



airport
b l v d

business. living. vision. development.

Airport Boulevard FBC Initiative: Compatibility and Urban Form Transitions

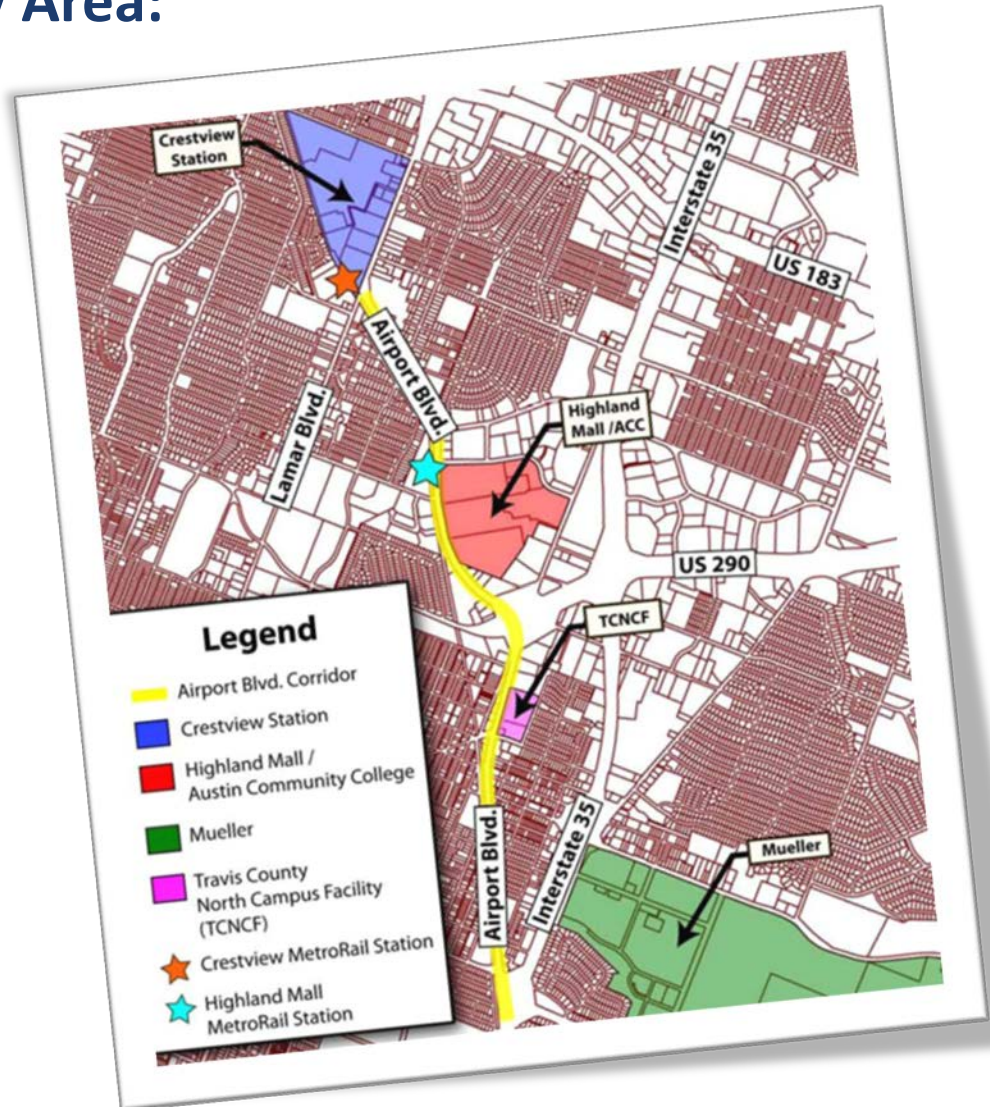
Airport Boulevard Background

Airport Boulevard FBC Study Area:

From Lamar Blvd. to IH-35

Under Council direction, this Initiative coordinates:

- **Private Redevelopment** of properties adjacent to the boulevard
- **Public Improvements** on the boulevard (mobility recommendations)



Airport Boulevard Today...

...an auto-oriented, aging, commercial corridor...



...but also the home of unique community icons.

Airport Boulevard Illustrative Vision

Potential redevelopment: 2042

Illustrative Vision - North of Koenig Lane

A Greater Highland Mall Redevelopment: Complement Austin Community College's campus with mixed-use along vibrant pedestrian activated streets.



B Highland Mall Transit Center: A new transit center that seamlessly integrates all modes of transportation is envisioned.



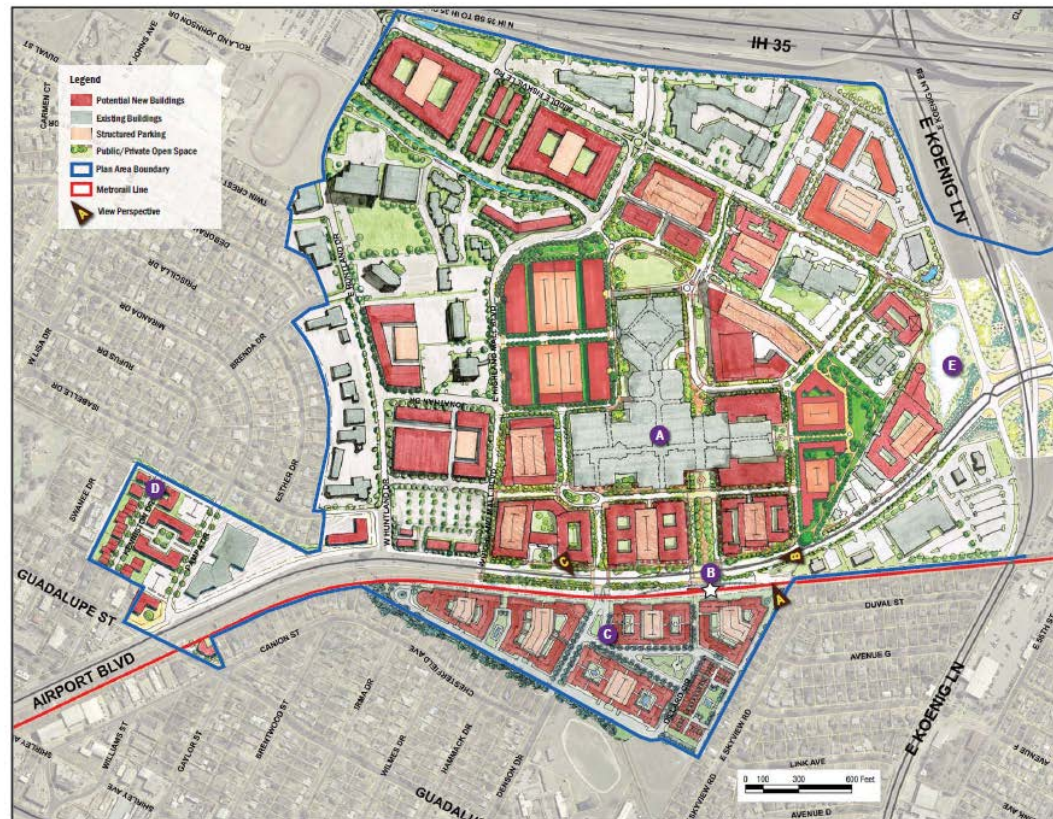
C Denson Street Redevelopment: A mixed-residential neighborhood integrated with public and private open spaces and appropriate transitways.



