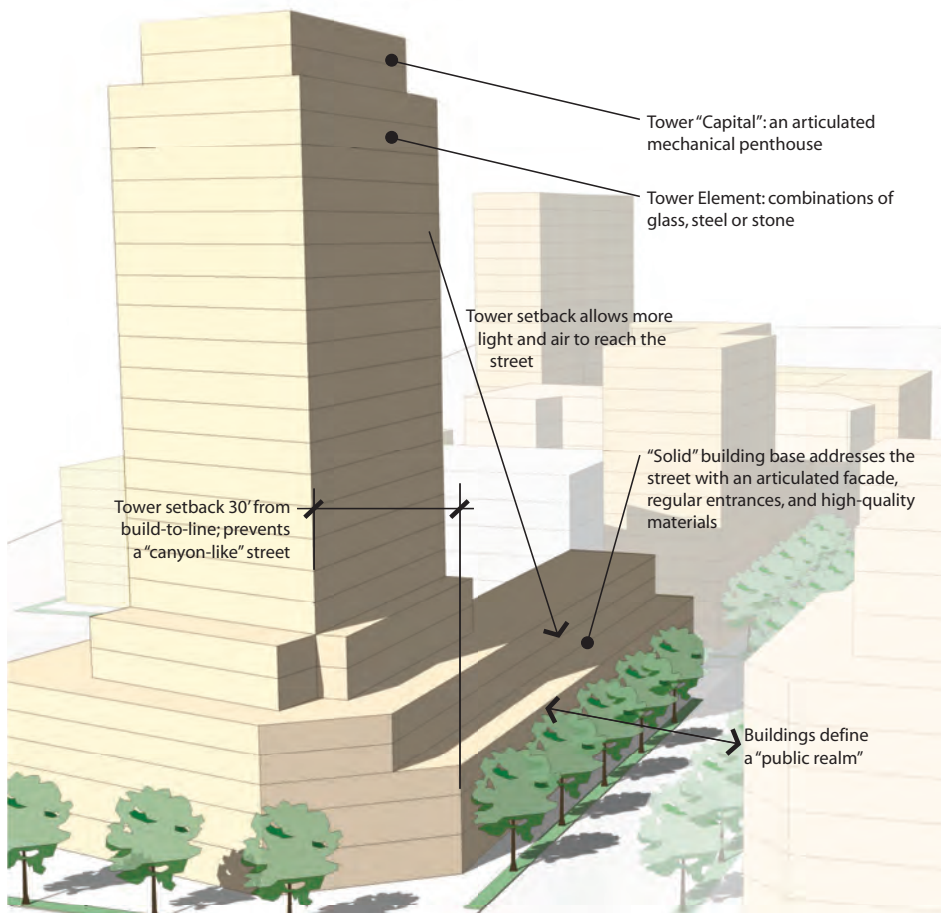
The Building Types define the maximum number of stories that can be built at the street edge (base building) before requiring a set-back for the remaining “tower” portion of the building. The maximum base building heights in the Commercial Mixed Use (CMU) subdistrict should range from five to seven stories. 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.

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

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

Figure 4.37 : Diagrammatic intent of architectural design standards



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

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

SITE

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

BUILDING PLACEMENT

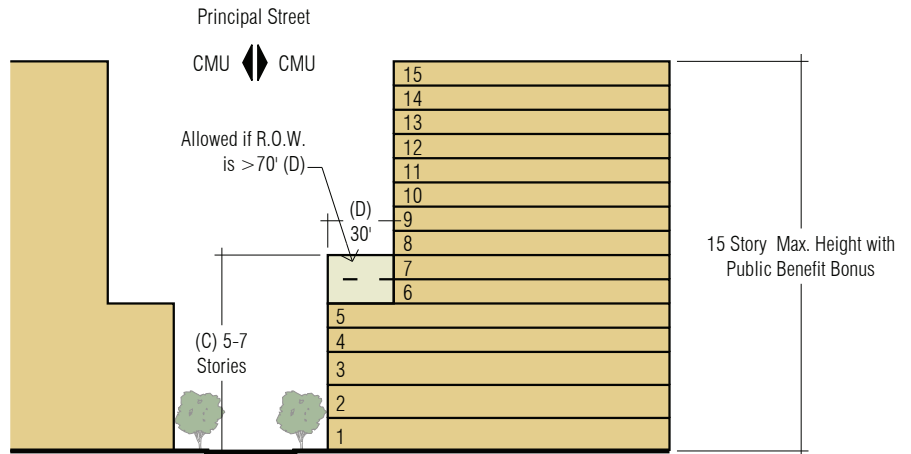
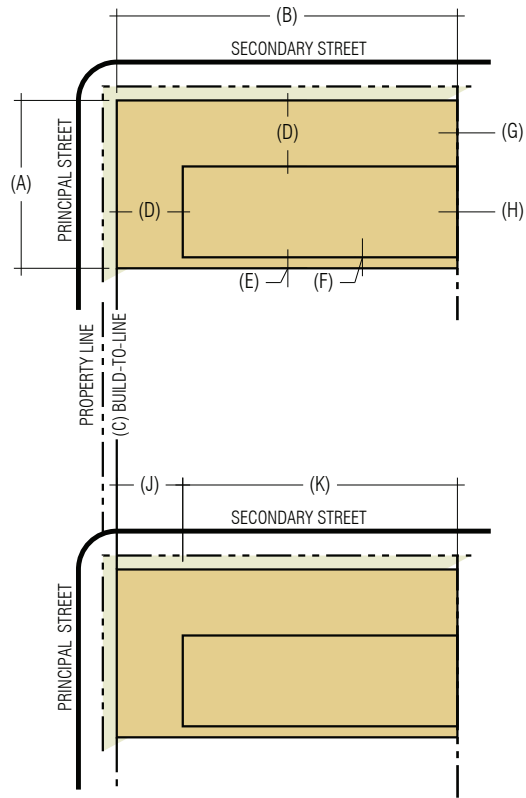
(C) Front Setback/Build-to-Line	Determined by street type
(D) Min. Tower Street Setback Stories 8 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	0'
(F) Min. Tower Side Setback (from build-to-line)	5'
(G) Min. Rear Setback (interior block)	0'
(H) Min. Tower Rear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

STRUCTURED PARKING

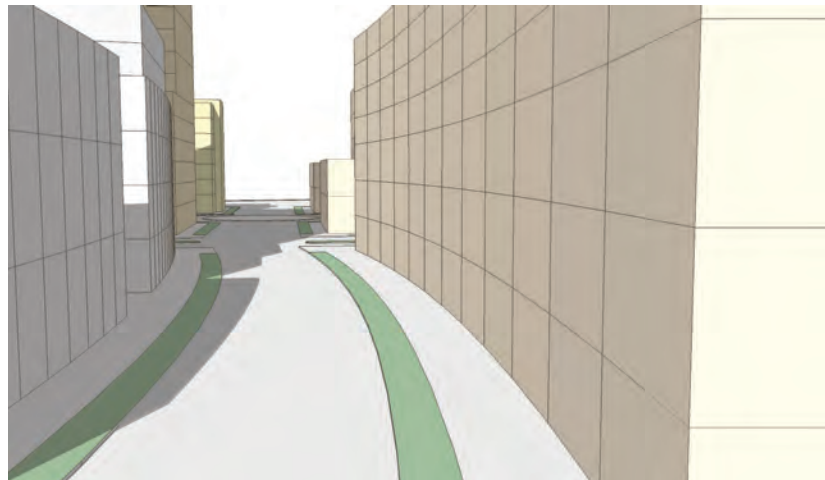
(J) Principal Street Frontage	allowed above floor 1 w/ facade treatment
(K) Secondary Street Frontage	allowed w/ facade treatment
(L) Building Interior	unrestricted

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

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



Typical CMU Subdistrict building and street proportions

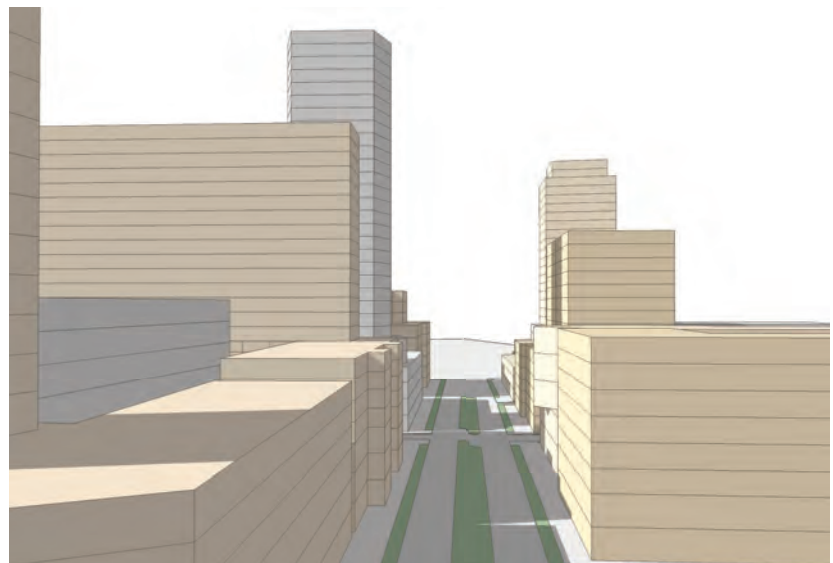
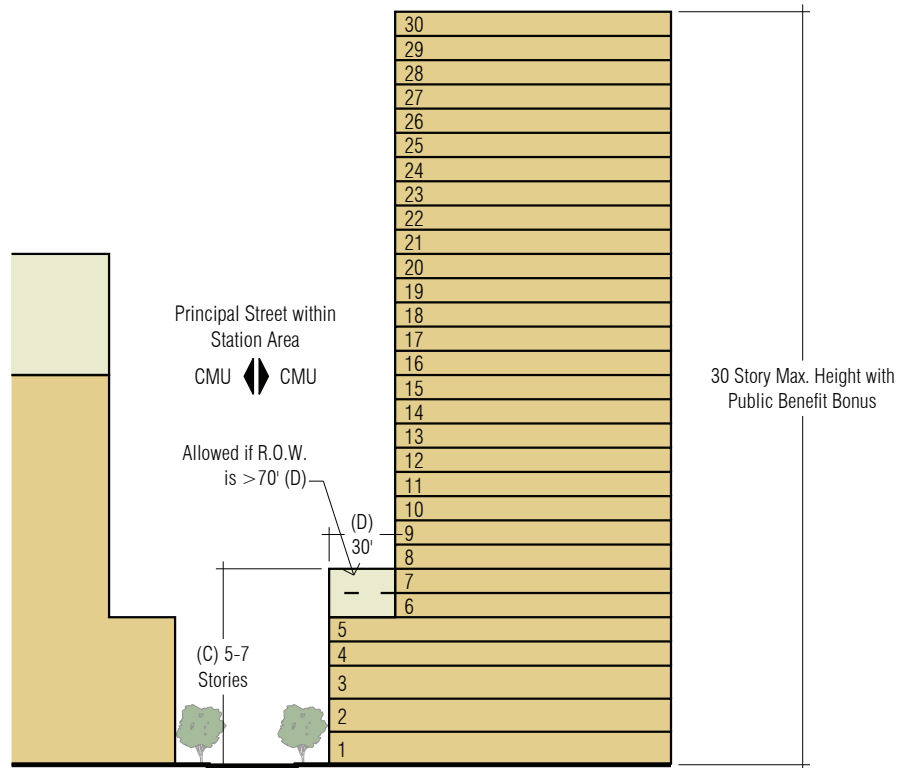


BUILDING TYPE: STATION AREA TOD; CMU FACING CMU

(within 1/4 mile of transit stop)

BUILDING HEIGHT AND FLOOR-TO-AREA

RATIO	
Max. Building Height with Public Benefit Bonus	30 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	5:1 -8:1

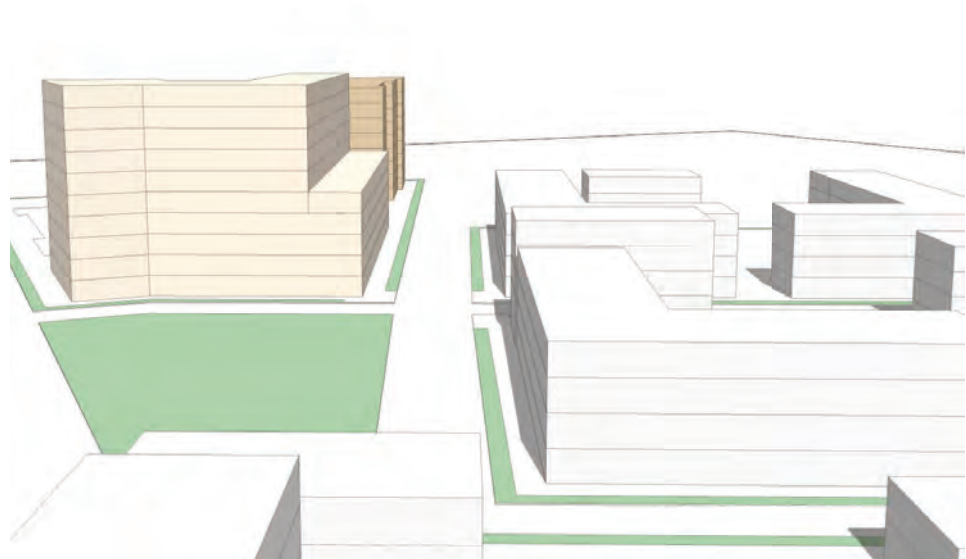
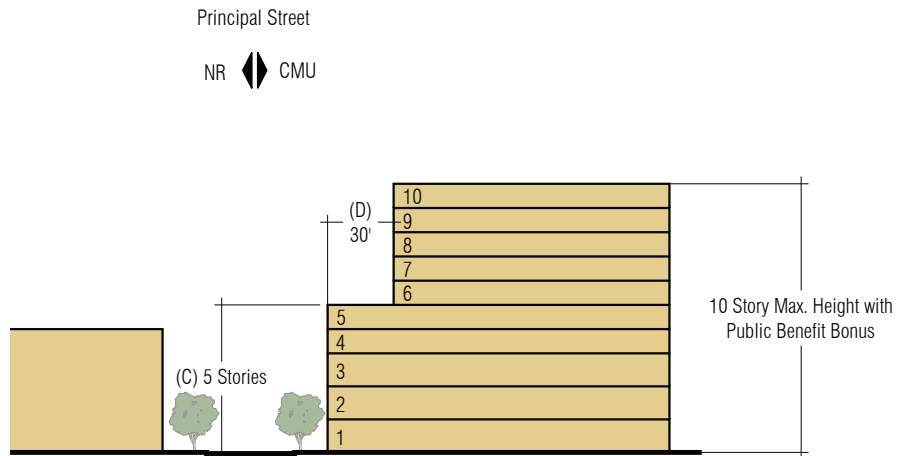


Typical CMU Subdistrict street proportions

BUILDING TYPE: CMU FACING NR

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

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



Typical interface of CMU Subdistrict and NR Subdistrict

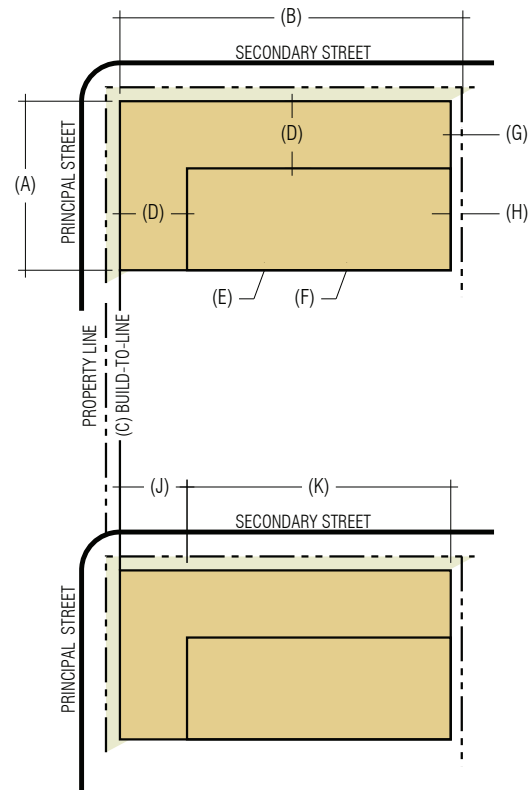
BUILDING TYPE: NEIGHBORHOOD MIXED USE (NMU) FACING ANY SUBDISTRICT

SITE

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

BUILDING PLACEMENT

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



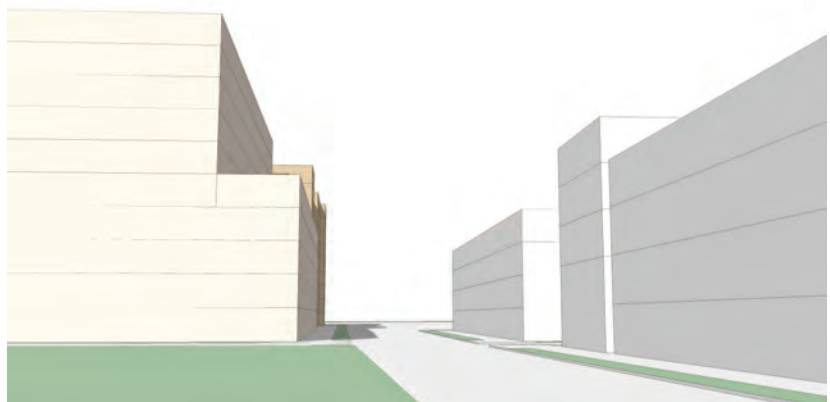
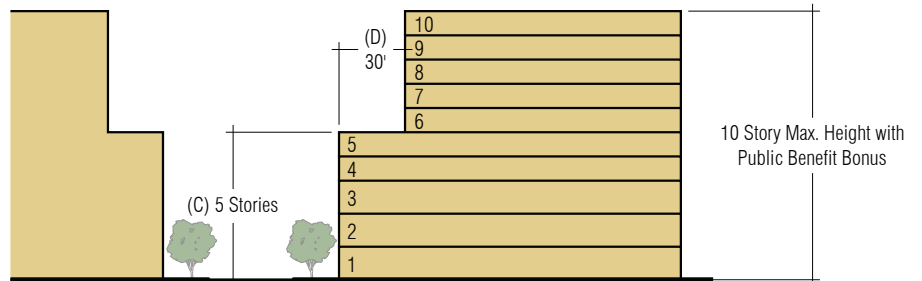
Principal Street
 All Others ◀ NMU

