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May 16, 2012
Special-Called Combined Meeting of the
Planning and Design Commissions

Public Input
Staff Presentation



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**PLANNING COMMISSION
DESIGN COMMISSION
SPECIAL-CALLED COMBINED MEETING
WEDNESDAY, MAY 16, 2012, 6:00 PM
505 BARTON SPRINGS RD., ONE TEXAS CENTER ROOM 325
AUSTIN, TEXAS 78704**

**Action by Design Commission and
Suggested Motion Sheet**

The motion to recommend to the City Council the development of the Airport Boulevard Form-Based Code based on the Illustrative Vision and Framework presented with due consideration to the issues raised during the hearing process; The development of the Form-Based Code is to be informed through a continuation of Community input and the statutory public hearing process made by Commissioner Dean Almy; Second by Commissioner Hope Hasbrouck was approved on a vote of [5-0] [Commissioner Cotera off dias and Commissioner Whatley not present].



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May 16, 2012
Public Input Received at the Special-Called Combined
Meeting of the Planning and Design Commissions

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Planning Commission
Design Commission
May 16, 2012

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Public Comment Sheet

COMMENTS/QUESTIONS

Name:

LARRY SUNDERLAND

Address (Optional):

1507 SUMMIT ST. AUSTIN TX. 78741

E-mail (Optional):

LSUNDERLAND@ME.COM

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes ☐ No
if time left

Please describe the topic you wish to address:

Form Based Code TRAINING for neighborhoods

Comments:

My biggest TAKE AWAY from being a member of the Airport Blvd. Advisory Board and the Riverside T.O.D. Initiative is that the next step in the evolution to using Form Based Code in our planning needs to be the training of citizens in the use of the FBC process for coding their neighborhoods

Form Based Code begins with the premise that each neighborhood is unique and that the best outcome is the result of strong citizen input that frames a neighborhood collective vision specific collective vision.

The Form Based Code Institute training is available and in fact a training session will be held in Austin on Monday for city staff, design professionals, and citizens. Problem is it costs \$500 and that is an impossible barrier for most.

What is needed is a collaborative effort by the City with, ANC, CNU, and AIA to develop a method by which

over
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CITIZENS CAN BE UTILIZED TO DO THE
~~BASE~~ GROUNDWORK NEEDED TO COMPLETE THE
BASIC STEPS OF OBSERVING, RATIONALIZING, AND
DOCUMENTING THEIR NEIGHBORHOOD THEN USING
THIS DETAILED AND SPECIFIC INFORMATION
TO DEVELOP A FORM BASED CODE THAT
CLEARLY EXPRESSES THEIR DESIRES.

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Public Comment Sheet

Name:

Sarah Gamble

Address (Optional):

4609 Depew Ave.

E-mail (Optional):

Sarah.p.gamble@gmail.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☐ Yes

☐ No

Please describe the topic you wish to address:

1 Support for the project - as outlined in the Ridgetop Neighborhood Community Input Report. From the input we have gathered thus far, the Ridgetop Neighborhood is in support of the project. We recognize the potential to improve the commercial corridor and are excited by the outcomes of this research/planning/redevelopment process. Please refer to our Ridgetop Neighborhood Community Input Report for specific concerns and preferences to ensure the project is aligned with our vision. [comment given from perspective of RNA officer]

2 Affordable housing
Please encourage staff and consultants to continue researching.

COMMENTS/QUESTIONS

opportunities to preserve and increase the affordable housing stock along the corridor. It remains unclear what tools are best used w/in or in tandem with form-based code to incentivize affordable housing. ~~NA~~ Explore TIFs? Encourage public/private partnerships? Reduce parking requirements if affordable housing is included in development? Please do not allow market-based forces to create/increase affordable housing stock. Incentives and strategic code calibration is needed. [comment given as stakeholder/resident]

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Public Comment Sheet

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COMMENTS/QUESTIONS

Name:

Elena Carey

Address (Optional):

5005A Eilers Ave, Austin, TX 78751

E-mail (Optional):

Elena.KC@gmail.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☐ Yes

☒ No

Please describe the topic you wish to address:

N/A

Comments:

Like the overall plan

Concerns/considerations:

- Safeguards for long-term implementation.

Is a longitudinal, albeit necessarily flexible, plan in place for how to encourage and monitor the Airport Blvd transition?

- Accessibility and usability for diverse citizenry

Will destinations (including park space) and housing be diverse enough in affordability, etc. to accommodate use by people of all backgrounds?



Public Comment Sheet

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COMMENTS/QUESTIONS

I am the property owner at 908 E 49th Street on the corner of Bennett and 49th. Currently my property is not included in the transition zone, but I believe it should be included. The property next door at 910 E 49th is a rental property. The property behind me is owned by an elderly woman whose family plans to sell the property in the future or rent it. The property next to her is also a rental unit.

It makes sense to include these properties in the transition zone area so that they can be upgraded over time to match the transition plan and look of the surrounding community.

I would like my property at 908 E 49th to be included in the transition zone.

Thank you,

Andee Chambers

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Public Comment Sheet

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COMMENTS/QUESTIONS

Name:

Beth Kusbach

Address (Optional):

Ridgetop Morningside NA

E-mail (Optional):

b.kusbach@yahoo.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

Please describe the topic you wish to address:

maintain residential case for Ridgetop
- specifically SFD existing homes

Comments:

Neighborhood wants to preserve
existing homes while improving
current problem areas.

Concerned that this meeting
appears to be another overview
w/ no working sessions or ways
to provide input on the various
"transition" zones.

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Public Comment Sheet

Name:

Penelope Doherty

Address (Optional):

914 E 49th St

E-mail (Optional):

dohertype@hotmail.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

Please describe the topic you wish to address:

Grassroots neighborhood participation throughout detailed design to ensure balance b/w conflicts in visions and needs

Comments:

~~At the~~ Ridgeway/Harmon Triangle is not against progress, but do want to ensure that the ~~primary~~ most impacted by these changes are full participants in the shaping of the design. When view our input, see that alarm centers on scale & density for HT development. ~~Want~~ Want assurance that HT reps will be active participants throughout the life of this process so that "required & desired" community benefits do not overshadow "desired & required" components of preserving the integrity and livability of neighborhood and small route businesses. Until we see that intent locked into the process, neighborhoods and businesses will remain sketchy.

Critical to ensure that "market development" ^{firm} does not create ~~unintended~~ unintended consequences such as @ SoCo and Rainey St.

COMMENTS/QUESTIONS



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Public Comment Sheet

Name:

BRYAN TEICH

Address (Optional):

LAMMES CANNALS

E-mail (Optional):

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒

Yes

☐

No

Please describe the topic you wish to address:

Concerns: mobility, parking, median

Comments:

Access to Business, ~~to~~
Vehicle Restriction

COMMENTS/QUESTIONS



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Public Comment Sheet

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COMMENTS/QUESTIONS

Name:

Ron Thrower

Address (Optional):

E-mail (Optional):

ron@throwerdesign.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

If Advisory Group Members are allowed to speak.

Please describe the topic you wish to address:

Missing Middle Housing - Page 15 of packet.

Comments:

The critical component to walkable urbanism is missing from the plan; live work, bungalows, mansions, fourplexes, duplexes, town homes, rowhouses. All of these cannot fit in the small areas provided.



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Public Comment Sheet

COMMENTS/QUESTIONS

Name: CHARLES WAGNER
Address (Optional): 927 E 50th St
E-mail (Optional): C.WAGNER 927 @ GRANDCOM-NEI

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

Please describe the topic you wish to address:

PARKING FOR VEHICLES w/ THE INCREASE COMMERCIAL
AND IT BEING ADDRESSED IN THE FORM-BASED CODE.

Comments:

I WOULD LIKE TO DISCUSS WHAT I AM
CURRENTLY SEEING WITH THE RECENTLY ESTABLISHED
NEW BUSINESSES



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Public Comment Sheet

COMMENTS/QUESTIONS

Name:

PAM CIRKIEL

Address (Optional):

E-mail (Optional):

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

Please describe the topic you wish to address:

CHANGING the BOUNDARIES to ACCOMMODATE
PARKING.

Comments:



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Public Comment Sheet

Name:

Andee Chamberlain

Address (Optional):

908 E 49th St

E-mail (Optional):

andees@gmail.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?



Yes



No

Please describe the topic you wish to address:

Residential Transition Zone

Comments:

I would like my property at 908 E 49th St to be included in the Residential Transition Zone, as was originally proposed.

The properties surrounding my property are currently rentals or have the high probability of becoming rental sites. Therefore, to promote the neighborhood unity I would like the lots, as originally proposed in the plan, to be included in the Residential Transition Zone. As it currently stands, my home will have Residential Transition Zones in front and beside my property. It only makes sense to include the property in the transition zone based on current and future expected use.

COMMENTS/QUESTIONS

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Public Comment Sheet

Name:

Rob Owen

Address (Optional):

908 E 49th ST Austin

E-mail (Optional):

robertm.owen@austin.texas.gov

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

Please describe the topic you wish to address:

Extending the residential Transition Zone

Comments:

In the upper Airport Blvd zone, ~~close~~ between 53rd and 46th Street, East of Airport Blvd, the current plan will create a very small island of single family homes between commercial, high traffic areas.