D Neighborhood Transitions - A Range of small scale office and residential (live-work, townhomes, duplexes, patio homes, etc.) transitions between the Airport Boulevard Corridor and adjoining neighborhoods.



E Regional Detention and Water Quality Amenity: Excess TxDOT right-of-way is to be transformed into a regional civic open space amenity with additional benefits of regional detention and water quality.



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GATEWAYPLANNING
Design • Implementation • Value Capture

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culturalstrategies



Kimley-Horn and Associates, Inc.



April 30, 2012

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Airport Boulevard Illustrative Vision

Potential redevelopment: 2042

Illustrative Vision - South of Koenig Lane



F New Fiskville Station and TOD at Bruning and Middle Fiskville Road



G Travis County Campus: Transformed into a true employment center.



H Local Business Area: Opportunity for small scale, incremental mixed-use redevelopment opportunities.



I Neighborhood Transitions: Lower scale transitions between commercial and single-family residential uses.



J Commercial Transitions: Small scale office, retail, live-work, and urban residential transitions between high traffic corridors and adjoining neighborhoods.



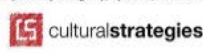
K Highway Mixed Use "Gateways": With the benefits of high-way frontage and access, provide opportunities for larger scale office and retail redevelopment.



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Design • Implementation • Value Capture

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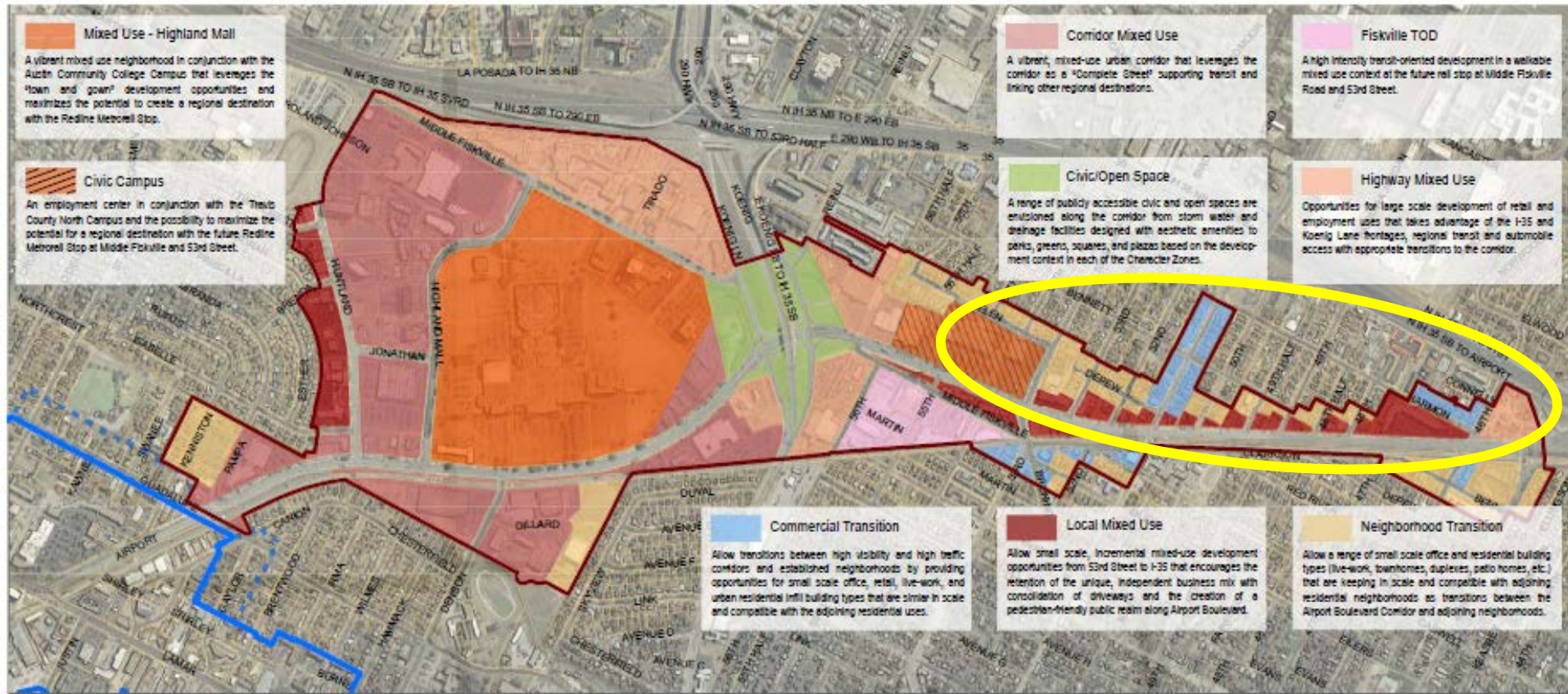
May 1, 2012

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Airport Boulevard Illustrative Vision

Draft Code Framework: 8 unique character districts



What are the Issues?