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

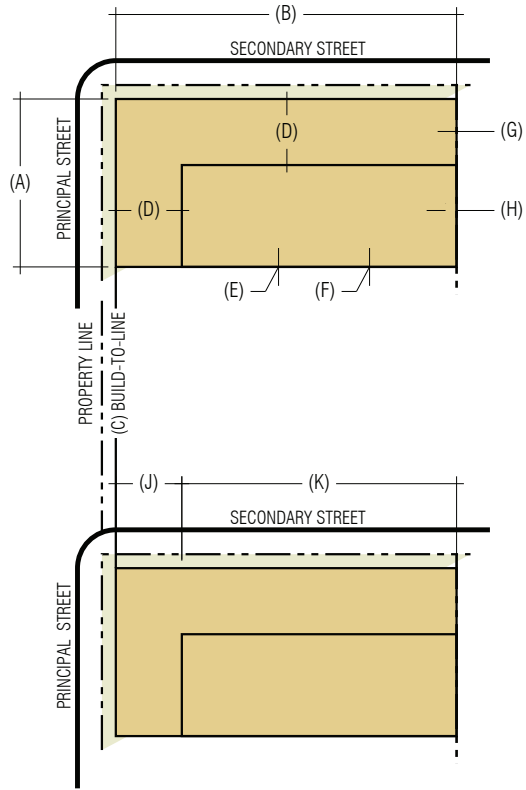
**BUILDING TYPE: WAREHOUSE MIXED USE (WMU)
FACING ANY SUBDISTRICT**

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

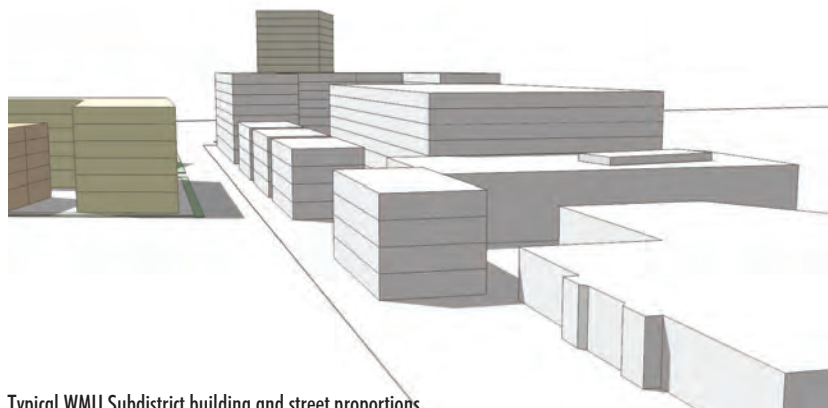
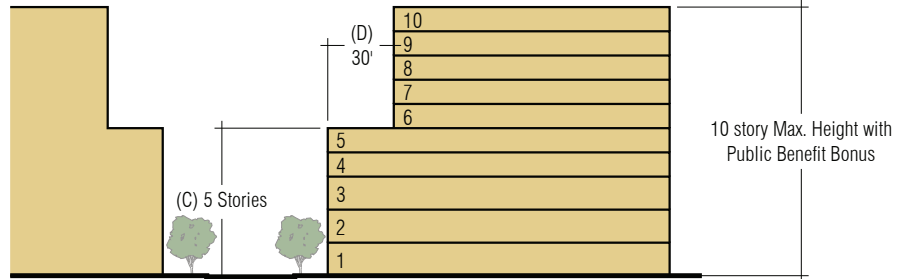
All Others WMU

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

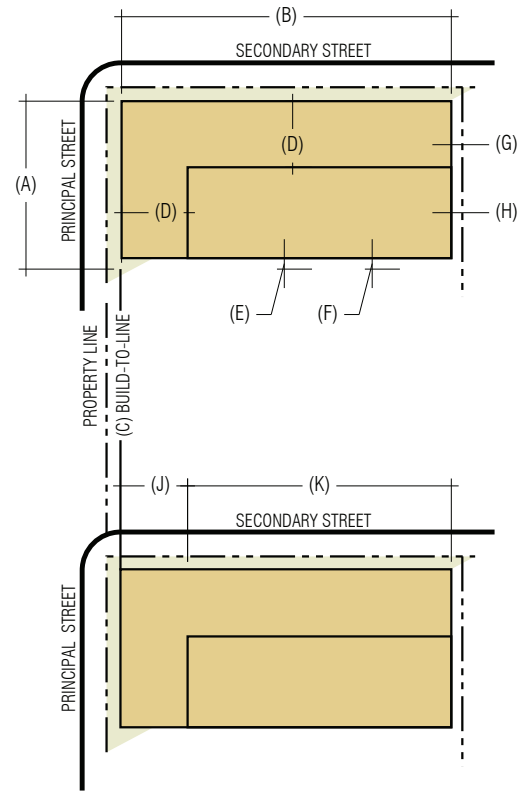
**BUILDING TYPE: COMMERCIAL INDUSTRIAL (CI)
FACING ANY SUBDISTRICT**

SITE

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

BUILDING PLACEMENT

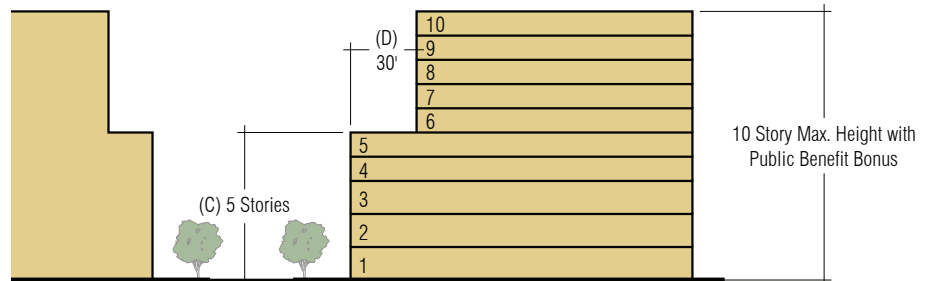
(C) Front Setback/Build-to-Line	Determined by street type
(D) Min. Tower Street Setback Stories 6 and above must be stepped back this distance	30'
(E) Min. Side Setback (interior block)	5'
(F) Min. Tower Side Setback from build-to-line	5'
(G) Min. Rear Setback (interior block)	5'
(H) Min. Tower Rear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



Principal Street
All Others ◀▶ CI

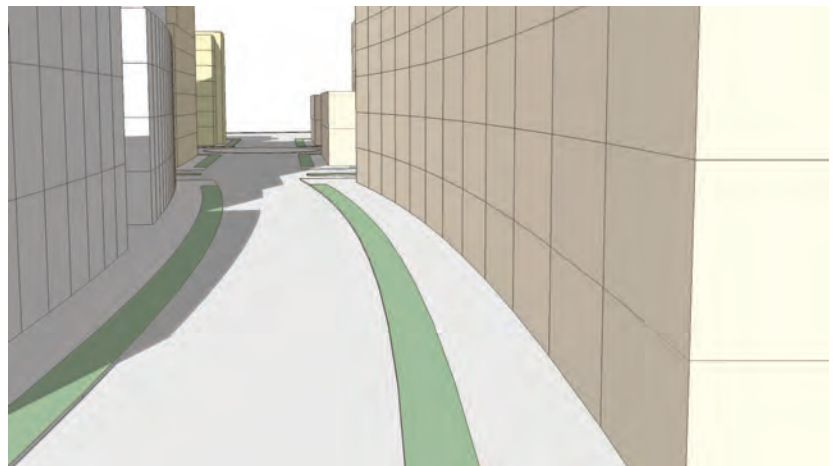
STRUCTURED PARKING

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



BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

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



Typical interface between WMU and CI Subdistricts

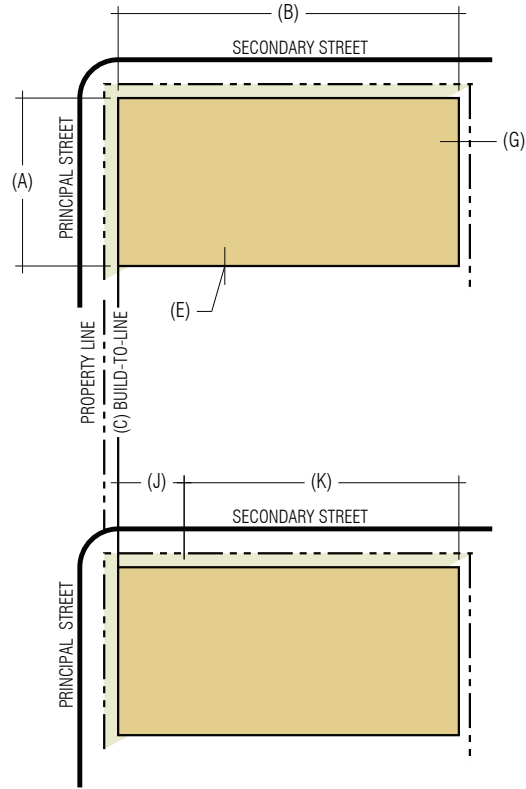
**BUILDING TYPE: NEIGHBORHOOD RESIDENTIAL (NR)
FACING ANY SUBDISTRICT**

SITE

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

BUILDING PLACEMENT

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

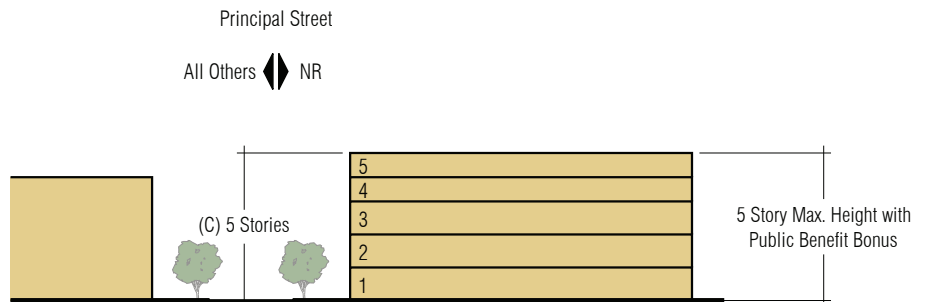


STRUCTURED PARKING

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

BUILDING HEIGHT AND FLOOR-TO-AREA RATIO

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



ARCHITECTURAL PRINCIPLES

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

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

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

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

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

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

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

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

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

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



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



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

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

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

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

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

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

the following principles that will govern their massing:

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

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

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

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

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



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

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

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

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

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

- **Internal Interconnected Streets** – Providing interconnecting streets as the area redevelops is important to disperse traffic and allow for more direct connections. The City Design Standards require properties that are five-acres or larger to create internal blocks with connecting streets or driveways. However, in the North Burnet/Gateway area there are currently multiple property owners with parcels less than five acres who combined form large continuous blocks. Because they are each less than five acres, they are not currently required to build interconnecting streets or private drives. Interconnecting collector streets and local streets are important for traffic circulation and to take pressure off of the arterial roadways. A possible solution is to create a North Burnet/Gateway Street Plan to be adopted by Council that would require new development and redevelopment to provide right-of-way and construct streets shown in the North Burnet/Gateway Street Plan. A density bonus could also provide an incentive for new development to provide interconnected roadways.
- **A New East-West Connection Across MoPac** – This overpass would help disperse traffic by providing an alternate route from Burnet Road to the Gateway area. A potential alignment could connect Longhorn Blvd. to York Blvd. Roadway projects are typically funded through General Obligation Bonds. If the Austin Metropolitan Area Transportation Plan (AMATP) is amended to include this new connection and/or it is included as a Capital Improvement Project (CIP), developers could potentially contribute their proportionate share of the improvement cost through the Transportation Impact Analysis (TIA) process during the permitting process for redevelopment.
- **Utilities** – Water and wastewater system upgrades will be needed to support

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

- **Parks and Open Space Development** – This includes creating new open space and neighborhood parks and creating combined facilities with new parks and shallow detention for 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.

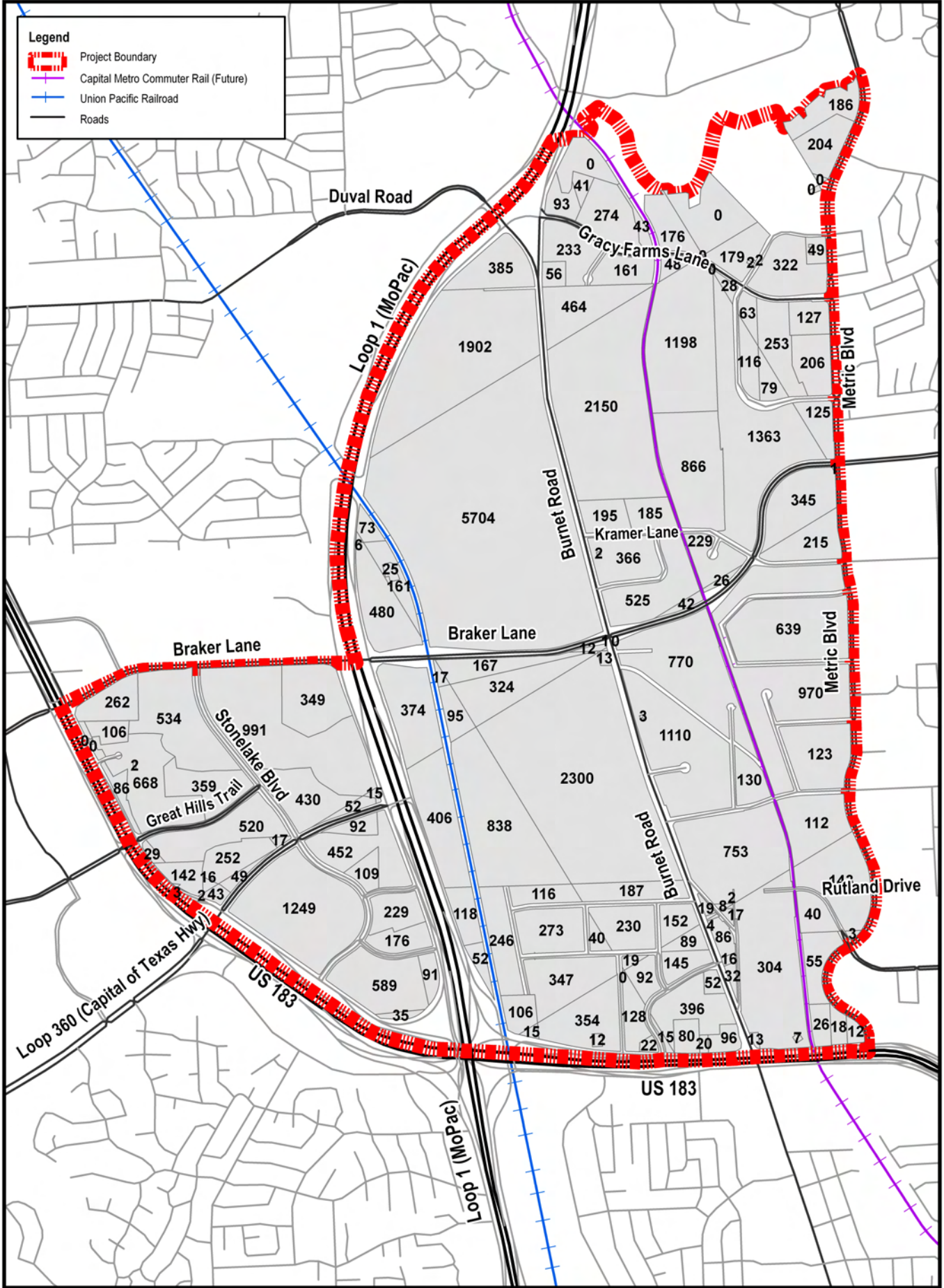
- Work with TxDOT to implement the Master Plan's recommended highway improvements.

- 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.

Legend

-  Project Boundary
-  Capital Metro Commuter Rail (Future)
-  Union Pacific Railroad
-  Roads



**"FUTURE CONDITIONS"
LUE PER PARCEL**



2,000 Feet

LUE Assumptions per Land Use Type

City of Austin Water and wastewater Utility LUE Criteria
(effective date: February 7, 1986)

Definition: A living unit equivalent (LUE) is defined as the typical flow that would be produced by a single family residence (SFR) located in a typical subdivision. For water, this includes consumptive uses, such as lawn watering and evaporative coolers. The wastewater system does not receive all of these flows, so the flows expected differ between water and wastewater. The number of LUE's for a project are constant; only the water and wastewater flows are different.

One LUE produces: 2.2 GPM (Peak Hour) of water flow
1.3 GPM (Peak Day) of water flow
350 GPD (0.243 G.P.M.) average dry weather flow

Peak flow factor formula:
$$PFF = \frac{18 + [0.0144(F)]^{0.5}}{4 + [0.0144(F)]^{0.5}}$$
 F = Average Flow (GPM)

Land Use	LUE Conversion
Residential	
One (1) Single Family Residence; Modular Home; Mobile Home	1 LUE
One (1) Duplex	2 LUE
One (1) Triplex, Fourplex; Condo Unit; P.U.D. Unit (6+ Units/Acre to 24 Units/Acre)	0.7 LUE/Unit
One (1) apartment Unit (24+ Units/Acre)	0.5 LUE/Unit
One (1) Hotel or Motel Room	0.5 LUE/Unit
Commercial	
Office	1 LUE/3,000 Sq.Ft. of Floor
Office Warehouse	1 LUE/4,000 Sq. Ft. of Floor
Retail; Shopping Center	1 LUE/1,660 Sq. Ft. of Floor
Restaurant; Cafeteria	1 LUE/200 Sq. Ft. of Floor
Hospital	1 LUE/Bed
Rest Home	1 LUE/2 Beds
Church (Worship Services Only)	1 LUE/70 Seats
High School (Includes Gym and Cafeteria)	1 LUE/13 Students
Elementary School (Includes Gym and Cafeteria)	1 LUE/15 Students

The following additional LUE Conversion factors were used in cases where the North Burnet/Gateway Plan proposes a land use not included in the City's LUE criteria list. These LUE conversion factors were generated by correlating them to an occupancy assuming one employee per 600 to 750 square feet.

Land Use	LUE Conversion
Commercial Services	1 LUE/3,500 Sq. Ft. of Floor
Industrial Space	1 LUE/4,000 Sq. Ft. of Floor

Burnet / Gateway Utility Cost Clarification Information

This Appendix includes information about the potential cost to install new utility infrastructure in response to potential future growth in the Burnet/Gateway corridor. The entire planning study is conceptual in nature; therefore the cost estimates are also conceptual with ample “contingency” factors. The land use mixes and boundaries are the best estimates available at this time. This is not a “traditional” infrastructure impact study where the footprints of the actual developments are known in more detail. Therefore, it is important for the reader to realize that the related cost estimates of the future infrastructure needs presented in this Appendix also come with some limitations and assumptions.

For example, based upon the general LUE loadings presented in the body of the report, certain general areas of the Study Area tended to show more capacity limitations than others. A map has been prepared showing the general clouded regions of the Study Area (instead of specific line lengths) that display an inability to support the future demand without violating an existing City of Austin design code. For example, the velocity in the water line should be at or below five feet per second (fps). As the future LUE demands are placed on the water model, certain portions of the Study Area have a large percentage of lines that exceed five fps. These areas have been clouded on the map. There is not enough specific information available at this time to know for sure just which lines could need to be replaced and for what length.

After community review of this planning document, it is strongly recommended that the current conceptual design be refined and a more traditional “planning model” be prepared for both the water and wastewater systems. It is strongly recommended that the Austin Fire Department (AFD) have input as to the fire flow demands that may be required for the commercial and high-rise residential areas. After this *traditional* modeling effort has been completed, then a much more specific map of targeted infrastructure lines and project costs can be prepared. It is strongly recommended that members of the Austin Water Utility (AWU) Systems Planning Division be allowed to review these models on an annual basis in an effort to reflect actual past development and short term planned development, in an effort to accurately reflect the long range needs.

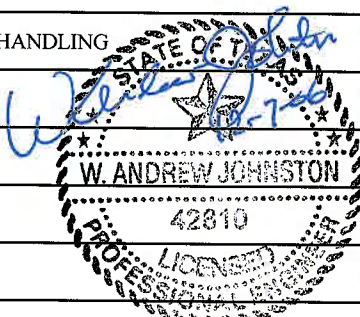
Please note that both the water and wastewater cost estimates reflect the larger diameter transmission lines only. Please note that existing 14” diameter water lines will most likely be replaced with 16” diameter lines. No provisions were made on the “trunk line” cost estimate list for any dead end lines that may evolve due to a certain development layout.

Included in the construction cost estimate for new *roadways* are the local distribution and collection lines. Should an existing roadway be slated for widening, the cost to rehabilitate or upsize the existing water and wastewater lines has been included in the *roadway* costs. Should an existing roadway be proposed to be a divided roadway, the cost of a new parallel transmission line would be added at that time.