It can be assumed that this property would eventually deteriorate as the value of the land as single value homes decreases.

It is my opinion that the residential Transition Zone should expand deeper into the neighborhood to keep property value high and be available for future development.

COMMENTS/QUESTIONS



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Public Comment Sheet

COMMENTS/QUESTIONS

Name: Scott Click - Tomlinsons Feed & Pets, Inc.

Address (Optional): 908 E 49 1/2 St.

E-mail (Optional): _____

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☒ Yes

☐ No

Please describe the topic you wish to address:

Non-Conforming Status

Comments:

Current proposals designate our property -
Tomlinson's Feed Pets - as Neighborhood Transition -
which as currently defined, does not allow for
retail sales.

While we support the overall vision for the
planning area, small adjustments, like designating
existing businesses as Local-Mixed Use, ~~etc~~ would
be beneficial and would allow businesses like
ours to flourish.



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Public Comment Sheet

COMMENTS/QUESTIONS

Name: BILL MULLANE

Address (Optional): _____

E-mail (Optional): _____

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☐ Yes

☒ No

Please describe the topic you wish to address:

SUPPORT AIRPORT BLVD FBC INITIATIVE

Comments:

I REPRESENT AUSTIN COMMUNITY COLLEGE
DISTRICT.

THE CURRENT VISION OF THE AIRPORT BLVD
FORM BASED CODE INITIATIVE IS CLOSELY
ALIGNED WITH ACC'S VISION AND PLANS
FOR THE REDEVELOPMENT OF THE PROPERTIES
WE ^{OWN} ~~CARE~~ AT HIGHLAND MALL. ACC
SUPPORTS THE CURRENT VERSION OF THE
PLAN

I DECLINE THE OPPORTUNITY TO SPEAK IN
THE INTEREST OF SAVING YOUR TIME, BUT
AM AVAILABLE TO ANSWER QUESTIONS



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Public Comment Sheet

COMMENTS/QUESTIONS

Name: Sebastian Wren

Address (Optional): 5409 Chesterfield Ave.

E-mail (Optional): swren@balancedreading.com

Please note: Your information is subject to disclosure under the Texas Public Information Act

Do you wish to address the Commissions regarding the Airport Boulevard Form-Based Code Initiative?

☐ Yes

☒ No

Please describe the topic you wish to address:

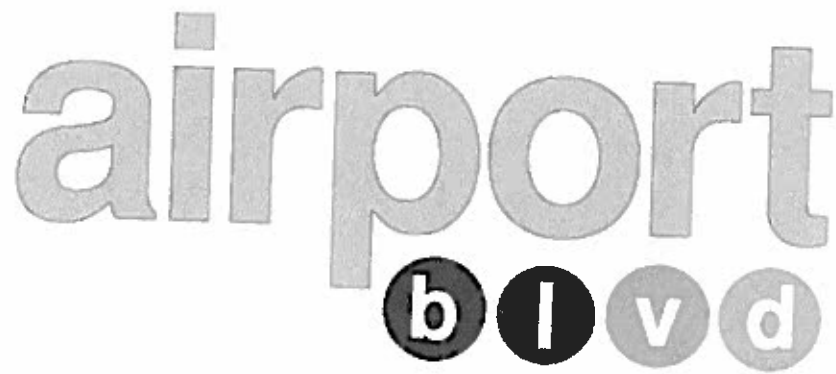
Community Support of Airport Boulevard FBC Initiative

Comments:

From the beginning, the efforts to involve all neighbors, business-owners,
and stakeholders in this effort to apply a Form Based Code to Airport
Boulevard has been remarkable. Through countless public meetings,
notices, fliers, stories on the radio and in newspapers, people throughout
Austin have been kept very well informed about this entire process, and the
interest and support has been amazing.

Kudos to city staff and Gateway Planning for keeping this process open
and allowing all stakeholders to share their views.

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Neighborhood Input

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**Community Input from Ridgetop Neighborhood
Airport Boulevard Redevelopment Project
5.10.2012**

Background

The Ridgetop Neighborhood Association (RNA) began a formal dialogue with City of Austin staff and Airport Boulevard Redevelopment Advisory Board members about the project and form-based code initiative in November 2011, including two presentations during the association's November 2011 and January 2012 monthly meetings. Prior to this time, many residents had participated in community-wide input events, yet the neighborhood-at-large had not had the opportunity to comment on local/hyper-local conditions and specifics about their sector, street, or property. City Staff encouraged the RNA to organize small round-table discussions to gather and document input from residents. This input would then guide city staff and consultants in creating the redevelopment plan and authoring the code. Each of the three neighborhood sectors held meetings between November 2011 and April 2012 to provide the requested feedback.

Overview

This Community Input report is intended to summarize preferences and highlight priorities of the Ridgetop Neighborhood. The Neighborhood is composed of three sectors: Harmon Triangle, Morningside, and Red River Sliver. Transportation routes, Airport Boulevard and Interstate 35, and their developing edges have greatly impacted each sector differently. Due to the unique challenges and opportunities of the three areas, each sector authored individual reports to address local neighborhood character and specific preferences. See individual sector reports attached to this document.

In general, residents are optimistic about the future redevelopment project and its potential, positive outcomes. In addition to comments, preferences, and concerns included in this document and sector reports, Ridgetop residents welcome and encourage City Staff and Consultants to confer with residents/RNA in future phases to ensure the neighborhood is in support of project outcomes. The previously adopted North Loop Neighborhood plan is an additional resource for Staff and Consultants to understand residents' vision and priorities.

Character Zones

Highway Mixed Use

- Residents have expressed interest in the "Gateway" option, a high-density, mixed-use development, at the intersection of Interstate 35 and Airport Boulevard. Residents are most supportive of: retail space for local businesses, housing/apartments for a mix of family sizes and income levels, and on-site parking for the development. The development should reflect the diversity of the Ridgetop neighborhood, which is composed of families of mixed-income levels and family size. A large quantity of parking should be incorporated to include additional parking spaces for the public / visitors to businesses along Airport Boulevard.

Local Mixed Use

- For properties facing Airport Boulevard, residents are open to multi-story, higher density developments with a maximum height of three-story south of 51st Street, and three-to-four story in the larger parcels north of 51st. Where "Local Mixed Use" abuts existing or anticipated single-story residential development, residents prefer a two-story maximum height.

- Building form and placement should facilitate on-site parking. Residents are concerned about the increased use of streets in residential areas by business patrons.

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- Commercial and Multi-family uses/structures introduced need to be sensitive to car volumes. Residents are concerned about increased traffic and circulation through residential streets.
- Commercial uses/structures introduced must be sensitive to neighborhood proximity and support family-oriented hours of operation and noise levels. Residents are concerned about late-night entertainment traffic and disturbances to residential streets.
- Building forms should yield a more walk-able street front with sidewalks.
- Shared, public space should be incorporated into the "Local Mixed Use" zones, including spaces for children and families where feasible. Features of public space and amenities should be scaled to geographic limitations of individual sectors.
- Building forms should plan for and anticipate infrastructure required for operation, including dumpsters. Dumpsters should be located away from residences and consider pickup disturbances.
- Positive Examples: Portion of 2nd Street between Guadalupe and San Antonio (massing of building close to the street creates a walk-able experience for pedestrians; good mix of retail, restaurants, and small scale movie theatre; 3 story structure); Swedish Hill Bakery on 6th Street (building form pushed to the sidewalk creates a pedestrian friendly edge; parking is pulled off the street to parking lot to the side and behind the line of businesses)
- Negative Examples: Midtown Commons, series of buildings on the west side of Lamar Boulevard where Airport Boulevard terminates (Contains Black Star Co-op Pub + Brewery at 7020 Easy Wind Drive; the "back" of the buildings face the sidewalk; building edge does not push up against sidewalk; proportions of façade are not attuned to human/pedestrian scale)

Commercial Transition

- A two-story structure is the preferable maximum height when "Commercial Transition" sites abut existing and anticipated single-story residential development. Where adjacent structures will be other commercial or non-residential uses, residents are open to three-story structure in the "Commercial Transition" zones.
- Building form and placement should facilitate on-site parking. Residents are concerned about an increased reliance on street parking in residential areas.
- Commercial uses/structures introduced need to be sensitive to car volumes. Residents are concerned about increased traffic and circulation through residential streets.
- Commercial uses/structures introduced must be sensitive to neighborhood proximity and support family-oriented hours of operation and noise levels. Residents are concerned about late-night entertainment traffic and disturbances to residential streets.
- Building forms should yield a more walk-able street front with sidewalks.
- The depth of commercial transition zones (measured from Airport Boulevard into the residential neighborhood) must be calibrated to local conditions. Residents are concerned about commercial and non-residential businesses permeating further into existing single-family neighborhoods. See specific sector reports.
- Building forms should plan for and anticipate infrastructure required for operation, including dumpsters. Dumpsters should be located away from residences and consider pickup disturbances.
- Shared, public space should be incorporated into the "Commercial Transition" zones, including spaces for children and families where feasible, sensitive to geographic limitations of individual sectors.
- Positive Examples: Hyde Park Neighborhood center at 43rd Street and Duval (Pedestrian friendly zone with a mix of retail/restaurants; shared parking for multiple businesses; Dolce Vita, positive example of bar/food with outdoor space; Fresh Plus, appropriately scaled neighborhood grocery); House Wine (exterior patio along street front; good neighbor)
- Negative Examples: Clive Bar (because of noise, difficulty with no on-site parking, and hours of operation)