Conflicts due to SF Residential adjacency to commercially-zoned properties

- Commercial “creep”
- Activities
- Parking
- Noise and Light
- Privacy/Security

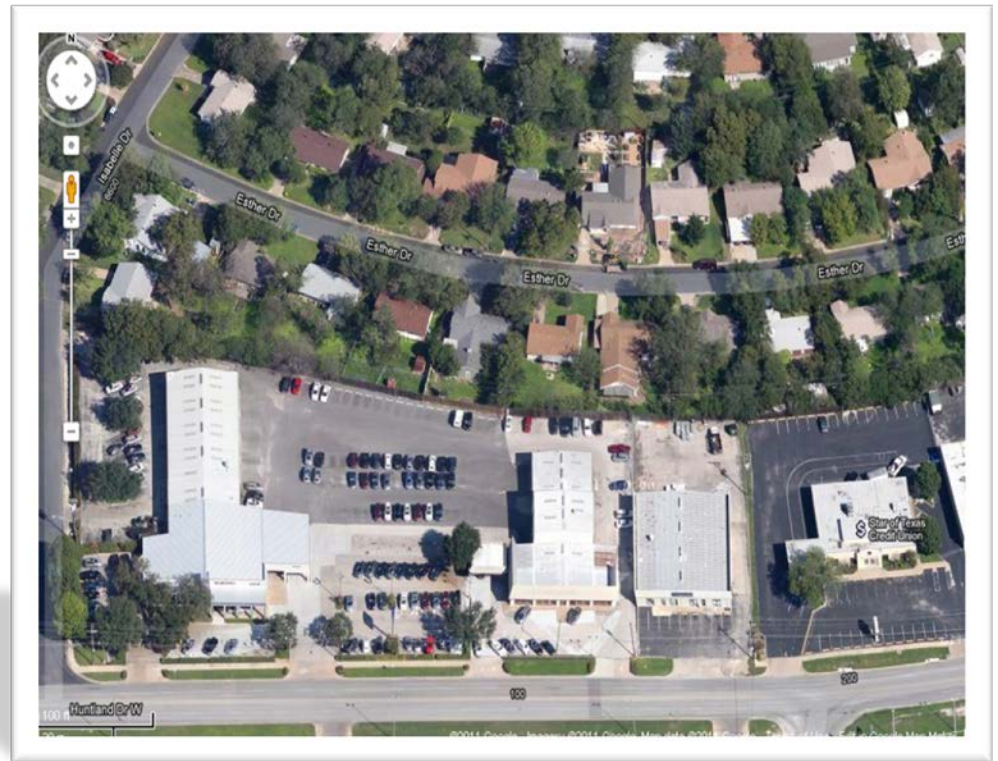


How have we addressed it in the past?

Conventional tools used:

- Buffers (fence, vegetative)
- Distance requirements
- Strict separation of land uses
- Compatibility Standards (Article 10 of the LDC)

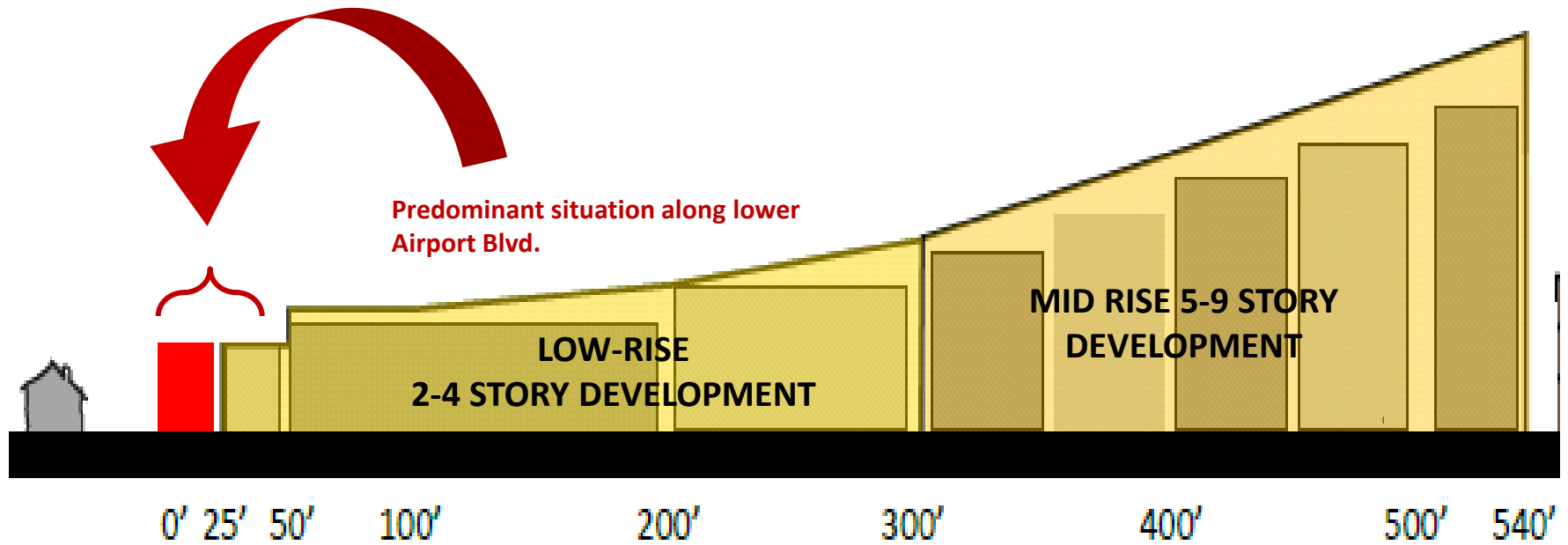
Highland Neighborhood - Esther Dr.
North of Huntland Dr. and North of the ACC Highland Campus



Conventional Tools

Compatibility Standards: One size fits all approach for all of Austin

- Limits building height
- Building setbacks
- Some design standards : (noise, signage, parking).



Conventional Tools

There are other things that are equally important to address for compatibility other than just height and setbacks:



Light Pollution



Proximity to Trash and Dumpsters



Poor Design



Noise

Issues with Conventional Tools

- Usually a **one-size-fits-all solution**;
- Conventional tools are **suburban in orientation** and generally difficult to apply in walkable, mixed use contexts;
- Is a **disincentive for redevelopment** of Airport Blvd. because of the context of small, shallow lots and blocks along the Boulevard; and
- **Does not allow for a gradual change** in use and intensity from the commercial to single-family neighborhoods.



Current “Transitions” in the Airport Blvd. Context



Neighborhood Plan Recommendations

*“Townhouses can provide an **effective transition** between commercial or higher density multifamily residential and single- family residential areas.” [Emphasis added]*

North Loop Neighborhood Plan, Page 12. Adopted by the City Council on May 23, 2002 under Ordinance No. 020523-30



North Loop Neighborhood Plan, Page 12

*“Encourage a mixture of compatible and **appropriately scaled** business and residential land uses in the neighborhood and mixed-use development on major corridors to enhance this diversity.” [Emphasis added]*

Brentwood/Highland Combined Neighborhood Plan, Page 6. Adopted by the City Council on May 13, 2004 under Ordinance No. 040513-30



Brentwood/Highland Combined Neighborhood Plan, page 48

A modified approach to Compatibility

Transition Area – What is it?

- Properties/lots immediately **adjacent** to commercial/industrial lots and are also adjacent to established neighborhoods.
- These lots may have **residential structures** (mainly single-family detached buildings).
- Properties along or **near higher traffic roadways and major corridors.**

Airport Blvd. at 45th St.