**ENGINEER'S OPINION OF PROBABLE COSTS - CONCEPTUAL DESIGN
BURNET / GATEWAY - FUTURE CONDITIONS - WATER SYSTEM**

DATE: 12/7/06
BY: AJ
JOB: 772

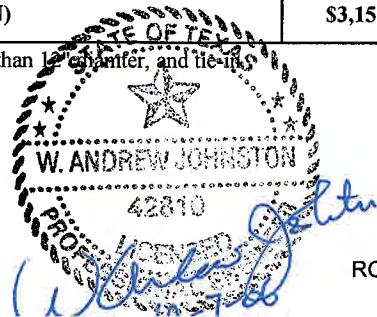
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL
101S-C	PREPARING RIGHT-OF-WAY (general)	39,772	LF	\$1.00	\$39,772
340S	HMAC STREET REPAIRS (2" Type C including 10" base), complete, in place	34,978	SY	\$40.00	\$1,399,109
430S	P.C. CONCRETE CURB AND GUTTER (remove and replace)	597	LF	\$18.00	\$10,738
432S	P.C. CONCRETE SIDEWALK (4" thick, remove and replace)	4,773	SF	\$10.00	\$47,726
433S	P.C. CONCRETE DRIVEWAY (standard residential, remove and replace)	11,932	SF	\$15.00	\$178,974
509S	TRENCH SAFETY SYSTEMS	39,772	LF	\$3.00	\$119,316
510-A	PIPE, 14" DI, class 250 (all depths, including excavation and backfill)	17,236	LF	\$90.00	\$1,551,204
510-A	PIPE, 16" DI, class 250 (all depths, including excavation and backfill)	2,144	LF	\$115.00	\$246,608
510-A	PIPE, 24" DI, class 250 (all depths, including excavation and backfill)	7,109	LF	\$145.00	\$1,030,866
510-A	PIPE, 30" DI, class 250 (all depths, including excavation and backfill)	2,833	LF	\$160.00	\$453,224
510-A	PIPE, 36" DI, class 250 (all depths, including excavation and backfill)	1,604	LF	\$200.00	\$320,748
510-A	PIPE, 42" DI, class 250 (all depths, including excavation and backfill) ¹	4,216	LF	\$230.00	\$969,597
510-A	PIPE, 54" DI, class 250 (all depths, including excavation and backfill) ¹	4,630	LF	\$275.00	\$1,273,368
510-X	DUCTILE IRON FITTINGS (14" TO 54")	5	TON	\$8,000.00	\$40,000
602S	SODDING FOR EROSION CONTROL	133	SY	\$8.00	\$1,061
609S-E	EXTENDED IRRIGATION	3	EA	\$500.00	\$1,500
609S-G	INTEGRATED PEST MANAGEMENT	3	EA	\$500.00	\$1,500
610S-A	PROTECTIVE TREE FENCING -CHAIN LINK	2,983	LF	\$6.00	\$17,897
632S	STORM INLET SEDIMENT TRAP	199	EA	\$120.00	\$23,863
802S	PROJECT SIGNS	1	LS	\$500.00	\$500
803S-MO	BARRICADES, SIGNS AND TRAFFIC HANDLING	3	MO	\$15,000.00	\$45,000
	UTILITY RELOCATION (assumption)	1	LS	\$50,000.00	\$50,000
700S-TM	MOBILIZATION (assume 4%)	1	LS	\$312,902.85	\$312,903
				UNIT PRICE TOTAL	\$8,135,474
				25% CONTINGENCY	\$2,033,869
TOTAL ESTIMATED CONSTRUCTION COST (CONCEPTUAL DESIGN)					\$10,169,300



¹ These larger diameter lines may not need to be installed since the other upsizing may reduce the system velocity in the mains

ENGINEER'S OPINION OF PROBABLE COSTS - CONCEPTUAL DESIGN BURNET / GATEWAY - FUTURE CONDITIONS - WASTEWATER SYSTEM					DATE:	12/7/06	
					BY:	AJ	
					JOB:	772	
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT PRICE	TOTAL		
101S-C	PREPARING RIGHT-OF-WAY (general)	4,300	LF	\$1.00	\$4,300		
340S	HMAC STREET REPAIRS (2" Type C including 10" base), complete, in place	3,200	SY	\$40.00	\$128,000		
430S	P.C. CONCRETE CURB AND GUTTER (remove and replace)	95	LF	\$18.00	\$1,701		
432S	P.C. CONCRETE SIDEWALK (4" thick, remove and replace)	756	SF	\$10.00	\$7,560		
433S	P.C. CONCRETE DRIVEWAY (standard residential, remove and replace)	1,890	SF	\$15.00	\$28,350		
501S-WW	JACKING OR BORING 27 in. PIPE (complete and in place)	550	LF	\$1,000.00	\$550,000		
501S-BP	BORE PIT - ENTRY AND EXIT (complete and in place, incl. special shoring)	2	EA	\$50,000.00	\$100,000		
506S-MWW	NEW MANHOLE, 48 in DIA. (complete and in place)	12	EA	\$10,000.00	\$120,000		
509S	TRENCH SAFETY SYSTEMS	6,300	LF	\$3.00	\$18,900		
510-AWW	PIPE, 12" PVC SDR-26 (all depths, including excavation and backfill)	2,000	LF	\$190.00	\$380,000		
510-AWW	PIPE, 15" PVC SDR-26 (all depths, including excavation and backfill)	3,200	LF	\$220.00	\$704,000		
510-AWW	PIPE, 18" PVC SDR-26 (all depths, including excavation and backfill)	1,100	LF	\$250.00	\$275,000		
602S	SODDING FOR EROSION CONTROL	21	SY	\$8.00	\$168		
609S-E	EXTENDED IRRIGATION	3	EA	\$500.00	\$1,500		
609S-G	INTEGRATED PEST MANAGEMENT	3	EA	\$500.00	\$1,500		
610S-A	PROTECTIVE TREE FENCING -CHAIN LINK	473	LF	\$6.00	\$2,835		
632S	STORM INLET SEDIMENT TRAP	32	EA	\$120.00	\$3,780		
802S	PROJECT SIGNS	1	LS	\$500.00	\$500		
803S-MO	BARRICADES, SIGNS AND TRAFFIC HANDLING	3	MO	\$15,000.00	\$45,000		
	UTILITY RELOCATION (assumption)	1	LS	\$50,000.00	\$50,000		
700S-TM	MOBILIZATION (assume 4%)	1	LS	\$96,923.76	\$96,924		
					UNIT PRICE TOTAL		\$2,520,018
					25% CONTINGENCY		\$630,004
					TOTAL ESTIMATED CONSTRUCTION COST (CONCEPTUAL DESIGN)		\$3,150,000

¹ This is a rough cost estimate for major pipelines and does not include wastewater pipes less than 12" diameter, and tie-ins connections with major existing lines



this xls information was harvested by Jeff Fox from the "FUTURE" conditions water model
it presents a list of water pipe LENGTHS that had velocities exceed 5 fps (whereas before it was under 5 fps)
original list resorted to group pipe DIAMETERS
use Q=V*A to estimate a larger diameter req'd to reduce the VEL
note = as the water pipe infrastructure fills in the area, the velocities could also go down (not just due to pipe upsizing)

ID	FROM	TO	L (ft)	DIAM	C	FLOW	VEL (fps)	PIPE AREA (sq ft)	Q = V*A (cfs)	Assume V (fps)	Calc pipe area	Calc pipe dia (in)	Upsized pipe dia.	dia (in)	LF	300U
79089	95402	96102	415.98	12	75	2,127.79	6.04	0.79	4.7	5.0	0.95	13.2	14	14	17,236	17,236
79080	95159	95365	135.77	12	75	2,127.79	6.04	0.79	4.7	5.0	0.95	13.2	14	16	2,144	2,144
78877	95159	93011	1,581.47	12	75	-2,129.46	6.04	0.79	4.7	5.0	0.95	13.2	14	18	4,998	
78716	92209	91893	335.63	12	75	2,400.78	6.81	0.79	5.3	5.0	1.07	14.0	14	20	43	
78776	92629	92209	321	12	75	2,400.78	6.81	0.79	5.3	5.0	1.07	14.0	14	24	2,668	7,109
78776	92629	92209	321	12	75	2,400.78	6.81	0.79	5.3	5.0	1.07	14.0	14	30	2,833	2,833
78122	88245	88249	71.54	12	75	2,072.78	5.88	0.79	4.6	5.0	0.92	13.0	14	36	1,604	1,604
78112	88224	88245	214.9	12	75	2,176.19	6.17	0.79	4.8	5.0	0.97	13.3	14	42	4,216	4,216
78091	88127	88152	96.3	12	75	2,387.99	6.77	0.79	5.3	5.0	1.06	14.0	14	54	4,630	4,630
78084	88127	88101	77.22	12	75	-2,360.45	6.7	0.79	5.3	5.0	1.05	13.9	14		39,772	39,772
78067	88101	88010	323.63	12	75	-2,360.45	6.7	0.79	5.3	5.0	1.05	13.9	14			
78048	88010	87876	256.89	12	75	-2,360.45	6.7	0.79	5.3	5.0	1.05	13.9	14			
78037	87876	87790	182.17	12	75	-2,360.45	6.7	0.79	5.3	5.0	1.05	13.9	14			
78053	88062	87922	318.34	12	75	-2,298.75	6.52	0.79	5.1	5.0	1.02	13.7	14			
78078	88062	88154	307.95	12	75	2,298.75	6.52	0.79	5.1	5.0	1.02	13.7	14			
78109	88203	88234	72.42	12	75	2,298.75	6.52	0.79	5.1	5.0	1.02	13.7	14			
78100	88154	88203	145.09	12	75	2,298.75	6.52	0.79	5.1	5.0	1.02	13.7	14			
78136	88332	88355	179.78	12	75	2,269.00	6.44	0.79	5.1	5.0	1.01	13.6	14			
78118	88234	88328	335.16	12	75	2,271.21	6.44	0.79	5.1	5.0	1.01	13.6	14			
78098	88152	88224	234.86	12	75	2,387.99	6.77	0.79	5.3	5.0	1.06	14.0	14			
78136	88332	88355	179.78	12	75	2,269.00	6.44	0.79	5.1	5.0	1.01	13.6	14			
78133	88328	88332	47.68	12	75	2,269.00	6.44	0.79	5.1	5.0	1.01	13.6	14			
78095	88249	88139	539.7	12	75	2,072.78	5.88	0.79	4.6	5.0	0.92	13.0	14			
78130	88353	88289	587.15	12	75	2,018.70	5.73	0.79	4.5	5.0	0.90	12.8	14			
77848	85914	86066	281.66	12	75	1,984.56	5.63	0.79	4.4	5.0	0.88	12.7	14			
77883	86468	87077	767.48	12	75	1,984.56	5.63	0.79	4.4	5.0	0.88	12.7	14			
77878	86320	86468	274.72	12	75	1,984.56	5.63	0.79	4.4	5.0	0.88	12.7	14			
77854	86066	86320	466	12	75	1,984.56	5.63	0.79	4.4	5.0	0.88	12.7	14			
77948	87264	87077	164.59	12	75	-1,819.36	5.16	0.79	4.1	5.0	0.81	12.2	14			
77966	87264	87914	573.41	12	75	1,819.36	5.16	0.79	4.1	5.0	0.81	12.2	14			
78058	87941	87990	58.14	12	75	2,051.10	5.82	0.79	4.6	5.0	0.91	12.9	14			
78069	88022	88673	762.65	12	75	2,412.24	6.84	0.79	5.4	5.0	1.07	14.0	14			
78211	88697	89098	281.53	12	75	1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	14			
78205	88673	89098	571.71	12	75	2,412.24	6.84	0.79	5.4	5.0	1.07	14.0	14			
77906	87142	86767	249.51	12	75	-2,383.69	6.76	0.79	5.3	5.0	1.06	14.0	14			
77852	86767	85990	660.15	12	75	-2,383.69	6.76	0.79	5.3	5.0	1.06	14.0	14			
78800	92439	92588	119.85	12	75	2,163.20	6.14	0.79	4.8	5.0	0.96	13.3	14			
78797	92389	92507	231.02	12	75	2,205.12	6.26	0.79	4.9	5.0	0.98	13.4	14			
78788	92330	92389	107.15	12	75	2,205.12	6.26	0.79	4.9	5.0	0.98	13.4	14			
78754	92110	92330	516.7	12	75	2,303.44	6.53	0.79	5.1	5.0	1.03	13.7	14			
78749	92086	92110	44.98	12	75	2,303.44	6.53	0.79	5.1	5.0	1.03	13.7	14			
78715	91893	92086	489.41	12	75	2,303.44	6.53	0.79	5.1	5.0	1.03	13.7	14			
78416	90325	90476	157	12	75	2,260.90	6.41	0.79	5.0	5.0	1.01	13.6	14			
78449	91349	90577	765.58	12	75	-2,213.21	6.28	0.79	4.9	5.0	0.99	13.4	14			
78602	91349	92439	921.97	12	75	2,163.20	6.14	0.79	4.8	5.0	0.96	13.3	14			
78190	88566	90325	1,488.98	14	75	2,437.42	5.08	1.07	5.4	5.0	1.09	14.1	14			
78863	92907	93011	150.68	12	75	3,001.57	8.51	0.79	6.7	5.0	1.34	15.7	16			

dia (in)	LF	300U
14	17,236	17,236
16	2,144	2,144
18	4,998	
20	43	
24	2,668	7,109
30	2,833	2,833
36	1,604	1,604
42	4,216	4,216
54	4,630	4,630
	39,772	39,772

78861	92894	92907	23	12	75	3,001.57	8.51	0.79	6.7	5.0	1.34	15.7	16
78398	90508	90221	284.42	12	75	-2,590.72	7.35	0.79	5.8	5.0	1.15	14.5	16
78358	90221	90064	199.71	12	75	-2,590.72	7.35	0.79	5.8	5.0	1.15	14.5	16
78335	90064	89927	96.18	12	75	-2,590.72	7.35	0.79	5.8	5.0	1.15	14.5	16
78305	89927	89613	296.59	12	75	-2,590.72	7.35	0.79	5.8	5.0	1.15	14.5	16
78298	89613	89559	68.09	12	75	-2,590.72	7.35	0.79	5.8	5.0	1.15	14.5	16
78288	89491	89559	92.45	12	75	3,016.43	8.56	0.79	6.7	5.0	1.34	15.7	16
78270	89355	89491	132.53	12	75	3,016.43	8.56	0.79	6.7	5.0	1.34	15.7	16
78243	89116	89355	222.19	12	75	3,016.43	8.56	0.79	6.7	5.0	1.34	15.7	16
75570	80278	80654	578.58	12	75	2,844.46	8.07	0.79	6.3	5.0	1.27	15.2	16
78716	92209	91893	335.63	12	75	3,209.94	9.11	0.79	7.2	5.0	1.43	16.2	18
77684	82081	84372	2,375.87	16	80	3,546.79	5.66	1.40	7.9	5.0	1.58	17.0	18
75591	80569	81157	799.11	16	80	3,834.03	6.12	1.40	8.5	5.0	1.71	17.7	18
75569	80513	80569	34.21	16	80	3,834.03	6.12	1.40	8.5	5.0	1.71	17.7	18
75753	83684	84046	440.7	16	80	3,188.61	5.09	1.40	7.1	5.0	1.42	16.1	18
75744	83540	83684	148.64	16	80	3,188.61	5.09	1.40	7.1	5.0	1.42	16.1	18
75730	83245	83540	264.01	16	80	3,188.61	5.09	1.40	7.1	5.0	1.42	16.1	18
77683	82081	82085	43.45	12	75	-4,050.31	11.49	0.79	9.0	5.0	1.80	18.2	20
107836	82624	83226	477.85	16	80	6,351.00	10.13	1.40	14.1	5.0	2.83	22.8	24
107835	82624	82491	144.9	16	80	-6,351.00	10.13	1.40	14.1	5.0	2.83	22.8	24
75599	80882	81167	306.93	24	80	7,164.55	5.08	3.14	16.0	5.0	3.19	24.2	24
75598	80648	80882	293.15	24	80	7,164.55	5.08	3.14	16.0	5.0	3.19	24.2	24
75588	80510	80648	210.56	24	80	7,164.55	5.08	3.14	16.0	5.0	3.19	24.2	24
107826	81692	82101	610.24	24	80	7,162.43	5.08	3.14	16.0	5.0	3.19	24.2	24
107819	81416	81692	323.21	24	80	7,164.55	5.08	3.14	16.0	5.0	3.19	24.2	24
107814	81167	81416	300.96	24	80	7,164.55	5.08	3.14	16.0	5.0	3.19	24.2	24
78620	92822	91424	2,391.16	24	80	-8,591.00	6.09	3.14	19.1	5.0	3.83	26.5	30
78591	91424	91277	322.58	24	80	-10,669.34	7.57	3.14	23.8	5.0	4.76	29.5	30
75587	80513	80510	118.91	24	80	9,295.25	6.59	3.14	20.7	5.0	4.14	27.6	30
78635	91584	91494	191.06	24	80	-12,209.38	8.66	3.14	27.2	5.0	5.44	31.6	36
78582	91494	91248	471.38	24	80	-12,209.38	8.66	3.14	27.2	5.0	5.44	31.6	36
75541	79669	80513	753.82	24	80	13,415.03	9.51	3.14	29.9	5.0	5.98	33.1	36
75523	79438	79669	187.48	24	80	13,558.19	9.62	3.14	30.2	5.0	6.04	33.3	36
77905	86748	86867	547.57	36	80	18,519.12	5.84	7.07	41.3	5.0	8.26	38.9	42
77851	86867	86052	711.97	36	80	17,720.63	5.59	7.07	39.5	5.0	7.90	38.1	42
77846	86997	85912	1,696.56	36	80	-17,720.63	5.59	7.07	39.5	5.0	7.90	38.1	42
77905	86748	86867	547.57	36	80	18,519.12	5.84	7.07	41.3	5.0	8.26	38.9	42
77851	86867	86052	711.97	36	80	17,720.63	5.59	7.07	39.5	5.0	7.90	38.1	42
75477	78667	79438	1,536.80	48	80	37,240.14	6.6	12.57	82.9	5.0	16.59	55.1	54
75146	74477	78575	3,093.63	48	80	36,729.46	6.51	12.57	81.8	5.0	16.36	54.8	54
78126	88275	88697	305.21	12	75	1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	
78071	88037	88225	148.76	12	75	1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	
78047	88037	87873	127.93	12	75	-1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	
78016	87630	87873	224.91	12	75	1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	
78002	87546	87630	77.86	12	75	1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	
77972	87335	87546	183.21	12	75	1,765.02	5.01	0.79	3.9	5.0	0.79	12.0	

NORTH BURNET GATEWAY

<LAND USE AND TRANSPORTATION PLAN>

<TRANSPORTATION ANALYSIS>

July 28, 2007

NORTH BURNET GATEWAY

<LAND USE AND TRANSPORTATION PLAN>
<TRANSPORTATION ANALYSIS>

Prepared for
Carter & Burgess, Inc.
2705 Bee Cave Road, Suite 300
Austin, Texas 78746

Prepared by
HDR|WHM Transportation Engineering
504 Lavaca Street, Suite 1175
Austin, Texas 78701 USA
Telephone: 512 473-8343
Facsimile: 512 473-8237



July 28, 2007

Donald L. Hartland
7/28/07

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North Burnet Gateway

<Transportation Analysis>

The North Burnet-Gateway area is being studied to redevelop as a high density, multi-modal, transit-oriented development. The purpose of this study is to analyze the impact to the study area's roadway network for this type of development. Figure 1 shows the study area, which is bound on the south and west by US 183, north by Gracy Farms Lane and east by Metric Boulevard.