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Neighborhood Transition

- In general, residents prefer a two-story maximum height in the "Neighborhood Transition" zones. A three-story structure is appropriate only when two-story structures buffer existing and anticipated single-family residential development.
- Harmon Triangle residents would like to limit "Neighborhood Transition" to residential uses only with the maximum density of duplexes and main house with secondary apartment.
- Building form and placement should facilitate on-site parking, behind or under the residences. Residents are concerned in inappropriate reliance on street parking in residential areas, and parking strips across frontages facing existing and anticipated single-family residential development.
- Building forms should yield a more walk-able street front with sidewalks, including green spaces/yards and front porches for residential.
- Housing diversity is a priority. The form-based code should be authored to incentivize development that includes a broad mix of unit sizes and types for families of various incomes and size.
- Building forms should plan for and anticipate infrastructure required for operation, including dumpsters. Dumpsters should be located away from residences and consider pickup disturbances.
- Park space should be incorporated into the "Neighborhood Transition" zones where appropriate. For example, Tannehill creek area in Morningside, with spring-fed creek, could be revitalized into neighborhood park space, potentially as part of the required drainage remediation project.
- Positive Examples: 1202 and 1204 Marshall Lane (neighboring two-story four-plexes; parking located behind housing with single driveway/curbcut; appropriately scaled street front); 1258 Elm Street (duplex example; appropriately scaled street front; parking pulled away from the street; green space in front); 709 East 45th Street (3 neighboring residences; green along street edge; parking provided on-site); 904 Lydia (1930's main house with new secondary apartment; alley along side of property); 1804 2nd Street (main house with secondary apartment; alley along rear of property); 2102 Greenwood Avenue (main house with secondary apartment above garage; all structures moved to the site; neighboring property mirrors); 1308 North Loop
- Negative Examples: "Stealth Dorms" (extra large "single-family" structures which house 6 or more students, heavy parking loads, often out of scale with the neighborhood; Robinson Apartments at 900-1200 San Marcos (too dense for transition into single-family neighborhood, harsh edge to the street); Bruning Lofts (parking at primary street corner; doesn't contribute to the life of the street); 1708 Harvey Street (odd massing far from the street; no porches)

Transportation / Parking

- Modifications to existing streets and circulation should discourage cut-through traffic onto neighborhood streets. At commercial sites, business patrons and delivery vehicles should be accommodated.
- Building forms and the associated parking counts for commercial and multi-family residential sites should be carefully considered. Residents are concerned new developments will put increased strains on existing residential streets for parking.
- Coordination between the Upper Airport Boulevard Form-based Code Initiative and larger mobility/transportation study is paramount in achieving the neighborhood's long-term goals. Public transportation connections and access should be carefully considered. Residents are in support of the proposed additional Cap Metro rail stop at Middle Fiskville and increased bus service to support local residents, bring visitors, and decrease car traffic.
- Redesign of the Airport Boulevard cross-section should respond to existing and anticipated entries/exits of local businesses and southbound customer access in particular.

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- Proposed contiguous medians along Airport require further study and discussion. Businesses and residents do not support contiguous medians, and support exploration of alternatives for pedestrian refuge and traffic calming, such as well-placed islands.
- Proposed signal placement requires further study and discussion. Residents do not support the placement of a full signal at 49th Street at Airport Boulevard, opting instead for a pedestrian signal.
- Proposed street closures require further study and discussion. Residents do not support the closure of 46th Street at Airport Boulevard.

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**Summary of community input from Harmon Triangle residents and businesses, a sector of the Ridgetop Neighborhood
Airport Boulevard Redevelopment Project
05.04.2012**

Contact: Penelope Doherty, Harmon Triangle Sector VP. dohertypc@hotmail.com

Background

The Harmon Triangle neighborhood began a formal dialogue with City of Austin staff and Airport Boulevard Redevelopment Advisory Board members about the project and form-based code initiative in December 2011, including an introductory presentation during an organized blocks meeting. Residents were eager to better understand the premises underlying the proposed First Illustrative Plan and the features proposed within, and welcomed the opportunity to comment on local/hyperlocal conditions and specifics about their sector, street, or property. City Staff encouraged Harmon Triangle to gather and document input from residents. This input would then guide city staff and consultants in creating the redevelopment plan and authoring the code. Meetings continued through January and February 2012, with businesses joining in February, to provide the requested feedback.

Overview

This document serves to provide insight into the neighborhood sector and a summary of feedback gathered in meetings, emails, and discussions between Harmon Triangle residents and businesses from December 2011 to present. Conversations have focused on the "transition zones" in this sector bounded by 51st Street (north), Airport Blvd (west), 46th Street (south), and I-35 frontage road (east), as well as the mobility features proposed for the Airport Blvd commercial frontage between 46th and 51st.

In general, residents are optimistic about the future redevelopment project and its potential, positive outcomes. In addition to comments, preferences, and concerns included in this document, Harmon Triangle residents welcome and encourage City Staff and Consultants to confer with residents, businesses, and Ridgetop Neighborhood Association (RNA) in future phases of the project to ensure the neighborhood integrity remains intact and that Harmon Triangle residential and business stakeholders are in support of project outcomes.

Greater detail regarding resident and business feedback can be found in the previously prepared resident input (January 2012) and business statement (April 2012). The previously adopted North Loop Neighborhood plan is an additional resource for Staff and Consultants to understand residents' vision and priorities.

Harmon Triangle

Harmon Triangle is perhaps the most unilaterally "exposed" sector of the RNA, being tightly bounded on all sides by major transportation and commercial corridors: Airport Blvd, 51st Street, and the I-35 frontage, with a smaller commercial section along 46th St. The current land use is primarily residential with a mix of housing types. Moving south along Harmon Ave, a mix of single-family, duplexes, four-plexes, and small/medium-sized low-rise multi-family housing can be found. The sector does include a few non-residential properties on the fringes of its core: Manos de Cristo, at 4911 Harmon, and OutYouth and Common House artist studio on 4900 block of Bennett. Other non-residential entities are limited to the frontages mentioned above. The sector does not have an existing park, yet the area is a walkable distance to Mueller development's substantial recreational amenities.

Being a geographically narrow neighborhood, Harmon Triangle faces unique challenges that are quite aptly described in a recent statement by Martha Kooock Ward, Ridgetop's appointed representative on the Airport Blvd redevelopment advisory board:

"Harmon has historically, and still today carries a lot of extra urban stress, due to its conformation, location, land development and the confining limits set by 51st/Airport/ and IH 35. The Day Labor site continues to create concerns ... now [a] rezoning request and [new commercial] parking glut, and the ongoing changes that make up the Airport Blvd project. Airport Blvd's commercial edge development impacts Harmon Triangle in ways that [other areas] will likely never experience."

Resident and Business Input

Transition Zones

Local Mixed Use and Commercial Transition Areas

- The commercial use along frontages needs to be sensitive to car volumes in parking and circulation. Parking must be located on-site. Features and use introduced should inhibit routing patrons of and delivery to these commercial spaces through the residential area.
- Parking should be shielded from the street and pedestrian / bike traffic.
- Commercial use adjoining the residential area should be sensitive to its family oriented character and promote family-sensitive hours and noise and occupancy levels. Positive examples cited by residents are Dolce Vita at 43rd and Duval, New World Deli on Guadalupe, Thom's Grocery on Barton Springs, and House Wine near Lamar and Barton Springs. Examples of use presented as negative by residents are Clive Bar and Garage Mahal in Rainey Street area and The Parlor in Hyde Park.
- The building forms should yield a more walkable street front with sidewalks. As suggested by joint commission members in February, smaller-scaled sidewalks and other connection features should be considered in order to maximize available space and accommodate challenges associated with Harmon's smaller lot sizes, delivery vehicle access, and the tightly-adjoining residential area.
- In general, a 3-story structure was the maximum height preferred by residents.
- Examples of commercial structures presented as positive by residents: neighborhood center at 43rd Street and Duval, New World Deli center on Guadalupe, live-work complex on 53 ½ at Duval.