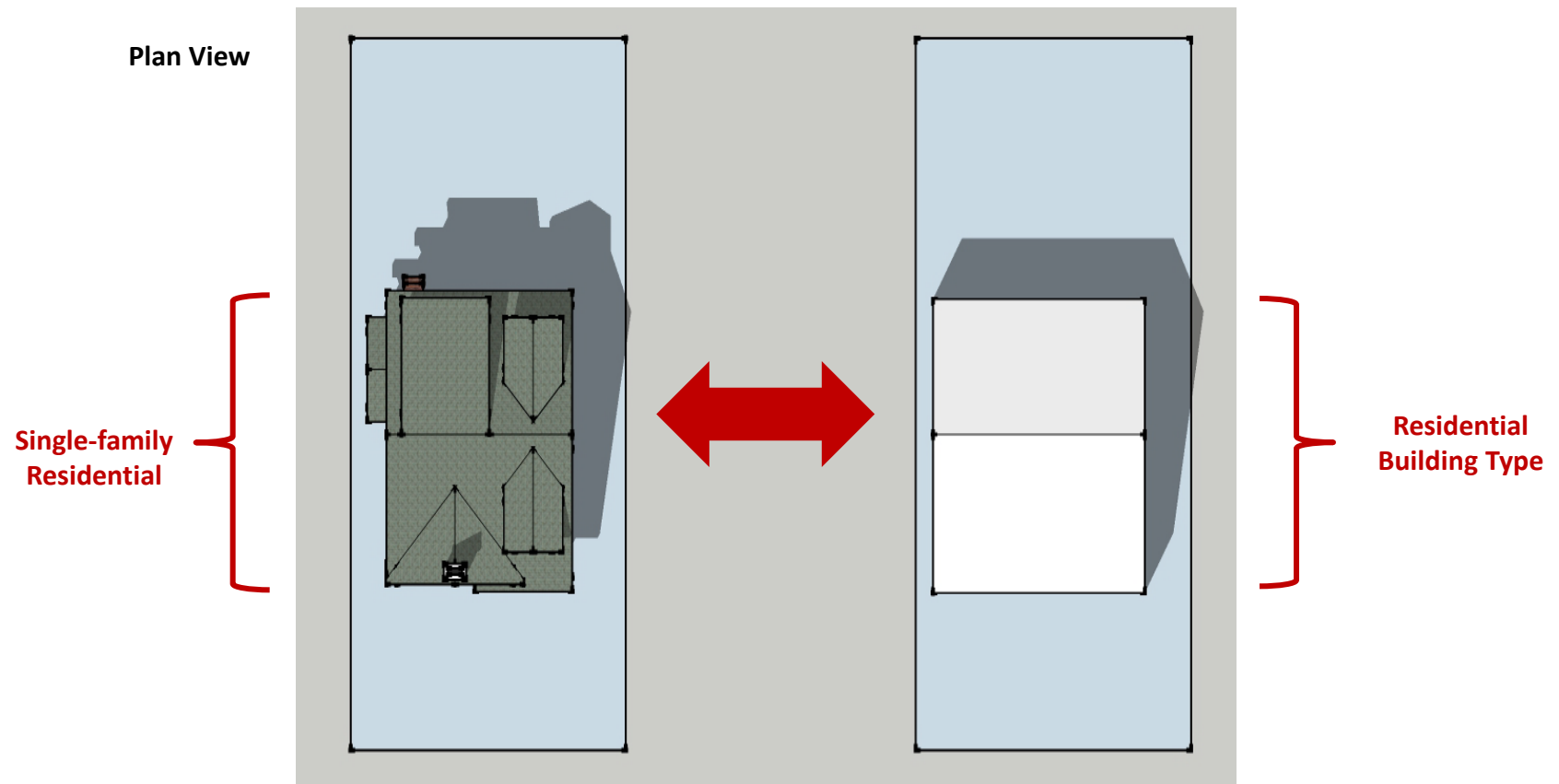
Missing Middle Transitions



Missing Middle Transitions – What can it look like?

Residential building type comparison

- Lot: Approximately 6,300 sq. ft.
- Structure: Approximately 1,800 sq. ft.
- Zoned SF-3; ~20 ft. in height

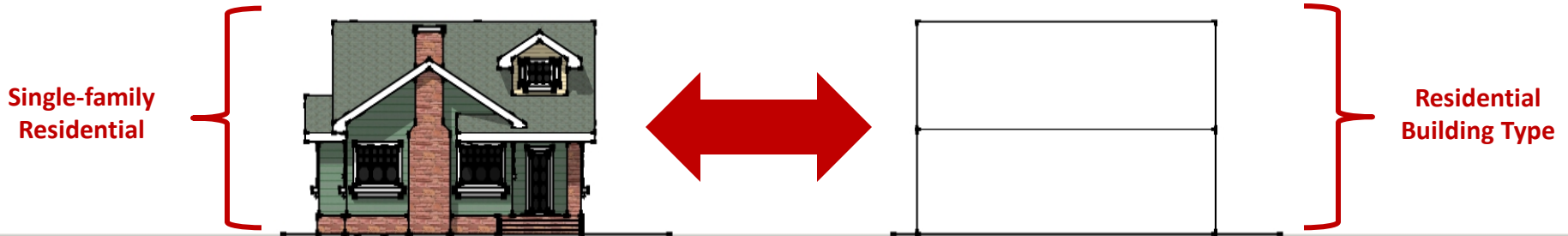


Missing Middle Transitions – What can it look like?

Residential building type comparison

- Lot: Approximately 6,300 sq. ft.
- Structure: Approximately 1,800 sq. ft.
- Zoned SF-3; ~20 ft. in height