ANALYSIS APPROACH

To determine the existing traffic flow in and around the study area, PM peak hour traffic counts were conducted at the signalized intersections within the study area. Existing land use estimates were obtained from the City, and these uses were organized into traffic zones. Then trips were generated for each zone, based on the ITE Trip Generation Manual (Ref 1). The PM peak hour traffic was then distributed throughout the study area network, assuming the existing distribution determined by the existing counts. To estimate the regional traffic traveling through the study area, the existing land use traffic was then removed from the existing counts. A growth rate of 1.85%, based on 2006 counts and CAMPO 2030 forecasted counts, was applied to existing through traffic to calculate the 2035 forecasted through traffic. The forecasted through traffic, traffic generated by the existing uses and six approved developments Arbor Walk, Austin Commons, Endeavor, Multek, Domain and Whole Foods were combined to provide the 2035 Conventional Scenario.

The study area was split into 34 traffic analysis zones (TAZs) to evenly distribute the generated traffic. The zone sizes and boundaries were based on street configuration, the rail line, and environmental features. Figure 2 shows the division of these TAZs throughout the study area. Notable zones near the intersections of Mopac/Braker Rd. and Burnet Rd./Braker Rd. are:

- Zone 6 – Whole Foods
- Zone 7 – Arbor Walk development
- Zone 10 – Domain-Multek development
- Zone 11 – Domain-Endeavor development
- Zone 12 – UT Pickle research campus

The Transit-Oriented Development (TOD) Scenario was developed by using proposed land uses and densities provided by Carter & Burgess, Inc. This development was provided in five land use mix districts. The proposed uses in the districts were divided into six land use categories to

North Burnet Gateway

<Transportation Analysis>

calculate the PM peak hour generated trips. The land use categories are commercial mixed use, commercial industrial, neighborhood mixed use, warehouse mixed use, neighborhood residential and UT Pickle Campus. The study area districts were broken down into the same zone structure as the existing zones to calculate trips and distribute traffic.

The location (near train stations), type of use, mix of uses and density were factors in determining appropriate levels of trip reduction to account for alternative travel modes, such as walking, biking and transit. The resulting trips were distributed throughout the network based on the historical trends. This traffic was combined with the forecasted through traffic to provide the 2035 TOD Scenario.

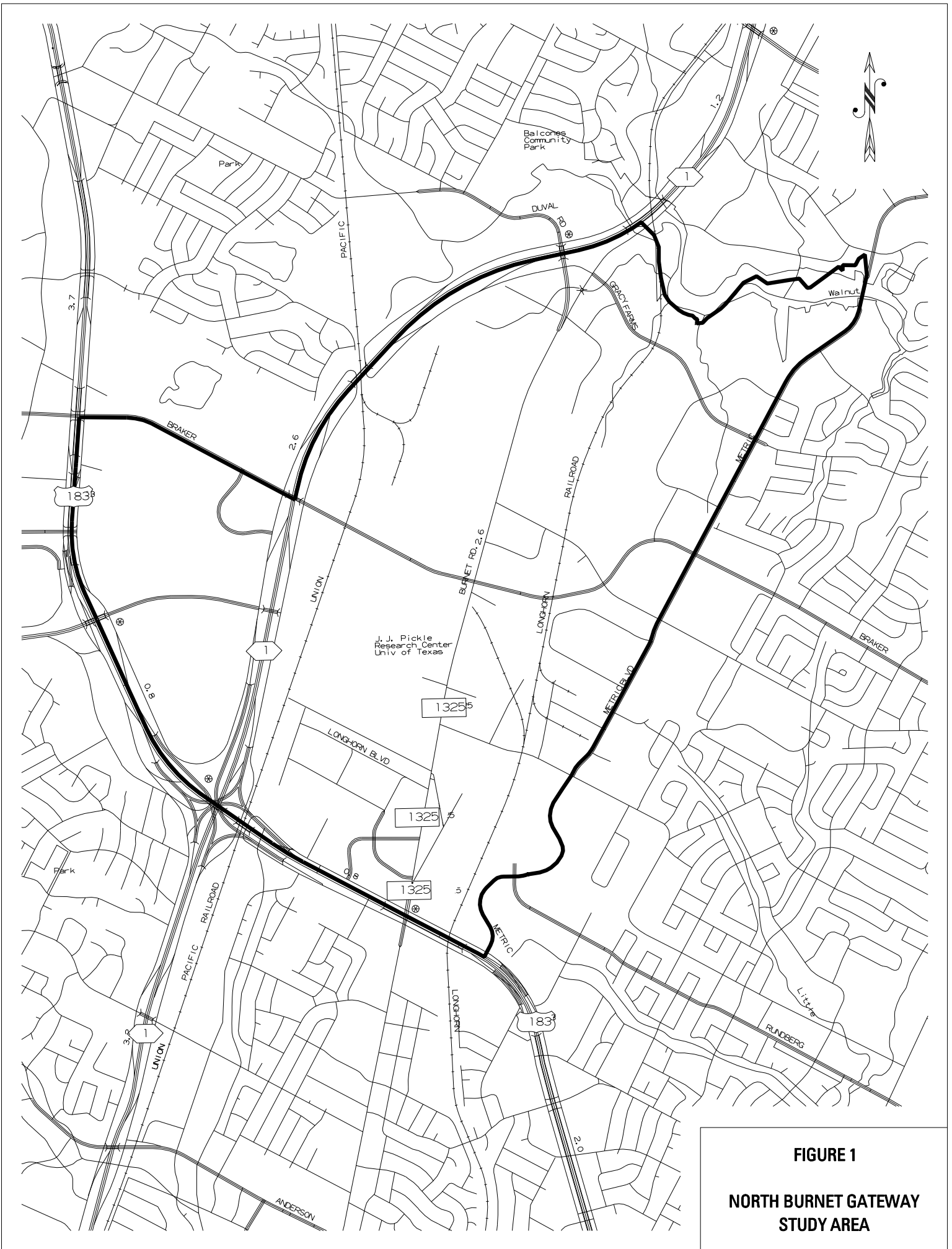


FIGURE 1
NORTH BURNET GATEWAY
STUDY AREA

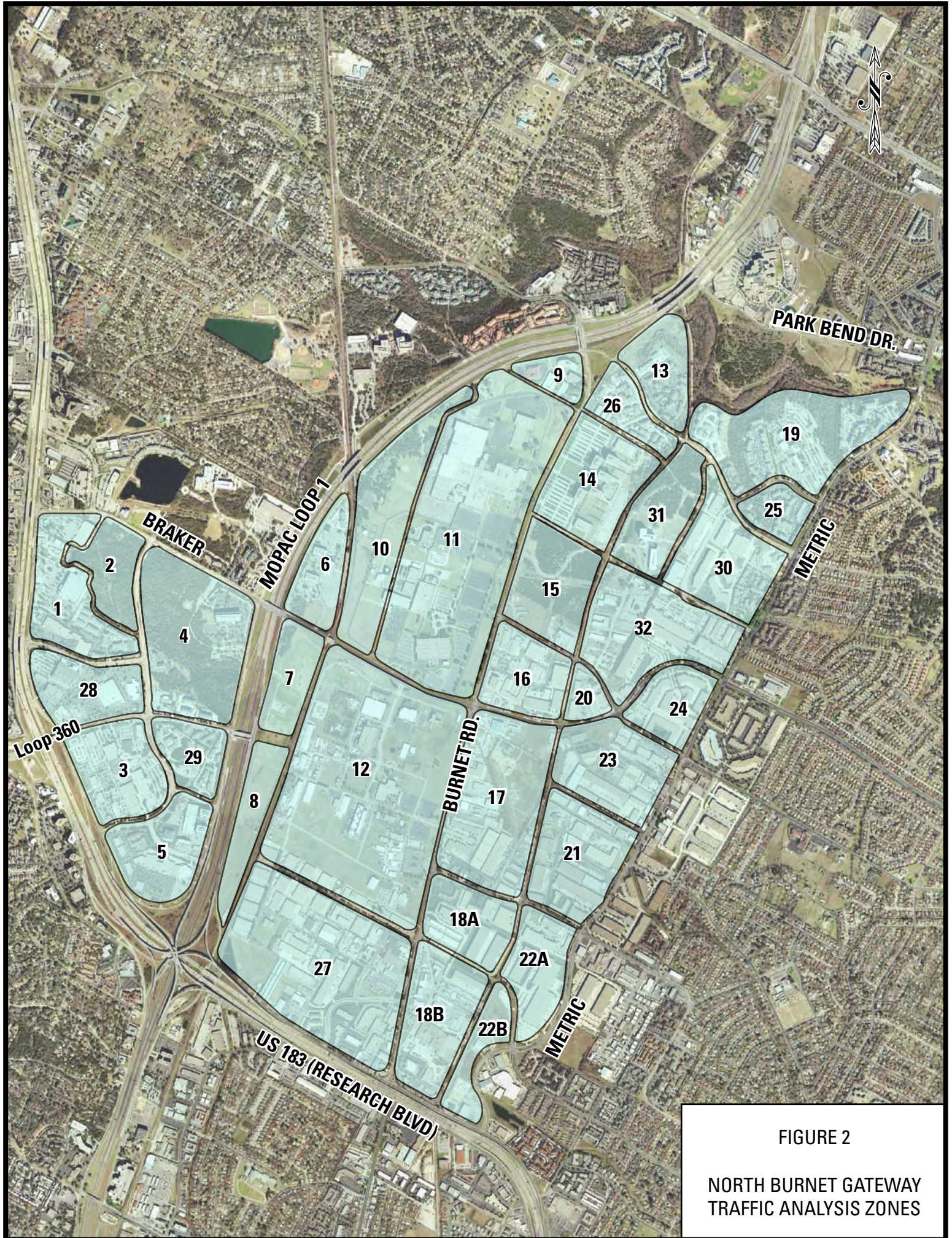


FIGURE 2
NORTH BURNET GATEWAY
TRAFFIC ANALYSIS ZONES

TRIP GENERATION

Based on the existing land uses and six approved developments the total traffic generated for the Conventional Scenario is approximately 12,307 and 18,265 for entering and exiting, respectively during the PM peak hour. The traffic generated by the approved developments was obtained from the approved traffic impact analyses for each development. The PM peak hour traffic generated by these developments was estimated assuming trip reductions for internal capture, pass-by trips, and transit.

According to recommendations and survey data contained in the Institute of Transportation Engineers (ITE) Trip Generation (Ref 2), the proposed land uses for the TOD Scenario will generate approximately 69,543 unadjusted PM peak hour trips. Table 1 provides a detailed summary of traffic production, which is directly related to the proposed land uses. Based on the land use mixes proposed in the TOD scenario, the trip generation for each land use type was split equally by zone area to each of the TAZs.

Table 1.
Summary of Unadjusted PM Peak Hour Trip Generation for TOD Scenario

Land Use	PM Peak Hour	
	Enter	Exit
Residential	11,662	5,972
Retail	10,928	11,839
Employment	2,762	13,486
Industrial	326	2,391
Commercial	1,066	3,568
Hotel	2,350	2,084
Education	444	664
Total	29,538	40,005

Trip Reduction Measures

As previously discussed, the location, mix of uses and density all impact the potential shift from auto to other travel modes, such as walking, biking and transit. For the retail uses along US 183, its location lends itself to absorbing pass-by trips, which are trips already on the road and diverting into the retail area to shop and then proceed on US 183 in the same direction as before it diverted. The classic example is someone stopping to shop on the way home from work. For this analysis, a reduction of 34 percent, based on the ITE Trip Generation Handbook (Ref 3), was applied to the US 183 retail uses.

North Burnet Gateway

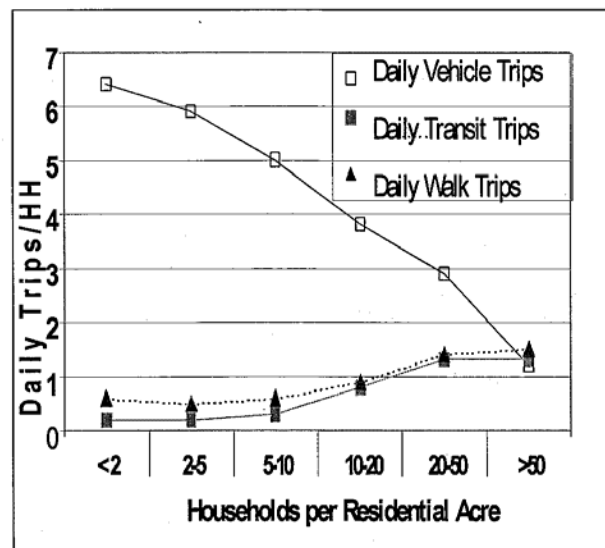
<Transportation Analysis>

The mix of uses can affect the internal synergy of a zone and study area. According to the ITE Trip Generation Handbook, a well balanced mix of uses, such as retail, residential and office included in a zone will have higher internal interaction or synergy than say a zone with just office and residential. This interaction accounts for pedestrian trips and shared vehicle trips within a zone. Applying the ITE methodology, the internal reduction by zone will range from zero to 31 percent, with an overall reduction of 21 percent.

Also, certain uses are more conducive to transit usage than others, such as office which attracts more transit ridership than industrial uses. Both rail and bus transit was considered in determining the appropriate auto trip reduction. With respect to rail ridership, the proximity of the uses to the rail station (within 1,500 feet) was considered in the trip reduction for rail. This reduction reflected the travel mode shift from auto to pedestrian and transit. This analysis was conducted around each of the three rail stations within the study area. In addition to the rail reduction, a reduction was applied to account for regional busing that would have stops in the study area. The approach discussed in the ITE Trip Generation Handbook was utilized in calculating the appropriate reduction for each use. As a result the overall regional transit reduction applied in this analysis was 21 percent. To account for local bus transit, the internal synergy methodology was applied for the total study area, and this resulted in a reduction of 14 percent.

In an analysis of travel data for communities in the San Francisco Bay area, the Metropolitan Transportation Commission identified key relationships between residential density and travel behavior, as shown in Figure 3. This analysis is documented in the Statewide Transit-Oriented Development Study, prepared by the California Department of Transportation (CalTrans) (Ref 4). The proposed residential density for the North Burnet Gateway study area is just under 20 units to the acre, so by applying the

*Figure 3.
Density and Travel Behavior*



North Burnet Gateway

<Transportation Analysis>

trip reductions measures stated above, the resulting residential trip mode split is consistent with Figure 3.

Assuming the pass-by reduction, internal capture and transit reductions discuss above, the overall auto trip reduction for the study area will be 50 percent. As a result, the adjusted PM peak hour trips for the TOD Scenario will be 35,083, as shown in Table 2. The TOD Scenario will generate just less than 15 percent more trips (4,500 vph) than the Conventional Scenario.

Table 2.
Summary of Adjusted PM Peak Hour Trip Generation for TOD Scenario

Land Use	PM Peak Hour	
	Enter	Exit
Residential	5,568	3,154
Retail	3,609	3,615
Employment	1,333	8,546
Industrial	46	1,375
Commercial	551	2,578
Hotel	1,906	1,695
Education	444	664
Total	13,456	21,627

TRIP DISTRIBUTION

The TOD Scenario traffic was distributed throughout the roadway network assuming a traffic distribution that was based on the percentage of the total traffic entering and exiting the network from each possible access point. For example, if the existing traffic counts show that approximately 5 percent of the total traffic entered the study area by traveling eastbound on Braker Lane then 5 percent of the calculated trip generation was distributed to enter the study area by traveling eastbound on Braker Lane. Each zone was analyzed to determine the most efficient way to enter and exit the site based on the overall distribution of traffic described above.

EXISTING AND FUTURE THOROUGHFARE SYSTEM

Freeways

MoPac (Loop 1) – The Capital Area Metropolitan Planning Organization (CAMPO) 2030 Transportation Plan (Ref 5) classifies MoPac as a six-lane freeway with frontage roads in the vicinity of the site. The plan shows MoPac will be upgraded to a six-lane freeway with two managed lanes by 2030. Traffic volume provided by 2005 TxDOT Traffic Maps (Ref 6) for MoPac near Burnet Road was approximately 122,330 vehicles per day (vpd).

US 183 – The Capital Area Metropolitan Planning Organization (CAMPO) 2030 Transportation Plan classifies US 183 as a six-lane freeway with frontage roads in the vicinity of the site. The plan shows US 183 will be upgraded to a six-lane freeway with two managed lanes by 2030. Traffic volume provided by 2005 TxDOT Traffic Maps for US 183 near MoPac was approximately 175,220 vehicles per day (vpd).

Arterials

Loop 360 – The Capital Area Metropolitan Planning Organization (CAMPO) 2030 Transportation Plan classifies Loop 360 as a six-lane divided arterial in the vicinity of the site. The plan shows Loop 360 to remain a six-lane divided arterial in 2030. Traffic volume provided by 2005 TxDOT Traffic Maps for Loop 360 west of US 183 was approximately 50,380 vehicles per day (vpd).

Braker Lane – The Capital Area Metropolitan Planning Organization (CAMPO) 2030 Transportation Plan classifies Braker Lane as a six-lane divided arterial in the vicinity of the site. The plan shows Braker Lane to remain a six-lane divided arterial in 2030. A traffic count performed on April 24, 2006 for Braker Lane east of Seton Center Parkway was approximately 30,260 vehicles per day (vpd).

Burnet Road – The Capital Area Metropolitan Planning Organization (CAMPO) 2030 Transportation Plan classifies Burnet Road as a four-lane divided arterial with a center turn lane in the vicinity of the site. The plan shows Burnet Road will be upgraded to a six-lane divided arterial in 2030. Traffic volume provided by 2005 TxDOT Traffic Maps for Burnet Road south of MoPac was approximately 19,220 vehicles per day (vpd).

Metric Boulevard – The Capital Area Metropolitan Planning Organization (CAMPO) 2030 Transportation Plan classifies Metric Boulevard as a four-lane divided arterial in the vicinity of the site. The plan shows Metric Boulevard to remain a four-lane divided arterial in 2030 between Parmer Lane and Rutland Drive and will be upgraded to a six-lane divided arterial by 2030 between Rutland Drive and US 183. A traffic count performed on April 24, 2006 for Metric Boulevard south of Rutland Drive was approximately 11,543 vehicles per day (vpd).

OPERATIONAL ANALYSIS

The impact of the Conventional and TOD Scenarios on intersections located within the study area was analyzed for the horizon year 2035.

Signalized intersections within the study area were considered the locations of principal concern because they are the locations of highest traffic conflict and delay. The standard used to evaluate traffic conditions at intersections is level of service (LOS), which is a qualitative measure of the effect of a number of factors such as speed, volume of traffic, geometric features, traffic interruptions, freedom to maneuver, safety, driving comfort, convenience, and operating cost.

Signalized intersection LOS is defined in terms of delay, which is a direct and/or indirect measure of driver discomfort, frustration, fuel consumption, and lost travel time. The levels of service have been established based on driver acceptability of various delays. The delay for each approach lane group is calculated based on a number of factors including lane geometrics, percentage of trucks, peak hour factor, number of lanes, signal progression, volume, signal green time to total cycle time ratio, roadway grades, parking conditions, and pedestrian flows.

Because delay is a complex measure, its relationship to capacity is also complex. Analysis was performed using the microcomputer program "Synchro 6.0" by Trafficware (Ref. 7), which is based on the procedures contained in the Highway Capacity Manual (Ref. 8). In general, overall intersection levels of service A to D are typically deemed acceptable, while an overall LOS of E or F is unacceptable.