Neighborhood Transition

- There is a range of examples of multi-family housing in the proposed Airport Blvd transition area: 909 E 50th St is considered an acceptable form of increasing density of existing housing stock, and a precedent project of a small multi-family, gated complex at 4811-15 Harmon Avenue is perceived as very well integrated with single-family neighbors. In contrast, there are several duplexes and apartment buildings (specifically, 916 and 918 E 50th, and many on Harmon between 46th and 48th) that are under-maintained, poorly designed, and are in need of redevelopment, the form of which would not be desirable for duplication.
- Residents are open to appropriately placed multi-family housing that is responsive to the existing context and neighborhood character, with duplexes and garage apartments stated as the maximum density development appropriate in Harmon's transition areas. 2-story townhomes are perceived as potentially appropriate in limited areas where block size allows and parking could be accommodated behind the structures (examples considered were blocks on west side of Bennett between 49th and 50th, and east side of Harmon). Positive examples offered of townhomes are

the 2-story portion at 55 ½ Guadalupe, and 4811-15 Harmon Ave. A negative example is at 600 Guadalupe at Franklin.

- In general, a 2-story structure is the maximum height preferred by residents, with consideration for 3-story if a location provides sufficient depth between 3-story commercial frontage and 2-story structures on the inward facing edge of the transition zone. Positive examples considered of 3-story are 704-708 East 45th, complex at 55 ½ and Guadalupe, and 100 E. 51st (The District).
- Parking and patron activity is a large concern for additional multi-family housing and non-residential being introduced into the neighborhood. Residents are already greatly burdened by the "sea" of spillover parking occurring along 50th St and Bennett prompted by much-admired Kome's astounding success.

- New residential developments should locate parking onsite, preferably behind structures or otherwise buffered from the inward face. The gated complex at 4811-15 Harmon manages parking well, as do the duplexes at 5305-5309 Guadalupe at Franklin. Both create off street parking and allow for green space along the street. Parking accommodation on cement pads in front, as at 311 and 401 Nelray, is not desirable.

- Because of the neighborhood's shallow footprint proportionate to existing commercial spaces, non-residential use is appropriate for commercial frontages only.

- Housing diversity and affordability is a priority. New units should be a mix of sizes and price points to accommodate families of varying sizes and incomes.

- Green space and set-back is highly valued for frontages of new development and provide appropriate transition to adjacent, traditional single family houses.

- Examples of residential structures presented as positive by residents:

4811-15 Harmon Ave, 924 E. 49 ½, 700 East 45th, 5305-5309 Guadalupe, and 100 East 51st Street.

- Examples of residential structures presented as negative by residents:

Bruning Lofts at Bruning & Duval, The Triangle at 45th and Guadalupe, 900-1100 San Marcos (Robinson Apts), Mosaic at Mueller, and multi-family housing on Helen.

- "Stealth dorms" should be inhibited from developing in the Harmon Triangle. For example, there are 2 stealth dorms in Red River Sliver (on east side of the 4500 block on Depew Avenue) causing parking problems and unsafe streets which would not be desirable additions in Harmon Triangle.

Mobility Features and Amenities on Airport Boulevard

Residents and businesses alike were challenged by the inherent conflicts of proposed mobility features and pedestrian and bicycle amenities, and preserving the character and viability of current iconic businesses and the safety, livability, and character of the adjoining neighborhood.

- The lack of safe, pedestrian access to Ridgetop Elementary and the two bus stops on the west side of Airport Blvd is a priority concern. Residents and businesses discussed the proposed installation of contiguous medians along this portion of Airport Blvd and are largely against the idea:

- The currently proposed median and parking configurations will result in overly-restricted customer access and delivery vehicle access to businesses.

- Customer and delivery vehicles should not be pushed by median placement into using the adjoining neighborhood for access to commercial entities.

- Safety/emergency vehicles should have adequate access from Airport Blvd and not rely on navigating through the adjacent neighborhood's streets and inhabitants.

Thoughtfully-placed islands can provide a more positive solution for pedestrian refuge, while preserving customer access to businesses and reducing routing of

commercial traffic through the neighborhood. Islands can also serve to slow traffic speeds. More discourse is needed on this issue with City Staff and Consultants.

-Parking configurations should prioritize creating the maximum amount of customer parking along the frontage to proactively reduce impact on the adjoining neighborhood.

-Residents and businesses join in Joint Commission members' suggestion that modifications to proposed standard sidewalk sizes, lane widths, multi-use trails, and planting configurations be pursued that are more in scale with the limitations of Harmon Triangle configurations, and believe such modifications can still provide improvements appropriate to the project's desired goals.

- Comments on proposals for additional signals on Airport Blvd:

-methods to address challenges at 45th St via a 46th St signal should avoid the undesirable consequence of encouraging Increased usage of Harmon Avenue as a transportation through-way by non-residential traffic.

-placement of a signal at 49th St should be designed to encourage pedestrian safe-crossing, while discouraging usage of 49th by non-residential traffic. A pedestrian signal at that location is a positive addition; a full signal at 49th would present considerable negative impact to the neighborhood.

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**Community Input from Red River Sliver residents, a sector of the Ridgetop Neighborhood
Airport Boulevard Redevelopment Project
5.10.2012**

Contact: Sarah Gamble, RRS Sector VP. sarah.p.gamble@gmail.com

Overview

This document serves to provide insight about the neighborhood sector and communicate feedback gathered in meetings, emails, and discussions between Red River Sliver residents in Spring 2012. Conversations have focused on the single "transition zone" in the sector bounded by 47th Street (north), Airport Blvd (east), the alley south of 45th Street (south), and the alley west of Bennett Ave (west).

In general, residents are optimistic about the future redevelopment project and its potential, positive outcomes. In addition to comments, preferences, and concerns included in this document, Red River Sliver residents welcome and encourage City Staff and Consultants to confer with residents/RNA in future phases of the project to ensure the neighborhood is in support of project outcomes. The previously adopted North Loop Neighborhood plan is an additional resource for Staff and Consultants to understand residents' vision and priorities.

Red River Sliver

The Red River Sliver is the smallest sector of the RNA and located west of Airport Boulevard. The current land use is primarily residential with a mix of housing types. Moving east from Red River Street toward Airport Boulevard, the residential structures transition from mostly single-family to a mix of single-family, duplexes, four-plexes, and small/medium-sized, low-rise multi-family housing. The sector does include a few commercial/institutional properties: Ridgetop Elementary School, Wilson's Plumbing, and several small churches. The sector does not have an existing park, yet the area is a walk-able distance to Hyde Park Neighborhood's Shippe Park.

Resident Input

Transition Zone

Commercial Transition

- The commercial use introduced needs to be sensitive to car volumes in parking and circulation. Parking must be located on-site. If 46th Street is closed, the only route to these commercial spaces will be through the residential area.
- The building forms should yield a more walk-able street front with sidewalks.
- Parking should be shielded from the street and pedestrian / bike traffic.
- In general, a 3-story structure was the maximum height preferred by residents.
- Examples of commercial structures presented as positive examples by residents: 1050 East 11th Street (higher density, brick material, street edge), neighborhood center at 43rd Street and Duval.

Neighborhood Transition

- There are many precedent projects in the Red River Sliver of small to medium sized multi-family buildings that are well integrated with single-family neighbors. In contrast, there are several existing buildings that are under-maintained, poorly designed, and should be redeveloped. For example, the Dolphin at Airport Boulevard and 46th Street. Also, residents dislike the "sea" of parking found along Bennett and 46th Street.
- Residents are open to appropriately placed multi-family housing that is responsive to the existing context and neighborhood character. In general, a 2-story structure was the maximum height preferred by residents.
- Parking is a large concern for additional multi-family housing being introduced into the neighborhood. New developments should locate all parking on-site. One existing

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complex that manages parking well is located at Red River Street and 47th Street. 2 floors of apartments are lifted up off the ground to create off street parking along the alley. The parking lot for the complex along Red River Street is less desirable.

- Housing diversity and affordability is a priority. New units should be a mix of sizes and price points to accommodate families of varying sizes and incomes.

- Examples of residential structures presented as positive examples by residents: 2000 Zach Scott, 1308 North Loop, 707 East 47th Street, 100 East 51st Street, 4708 Depew (good massing, parking off the street), 4712 Depew (good massing, fits into single family neighborhood street).

- Examples of residential structures presented as negative examples by residents: 1708 Harvey Street, 5301 McCandless Street, 4508 Depew.

- "Stealth dorms" are a growing problem in the neighborhood. For example, there are 2 stealth dorms on east side of the 4500 block on Depew Avenue causing parking problems and unsafe streets.

- A new park is needed in the area and would be a good fit in the 46th Street and Bennett area.

Intersection at 46th Street and Airport Boulevard

Residents identified many problems with the 46th Street/Airport Boulevard intersection, yet were unclear on the best solution. The lack of safe, pedestrian access is a primary concern with the existing conditions. Residents discussed the proposed closure of the intersection to car traffic and were largely against the idea. More discourse is needed on this issue with City Staff and Consultants.

- Negative comments on existing conditions: drastic change in elevation going up and over railroad tracks, dangerous for pedestrians trying to cross Airport Boulevard and access Capital Metro bus stops, dangerous to turn left from 46th Street onto Airport Boulevard, ditches along railroad tracks are unattractive.

