Re-envisioning Airport Boulevard
The Vision

*Environmental stewardship*

*Walkable, mixed-use, transit-oriented centers*

*Preserving established neighborhoods*
The Vision

The Pendulum Moves in How America Invests 35% of our Wealth

Post 1946

Walkable Urban

Drivable Sub-urbia

Option of Either

Mid-1990s on

The Option of Urbanism
Christopher B. Leinberger, 2009
The Vision
Where do Austinites want to accommodate growth?

Q6. Areas Respondents Most Support Growth and Development Occurring

by percentage of respondents (multiple choices could be made)

- Near public transportation stations, stops: 54%
- Centers outside of Downtown: 51%
- Along roadway corridors: 42%
- In suburban areas: 42%
- Downtown: 41%
- Other: 10%
- None: 9%

In every District “near public transportation stations, stops” was first or second most supported by percentage of respondents

Source: Leisure Vision/ETC Institute (March 2010)
The existing reality

Single use zoning has led to auto-dominated corridors, often characterized by large setbacks, parking lots, single-use buildings, and lack of open space.
Current regulations make it difficult to achieve our vision
A VERTICAL MIXED USE MILE
BURNET ROAD | CASE STUDY

4 STORY (60' MAXIMUM)
3 STORY (40' MAXIMUM)
2 STORY (30' MAXIMUM)
1 STORY
PARKING GARAGE

BURNET ROAD

NORTH LOOP
HANCOCK ROAD

HANCOCK | SECTION 1

May 27th, 2008
Why Airport Boulevard?
Q6. Areas Respondents Most Support Growth and Development Occurring

by percentage of respondents (multiple choices could be made)

- Near public transportation stations, stops: 54%
- Centers outside of Downtown: 51%
- Along roadway corridors: 42%
- In suburban areas: 42%
- Downtown: 41%
- Other: 10%
- None: 9%

Source: Leisure Vision/ETC Institute (March 2010)
Q6. Areas Respondents Most Support Growth and Development Occurring

by percentage of respondents (multiple choices could be made)

- Near public transportation stations, stops: 54%
- Centers outside of Downtown: 51%
- Along roadway corridors: 42%
- In suburban areas: 42%
- Downtown: 41%
- Other: 10%
- None: 9%

In every District “near public transportation stations, stops” was first or second most supported by percentage of respondents

Source: Leisure Vision/ETC Institute (March 2010)
The neighborhoods: Highland

Focus higher density uses and mixed-use development on major corridors.

...enhance the corridors by adding incentives for creative, aesthetically pleasing, pedestrian-friendly redevelopment.

Allow the Neighborhood Urban Center at Anderson and Lamar Airport and Lamar, and Highland Mall.

Maintain commercial zoning on the corridors and in transitional areas between the corridors and residential areas.

Improve the appearance of major corridors by reducing and improving signage, improving lighting, and adding trees, landscaping and public art.

Established single-family areas should retain SF-3 zoning.

Brentwood/Highland Neighborhood Plan, 2004
The neighborhoods: North Loop

Vision for Airport Boulevard - Key Themes:

• **Commercial character including retail and office**

• **Mixed-use development**

• **Neighborhood Urban Center/s with a mix of commercial, residential, civic uses, and public space**

• **Improved pedestrian environment including wider continuous sidewalks**

• **Clearer distinction between automotive and pedestrian space and the reduction of curb cuts**

• **Safe pedestrian and bicycle crossing of Airport Blvd.**

• **Landscaping**

Northloop Neighborhood Plan, 2002
Racial Demographics

- **White**:
  - Airport Boulevard Area: 73%
  - City of Austin: 71%

- **Hispanic**:
  - Airport Boulevard Area: 36%
  - City of Austin: 27%

- **Other**:
  - Airport Boulevard Area: 18%
  - City of Austin: 14%

- **African American**:
  - Airport Boulevard Area: 4%
  - City of Austin: 9%

- **Asian**:
  - Airport Boulevard Area: 4%
  - City of Austin: 5%

- **Native American**:
  - Airport Boulevard Area: 1%
  - City of Austin: 1%
Occupied Housing Units

- **Airport Boulevard Area**
  - Owner Occupied: 29%
  - Renter Occupied: 71%

- **City of Austin**
  - Owner Occupied: 53%
  - Renter Occupied: 47%
Work Commute Transportation

- **Personal Auto**: 76% (Airport Boulevard), 66% (City of Austin)
- **Public Transportation**: 11% (Airport Boulevard), 3% (City of Austin)
- **Bicycle**: 3% (Airport Boulevard), 1% (City of Austin)
- **On Foot**: 3% (Airport Boulevard), 2% (City of Austin)
Airport Boulevard existing conditions
Poor infrastructure
Opportunities for trails and linear parks
Potential redevelopment characteristics similar to other corridors throughout the City

Autos, auto uses, & auto-dependent uses
Buildings that have seen better days
Local businesses & community treasures
Travis County: 5501, 5555, 5335 & 5325 Airport Blvd.
Goals for a corridor-wide planning process

**Context-sensitive**
What are the specific land use, transportation, and environmental features of this corridor?

**Determining Infrastructure needs**
What are the major (long-term) and minor (more short-term) improvements needed?

**Regionalizing Infrastructure**
How can we promote the right kind of development by looking at corridor- and region-wide infrastructure improvements?