North Burnet Gateway

<Transportation Analysis>

Conventional Scenario

The Conventional Scenario assumes that the existing land uses and developments recently approved by the City of Austin will remain in place until 2035. Two network improvements were assumed to be complete in this scenario, and are the following (See Figure 4):

- U-turns at the interchanges on Mo-Pac.
- Rundburg Lane Extension that will connect to Longhorn Boulevard and provide access to Burnet Road.

Table 4 shows the PM peak hour Level of Service (LOS) for the intersections under the Conventional Scenario.

Table 3.

Conventional Scenario Intersection PM Peak Hour Level of Service

Signalized Intersections	Level of Service
US 183 Northbound Frontage Road and Braker Lane	F
US 183 Southbound Frontage Road and Braker Lane	F
US 183 Northbound Frontage Road and Great Hills Trl	D
US 183 Southbound Frontage Road and Great Hills Trl	F
US 183 Northbound Frontage Road and Loop 360	F
US 183 Southbound Frontage Road and Loop 360	F
Seton Center Pkwy and Braker Lane	F
Stonelake Blvd and Braker Lane	F
Stonelake Blvd and Great Hills Trl	F
Sam's Drwy/Gateway Drwy and Loop 360	B
Stonelake Blvd and Loop 360	C
MoPac Loop 1 Northbound Frontage Road and Braker Lane	F
MoPac Loop 1 Southbound Frontage Road and Braker Lane	F
MoPac Loop 1 Northbound Frontage Road and Loop 360	F
MoPac Loop 1 Southbound Frontage Road and Loop 360	F
MoPac Loop 1 Northbound Frontage Road and Duval Road	F
MoPac Loop 1 Southbound Frontage Road and Duval Road	F
Burnet Road and Gault Lane	F
Burnet Road and Kramer Lane	F
Burnet Road and Braker Lane	F
Road A and Braker Lane	F

North Burnet Gateway

<Transportation Analysis>

Burnet Road and Rutland Drive	F
Burnet Road and Longhorn Blvd/Rundburg extension	F
US 183 Northbound Frontage Road and Burnet Road	F
US 183 Southbound Frontage Road and Burnet Road	F
Stone Hollow Drive and Gracy Farms Lane	B
Metric Blvd and Stone Hollow Drive	F
Metric Blvd and Gracy Farms Lane	D
Metric Blvd and Braker Lane	F
Braker Lane and Kramer Lane	F
Metric Blvd and Kramer Lane	D
Metric Blvd and Rutland Drive	C
Metric Blvd and Rundberg Lane	C

TOD Scenario

The TOD Scenario assumes that the study area will be redeveloped into a high density, multi-modal, transit-oriented area. Numerous network improvements were assumed to be completed by 2035 under this Scenario (See Figure 5). The goal of the improvements was to improve already congested locations by implementing additional access points to US 183 and Mopac frontage roads and to provide a street grid system for the proposed development. The new street system will have a street hierarchy to disperse the newly generated traffic more evenly to and from the arterials and freeways. The network improvements are as follows:

- Construct a direct connect between northbound US 183 and westbound Loop 360.
- Construct an interchange for Mo-Pac and Longhorn Boulevard.
- Construct Transit Road from Metric Boulevard to Mo-Pac.
- Construct Burnet Parallel Road from Rundburg Lane to Gracy Farms Lane
- Modify Duval Road from Mo-Pac to Burnet Road to allow two-way traffic.

Table 5 shows the PM peak hour Level of Service (LOS) for the intersections under the TOD Scenario.

North Burnet Gateway

<Transportation Analysis>

Table 4.
TOD Scenario Intersection PM Peak Hour Level of Service

Signalized Intersections	Level of Service
US 183 Northbound Frontage Road and Braker Lane	F
US 183 Southbound Frontage Road and Braker Lane	F
US 183 Northbound Frontage Road and Great Hills Trl	D
US 183 Southbound Frontage Road and Great Hills Trl	F
US 183 Northbound Frontage Road and Loop 360	F
US 183 Southbound Frontage Road and Loop 360	F
Seton Center Pkwy and Braker Lane	F
Stonelake Blvd and Braker Lane	F
Stonelake Blvd and Great Hills Trl	F
Sam's Drwy/Gateway Drwy and Loop 360	B
Stonelake Blvd and Loop 360	D
MoPac Loop 1 Northbound Frontage Road and Braker	F
MoPac Loop 1 Southbound Frontage Road and Braker	F
MoPac Loop 1 Northbound Frontage Road and Loop 360	F
MoPac Loop 1 Southbound Frontage Road and Loop 360	F
MoPac Loop 1 Northbound Frontage Road and Duval	F
MoPac Loop 1 Southbound Frontage Road and Duval	F
Burnet Road and Gracy Farms Lane	F
Burnet Road and Gault Lane	F
Burnet Road and Stone Hollow Drive Extension	C
Burnet Road and Kramer Lane	F
Burnet Road and Braker Lane	F
Road A and Braker Lane	C
Burnet Road and Rutland Drive	F
Burnet Road and Longhorn Blvd/Rundburg extension	F
US 183 Northbound Frontage Road and Burnet Road	F
US 183 Southbound Frontage Road and Burnet Road	F
Rail Alignment Road and Gracy Farms Lane	F
Rail Alignment Road and Stone Hollow Drive Extension	C
Rail Alignment Road and Kramer Road	B
Rail Alignment Road and Braker Lane	E
Rail Alignment Road and Rutland Drive	C
Rail Alignment Road and Rundberg Extension	C
Stone Hollow Drive and Gracy Farms Lane	F
Metric Blvd and Stone Hollow Drive	F

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Metric Blvd and Gracy Farms Lane	F
Braker Lane and Kramer Lane	F
Metric Blvd and Kramer Lane	E
Metric Blvd and Rutland Drive	D
Metric Blvd and Rundberg Lane	D

CONCLUSIONS

The North Burnet Gateway proposed land use and transportation plan will provide a high density, multi-modal, transit-oriented development. The proposed development will promote alternative modes of travel, such as rail, bus, bicycling and walking because of the well-mixed land uses within close proximity to one another. Separate studies by CalTrans and Parsons Brinkerhoff revealed that as population density increases so does transit use. Based on our analysis the number of trips the proposed 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 a variety of non-vehicular modes of transportation. In addition, the study area's proximity to downtown Austin will reduce the trip length as compared its suburban counterpart.

Next steps that the City may take to further reduce the auto trips would be as follows:

- Develop Community Based Parking Requirements
- Refine Parking Regulations to limit the maximum number of spaces per square foot.
- Establish Transportation Demand Management programs that may include employer transit assistance, staggered work hours, car and van pools, bike racks and showers for biking.

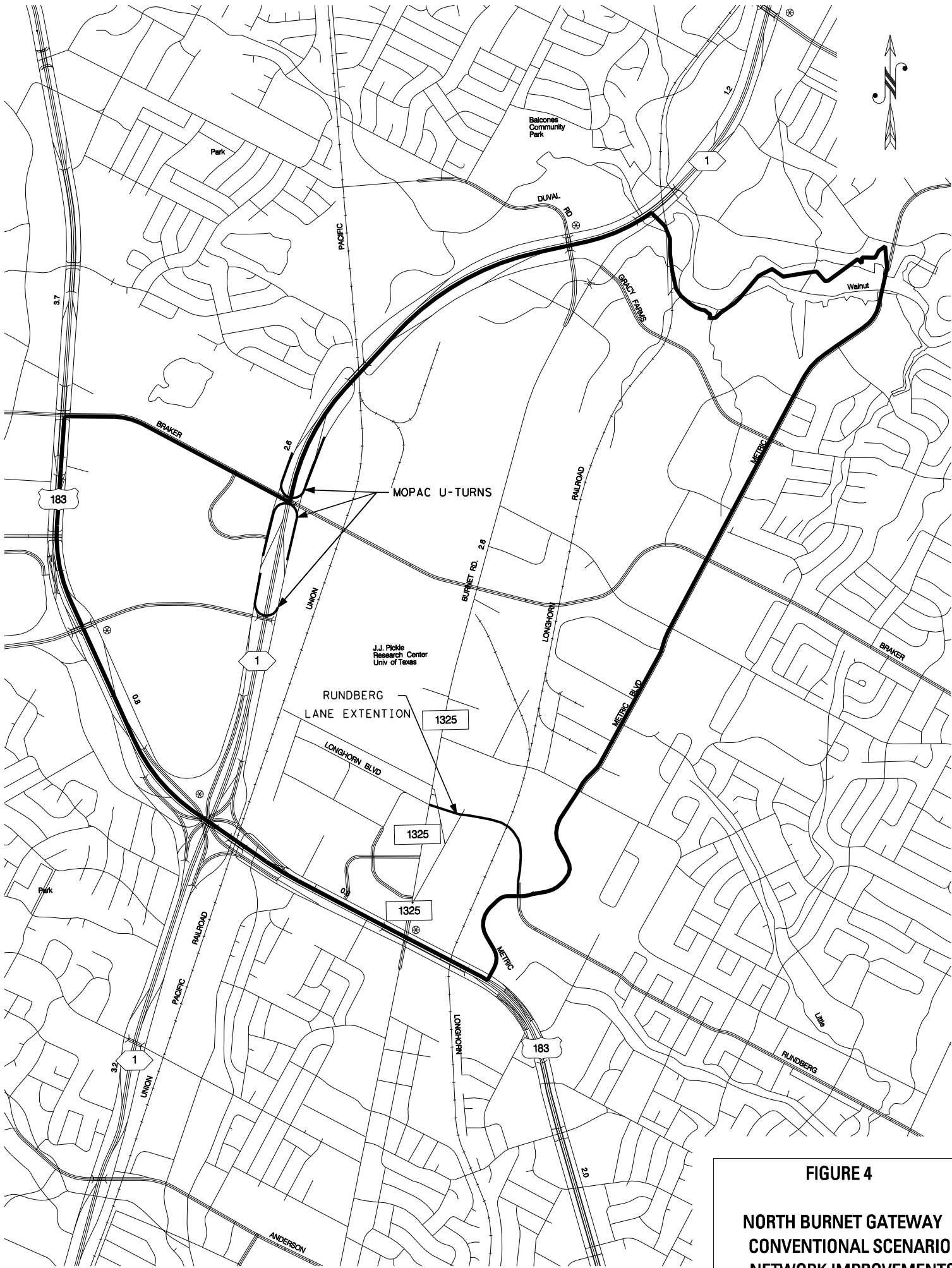


FIGURE 4

**NORTH BURNET GATEWAY
CONVENTIONAL SCENARIO
NETWORK IMPROVEMENTS**

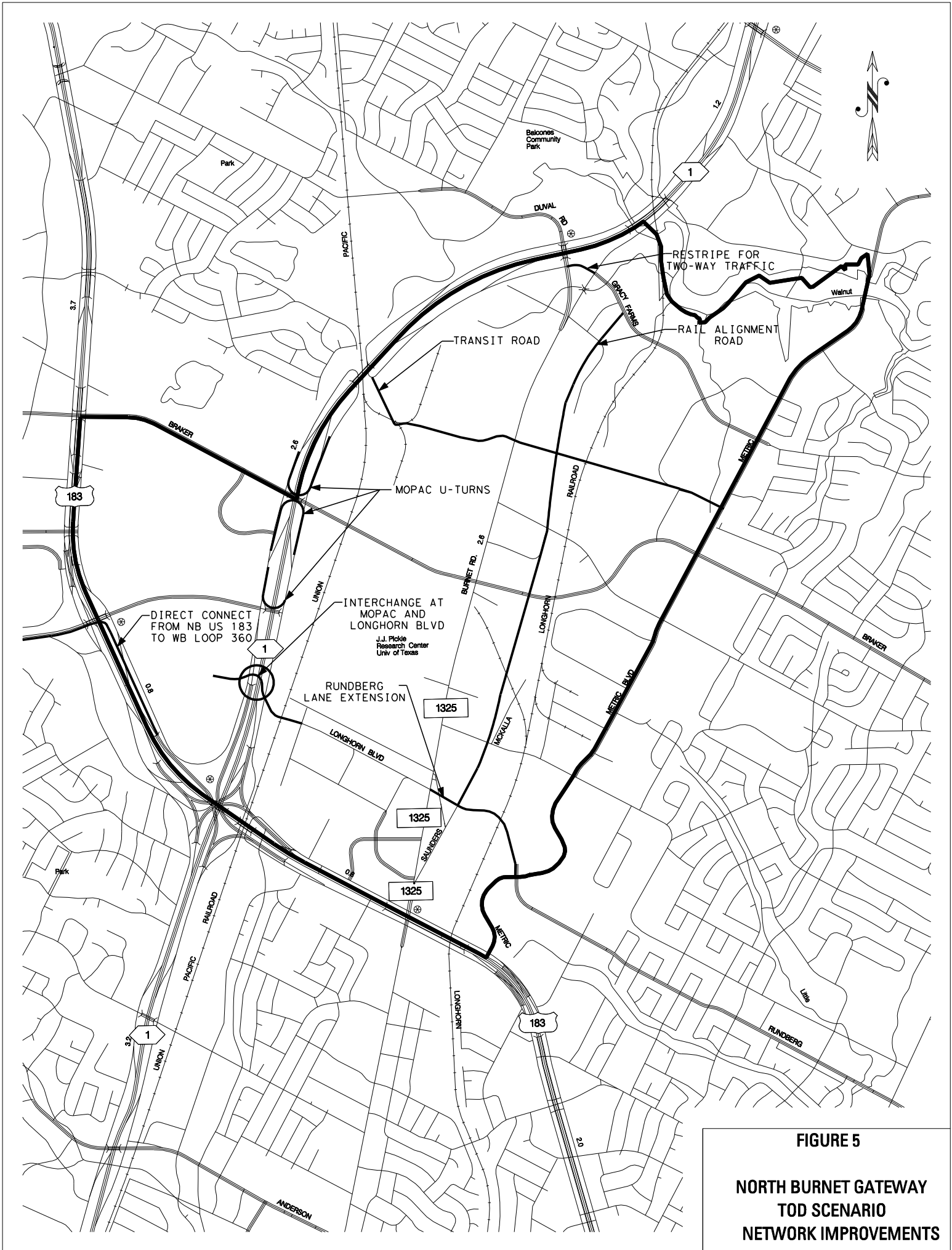


FIGURE 5
NORTH BURNET GATEWAY
TOD SCENARIO
NETWORK IMPROVEMENTS

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APPENDIX 3: AFFORDABLE HOUSING ANALYSIS



North Burnet/Gateway Planning Area Austin, Texas

Affordable Housing Analysis

**Prepared for:
City of Austin**

**Diana McIver & Associates, Inc.
June 30, 2007**

North Burnet/Gateway Planning Area Affordable Housing Analysis

This report provides an affordable housing strategy for the North Burnet/Gateway Plan area. Part 1 includes a description of existing City of Austin affordable housing programs and other affordable housing incentives and tools. Part 2 provides a description of the affordable housing goals in the North Burnet/Gateway Plan; an analysis of affordable housing needs based on potential redevelopment; and recommendations for incentives, policies and programs to achieve the affordable housing goals. This report also includes an analysis of the subsidies that may be needed to attain varying levels of housing affordability. The focus of this report is on multifamily and single-family attached developments, whether for sale or lease.

PART 1

I. Existing City of Austin Affordable Housing Programs and Initiatives

The City of Austin currently operates several programs directed at developers that are designed to stimulate affordable housing production. Because state law severely limits the use of mandatory inclusionary zoning in Texas, the City offers voluntary incentives and subsidies to promote the development of affordable housing. The City offers incentive-based programs that are intended to encourage development that meets several City goals, including the provision of affordable housing. S.M.A.R.T. Housing™ is the most prominent of these programs, as it is available to developers city-wide. The University Neighborhood Overlay, Transit-Oriented Development Districts, and Vertical Mixed Use programs are only available to developers building in specific geographic areas but provide incentive models that could be applied to the North Burnet/Gateway planning area. The Austin Housing Finance Corporation also offers direct subsidies to developers of rental housing through its Rental Housing Development Assistance (RHDA) program and to homeowners through its Down Payment Assistance Program.

A. S.M.A.R.T. Housing™

The City of Austin's S.M.A.R.T. Housing™ (Safe, Mixed-income, Accessible, Reasonably-priced and Transit-oriented) program is a city-wide initiative to promote the production of housing for low- and moderate-income families. In exchange for meeting the S.M.A.R.T. Housing™ standards, developers and builders receive incentives in the form of fee waivers and expedited development review.

The housing must meet the following criteria to qualify:

1. **Safe.** The development must comply with the City of Austin Land Development Code.

2. Mixed Income/ Reasonably Priced. One of the goals of the mixed-income strategy is to promote the dispersal of reasonably-priced units throughout the city. To meet this standard of the policy, at least 10% of the units in a development must be “reasonably-priced.” A “reasonably-priced” housing unit is defined as one that is affordable to a family that earns no more than 80% of Austin’s median family income.

Fees are waived on a sliding-scale basis, depending on how many units in a development are “reasonably-priced.”

Affordability Requirements

- 10% Reasonably Priced
- 20% Reasonably Priced
- 30% Reasonably Priced
- 40% Reasonably Priced

Incentives

- 25% Fee Waivers & Expedited Review
- 50% Fee Waivers & Expedited Review
- 75% Fee Waivers & Expedited Review
- 100% Fee Waivers & Expedited Review

3. Accessible. Multifamily Developments should use HUD’s Fair Housing Act Design Manual or the 2001 supplement to the 2000 International Building Code (IBC) when designing accessible units. In addition, the multifamily developments must meet the following requirements specific to the S.M.A.R.T. Housing™ program:

- 25% of all units must be located on the ground floor, or accessible by elevator;
- All ground-floor units must be adaptable;
- 10% of all units must be accessible;
- Accessible parking spaces must be provided;
- For developments in CBD and DMU zoning districts as well as Vertical Mixed Use (VMU) developments, 5% of the units must comply with the accessibility requirements of the adopted Building Code of the City.
- CBD, DMU and VMU developments are not required to locate 25% of the residential units on the ground floor.

4. Transit-Oriented. Multifamily developments are required to do the following:

- Coordinate with Capital Metro and locate within ¼ mile of a bus stop with peak service every 20 minutes or less;
- Provide accessible sidewalks connecting the development to nearby transit stops;
- Meet other transit-oriented design standards

5. Green Building. Developments must meet Austin Energy Green Builder minimum standards (one-star rating).

B. University Neighborhood Overlay (UNO)

In September 2004, the City of Austin adopted a new zoning overlay to promote dense residential development for certain areas west of the University of Texas campus. To achieve this objective, the University Neighborhood Overlay (UNO) provides incentives

to developers building high-density projects within the UNO boundary who choose to meet the UNO development requirements. Under the UNO provisions, multifamily developments are permitted in nonresidential base zoning districts.

Development incentives include waivers of density limits, minimum setbacks, minimum site area requirements, and impervious cover limitations for multifamily residential developments. The UNO ordinance also requires that, for developments utilizing these incentives, 10% of new multifamily residential units must be set aside for residents whose incomes are less than 80% of Austin's median family income (MFI), and that an additional 10% of new multifamily units must be set aside for residents with incomes at or below 65% MFI for a period of 15 years. The latter restriction can be waived by paying \$0.50 per square foot of net rentable floor area into the University Neighborhood District Housing Trust Fund.

The ordinance further promotes affordable housing by allowing multifamily developments to exceed height limits in exchange for affordable units. In areas of the UNO district that are otherwise restricted to lower height limits, multifamily developments may exceed maximum height restrictions by 15 feet in exchange for setting aside 10% of the units for residents at or below 80% MFI and an additional 10% for those at or below 50% MFI.

C. Transit Oriented Development Ordinance – Station Area Plans

The Austin City Council adopted the Transit-Oriented Development (TOD) Ordinance in May 2005. The TOD Ordinance is intended to promote a pedestrian-oriented, transit-friendly environment surrounding stations on the Austin segment of the commuter rail line between Leander and downtown Austin and park-and-ride facilities at the terminus of Rapid Bus lines.