- Positive comments on existing conditions: bike route connection crossing Airport Blvd and along Harmon to access 51st Street/Mueller Development, only access point into Red River Sliver between 45th Street and 51st Street, commonly used by local residents to get out onto Airport Boulevard

- Comments on proposal to close 46th Street to car traffic: closure will limit access for safety/emergency vehicles, leave only 2 access points into the area, and trap local residents; closure will potentially cause another traffic disaster like at Clarkson and 51st; the Michigan left turn does not appear to be a viable solution based on existing lengths of road to work with.

- Ideas to make a safer intersection: install a typical traffic light to ease turning and pedestrian access, re-time existing traffic lights at I-35 and 45th Street to ease traffic flow, move Capital Metro bus stop 50 yards north on the west side of Airport Blvd to ease lines of sight at 46th Street.

- Residents suggested a technical study of the intersection and traffic on 46th Street to determine traffic volumes and times of day.



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May 9, 2012
Community Open House Public Input

COMMENTS/QUESTIONS

- (1) WHERE ARE THE DISABLED BUS STOPS ON (N) AND SOUTH SIDE OF AIRPORT
- (2) PEDESTRIAN LIGHTING ALONG AIRPORT
- (3) DOG PARKS TO ACCOMMODATE DOG FRIENDLY WALKERS
- (4) COFFEE KIOSKS FOR WALKER AND JAGGERS THAT FREQUENT AIRPORT
- (5) U.S. MAIL FACILITIES - CUSTOMER SERVICE KIOSKS
- (6) NO LARGE VEHICLES ALLOWED ON AIRPORT, REROUTED TO OTHER STREETS
- (7) MOON TOWERS PLACED INTERMITTENTLY ON BUSY EXITS
- (8) MORE EXITS TO AIRPORT FROM HIGHLAND MALL

COMMENTS/QUESTIONS

- (9) LESS VEGETATIVE DEAD MORE PARK LIKE CONDITIONS INTERMITTENTLY PLACED ON AIRPORT
- (10) MORE CAPITAL METRO INVOLVEMENT AT VARIOUS PLACES ALONG AIRPORT RTE
- (11) MORE DISABLED PICK UP AREAS TO ALLOW DISABLED ACCESS TO VIEW AND IMPROVED TREES
- (12) LOOK FOR INPUT FROM EAST SOUTH AND WEST AUSTIN HOW THEY FEEL AIRPORT SHOULD BE CHANGED
- (13) WATERFALL PARKS MAINTAINED BY TEXAS PARKS AND WILDLIFE
- (14) BIKE RAZERS BOLDLY DISPLAYED TO ATTRACT AND BIKE RIDERS
- (15) RULES AND REGULATION WORKSHOP FOR THOSE WHO RIDE BIKES DAY 6-7 EARLY
- (16) PLANNING FOR WALKERS THAT USE PATH (AIRPORT BLVD) ON A CONSISTENT BASIS.



Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

No parallel parking on east side
of Airport Blvd from ~~the~~ ^{the} ~~area~~
north - Capital Metro's school
bus line 711/1000



Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

Preserve existing trees along the west side of Airport Blvd from 46th St to 51st. They are part of the character of the area, are of value to the neighborhood west of the KIC Lakes, and they should be integrated into the all-inclusive vision & roadway design.



Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

It would be the preference of property owners on the boarder of the currently proposed zoned areas that the edge of the transition zone extend deeper into the neighborhood ~~area~~ of the ridgetop 49th/Bennett areas.



Community Open House
May 9, 2012



Public Comment Sheet

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C/39

COMMENTS/QUESTIONS

Make a "real train station" - Across from highland mall, make an overpass 120' X 120'. ~~across~~ Under the overpass, both trains & auto's could speed by. On top of the overpass you put coffee shop, trinket stores, small groceries (health food) & other stores. Pedestrians & bicyclists could pass over airport Blvd with no thought to traffic -

Think Shinjuku station in Tokyo - much smaller scale of course, but don't build up & don't waste the space over railway & road!



Community Open House
May 9, 2012



Public Comment Sheet

CL/40

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COMMENTS/QUESTIONS

I like the redevelopment ideas and am looking forward to seeing positive change in the area!

Please do not put a bike lane directly next to back-in angle parking as it produces a lot of headaches and conflicts for cyclists. I really like the separated cycle tracks and hope you will use those wherever possible.

When is Acc's first phase expected?

Please continue to keep in touch with the People Advisory Council.

Allison Kaplan

airport blvd

Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

The Cap Metro train has already caused a lot of traffic issues at several crossings, in particular 51st St. Is there any plans to address the crossings? Perhaps take the train below grade?

Has there been any discussion of how to fund the construction of the public infrastructure to fund this project?

I'm excited to see this project take shape. I hope to see continued support of this project by our public officials.

airport blvd

Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

Line 10000

Ridge Top Elem Rocks

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COMMENTS/QUESTIONS

I HAVE LIVED IN THIS NEIGHBORHOOD FOR OVER 15 YEARS, I ~~HAVE~~ HAVE SEEN GOOD AND BAD THINGS HAPPEN. I AM CAUTIOUSLY OPTIMISTIC ABOUT THE REDEVELOPMENT PROJECT. I WOULD LIKE TO SEE THE CHARACTER OF NEIGHBORHOOD STAY INTACT (RIDGE TOP). I WOULD LIKE TO SEE REMEDIATION FOR THE EXISTING ON STREET PARKING PROBLEM. I WOULD ALSO LIKE TO SEE ~~PARALLEL~~ PARALLEL/REVERSE ANGLE PARKING ON AIRPORT BLVD BETWEEN 47th & 52nd W/ A CROSSWALK AROUND 48th ST. I WOULD LIKE TO SEE TURNOUTS FOR THE BUSES. I WOULD ALSO LIKE TO SEE THE CURRENT NEIGHBORHOOD BUSINESSES STAY AND THRIVE. I DO NOT WANT TO SEE A CHAIN RESTAURANT AT THE SW CORNER MY STREET. I DO NOT WANT TO SEE TOWNHOMES OR CONDOS WITHIN THE NEIGHBORHOOD. I WOULD LIKE TO SEE FORM BASE CODE APPLIED TO ALL OF RIDGE TOP.

ALSO: PLEASE PROVIDE CHILD CARE FOR THESE MEETINGS



Public Comment Sheet

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COMMENTS/QUESTIONS

1. Though I signed up on the Airport Blvd. Web site I've received no notifications at all. Please notify and post all changes to plans.
2. The Sidewalk plan does not show sidewalks in the high-traffic areas that most need them, particularly streets utilized by I-35 traffic (49th + 50th between Airport and I-35, Harmon between 49th and 53rd).
3. Very happy to see bike path (multi-use trail) along rail right-of-way between 46th and 51st!
4. I appreciate that the more recent plans reduce the intrusion of "transition" zoning in the narrow part of ~~the~~ Harmon Triangle. Previous plans threatened to create a canyon effect on our streets, so thanks for listening to neighborhood input!

airport blvd

Community Open House
May 9, 2012



Public Comment Sheet

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45

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COMMENTS/QUESTIONS

We own and operate Tomlinsons Food Pet. Our original location, ~~and~~ administrative offices and warehouse are located at 908 E. 99 1/2 St. We also ~~currently~~ We have owned this business property since 1971. We are also currently in the process of purchasing the property that lies behind our property - 9914 Bennett Ave - with plans to build an office building with possibly a small residence above on it as well as interior parking for this office.

The current plan works well for the Bennett property, but we're concerned about our 99 1/2 St. property being zoned "Neighborhood transition" because it doesn't fit our retail business. We would prefer that ~~this~~ ^{our} property be zoned for retail business as we're not confident in the "grandfathered" ^{idea}.

We are also concerned about the proposed plan for Airport Blvd as it is important that there be a cut in the median to allow for cars to turn onto 99 1/2 St. to access our store.

We would prefer
Local-Mixed
Use

Scott Peraz Chub



Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

There needs to be MORE BUS STOPS along Airport Blvd. There are few & far in between each stop. From Manor to Highland Mall there might be a total of 4 stops. You can make the stop to where it wouldn't hinder traffic, like the stop @ the Highland Mall Metro Rail Station where the bus comes off the road to load ~~unload~~ stop.



Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

business - please favor locally owned businesses.
place a limit on chain stores

living - big wide sidewalks lined with trees
safe bike lanes
lots of park space, open space near multiple
story apartments

vision - peaceful community living
affordable housing in each neighborhood

development - allow neighborhood approval of
proposed new building before final
city approval.