**Relating land use to transportation improvements**
How can we ensure coordination between land planning, development, and transportation systems to create a built environment to support a multi-modal transportation system?

**Analyzing what design and development regulations are economically feasible**
Are our design standards and other regulations grounded in market reality?
Why Form Based Codes?

Create a clear vision for appropriate development and a more cohesive end result.

- Establish visual certainty on what will be built early in the process.
- Purposeful, not reactive.
- Context-sensitive.

Based in form, rather than use.

- Provide for specific building types & streetscapes and focus on how they relate to each other.
- Permit a mix of uses.
- Achieve compatibility of uses through design & orientation.
Why Form Based Codes?

**Foster coordination between all players.**

- Comprehensive view of land planning, development, and transportation systems.
- Encourage independent development by multiple property owners.

**Streamlined approval process.**

- Clearly defined administrative process and less oversight by discretionary review bodies, saving time and money.
- A regulating plan and associated design standards are short, visual, and easy to understand.
Why Form Based Codes?

*Illustrative Plan: The Vision*

Illustrative Plan Sets Vision for Old Town Hutto

- 50 year build-out vision for development
- Street connectivity & Block Sizes
- Transportation Improvements
- Streetscape & Parking Improvements
- Future Land Uses & Regulation to Ensure Vision
- City Hall & Town Square
- Preservation of Co-op Structures
- Place Making as Economic Development
Why Form Based Codes?

*Regulating Plan: The Zones*

**Regulation Plan**

- OT-3: Residential
- OT-4: Urban Residential
- OT-3: Transition
- OT-5H: Historic
- OT-5C: Co-op District
- SD-A: Special District - Arterial

*Heart of Hutto Old Town Boundary*
Why Form Based Codes?

**Standards: The Details**

**Height Standards**

**Building Disposition**
Potential for street improvements/median
Lessons Learned

**Leadership**

- Council needs to establish a clear set of redevelopment goals for the Corridor.
- Keep the Advisory Group small, focused, and manageable.
- Appoint community advocates and leaders to the Advisory Group who have expressed a commitment to the process—from start through implementation.
- Hold Advisory Group meetings outside of City Hall, preferably at a location along the Corridor.
- Provide a framework for making decisions.

**Public Engagement**

- Include key stakeholders early in the process to discuss core issues and define expectations.
- Work cooperatively with property owners and design professionals.
Lessons Learned, cont’d.

**Implementation Process**

- Implementers—including developers, designers, and reviewers—need to be involved in the process from the very beginning.
- Perform test runs throughout the process to ensure that the review and implementation process actually works.
- Create a straight-forward process including graphics depicting expected outcomes and clearly defined review and alternative compliances processes.
- Work with reviewers to ensure they can review plans, work with the developer, and sort through conflicts that may arise with various code requirements.
The process

Task 1- Visioning/Charrette

Task 2- Evaluation and Analysis

Task 3- Develop Draft Form Based Code Master Plan

Task 4- Second Round Input

Task 5- Develop Proposed Final Airport Boulevard Form Based Code Master Plan

Task 6- Presentation and Approval of Airport Boulevard Form Based Code Master Plan

Task 7- Integration of Form Based Code into Existing Regulatory Framework

Task 8- Adoption of Form Based Code Ordinance
Funding

**TIF/TIRZ**

- Initial infrastructure costs are funded by developer or bonds.
- Infrastructure costs reimbursed, or bonds secured by, increase in ad valorem taxes (additional property value) created by the redevelopment.
- Governed by the taxing entities involved (can include school districts).

**Disadvantages:**
- City is obligated to use the ad valorem tax increment captured in the TIRZ to fund public improvements within the TIRZ – cannot be used to pay for general services that must be provided to the area.
- Other taxing districts (County, ISD, etc.) may be reluctant to participate in a TIRZ because they have no control over how funds are distributed/expended.
How you can get involved

• The Advisory Group
• Charrettes/Public Workshops
• Implementation
• Contact my office for more information
QUESTIONS?