Each Station Area Plan must include a set of possible strategies to meet the TOD affordable housing. The overall affordable housing goal in the TOD Ordinance and TOD Resolution (#20050519-009) is that 25 percent of all new housing units in each TOD district should be affordable. To be considered affordable, a new home or rental unit must be occupied by an income-qualified family that spends no more than 30% of its gross income on housing costs. The levels of affordability to be achieved are different for TOD Districts within the Community Preservation and Revitalization (CP&R) Zone.¹

The two TOD areas located in the CP&R Zone are Plaza Saltillo and Martin Luther King, Jr. Blvd., and the TOD Ordinance establishes goals of serving lower income groups in these TOD areas:

¹ The Community Preservation and Revitalization (CP&R) Zone is a program to promote economic and community development for the area bounded by IH-35 (from Manor Road to Riverside Drive), Riverside Drive (from IH-35 to State Highway 71), State Highway 71 (from Riverside Drive to US Highway 183), US Highway 183 (from State Highway 71 to Manor Road), and Manor Road (from US Highway 183 to IH-35). The goals of the program are to support affordable housing and small business development within the zone.

- All of the affordable homeownership units in these Districts should be targeted to families at or below 60% MFI;
- Rental units should be affordable to families with incomes at or below 50% of MFI. The specific affordability goals for the rental units in these TOD Districts are:
 - 5% of the units affordable to families at or below 30% MFI;
 - 10% of the units affordable to families at or below 40% MFI; and
 - 10% of the units affordable to families at or below 50% MFI.
- These goals become requirements if the station area plan increases maximum building height over that allowed by zoning prior to adoption of the plan.

For TOD Districts located outside of the CP&R Zone, the following affordable housing goals apply:

- Rental units should be affordable to families at or below 60% MFI. The specific rental affordability goals for these TOD Districts are:
 - 5% of of rental units should be affordable to families at or below 30% MFI
 - 20% of units should be affordable to families in the 40 - 60% MFI range.
- Owner-occupied units should be affordable to families with incomes at or below 80% MFI. The specific homeownership goals for these TOD Districts are:
 - 5% of the homes should be affordable to families at or below 60% MFI;
 - 10% of the homes should be affordable to families between 60% and 70% MFI;
 - 10 percent of the homes should be affordable to families between 70% and 80% MFI.

D. Vertical Mixed Use (VMU)

On August 31, 2006, the Austin City Council adopted new Design Standards, including regulations specific to Vertical Mixed Use (VMU) buildings. In order to be eligible for flexible development standards (dimensional and parking exemptions), the residential units in a VMU building must meet the affordability requirements listed below.

- Ownership: 5% of units occupied by households at or below 80% MFI and 5% of units occupied by households at or below 100% MFI. Condo fees must be included when determining the affordability of a unit. Affordability must be maintained for 99 years.
- Rental: 10% of units occupied by households at or below 80% MFI. Neighborhoods may request that a deeper affordability requirement, as low as 60% MFI. Affordability must be maintained for 40 years.
- For a development, the City may elect to subsidize up to 10% of the rental units for any MFI level, and/or may elect to exercise a right-of-first-refusal for the purchase of up to 10% of the homeownership units.

- Buildings containing upper-level nonresidential space must pay a fee-in-lieu of providing affordable rental units. This fee will be set by City Council. Fees paid will be used within the area of the city from which they were collected.
- All affordability restrictions run with the land, and long-term affordability of VMU homeownership units will be secured with the Community Land Trust model.

On June 7, 2007, the City Council amended the S.M.A.R.T. Housing Resolution to allow developers of VMU projects to apply for S.M.A.R.T. Housing benefits in exchange for meeting Green Building standards and providing increased accessibility requirements, in addition to meeting the affordability standards required of those VMU developments that utilize the dimensional and parking standards exemptions.

E. Existing Available Subsidies—Federal and Local

1. Rental Development Subsidies

The City of Austin's primary program for assisting the development of multifamily housing is the Rental Housing Development Assistance (RHDA) program. The RHDA program is administered by the Austin Housing Finance Corporation (AHFC) and is funded by a combination of local and federal financing sources. Local sources of funding for the RHDA program are the citywide Housing Trust Fund and the University Neighborhood Overlay Housing Trust Fund. The citywide Housing Trust Fund is currently supported by a \$1,000,000 yearly allowance from the City's general fund. Fees collected from developers paying the fees-in-lieu of providing affording housing under the UNO incentive program are the source of funds for the University Neighborhood District Housing Trust Fund. The bulk of the funds available under the RHDA program are federal and include HOME Investment Partnerships Program (HOME) and Community Development Block Grant (CDBG) funds from the U.S. Department of Housing and Urban Development.

Developers that intend to build rental units may apply to the RHDA program for acquisition, construction, or rehabilitation funds. Developers often use RHDA funds as a source of gap financing for affordable multifamily projects primarily financed with other programs, such as Low Income Housing Tax Credits. (A description of the LIHTC program is provided in Section II, Part E) or Multifamily Mortgage Revenue Bonds.

The affordability requirements for projects that utilize RHDA funds differ depending on the original source of the funds. Because projects can have a mix of RHDA-assisted units and non-assisted units, the affordability requirements below apply only to the assisted units.

- Projects that receive funds from the University Neighborhood Overlay Housing Trust Fund must have 20% of assisted units affordable to households with incomes at or below 50% of MFI for a 20-year period.
- Projects that receive HOME funds require that at initial occupancy, 20% of assisted units are affordable to renters who earn 50% MFI or less, 70% of assisted units are affordable to renters earning 60% MFI, and 10% of assisted units are affordable to

renters earning 80% MFI. Rents must comply with “Low HOME” and “High HOME” rents as set by HUD. Over the long term, the project must make 20% of assisted units affordable to those with incomes at or below 50% MFI, and 80% affordable to those earning 80% MFI or less.

- Projects that receive HTF dollars must make all assisted units affordable to renters with annual incomes at or below 50% MFI.

For units intended for renters earning 50% MFI or less, the RHDA program defines affordable rent as paying no more than 30% of the annual adjusted income. For renters earning between 60% and 80% of MFI, the RHDA program defines affordable rent as the lesser of 30% of the annual adjusted income for households at 65% of MFI or Section 8 Fair Market Rents, as established by HUD.

Projects that receive HOME or HTF funds have an affordability period of between 5 and 20 years, depending on the amount of funds a project receives. Additional program requirements apply regardless of a project’s funding source.

2. Homeownership Development Subsidies

Acquisition and Development Program

The AHFC Acquisition and Development program works with lenders, developers and home builders to leverage City and Federal funds for the acquisition and development of lots, the acquisition and rehabilitation of structures, and the construction of new housing, all for sale to income-eligible homebuyers.

Under this program, the AHFC provides financing (loans and grants) for affordable housing development. In some cases, the AHFC acts as a joint venture partner with non-profit and for-profit developers to create affordable housing opportunities. All new construction is required to meet S.M.A.R.T. Housing™ criteria. Current Acquisition and Development projects include the Frontier at Montana subdivision in the Montopolis Neighborhood. All 81 homes to be built in the subdivision will be sold to households earning 80 percent MFI or less. The homes will be constructed by AHFC, non-profit housing providers, and other qualified builders. Sixteen of the AHFC-built homes will be sold under the Community Land Trust model for greater affordability.

Down Payment Assistance Program

The AHFC’s Down Payment Assistance (DPA) program works directly with qualified first-time home buyers earning 80% or less of MFI. The DPA program provides up to \$10,000 in assistance to purchase a home, in the form of a zero percent interest, forgivable loan. Participants must also attend a home buyer education class provided by the City of Austin.

Mortgage Credit Certificate Program

The Mortgage Credit Certificate (MCC) program helps reduce the cost of homeownership for first-time homebuyers by providing an annual federal income tax savings of up to \$2000 per year for the life of the mortgage. The size of the annual tax credit is based on the amount of the mortgage:

- 30% of the annual interest paid on mortgage loans under \$115,000
- 25% of the annual interest paid on mortgage loans between \$115,000 and \$140,000
- 20% of the annual interest paid on mortgage loans between 140,000 and \$210,375

The maximum amount of the tax credit shall not exceed \$2,000 per year. The MCC will be in effect for the life of the mortgage loan as long as the home is the buyer's principal residence. Income restrictions also apply to this program and it is accessed through a home buyer's primary mortgage lender.

The DPA Program may be used in conjunction with the MCC Program and an additional \$1000 is provided to buyers who qualify for this option.

HACA Homebuyer Assistance

The Housing Authority of the City of Austin (HACA), funded directly by HUD also provides a subsidy to first time homebuyers. The program is only open to those who have resided in public housing or participated in HACA's Housing Choice Voucher program for at least one year. HACA provides up to \$10,000 towards the purchase price of a home in the form of a forgivable loan. No monthly payments are required and repayment is deferred unless the resident sells, transfers, refinances or converts the home to a rental property in five years.

F. Affordable Housing Incentives Taskforce

In June 2006, the City Council directed the City Manager to assemble an Affordable Housing Incentives Taskforce consisting of stakeholders to "review, develop and recommend to City Council enhancements to the City's policies and procedures, including the S.M.A.R.T.™ Housing program, for providing incentives to builders to include on-site affordable housing in their developments or, secondarily, to dedicate resources for the development of off-site affordable housing in the downtown area." The Taskforce began meeting in July 2006, and provided its final recommendations in a report to the City Council in May 2007.

The report is in the form of a "white paper" expressing the consensus core values and policy recommendations of the stakeholders. The Taskforce examined best practices in affordable housing incentives in Austin and from around the country and conducted a basic evaluation of local development conditions. One of the biggest challenges of the Taskforce was to craft policy recommendations that could be successfully applied to all areas of the city and that would promote the geographic dispersion of affordable housing units across the city. The Taskforce recommended a variety of incentives, including density bonuses, development fee waivers, and expedited development review and permitting procedures for downtown developments and multi-family and single-family developments throughout the city.

On June 7, 2007, the City Council adopted an initial set of amendments proposed by the Taskforce and directed staff to return to Council for adoption of additional recommendations following input from stakeholders and appropriate Boards and Commissions.

II. Other Affordable Housing Incentives/Tools

In addition to the existing housing programs in Austin, other housing tools that may be appropriate for this planning area include public/private partnerships, community land trusts, and General Obligation Bond Affordable Housing funds. An understanding of other tools available to the City is useful when evaluating their potential applicability in the North Burnet/Gateway plan area.

A. Public/Private Partnerships

As evidenced by the 2006 Bond Election, the City of Austin has taken the position that affordable housing should be considered an amenity that provides a public benefit, like parks or libraries. Because the benefits of providing affordable housing are so widespread, the City should seek participation from a variety of jurisdictions, including the county and the school district.

Joint Ventures

The City of Austin has previously been successful in developing affordable housing by entering into joint ventures with private entities. The Austin Housing Finance Corporation (AHFC) and Campbell Hogue and Associates, a private developer and builder, jointly developed a 160-unit apartment complex called Villas on Sixth Street using nine percent Housing Tax Credits awarded by the Texas Department of Housing and Community Affairs. The development is comprised of a total of 160 apartment units, of which 136 are affordable. Of the rent-restricted units, 60 units are set aside for residents with incomes at or below 40% MFI, and 76 units are for residents at or below 50% MFI. The development also includes 2,300 square feet of retail.

As is typical of housing tax credit developments, Villas on Sixth Street is owned by a limited partnership. To participate in this venture, the AHFC board (i.e. the Austin City Council) authorized the creation of a nonprofit corporation solely controlled by AHFC. This new nonprofit corporation is the sole general partner of the limited partnership. MMA Financial is the limited partner, and Campbell Hogue and Associates is a special limited partner of the ownership entity. AHFC also owns the land upon which the Villas on Sixth was built and leases it to the limited partnership via a long-term ground lease, which allows the property to take advantage of AHFC's tax-exempt status. Although AHFC was instrumental in purchasing the land and providing gap financing for the project, the entity relied on the experience of its co-developer, Campbell Hogue and Associates, to take the lead in the development and construction process. AHFC also has a right of first refusal to purchase the limited partner's interest at the end of the 15-year affordability compliance period.

Use of Publicly-Owned Lands

In many parts of Austin, the high cost of land has become a significant barrier to the development of affordable housing. For this reason, increased participation from public entities will be necessary to enable the development of affordable housing, especially in areas of town experiencing rapid growth and appreciation of land values. It may be

necessary to expand the use of publicly-owned lands for the location of affordable housing, just as these properties might be considered for parks and other public utilities. By removing or reducing the cost of land, affordable housing developments become more financially feasible have the potential to serve lower income levels.

AHFC has participated in several affordable housing developments with nonprofit owners/developers by assisting in the land acquisition. For example, Oak Springs Villas, a senior housing community, was built on a site that was City surplus land. The developer and owner, Volunteers of America-Texas, has a 75-year lease on the property and pays AHFC a nominal sum for its use. In a similar relationship, AHFC purchased an extended-stay hotel and leased it to Foundation Communities for a period of 99 years for a nominal sum. Foundation Communities then rehabilitated and converted the building to a single-room occupancy (SRO) rental property and is able to charge extremely low rents as a result of the partnership. These relationships also exist among single family developments. In another case with City surplus land, AHFC transferred ownership of an infill lot to Guadalupe Neighborhood Development Corporation (GNDC). GNDC built a duplex on the site and rents the units to two extremely low income families.

Assistance with land acquisition will be particularly important in the North Burnet/Gateway area, as redevelopment pressures could lead to significant inflation of land prices. Currently, the City's S.M.A.R.T. Housing™ policy gives AHFC the right of first acceptance of any surplus city properties for use as affordable housing. Although city departments may be reticent to declare some underutilized properties "surplus," these parcels could provide excellent opportunities for housing at a relatively low cost to the City. In the North Burnet/Gateway area, there are approximately 64 acres of City-owned land that have potential for redevelopment and could be considered for housing.

In addition to securing publicly-owned land for development, the City could assist developers by assembling and/or banking tracts of land for future use. In this case, the City could take advantage of opportunities to purchase tracts of land as they became available, even if an affordable housing developer for the site had not yet been identified.

B. Infrastructure Reimbursement

The development of infrastructure, such as roads, water and sewer lines, and drainage improvements, is another cost that can be especially cumbersome to developers of affordable housing. This may be an important consideration in areas where the City is promoting high-density redevelopment, because the existing infrastructure may not be adequate to support this new density. Currently, a developer must pay for any infrastructure upgrades necessary to serve the new development. The City of Austin can reduce the cost of building high-density affordable housing by reimbursing developers for the cost of upgrading inadequate infrastructure. This is consistent with the recommendations of the Affordable Housing Taskforce, which supported infrastructure reimbursement for affordable housing developments that meet the "core values" of deeper affordability, longer affordability, and geographic dispersion.²

² The City of Austin currently provides limited water and wastewater infrastructure reimbursement on a case-by-case basis for developments that provide additional capacity beyond the service needs of the development.

C. Height/Density Bonuses

The City of Austin is experimenting with height and density bonuses in other areas of the city where both density and affordable housing are encouraged. Increasing the allowable height or density gives the developer the opportunity to build more units on the same parcel of land, thereby reducing the per-unit cost of land. Height and density bonuses are available to developers under the University Neighborhood Overlay district and in the commercial corridors identified in the Vertical Mixed Use portion of the Design Standards. The Vertical Mixed Use component of the Design Standards are not yet in effect, but the UNO overlay has been in place since September 2004 and 253 units at 80% MFI and 73 units at 50% MFI have been approved through the S.M.A.R.T. housing certification process by the end of 2006.

D. Housing Tax Credits

The Low Income Housing Tax Credit program is administered by the U.S. Department of the Treasury and the Internal Revenue Service. The program, known in Texas as the "Housing Tax Credit" program, is the largest federal housing program in existence, in terms of number of units developed each year. Each state receives an annual allocation of tax credits from the Treasury, and the states then award the credits directly to owners of affordable housing. The Texas Department of Housing and Community Affairs is the agency responsible for administering the program in this state.

By providing a tax credit instead of a direct subsidy, the program relies on the investment of the private sector for the development of affordable housing. Owners of these affordable housing projects use the tax credits to reduce —dollar for dollar — their federal income tax obligations. The amount of credit awarded to a housing development is based on both the cost of the development and the percentage of low-income units in the development. The equity that an investor brings to a housing project typically equals between 50 and 70 percent of the value of the project. This greatly reduces the amount of debt financing that the a project will require and allows the owner to charge low rents.

In order to allow the flow of the tax credits to investors, the ownership is structured in the form of a limited partnership. Usually, the general partner will have a 0.1% interest and the limited partners (the investors) will have 99.9%. This allows the limited partners to get the major share of the tax credits, while making them liable only for the capital which they have committed to the project. The general partner assumes liability and total management of the property.

Housing tax credits can be used to develop both single family and multifamily rental housing, including single room occupancy (SRO) and other supportive housing developments. At the federal level, the program caps rents at either 50% MFI or 60% MFI, but the states layer additional affordability requirements based on local priorities. TDHCA has created a scoring system that encourages developers to serve lower income families. Developers typically achieve these goals through the leveraging of additional subsidies, whether public or private.

E. Mortgage Revenue Bonds

Tax-exempt and taxable multifamily Mortgage Revenue Bonds (MRB) are debt instruments that can be used by both for-profit and nonprofit organizations for the acquisition and/or development of affordable rental units. MRB programs provide below-market interest rate funds for single-family homebuyers and multifamily mortgage loans made to qualifying recipients. Interest income from municipal bonds generally is exempt from federal, state, and local taxes. Interest rates on "tax-exempt" municipal bonds, therefore, are lower than interest rates on "taxable" bonds. This spread between tax-exempt and taxable bond interest rates creates the subsidy required to achieve and offer below-market interest mortgage rates.

The bonds are repaid by the revenue stream created by mortgage payments. Unlike general obligation bonds, mortgage revenue bonds are only repayable from the projects they finance, and the issuer is not liable for the bonds. Multifamily bonds automatically receive an allocation of housing tax credits (although at a lower value than the tax credits awarded through the competitive process). The coupling of housing tax credits with bonds reduces the total amount of debt required to finance a project, which allows the rents to be affordable.

The Austin Housing Finance Corporation, the Housing Authority of the City of Austin, the Travis County Housing Finance Corporation, and the Texas Department of Housing and Community Affairs all have the authority to issue bonds in Austin.

F. General Obligation Affordable Housing Bonds

Austin voters approved Proposition #5 of the City's November 2006 bond election, which proposed a \$55 million bond issue expressly for affordable housing. The ballot language reads as follows:

The issuance of \$55,000,000 in tax supported General Obligation Bonds and Notes for constructing, renovating, improving, and equipping affordable housing facilities for low income persons and families, and acquiring land and interests in land and property necessary to do so, and funding affordable housing programs as may be permitted by law; and the levy of a tax sufficient to pay for the bonds and notes.

These bonds provide funding for the creation, rehabilitation, and retention of affordable home rental and ownership opportunities. Rental housing development assistance programs would provide grants and loans to qualified entities for property acquisition; infrastructure design and development; and, construction and/or rehabilitation of rental housing, including special needs housing.³

³ City of Austin 2006 Bond Election brochure, City of Austin website.
<<[<>](http://www.ci.austin.tx.us/bonds/)>>

Home ownership programs would provide grants and loans to qualified entities for acquisition, design, construction, infrastructure development and improvements to develop or re-develop land for affordable homeownership, including community land trusts.⁴

According to the Neighborhood Housing and Community Development Department, the intent is to set aside 60% of the bond proceeds for the Rental Housing Development Assistance (RHDA) program. These funds will go directly toward the production of rental housing. Funds will be targeted at units serving households at a maximum of 50% MFI, with an emphasis on reaching families at 30% MFI. These households are likely to include homeless, disabled, and elderly persons on fixed incomes, as well as low-wage earners.