COMMENTS/QUESTIONS

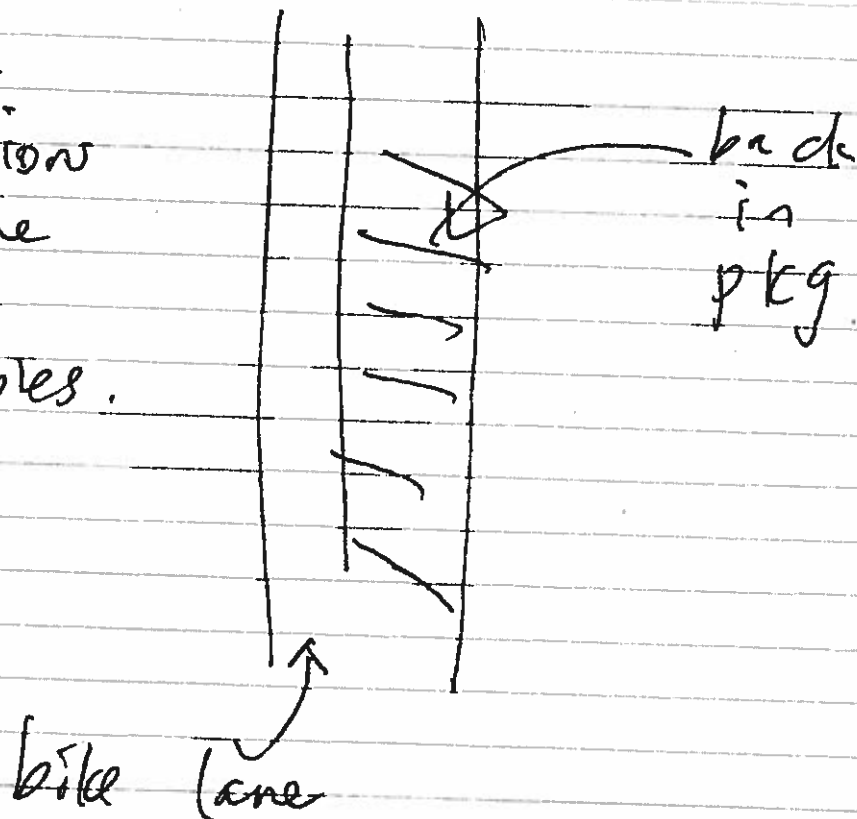
COMMENT:

on the mobility plan options:

I would recommend against the bikes in front of the back in parallel parking as shown on the 48 - 53 1/2 streets.

Dangerous. Like this on S. Congress now.

Much better solutions are the other examples.



airport blvd

Community Open House
May 9, 2012



Public Comment Sheet

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49

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COMMENTS/QUESTIONS

Missing pieces: 1) Park & Ride to receive traffic from the new elevated highway to Manor. The new residents of Manor (which this road will most certainly encourage) cannot & should not drive downtown. If they feed the transit cost hub at the mall, its the odds of its success go way up.

2) & continuity - as a 20 year resident of this neighborhood I have never ever seen traffic on Airport Blvd. Timed adjustments to this road may cause this very inventive & initiative to fail. If the Parallel parking sidewalks, and slower traffic were continuously applied from 45th to crestview the return would be double. The only & potetically viable time to make these adjustments is now. As development takes off more people will drive, and the development never becomes what it could be.

airport blvd

Community Open House
May 9, 2012



Public Comment Sheet

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COMMENTS/QUESTIONS

Allow for the possibility of exclusive transit lanes. Central median takes up space that may not allow for that in the future.

Bus pull-outs tend to slow buses down. Should give priority to buses.

Don't exclude the possibility of rail in the future.

Provide protected bike lanes wherever possible, not right on the street.

Provide lots of trees and other forms of shade.

Provide green spaces for stormwater runoff.

I did not see details on pedestrian crossings.

Need plenty of safe crossings.

The distinctions between these different forms is somewhat arbitrary. I don't think you should hold too closely to the particular forms. In particular, Transit Oriented Development - implies that it works well with transit. Preferably, the whole corridor will be some form of TOD.

Make sure that property values don't increase too much so that residents, homeowners and renters can no longer afford to live in the area.



Community Open House
May 9, 2012



Public Comment Sheet

City

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COMMENTS/QUESTIONS

We're a popular, fun local theater that could take a little bit of credit for making our little stretch of airport Blvd into a destination... it would be nice knowing that this initiative will work with building owners to keep costs down so that they won't be passed along to tenants and price them out of a neighborhood we really want to stay in :)

Also, the area of Highland Mall is an immensely frequented area by colonies of Purple Martins, an indigenous bird much valued by enthusiasts and farmers alike. The European Starling is an invasive species that displaces countless other species of Songbird, and the Purple Martin is our #1 defense!

Please help preserve a presence for Purple Martins within the footprint of Highland Mall.

Rousselin, Jorge

To: M Ward; sully.jumpnet@sbcglobal.net; dchimenti@austin.rr.com; vskirk@att.net; amdealey@aol.com; dave.anderson.07@gmail.com; mnrghatfield@yahoo.com; alfonsohernandez@gmail.com; commjms@sbcglobal.net; donna.plancom@gmail.com; shieh1@aol.com; dja3@mail.utexas.edu; jecotera@coterareed.com; hhasbrouck@austin.utexas.edu; evan@taniguchi-arch.com; bart.whatley@gmail.com; wigintonjk@cdm.com

Subject: RE: Joint Commission Wed 5/16/12 : Martha Ward - Airport Blvd project.comments

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Planning Commission:

Dave Sullivan, *Chair*
V. Sandra Kirk, *Secretary*
Dave Anderson
Alfonso Hernandez

Danette Chimenti, *Parliamentarian*
Mandy Dealey, *Vice Chair*
Richard Hatfield
Jean Stevens Donna Tlemann

Design Commission:

James Shieh, *Chair*
Dean Almy, *Secretary*
Juan Cotera, Sr., *Vice Chair*, Hope Hasbrouck, Evan Taniguchi, Bart Whatley
Wiginton

Jeannie

Dear Planning Commissioners and Design Commissioners:

Wednesday night various viewpoints about the Upper Airport Boulevard project are to be heard. I was involved in the evolution and passage of our 2002 Neighborhood Plan, and FBC is the opportunity to realize more effective and responsive goals than we envisioned in our Nhood Plan.

The Airport Boulevard Form-Based Code project has design tools that are thoughtfully responsive to the neighborhood's unique character zones; and help us to make the most of the dynamics of our community, from this midcentury onward, from Lamar to IH 35. Form Based Code provides the necessary guidance for a well-functioning commercial and residential transition zone to address community goals for parking, multi-modal transportation and family friendly, and affordability components through a broad variety of building styles and street solutions and options.

It is the FUTURE VISION framework that has made it compelling for me and others to embrace this opportunity to have a form-based code legacy investment for our individual properties, as well as for owners of commercial properties. We will be entitled to meet the market opportunities that are integral to the growth of a healthy urban area.

The Round Table events are bringing attendees together in a proactive context to explore and share their respective visions and get questions answered.

I applaud the community members who are learning how to begin to see the options as opportunities for our future as vibrant, well-built, sustainable neighborhoods, and the staff and the designer consultants helping us to achieve these goals.

Gratefully,
Martha Koock Ward
Airport Boulevard Advisory Group
Ridgetop Neighbor
452-1151

Rousselin, Jorge

C1/33

To: Lawrence Sunderland; Dave Sullivan; dchimenti@austin.rr.com; Sandra Kirk; amdealey@aol.com; dave.anderson.07@gmail.com; mnrghatfield@yahoo.com; alfonsohernandez@gmail.com; commjms@sbcglobal.net; donna.plancom@gmail.com; shieh1@aol.com; dja3@mail.utexas.edu; jecotera@coterareed.com; hhasbrouck@austin.utexas.edu; evan@taniguchi-arch.com; bart.whatley@gmail.com; wigintonjk@cdm.com

Subject: RE: Airport Form Based Code Initiative

Planning Commission:

Dave Sullivan, Chair

Danette Chimentl, Parliamentarian

V. Sandra Kirk, Secretary

Mandy Dealey, Vice Chair

Dave Anderson

Richard Hatfield

Alfonso Hernandez

Jean Stevens

Donna Tiemann

Design Commission:

James Shleh, Chair

Dean Almy, Secretary

Juan Cotera, Sr., Vice Chair,

Hope Hasbrouck,

Evan Taniguchi,

Bart Whatley

Jeannie Wiginton

Dear Planning Commissioners and Design Commissioners:

I personally have never been involved in an advisory group that has put as much effort and focused activity around education and inclusiveness as this Airport Advisory Group. As this process has moved along the members have remained engaged and committed. We have walked the neighborhoods and business corridor numerous times handing out fliers and sharing information with other citizens. City staff has worked tirelessly with us to expand the outreach and refine the vision. Many large and small meetings, both formal and informal, have been held throughout the corridor.

My efforts have centered around outreach and education to businesses and neighborhoods. I have shared books and other resources about form based code with the neighborhood representatives on the Advisory Group and they in turn have shared this information with their neighbors. We have made presentations at neighborhood meetings and city staff has carried the same effort even further. We have sought out everyone who might have an interest and given them the opportunity to be involved and to have their voice heard and their questions answered.

What you see is a work in progress and a truly collective vision. We know we are not done and we are still developing events and programs to reach more folks and catalog their concerns and their dreams. Rest assured that this group will continue to work over the coming months to present the fullest and most inclusive vision possible.