Elevation View

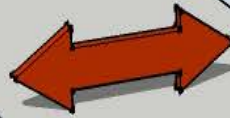
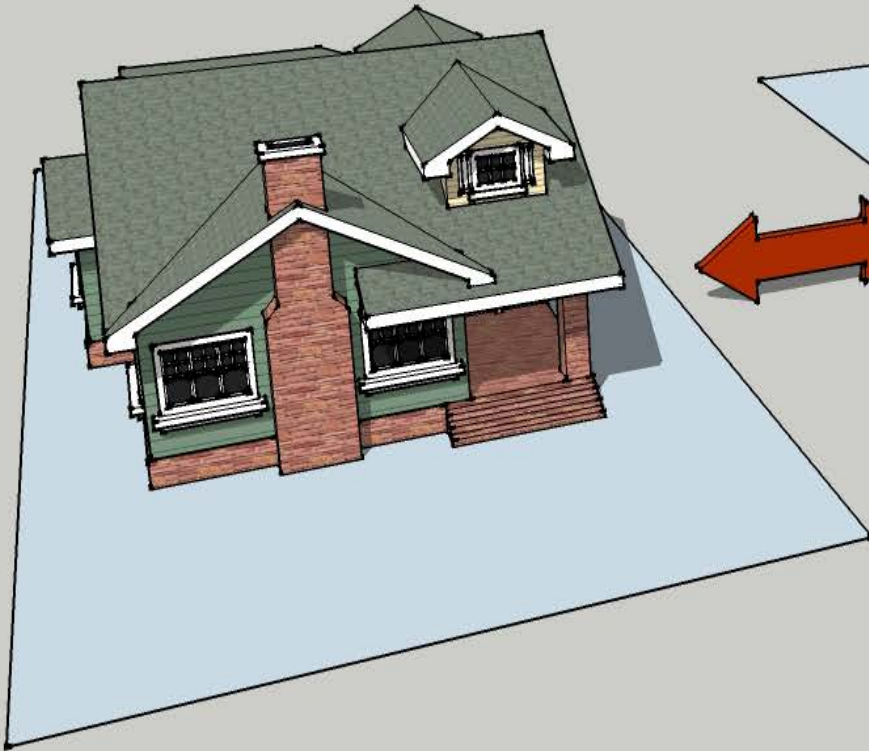


Missing Middle Transitions – What can it look like?

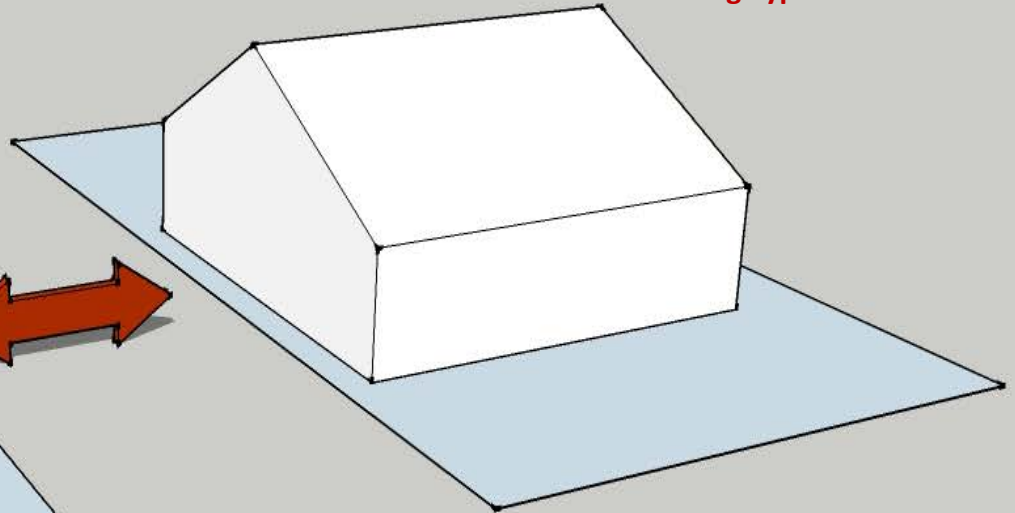
Residential building type comparison

Perspective View

Single-family
Residential



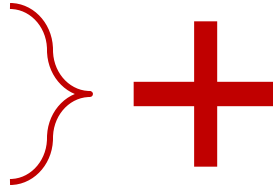
Residential
Building Type



Missing Middle Transitions – What can it look like?

SF-3 zoned lot

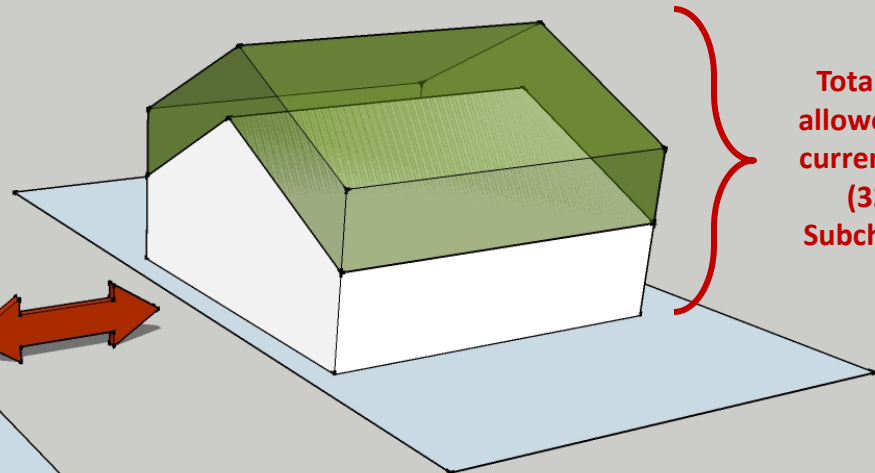
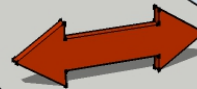
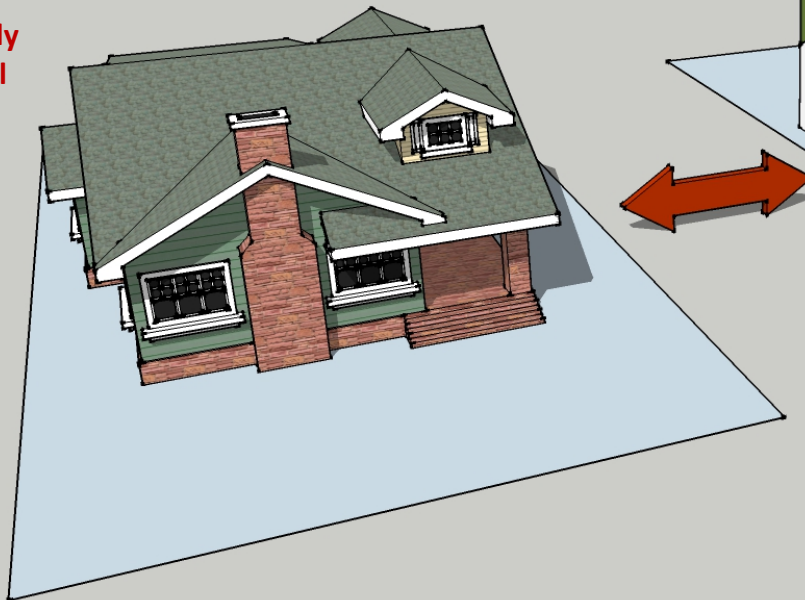
- Single-family residence
- Two-family residence
- Duplex



Residential building type

- Row house
- Town home
- Patio home
- And more...