The remaining 40% of the bonds will be directed at homeownership programs serving families at 50%-65% MFI. The target households include first-time homebuyers, working families, and elderly homeowners.

A Notice of Funding Availability (NOFA) for the first allotment of bond funds will be released in July 2007 and result in additional homeownership opportunities. The funds must be used for direct investment in housing developments. Although they may be used for "infrastructure design and development," the funds can only be used for on-site development costs.

G. Community Land Trust (CLT)

Community Land Trusts (CLT) preserve land for affordable housing and create permanent affordability. A CLT can be used to develop rental housing, but its real value is apparent when it is employed in homeownership scenarios. There are several models for the organization of a CLT, but in general, a nonprofit maintains ownership of the land set aside for affordable housing, and the homes are sold to qualifying households. The classic CLT model assumes that single-family homes are built on the land, but some condo models have been developed and some CLTs are exploring multifamily lease-to-purchase programs, as well. By removing the cost of land from the transaction, the upfront sales price of the home is greatly reduced. The CLT maintains affordability over time by retaining ownership of the land—only the building is bought and sold. The buyer signs a ground lease with the CLT for the use of the land and pays a nominal annual fee to the trust. The buyer also grants the CLT the right of first refusal to repurchase the structure when the homeowner is ready to move on. The sales price of the home back to the CLT or to another qualified family is based on a formula that includes the buyer's equity and a percentage of the profit from the appreciation of the structure. This allows the homeowner to build some equity while maintaining the home's affordability for the next family.

⁴ City of Austin 2006 Bond Election brochure, City of Austin website.
<<[<>](http://www.ci.austin.tx.us/bonds/)>>

H. Tax Increment Financing District (TIF)

The State of Texas' Tax Increment Financing Act enables counties and municipalities to create Reinvestment Zones "to promote development or redevelopment of the area if the governing body determines that development or redevelopment would not occur solely through private investment in the reasonably foreseeable future." Revenue in the tax increment fund can be used for a variety of projects with public purposes, including affordable housing. Revenue generated by a TIF could not be funneled to a housing trust fund, but the TIF's governing board could establish rules setting aside a portion of the revenue in the tax increment fund for housing. More specifically, funds could be used for several eligible project costs related to the development of affordable housing in the North Burnet/Gateway area including land acquisition and assembly, construction of infrastructure, and the demolition, rehabilitation or new construction of buildings.

I. Role of Housing Trust Funds - What can a fee-in-lieu be used for?

Fee-in-lieu payments are generally deposited into local housing trust funds. The City of Austin currently has two housing trust funds dedicated to affordable housing. The University Neighborhood Overlay Housing Trust Fund assists projects which lie within designated boundaries west of the University of Texas campus. The fees-in-lieu which support the fund are paid by developers whose projects do not meet the minimum requirements for affordable housing set forth by the University Neighborhood Overlay Ordinance. The projects assisted by the UNO Housing Trust Fund must meet certain affordability requirements. The Austin Housing Finance Corporation manages the Fund, and distributes it through the Rental Housing Development Assistance Program (RHDA).

Austin's second affordable housing fund is the Housing Trust Fund and is currently supported by a \$1,000,000 yearly allowance from the City of Austin. This trust fund is exclusively used to assist new projects and is allocated to developers through the City's Rental Housing Development Assistance Program. Funds may be used for hard and soft costs related to a development, including property acquisition, construction, predevelopment and relocation costs as well debt relief that facilitates the development of a project. Because these funds are local, they are more flexible than federal dollars. Which cannot be used for debt relief. Currently, the RHDA program does not provide assistance to non-residential projects that may indirectly support affordable housing.

Other major cities, such as Boston, have similar systems for managing their fees-in-lieu. The fees go directly into trusts which assist affordable housing development and rehabilitation. The use of these funds is often limited to direct construction or rehabilitation costs.

Some cities have broader definitions of what it means to support affordable housing. San Diego's Housing Trust Fund (which includes fees-in-lieu) can be used for support of nonprofit developers, rental assistance, and administrative costs in addition to direct development costs⁵. The city code which outlines Oakland's housing trust fund

⁵ Affordable Housing Fund Fiscal Year 2006 Annual Plan, City of San Diego website.
<< <http://www.sdhc.net/pdfdocs/FY06AnnualPlanFinal.pdf> >>

specifically states that the City Manager may interpret the code as necessary to achieve the goal of affordable housing⁶. The Institute for Local Government studied California's local housing trust funds and determined that in order to maximize effectiveness of these funds, the goals of the funds must be clear however specific programs and uses should be flexible in order to allow adaptation to changes⁷.

J. Preserving Affordability Over the Long Term

Many affordable housing programs attach a development's affordability requirements to the land with restrictive covenants. A Land Use Restriction Agreement (LURA) outlining the property's restrictions, such as the number of affordable units, the maximum income or rent levels, the length of time that the affordability must stay in place, and any other program-specific requirements, is recorded on the property. The LURA can be tied to any sources of funding, such as housing tax credits or federal funds, which must then be repaid if the restrictions in the covenant are violated.

The affordability goals in a document like a LURA are tied to a percentage of the median income, which is updated annually. And as such, the eligible income limits identified in the LURA will change from year to year. For example, if a developer has promised to set-aside 10% of the units for families at 60% or below of MFI, then those units must always remain affordable to families at 60% of MFI, regardless of what that income is in a given year.

The various lengths of affordability periods by program are listed in the table below. For City of Austin programs not listed, the affordability period varies development by development or has not yet been determined.

Program	Rental	Homeownership
S.M.A.R.T. Housing TM	5 years	1 year
UNO	20 years	N/A
VMU	40 years	99 years
RHDA	5-20 years	N/A
Housing Tax Credits	30-40 years	N/A
CLT	Permanent	Permanent

⁶ Oakland Municipal Code Chapter 15.68.110, LexisNexis website. <<<http://bpc.iserver.net/codes/oakland/>>>

⁷ Affordable Housing Trusts in California: Classifications and Best Practices, Institute for Local Government website. << <http://www.cacities.org> >>

PART 2

I. Goals of the North Burnet/Gateway Master Plan

One of the goals of the North Burnet/Gateway Master Plan is to create a new “town center” focused around rail stations planned for the area. The plan seeks to promote a pedestrian-friendly environment and higher density development. In order to be successful, the plan should provide for a variety of housing options, so that people of all income levels can live and work in the area.

It is a goal of the North Burnet/Gateway Plan to achieve a jobs-housing balance within the district. The development of new commercial space will spur the growth of businesses in the North Burnet/Gateway area, and these businesses will need to hire employees. Because the goals of the plan include creating a dense and vibrant employment center, with less reliance on automobiles, the plan will also require the development of a sufficient number of housing units to accommodate the people working in the area. And in addition to having the correct number of housing units, it is also important that the housing be affordable to the prospective employees. Affordable housing is important for the economic viability of a town center and to achieve the goals of a pedestrian-oriented district. Affordable housing located near employment centers provides the same benefits as market-rate housing, such as supporting the a stable workforce or improving air quality by reducing daily commuting times, but serves workers earning lower wages. But unlike market-rate housing, the market does not always provide housing for this wage sector.

II. How much affordable housing will be needed in the North Burnet/Gateway Plan area?

For the purposes of this analysis, the HUD-determined income limits by household size for the Austin Metropolitan Statistical Area (MSA), which are published by the City’s Neighborhood Housing and Community Development Office annually, are used. A housing unit is considered affordable to a household if it is required to spend no more than 30% of its gross monthly income on utilities and mortgage or rental payments for the unit.

This analysis links the amount of commercial space that could potentially be developed to an estimate of the number of jobs created, based on the various industry types. The Department of Energy’s Energy Information Administration estimates the number of square feet per employee per use, including common space. Based on these guidelines, the following numbers of square feet per employee by land use type have been estimated.

Land Use	Square Feet per Employee
Commercial Services	635
Retail, Destination	1,021
Retail, Neighborhood	1,020
Office	416
Industrial	1,398
Education	969
Hospitality	1,919
Civic Uses	1,396

A survey of commercial spaces in Austin and of the industries occupying each type of land use provide an indicator of the incomes of the employees in a given space. The Texas Workforce Commission publishes a distribution of occupations by industry type, which have been tied back to the land use types identified above. The mean wages published by the U.S. Bureau of Labor Statistics have been used to calculate an annual salary for each occupation. Based on the land uses proposed in the draft North Burnet/Gateway 2035 Master Plan Document, a salary distribution by land use category has been developed. Please note that these annual salaries assume 2,080 paid hours per year, when in fact, some jobs may not offer full-time employment.

This analysis assumes one person per job, and the wages paid per employee are compared to the estimated median income for one person in Austin. The 2006 Median Family Income for a four-person household in the Austin area is \$69,600. Although HUD does not publish a 100% MFI number for a single-person household, it is estimated to be approximately \$49,800.⁸ According to the City of Austin's Neighborhood Housing and Community Development Office, the various income limits for a single-person household are as follows:

30% MFI	\$14,950
50% MFI	\$24,900
60% MFI	\$29,850
80% MFI	\$39,850

Using the methodology described above, the distribution of incomes by each land use category have been calculated and shown in the table below. For example, based on the survey of commercial spaces in Austin, an estimated 65% of the occupations associated with the Hospitality land use pay a wage that puts a one-person household at an income equal to or greater than 30% MFI and equal to or below 50% MFI.

⁸ Novogradac & Company, LLP website, Rent and Income Calculator.
<<www.novoco.com/products/rentincome.php>>

Income Distribution by Land Use Type

Land Use	≤30%	31-50%	51-60%	61-80%	>80%
Commercial Services	0.0%	0.5%	34.2%	51.5%	13.8%
Retail Destination	0.0%	15.1%	14.9%	63.1%	6.9%
Retail, Neighborhood	0.0%	23.0%	29.7%	39.5%	7.9%
Employment	0.0%	1.4%	27.1%	23.6%	48.0%
Industrial	0.0%	3.4%	53.0%	19.1%	24.4%
Education	0.0%	8.4%	8.5%	9.5%	73.6%
Hospitality	0.0%	64.6%	15.7%	8.1%	11.6%
Civic Uses	0.0%	33.1%	24.9%	19.9%	22.2%

The North Burnet/Gateway 2035 Master Plan Document projects an overall distribution for twelve land use categories. However, this analysis removes Transit Stations, Residential (attached), Residential (detached), and Open Spaces from the calculations, as it is assumed that very few, if any, employees will be associated with these land use types. The remaining land use categories and their projected square footages, based on the land area available and their corresponding floor-to-area ratios, are outlined in the table below.

Land Use Distribution

Land Use	Projected 2035 Yield Square Footage	
Commercial Services	3,437,112 SF	14.2%
Retail Destination	2,373,310 SF	9.8%
Retail, Neighborhood	1,715,995 SF	7.1%
Employment	9,024,449 SF	37.2%
Industrial	3,343,335 SF	13.8%
Education	1,991,460 SF	8.2%
Hospitality	1,695,448 SF	7.0%
Civic Uses	709,590 SF	2.9%
Total employment sq. ft.	24,290,699 SF	100%

The next step in determining the need for affordable housing in this area is to look at the income distribution by land use type as a share of the whole area. For example, Commercial Services comprises approximately 14% of the planned land use, and about 34% of the projected occupations in this land use will pay wages qualifying a single-person household between 50% MFI and 60% MFI. Therefore, occupations in

Commercial Services paying wages between 50% MFI and 60% MFI will amount to approximately 5% of the total employment in the North Burnet/Gateway Plan Area.

Summary Income Distribution

Land Use	≤30%	31-50%	51-60%	61-80%	>80%
Commercial Services	0.0%	0.1%	5.0%	7.6%	2.0%
Retail Destination	0.0%	1.0%	0.9%	4.0%	0.4%
Retail, Neighborhood	0.0%	1.1%	1.4%	1.8%	0.4%
Office	0.0%	0.8%	15.9%	13.9%	28.2%
Industrial	0.0%	0.2%	3.4%	1.2%	1.6%
Education	0.0%	0.5%	0.5%	0.5%	4.1%
Hospitality	0.0%	1.6%	0.4%	0.2%	0.3%
Civic Uses	0.0%	0.5%	0.3%	0.3%	0.3%
TOTAL	0.0%	5.6%	27.8%	29.4%	37.2%

In 2006, the average market-rate rents were affordable to families with incomes at 80% MFI. Thus, the number of housing units required for households at incomes below 80% is used when evaluating the need for affordable (below market-rate) housing.

Although the data appear to show that no housing units are required for households at incomes at or below 30% MFI, this is misleading because it assumes one employed person per household and no other household members. With the addition of a second non-worker in every household, approximately 3.5% of the total households would drop below the 30% threshold. Under this scenario, about 50% of the jobs in Hospitality would provide a household income below the 30% MFI income limit. Assuming larger household sizes and determining whether or not there are multiple workers in a given household will alter the outcome of this analysis at any income level, but this initial calculation provides a conservative estimate of the potential housing needs in this area.

Two-Person Households with a Single Wage-Earner as a Share of Total Employment

Land Use	Two-Person Households at or Below 30% MFI
Commercial Services	0.0%
Retail Destination	0.9%
Retail, Neighborhood	1.0%
Office	0.1%
Industrial	0.1%
Education	0.1%

Hospitality	1.2%
Civic Uses	0.1%
Total	3.5%

Based on the estimated land use and employment distribution, approximately one-third of the jobs in the North Burnet /Gateway Master Plan area could pay salaries at or below 60% median income for a single person household. In order to support a jobs-housing balance in the area, affordable housing goals should be tied to the potential household incomes in the area. Specifically, the distribution of affordable housing ought to match the distribution of average incomes by occupation. Using this methodology, at least 6% of housing units in the area should be set aside for households at or below 50% MFI. Another 28% of the housing units in the area should be affordable to families earning between 50% MFI and 60% MFI, and at least 29% should be affordable for families between 60% MFI and 80% MFI. The following section of this report will recommend strategies to achieve these goals.

III. Strategies to Achieve Affordable Housing Goals

The North Burnet/Gateway 2035 Master Plan projects that the total build-out of the area could include nearly 42,000 total dwelling units. In order to maintain the jobs-housing balance over the next 30 years, approximately 2,500 housing units (6%) should be affordable to families at or below 50% MFI; 11,600 units (28%) at 60% MFI; and about 12,000 units (29%) at 80% MFI. The City will have to take advantage of all of the options available to it in order to achieve these levels of affordability.

A. Affordable Housing Price Gap

1. Rental Housing

According to Capitol Market Research, a survey of the 13 new market-rate apartment complexes that opened in 2006 in Austin reveals the following average rents by unit size:⁹

Efficiency	=	\$795
1 bedroom/1 bath	=	\$852
2 bedroomd/2 bath	=	\$1,135
3 bedroom/2 bath	=	\$1,379

This sample of rents is useful because these new market-rate apartments are probably comparable to the apartments that will be developed in the North Burnet/Gateway Plan

⁹ These rents are not stabilized and may include lease-up discounts and incentives. Actual stabilized rents may be higher.

area. As newly constructed developments, they are likely be similar, in terms of size and quality of the units and the amenities offered, to the units that will be built in this area.

Assuming the HUD formula of one person per bedroom plus one, and that a unit is affordable to a family if it is paying no more than 30% of its income toward rent and utilities, the rents (including utilities) in the table below are considered affordable for each maximum income limit.

Unit Size	≤30% MFI	31-50% MFI	51-60% MFI	61-80% MFI
Efficiency	\$373	\$622	\$747	\$996
1 Bedroom	\$426	\$711	\$853	\$1,138
2 Bedroom	\$480	\$800	\$960	\$1,280
3 Bedroom	\$533	\$814	\$1,066	\$1,422

The average rents of new apartments placed in service in 2006 are affordable to families at 80% MFI, but are not affordable to families at any lower income level. Incentives and subsidies may need to be offered to developers in order to reach the rents affordable to lower income levels.

One of the considerations in the development of affordable housing is the degree of incentive or subsidy needed to make a housing unit affordable. The following table provides an example of how much subsidy (either in actual dollars or through indirect development cost benefits) is needed to reduce the actual rent so that it would be affordable by a family at certain income levels in 5% increments. In this example, debt service on the unit is assumed to be at an interest rate of 7.5% amortized over 20 years. Essentially, it takes \$10,000 per unit in subsidy to reduce the affordability of the unit by 5%. If a rent is affordable to a family at 80% of MFI, then \$40,000 in development incentives or subsidy is needed to make this same unit affordable to a family at 60% of MFI.

Subsidy per Unit Needed to Achieve Income Targeting for Rental Units¹⁰

Subsidy per Unit	2BR Rent	Rent Level
\$0	\$1,280	<i>80% MFI Rent</i>
\$10,000	\$1,200	
\$20,000	\$1,120	
\$30,000	\$1,040	
\$40,000	\$960	<i>60% MFI Rent</i>
\$50,000	\$880	
\$60,000	\$800	<i>50% MFI Rent</i>

An estimated 14,100 housing units (34% of total units) should be affordable to families at 50% and 60% MFI in this area in order to maintain the jobs- affordable housing balance. The market currently provides rental housing that is affordable to families at 80% MFI and higher, but in order to reach families at lower incomes, significant subsidy will be

¹⁰ Assumes \$10,000 of debt amortized for 20 years at 7.5% equals \$80 monthly payment.

required. With a subsidy of \$60,000 per unit, developers would be able to provide units at 50% MFI, and with a subsidy of \$40,000 per unit, 60% MFI is attainable.

Affordability Target	Percent of Total Units	Estimated Number of Units	Subsidy/Unit
50% MFI	6%	2,500	\$60,000
60% MFI	28%	11,600	\$40,000
80% MFI	29%	12,000	\$0

2. Homeownership

The same principal applies to for-sale housing, in that reducing the sales price of a home by roughly \$10,000 makes it affordable to a family at an income level 5% lower. The following table shows approximate home sales prices affordable to families at 60% MFI and 80% MFI.

Home Sales Prices¹¹

Size	60% MFI	80% MFI
1-bedroom	\$53,500	\$93,000
2-bedroom	\$70,500	\$116,000
3-bedroom	\$87,500	\$139,000

According to recent data provided by Capitol Market Research, the 2006 median townhouse or condominium sales price was \$150,000, and the average sales price was even higher at \$180,158. The average size of these units is 1,201 square feet. Both the median and the average sales prices are well above the price points that families at 80% MFI can afford. In order to bring these housing costs down to levels that low- and moderate-income families could afford, subsidy or development incentives would be required. The following subsidy calculations are based on the gap between the 2006 median townhouse/condominium sales price and a 2-bedroom unit affordable to families at 60%MFI or 80% MFI level. This also assumes that no homeownership units are affordable to families at incomes much lower than 60% MFI. In order to achieve an affordable sales price on a 2-bedroom condo, nearly \$80,000 per unit in subsidy is required to reach a family at 60% MFI, and \$34,000 in subsidy is required to make a unit affordable to a family at 80% MFI.

¹¹ Assumes one person per bedroom; 5% down payment; \$410 for taxes/insurance; 7% interest rate; 30-year amortization. Paying no more than 30% of income towards housing cost.

Affordability Target	Percent of Total Units	Estimated Number of Units	Subsidy/Unit
60% MFI	28%	11,600	\$79,500
80% MFI	29%	12,000	\$34,000

These models provide rough calculations of the amount of subsidy that could potentially be required to reach affordability for both rental and homeownership units. In reality, there will likely be a mix of unit types and a mix of rental and homeownership units, and the amount of subsidy needed to meet affordable housing goals would vary accordingly. Other factors, such as the number of employees anticipated in the area, may vary over time, so the amount of subsidy needed to maintain the jobs-housing balance may also change.