Larry Sunderland
Airport Advisory Group
CNU Member
Riverside Neighborhood

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Boards and Commissions
Airport Blvd. Form-Based
Code Initiative

Planning Commission
Design Commission
May 16, 2012

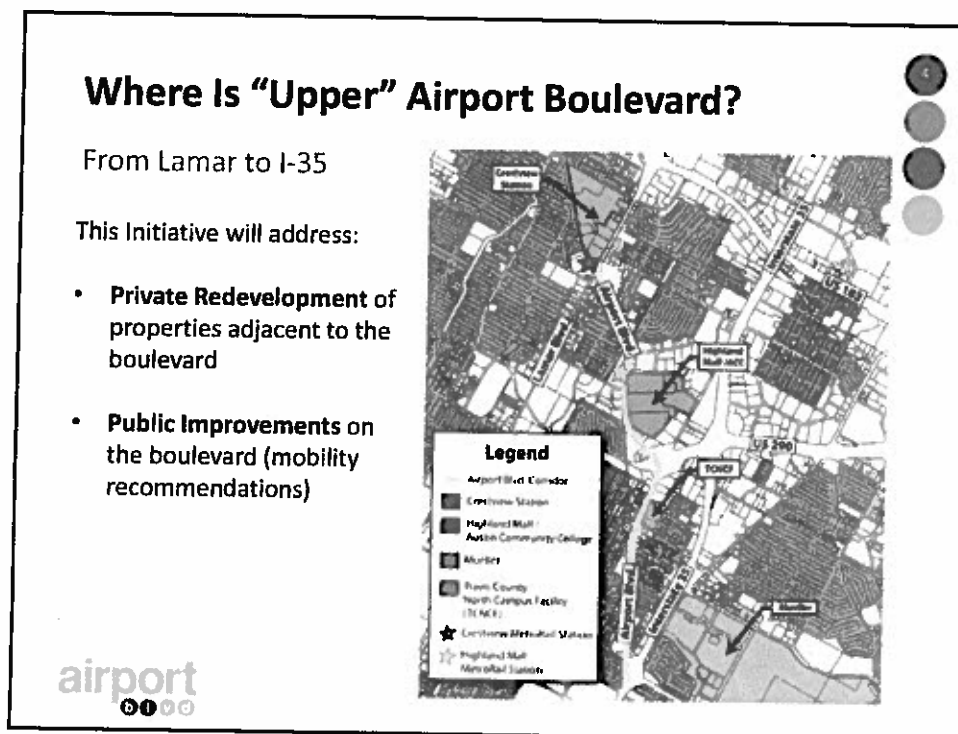
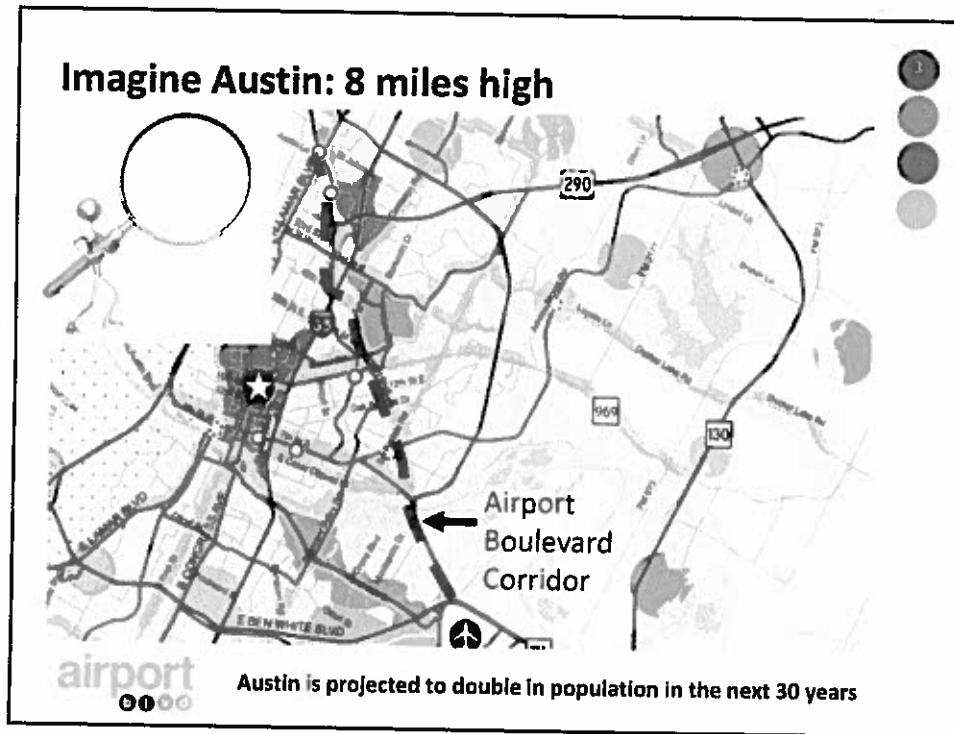
Upper Airport Boulevard Initiative

Purpose of tonight's presentation

- Brief overview of the Initiative to date
 - Need for the initiative
- Mid-project check-in and feedback
 - Illustrative Vision
 - Code Framework
- Next Steps
 - Council mid-project check-in
 - Continued community outreach
 - Overall timeline
- Direction from Commissions

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Airport Boulevard Form-Based Code Initiative

Goals: As Austin grows and redevelopment comes, how can Airport Boulevard:

- Establish a Vision for more walkable, mixed-use, vibrant corridor;
- Coordinate public and private investments for greatest effect;
- Provide more transportation options;
- Create equitable, sustainable, and affordable development options for the Corridor; and
- Create a Form-Based Code (rules and tools) to implement the Community's Vision for Airport Boulevard.



Process to date

Council directive to
create Airport Plan



October 2010



Sept 2011
Community
Vision
Workshop



Oct 2011
Public Forum –
Initial Vision



Winter 2012
Refine
Vision



Summer
2011
Analysis & Stakeholder
Input



Sept 2011
Design Intensive



Nov 2011
Public Forum –
Mobility Concepts



Spring 2012
Roundtable Meetings
& Mid-project Review



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Process to Date

Public meetings and outreach efforts

- (10) Airport Boulevard Advisory Group Meetings;
- (3) March – June 2011: Community PhotoVoice ;
- (12) June 2011: Twelve focused stakeholder meetings ;
- (30) June – August 2011 – Airport Boulevard Vision Video Interviews;
- (25) June – September 2011: Twenty-five community multicultural outreach meetings;
- (1) September 13, 2011: Community Vision Workshop;
- (1) October 1, 2011: Community Open House;
- (1) October 3, 2011: Public Review Forum;
- (1) November 30, 2011: Mobility Public Open House;
- (1) February 23, 2012: Combined Special-Called Commissions Meeting on Mobility Recommendations;
- (1) February 28, 2012: Briefing to the Travis County Commissioners Court
- (10) December 2011 – April 2012: Roundtable meetings; and
- (1) May 9, 2012: Community Open House.
- Dozens of internal technical meetings with stakeholders

Total Outreach/Public Engagement Meetings from November 2010 to date: 67

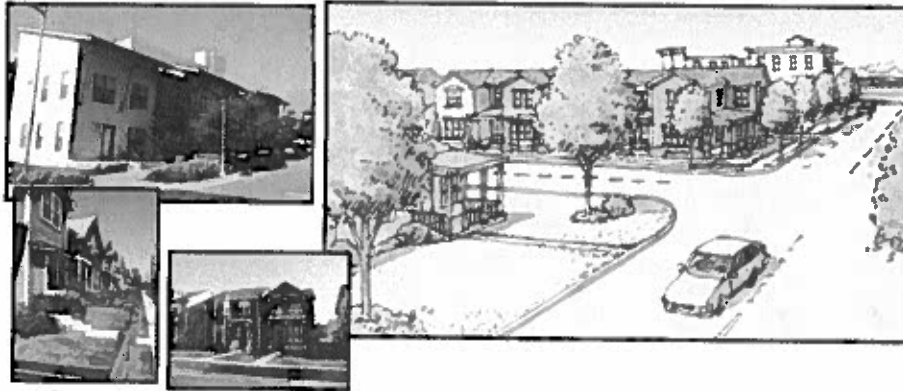


Reoccurring Issues Heard During Outreach Efforts

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Affordable Housing

The initiative must advance equitable access to affordable housing and workforce housing, providing one of several necessary elements to this goal: a wider variety of housing types and choices.



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Community Open Space

The form-based code shall provide the means to increase access to destination open space and increased urban civic spaces along streets and within development projects.



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Neighborhood Compatibility

The protection and enhancement of adjacent neighborhoods shall be achieved by carefully calibrating transitions for each unique character zone and neighborhood.



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Established Entitlements

The form-based code shall provide a clear set of regulations that will provide capacity to achieve appropriate development consistent with current entitlements and neighborhood plans.



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A Streamlined Process

The form-based code shall provide a regulating plan and a clear set of development standards to secure the shared Vision for Airport Boulevard so that both neighborhoods and property owners understand what the outcome will be for any future development.