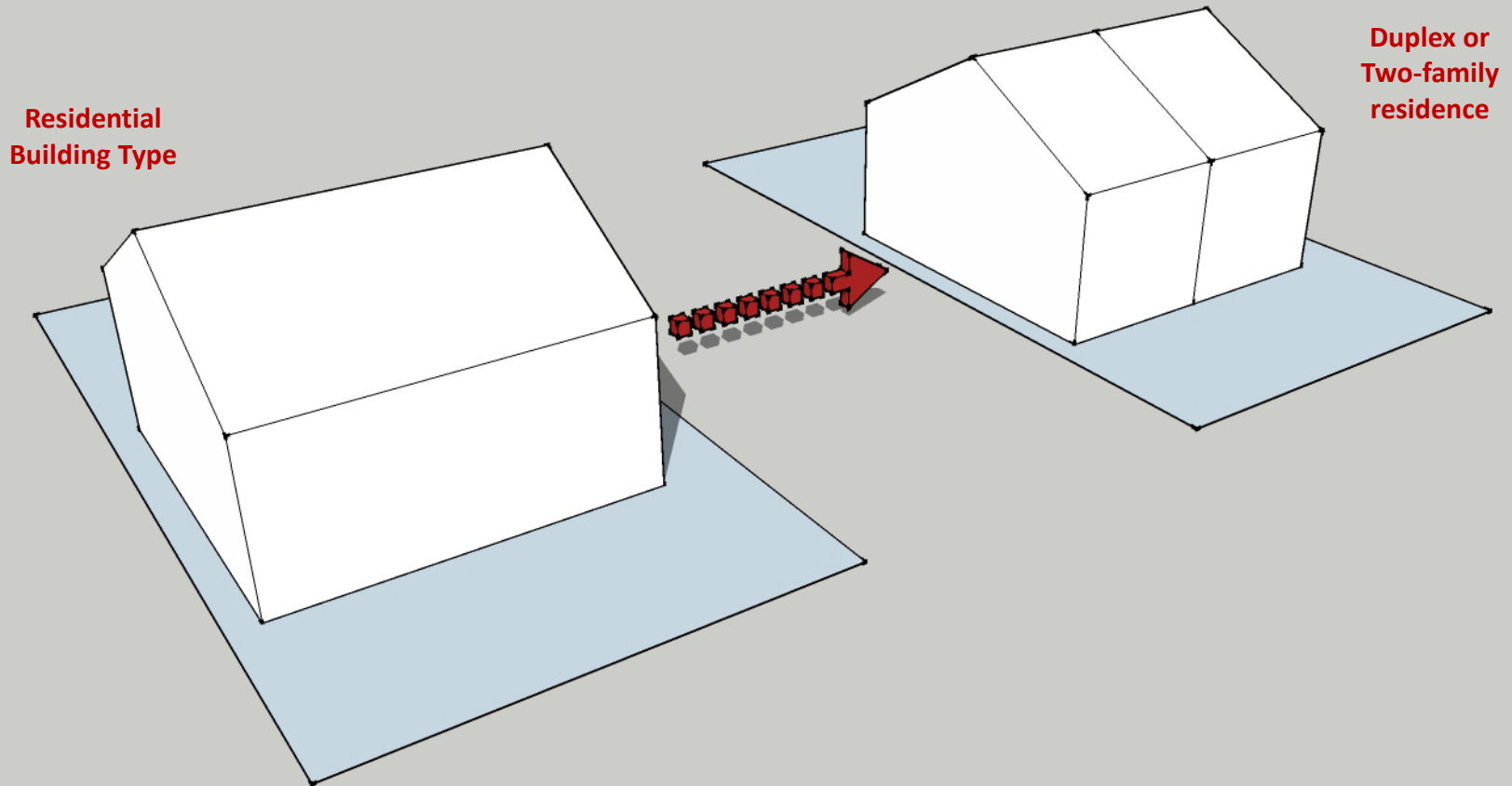
Single-family
Residential



Total height
allowed under
current zoning
(32 ft. ;
Subchapter F)

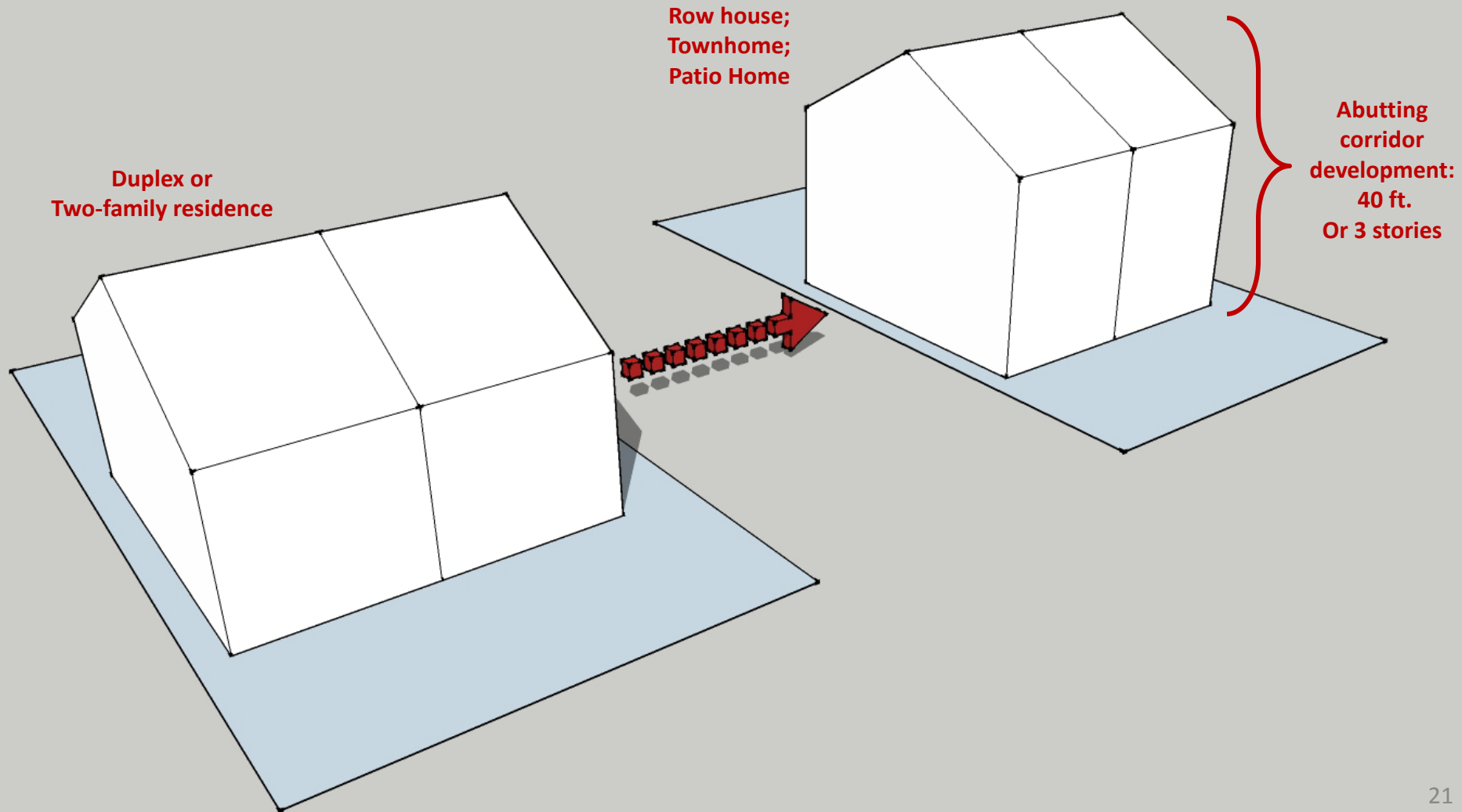
Missing Middle Transitions – What can it look like?

Evolution of a residential building type

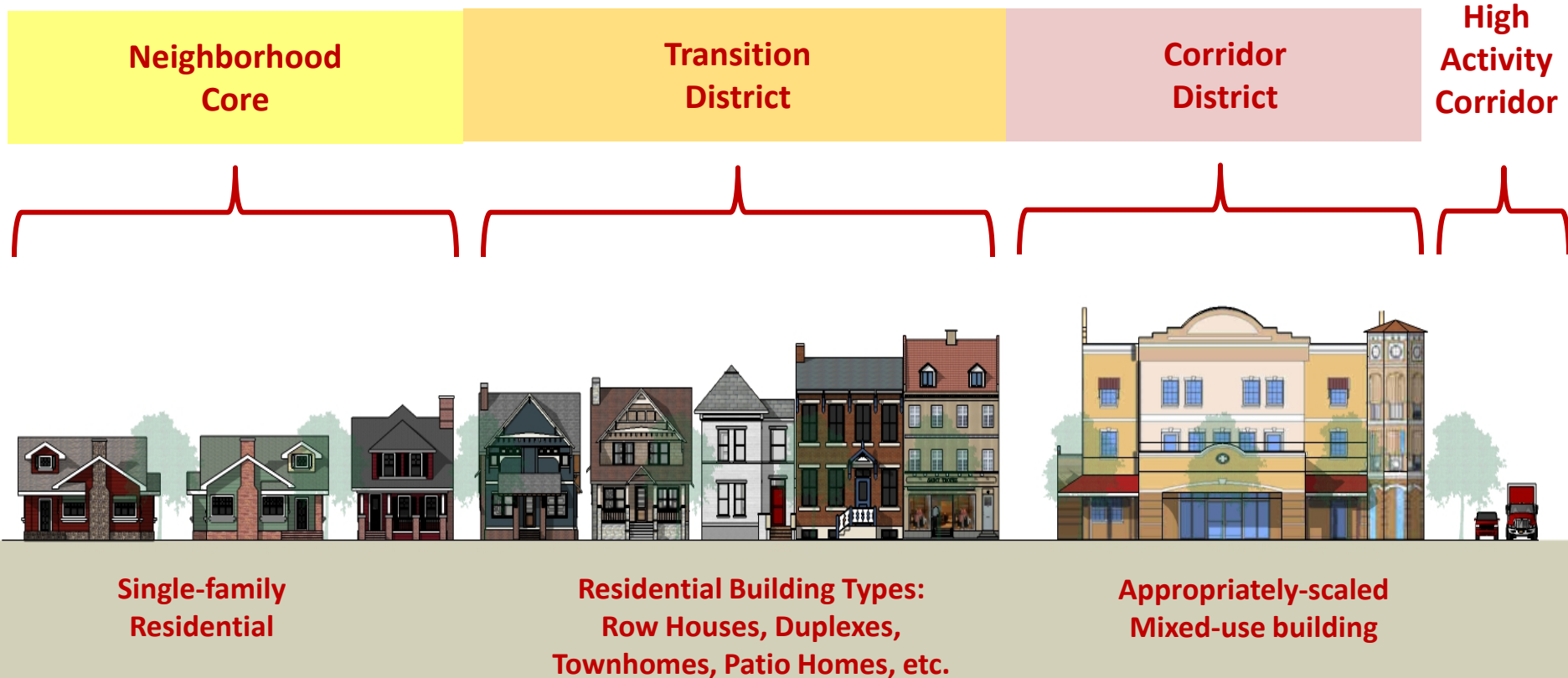


Missing Middle Transitions – What can it look like?

Evolution of a residential building type

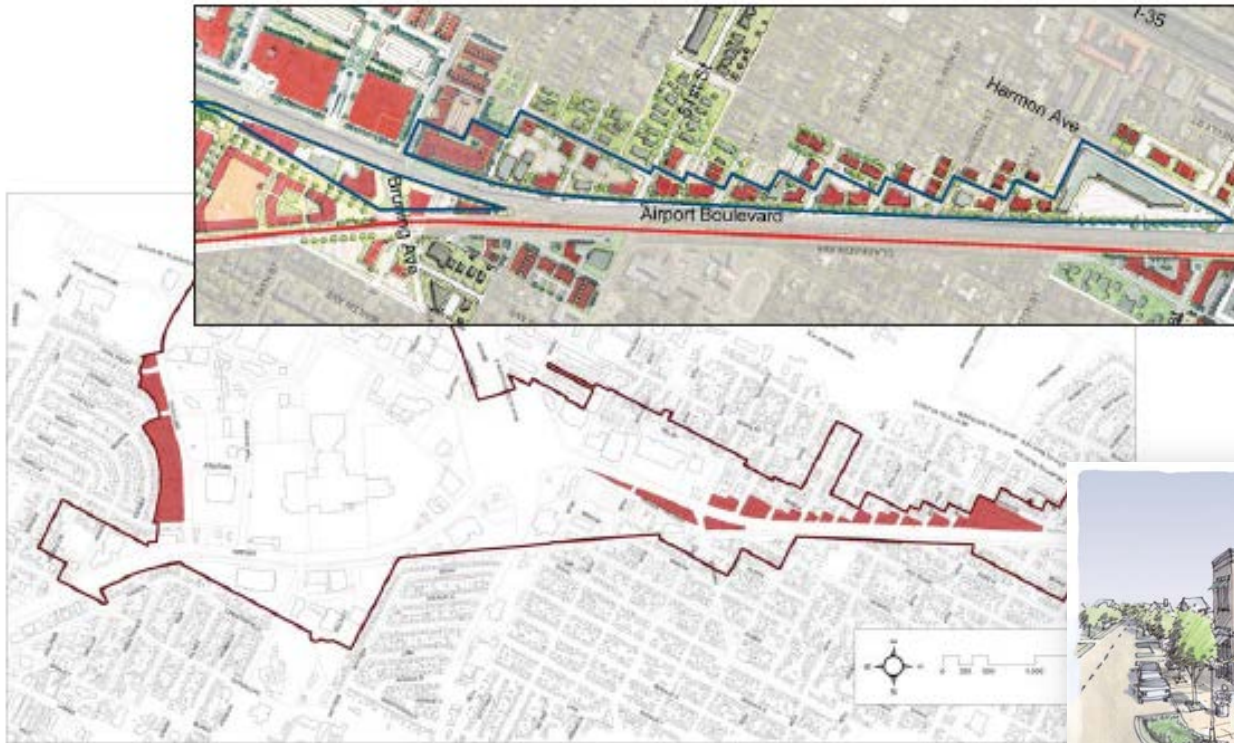


Missing Middle Transitions – What can it look like?



Airport Blvd. Character

LOCAL MIXED-USE CHARACTER ZONE

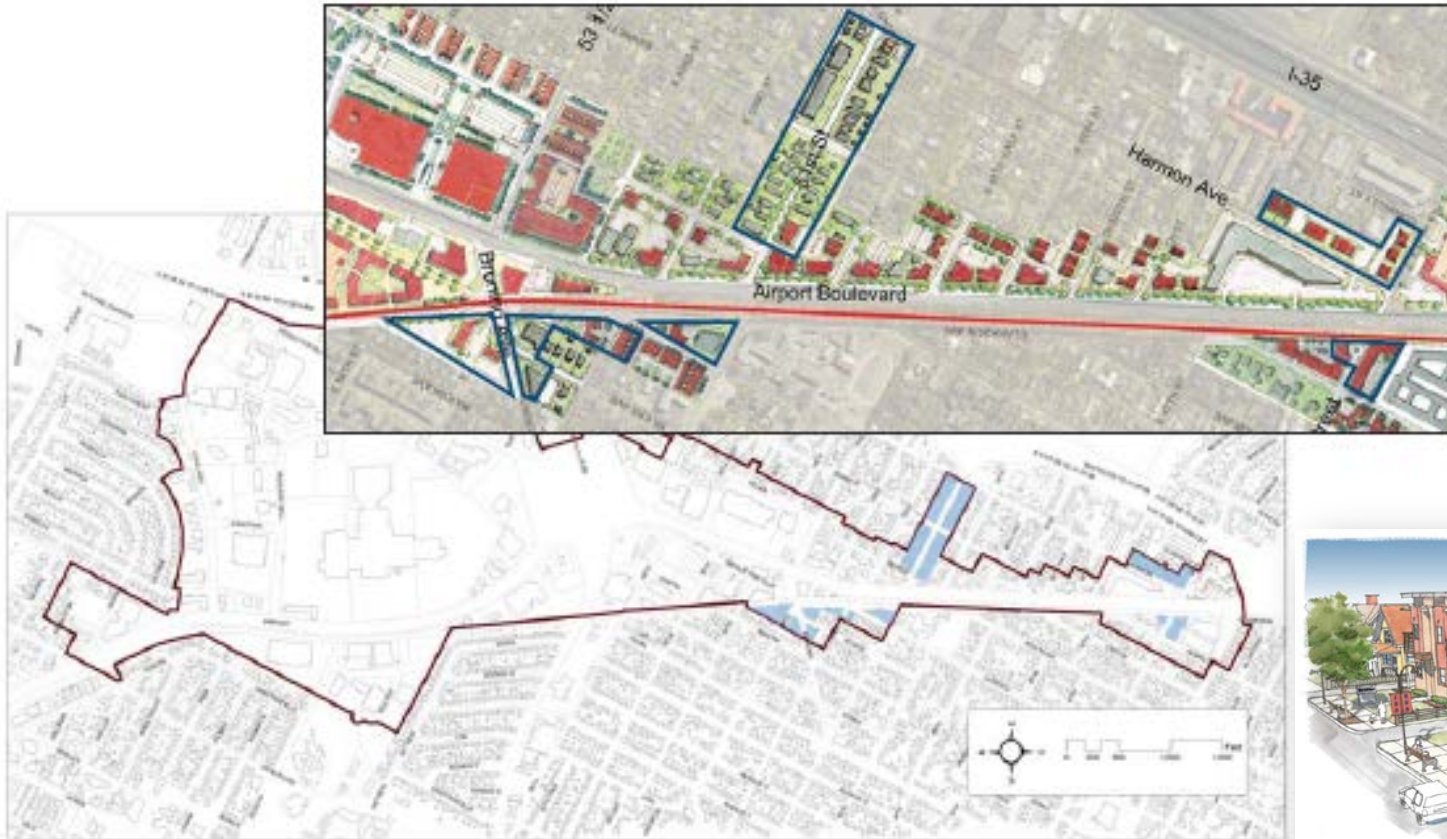


Characteristics:

1. Generally 3 stories (40' Max);
2. Mix of small-scale commercial: (retail, office, entertainment), residential (lofts, small apartments, and live work) lodging, civic, educational, and service uses.

Airport Blvd. Character

COMMERCIAL TRANSITION CHARACTER ZONE



Characteristics:

1. Generally 3 stories (40' Max); and
2. Mix uses: (Office, personal service, low-intensity retail), and residential (small apartments, live-work, and townhomes).

Airport Blvd. Character

NEIGHBORHOOD TRANSITION CHARACTER ZONE



Characteristics:

1. Generally 3 stories (40' Max)
2. Mix of uses: Office and residential (live-work units, townhomes, mansion homes, duplexes, patio homes, etc.)
3. **Building types and uses specifically tailored to adjacent neighborhood context**

“Missing Middle” Options for Transition Areas

Commercial Transition



- Form
- Scale
- Proportion
- Character
- Adjacency
- Design

“Missing Middle” Options for Transition Areas

Neighborhood Transition



- Form
- Scale
- Proportion
- Character
- Adjacency
- Design

“Missing Middle” in Context

Ridgetop Neighborhood:

50th St.

- Duplex
- Two-family homes

Lack of
building type
diversity

Bennett Ave. @ 55th St.



49th ½ St.

Building Type Analysis - One neighborhood's approach



Neighborhood's
Preferred Choice



A – Larger
(including mixed-use)



B – Mid-sized
(including live/work)



C- Smaller
(duplexes, garage apts.)

Next Steps

- Complete Council direction to prepare Form-Based Code recommendations for the Airport Blvd. study area; and
- Coordinate with CodeNEXT on integration of draft regulations.



Integration with CodeNEXT

Questions?



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