B. Recommendations

A number of different strategies may be employed to provide the subsidy needed to ensure that below-market rate rental prices and home sales prices are available for families with incomes at or below 80% MFI. These include development incentives or programs that either reduce the cost of development (e.g. fee waivers, infrastructure reimbursement, Housing Tax Credits), increase the number of market-rate units that could be developed to offset the cost of providing lower-priced units (e.g. height/density bonuses for affordable housing), or direct subsidy either through donation of land (community land trust or publicly-owned land) or funds for affordable housing. Recommended strategies for the North Burnet/Gateway area are outlined below.

1. Development incentives are of great value to developers. The City's existing programs, such as the S.M.A.R.T. Housing™ incentives and the RHDA program subsidies, will continue to be important tools in the effort to promote the development of affordable housing; however, in order to reach lower levels of affordability, it may be necessary to use these programs in conjunction with other affordable housing tools. The City's limited resources will go farther when layered with other sources of financing. For example, a single development may be eligible for both S.M.A.R.T. Housing™ incentives and RHDA funds, which could be leveraged to secure financing from another program, such as housing tax credits.

The City should continue to offer S.M.A.R.T. Housing™ incentives and should also consider increasing the value or the number of incentives offered under this program. For example, the City could provide additional fee waivers or expedited permitting and inspections processes to developers in exchange for including some affordable housing in their developments. The City has had a successful track record with this program, and could stimulate even more housing with a stronger program, perhaps even targeted specifically at this area.

2. Density bonuses are another tool that can be used to develop affordable housing at a relatively low cost to the City. Developers may find value in additional height or FAR that can offset the cost of providing lower cost units. By building more units on a single site, a developer can increase the return on the land. For example, with a 25% bonus a developer could build 125 housing units on a site that would otherwise be limited to 100 units. In exchange for this benefit, the City would require that a portion of the units be affordable. The level of affordability reached and the number of affordable units may vary depending on the specific project. For example, if a project were able to serve lower income limits, then it would be required to provide fewer affordable units than another project serving families at higher incomes.

Developers should also have the option of paying a fee, instead of providing affordable housing units on site, in exchange for any of the development incentives described above. The City of Austin has already developed several fee-in-lieu models, such as the one in used in the University Neighborhood Overlay (UNO). The City should evaluate the effectiveness of the existing fee-in-lieu programs and calibrate the fee in this area accordingly. The fee should be high enough that developers will be encouraged to build units on site when possible. And like the fees in the UNO program, the fees would be paid to a housing trust fund whose proceeds could only be used for the development of affordable housing in the North Burnet/Gateway Plan area.

3. The City has already given AHFC the right of first acceptance on any surplus city properties to evaluate whether or not they might be suitable sites for housing. But because some city departments may be reticent to declare properties “surplus,” AHFC should make an effort to work with other departments to identify potential housing sites. These parcels could provide excellent opportunities for housing at a relatively low cost to the City. There are approximately 66 acres of publicly-owned land in the North Burnet/Gateway area.

In addition to securing publicly-owned land for development, the City could assist developers by assembling and/or banking tracts of land for future use. In this case, the City could take advantage of opportunities to purchase tracts of land as they became available, even if an appropriate affordable housing developer for the site had not yet been identified.

4. Community Land Trusts have been successful at helping to preserve long term affordability in other communities that have experienced significant appreciation of real estate values. Although a CLT has not yet been created in Austin, members of the community, including both representatives of the City and local nonprofit organizations, have had discussions about creating one. In particular, the City has expressed an interest in forming a CLT as part of the redevelopment at Robert Mueller Municipal Airport (RMMA). The CLT may be formed by the City alone or, more likely, in partnership with local nonprofit organizations. A single city-wide CLT could be created or separate CLTs could be formed for each of the different geographic areas.

5. The City should consider committing funds for affordable housing to the North Burnet/Gateway Plan area. The City’s existing sources of financing available to affordable housing developers in the area are limited to the City’s allocation of federal

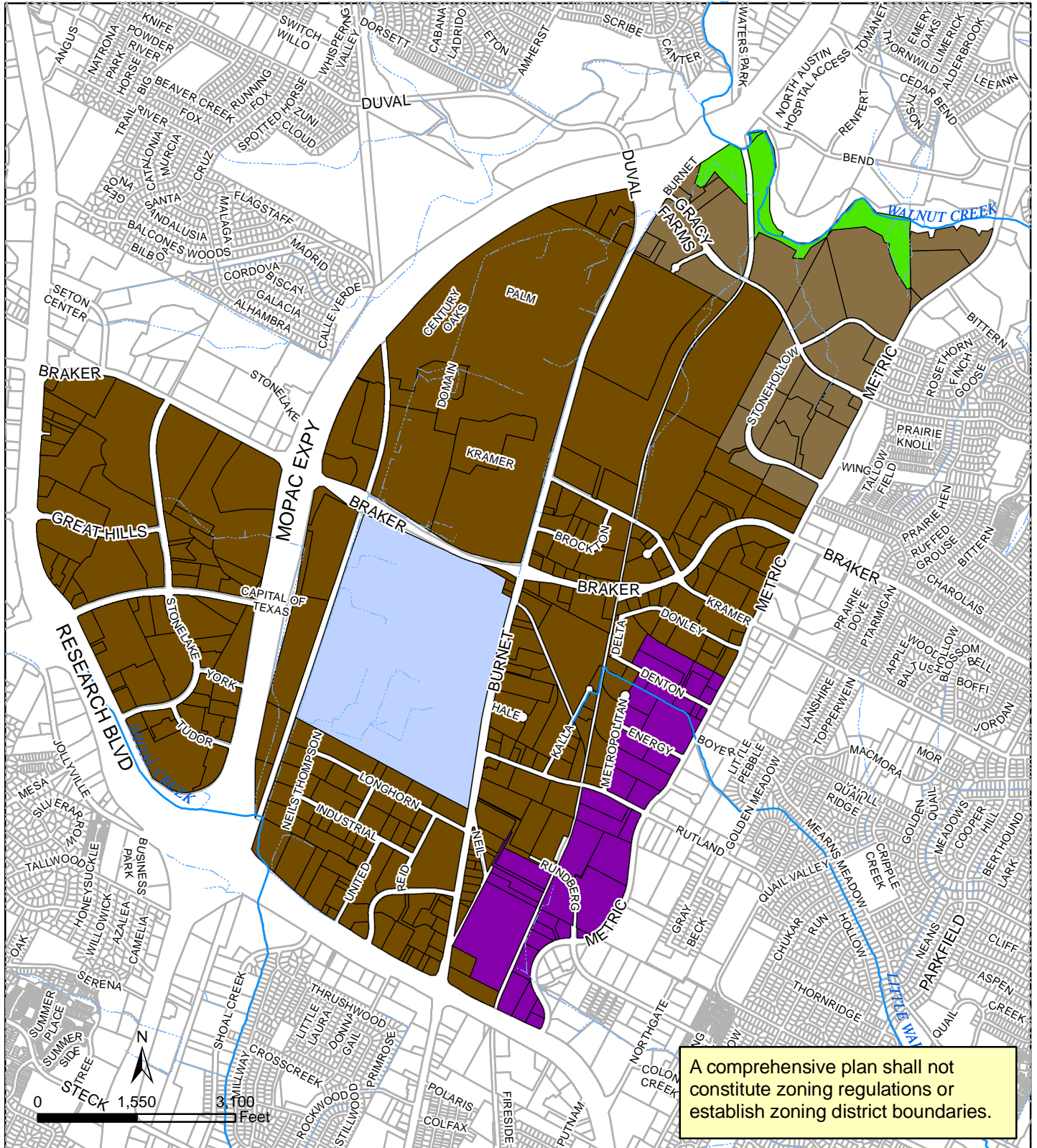
funds and the city-wide housing trust fund. These resources are small in relation to the amount of funding that may be needed. Because the City is interested in promoting redevelopment in this area, it should consider setting aside a portion of the \$55 million in affordable housing general obligation bonds to spur initial investment and housing development in the area.

6. One important key to planning for housing will be to encourage a variety of housing types. Apartments, condominiums, townhouses, accessory units, etc. should all be included in the housing plan. A good mix of unit types will ensure that a broader range of household types and income levels can be served in this area. Although an estimate of approximately two persons per household has been developed for the master plan, housing that includes some options for both smaller and larger households should be developed.

7. And along these same lines, housing for seniors should also be included in the North Burnet/Gateway Plan area. By using the jobs-housing balance as the driving factor in determining housing needs, seniors who are much less likely to be working, are left out of the calculation. A densely developed area like this, with easy access to transit and services, would be an ideal location for senior housing. The proposed housing types are also a good match for elderly households, which are typically smaller than younger families and who tend to own fewer cars. And in general, multifamily housing is attractive to seniors for its relative safety, convenience and low maintenance.

It will be a challenge to meet the projected affordable housing need in the North Burnet/Gateway Plan area, and the City should consider offering a number of incentives, ranging from additional development entitlements and fee waivers that help offset this cost for developers to providing a portion of city-owned land or cash subsidies for affordable housing. No single solution will solve the affordable housing need, so it will be important to create a regulatory environment that encourages housing and implement creative solutions to make the housing affordable.

APPENDIX 4: FUTURE LAND USE MAP



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

Future Land Use Categories

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

APPENDIX 5: PLAN ADOPTION ORDINANCES

ORDINANCE NO. 20071101-050

**AN ORDINANCE AMENDING THE AUSTIN TOMORROW
COMPREHENSIVE PLAN BY ADOPTING THE NORTH BURNET/GATEWAY
2035 MASTER PLAN.**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. FINDINGS.

- (A) In 1979, the City Council adopted the “Austin Tomorrow Comprehensive Plan.”
- (B) Article X, Section 5 of the City Charter authorizes the City Council to adopt by ordinance additional elements of a comprehensive plan that are necessary or desirable to establish and implement policies for growth, development, and beautification, including neighborhood, community, or area-wide plans.
- (C) Members of the consulting firm Carter & Burgess have met with neighborhood stakeholders, including property owners, renters, business owners, developers, residents from surrounding neighborhoods, City staff, and local, regional, and state agency staff since April of 2006 to develop the Master Plan. Public involvement was achieved through stakeholder interviews, a “community image survey,” a week-long design charrette (public workshop) held July 6-12, 2006, public advisory group meetings and a public meeting held March 24, 2006 to present the Draft Plan concepts, answer questions, and receive comments on the Plan. In addition, two surveys were conducted to collect feedback from stakeholders on the Draft Plan concepts. The North Burnet/Gateway 2035 Master Plan followed a process first outlined by the Citizens’ Planning Committee in 1995, and refined by the Ad Hoc Neighborhood Planning Committee in 1996. The City Council endorsed this approach for neighborhood planning in a 1997 resolution. This process mandated representation of all of the stakeholders in the neighborhood and required active public outreach. The City Council directed the Planning Commission to consider the plan in a 2002 resolution.
- (D) The North Burnet/Gateway 2035 Master Plan recommends action by the neighborhood planning team, the City, and by other agencies to preserve and improve the neighborhood. The North Burnet/Gateway 2035 Master Plan has three major goals:

- (1) Transform 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.
 - (2) 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.
 - (3) Be sensitive to the surrounding context and the natural environment.
- (E) The North Burnet/Gateway 2035 Master Plan goals are further described in Chapter 4 of the Plan.
- (F) On September 25, 2007, the Planning Commission held a public hearing on the North Burnet/Gateway 2035 Master Plan, and recommended adoption of the plan by the City Council.
- (G) The North Burnet/Gateway 2035 Master Plan is appropriate for adoption as an element of the Austin Tomorrow Comprehensive Plan. The North Burnet/Gateway 2035 Master Plan furthers the City Council's goal of achieving appropriate, compatible development within the area. The North Burnet/Gateway 2035 Master Plan is necessary and desirable to establish and implement policies for growth, development, and beautification in the area.

PART 2. ADOPTION AND DIRECTION.

- (A) Chapter 5 of the Austin Tomorrow Comprehensive Plan is amended to add the North Burnet/Gateway 2035 Master Plan as Section 5-24 of the Comprehensive Plan, as set forth in Exhibit A to this ordinance, which is incorporated as part of this ordinance, with the following amendments:
- (1) On the UT Western Tract, allow Commercial Mixed Use standards, but do not allow destination retail;
 - (2) When creating Phase Two regulations, reduce the minimum parking requirement to 30% of Land Development Code Section 25-6 Appendix A (standard minimum off-street parking requirements);
 - (3) Address safe bicycle connections from Shoal Creek Boulevard to the area north of U.S. Hwy. 183; and

- (4) Staff should provide City Council with various financing options for infrastructure improvements and provide a recommendation.
- (B) The city manager shall prepare zoning cases consistent with the land use recommendations in the Plan.
- (C) The city manager shall provide periodic updates to the City Council on the status of the implementation of the North Burnet/Gateway 2035 Master Plan.
- (D) The specific provisions of the North Burnet/Gateway 2035 Master Plan take precedence over any conflicting general provisions in the Austin Tomorrow Comprehensive Plan.

PART 3. EFFECTIVE DATE.

This ordinance takes effect on November 12, 2007.

PASSED AND APPROVED

November 1, 2007

§
§
§ _____
Will Wynn
Mayor

APPROVED: _____
David Allan Smith
City Attorney

ATTEST: _____
Shirley A. Gentry
City Clerk

ORDINANCE NO. 20071101-051

AN ORDINANCE REZONING AND CHANGING THE ZONING MAP TO ADD A NEIGHBORHOOD PLAN (NP) COMBINING DISTRICT TO THE BASE ZONING DISTRICTS ON APPROXIMATELY 1,493 ACRES OF LAND GENERALLY KNOWN AS THE NORTH BURNET/GATEWAY NEIGHBORHOOD PLAN AREA.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to add a neighborhood plan (NP) combining district to each base zoning district within the property described in Zoning Case No. C14-2007-0157, on file at the Neighborhood Planning and Zoning Department, being approximately 1,493 acres of land (the "Property") generally known as the North Burnet/Gateway neighborhood plan combining district, locally known as the area bounded by Metric Boulevard on the east, US Highway 183 on the south and west, and Braker Lane, North Mopac Expressway, and Walnut Creek on the north and northwest, in the City of Austin, Travis County, Texas, and generally identified in the map attached as Exhibit "A".

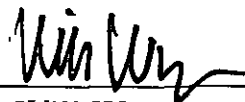
PART 2. The Property within the boundaries of the neighborhood plan area is subject to the North Burnet/Gateway Overlay District regulations in Chapter 25-2, Subchapter C, Article 3, Division 11 (*North Burnet/Gateway Overlay District Regulations*) of the City Code.

PART 3. This ordinance takes effect on November 12, 2007.

PASSED AND APPROVED

November 1, 2007

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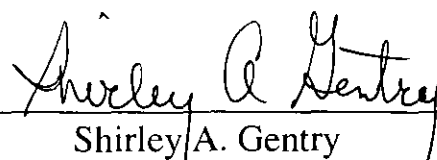
Will Wynn
Mayor

APPROVED:

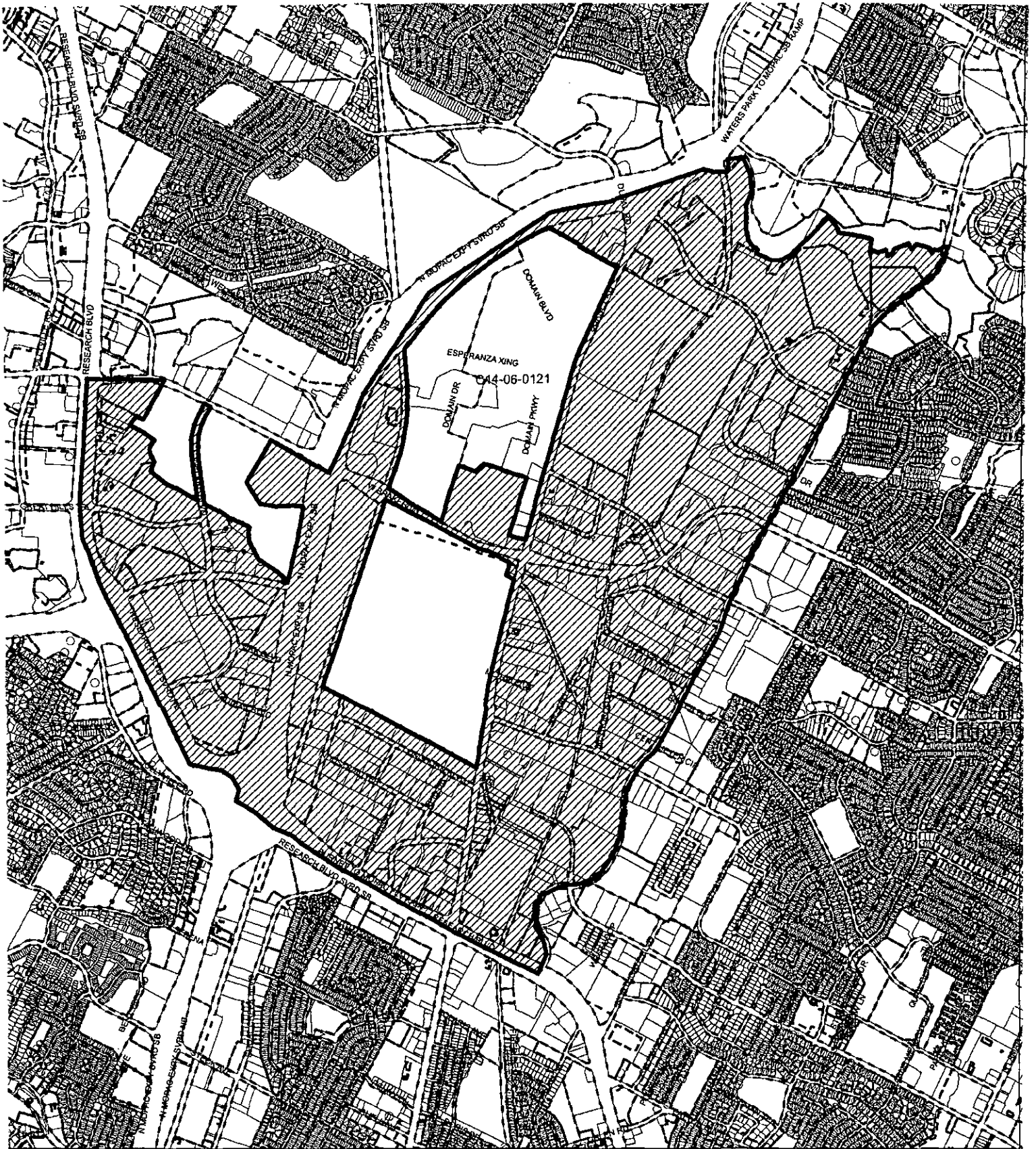


David Allan Smith
City Attorney

ATTEST:







Shirley A. Gentry
City Clerk



ZONING *EXHIBIT A*

ZONING CASE#: C14-2007-0157 / NP-2007-0024
 ADDRESS: Area bounded by MoPac Expy., Metric Blvd.,
 Highway 183/Research Blvd., and Braker Ln.
 SUBJECT AREA: 1493.395 ACRES
 GRID: J31-33 K31-34 L33-34
 MANAGER: J. ROUSSELIN

-  N
 -  Subject Tract
 -  Zoning Boundary
 -  Pending Cases
- OPERATOR: S MEEKS

1" = 2200'



This map has been produced by G.I.S. Services for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness