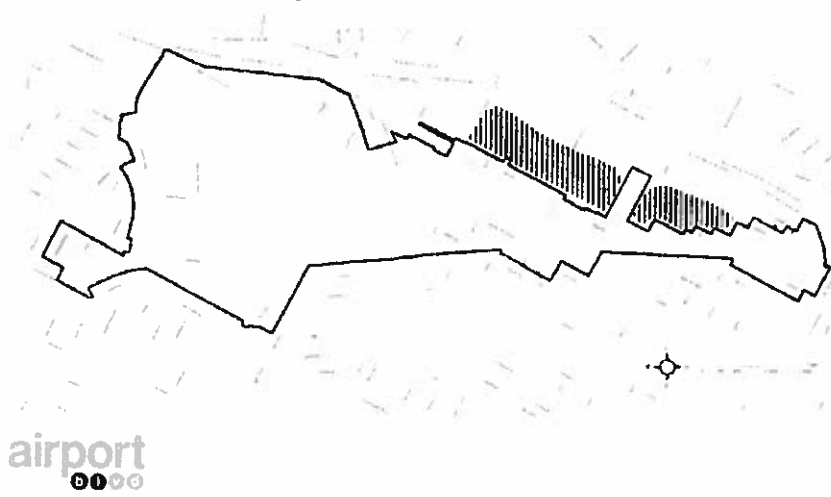
The form-based code template for Airport Boulevard includes a regulating plan and a clear set of development standards. The regulating plan shows the corridor and its boundaries. The form-based code table provides specific standards for different building types, including height, setbacks, floor area ratio, and permitted uses. The development standards section provides detailed rules for various building types and uses, including residential, commercial, and industrial.

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FBC Example

Form-Based Code Process Template

Consider extension of the FBC boundary to adjoining neighborhoods to prevent non-residential uses from intruding into the neighborhood.



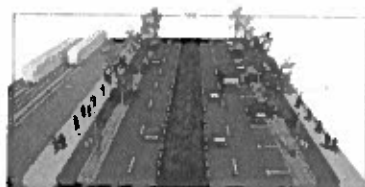
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Mobility Study Report Concerns

Consider the removal of center medians and reverse-angle parking along the Airport Blvd. Corridor.

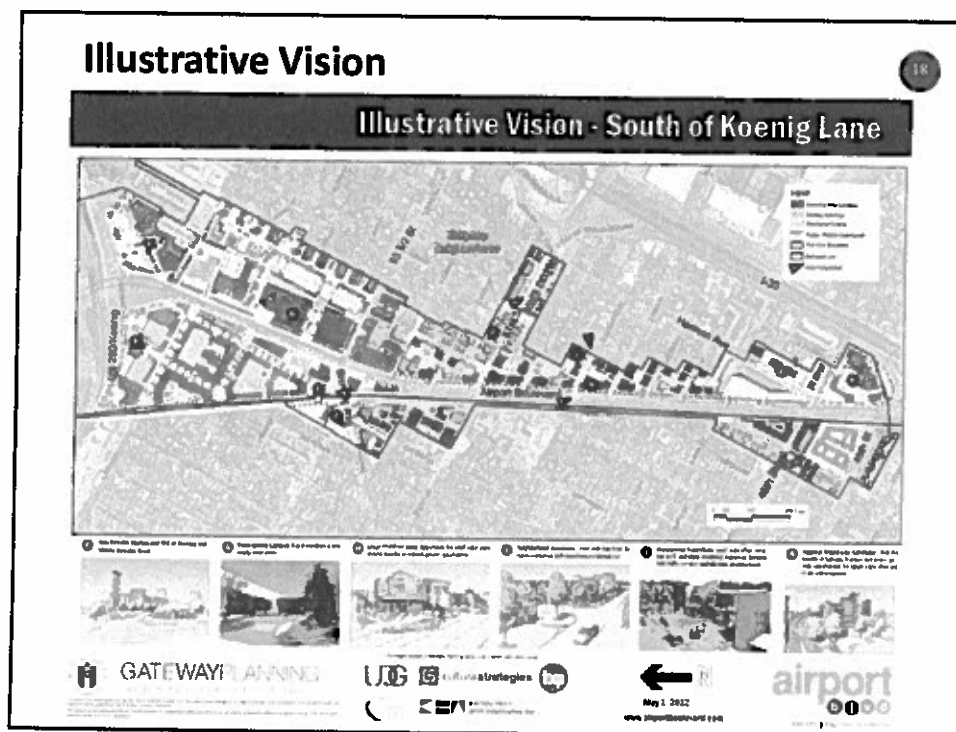
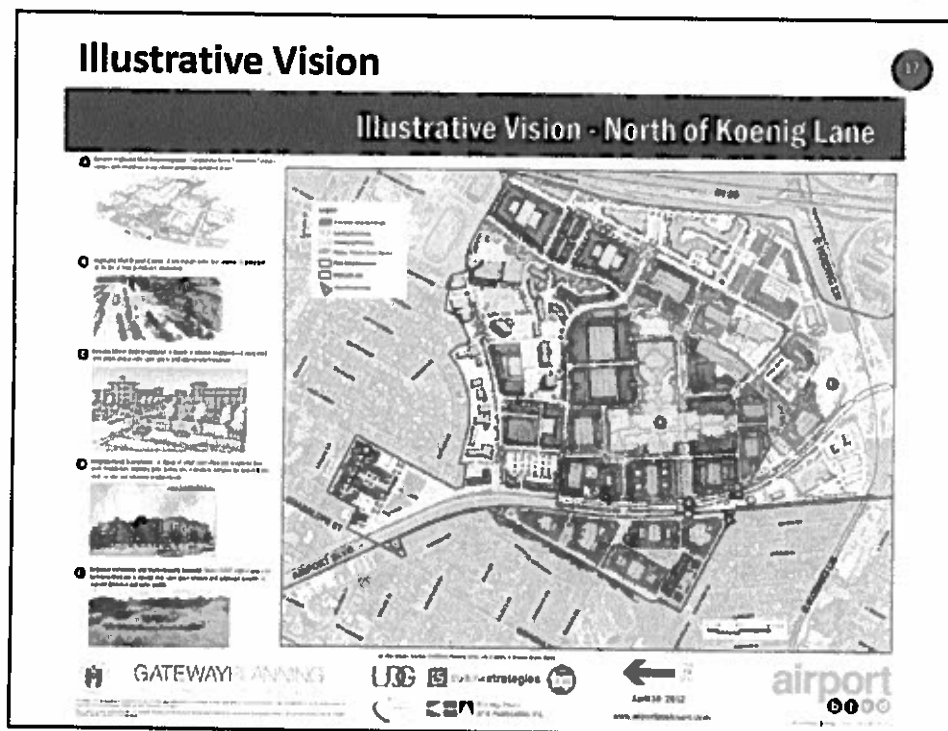
Mobility Report Options



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Airport Boulevard Illustrative Vision

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Neighborhood Plan Tie-in

Independent Business Area south of 53rd Street



Upper Airport Blvd. Initiative
Emerging Vision - 2012



Northloop Neighborhood Plan - 2002

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From Vision to Code

Form-Based Codes

- Illustrative Vision Maps are tools to image a preferred future.
 - Not a site plan
 - More a compass
- Form-Based Codes: Rules to help realize a Vision
 - Place-specific
 - Context sensitive
 - The Vision details inform the specifics of the Code

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What is a Form-Based Code?

Form-based codes foster predictable built results and a high-quality public realm by using physical form (rather than separation of uses) as the organizing principle for the code.

These codes are adopted into city or county law as regulations, not mere guidelines.



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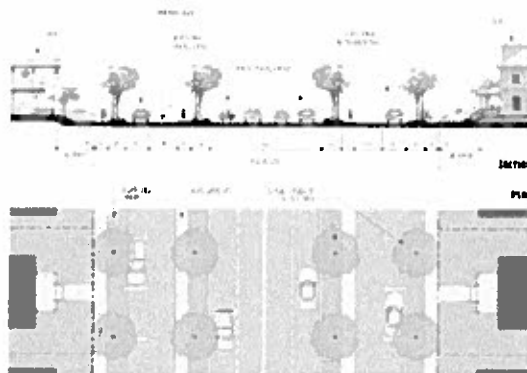


www.formbasedcodes.org



What is a Form-Based Code?

Form-based codes address the relationship between building facades and the public realm, the form and mass of buildings in relation to one another, and the scale and types of streets and blocks.



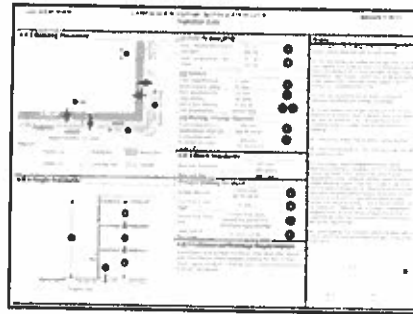
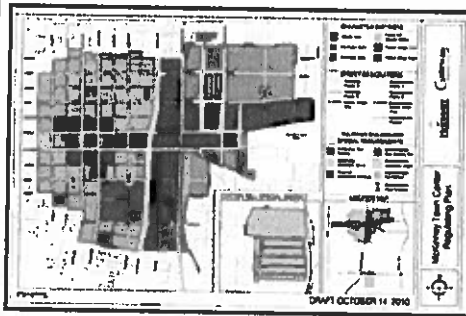
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What is a Form-Based Code?

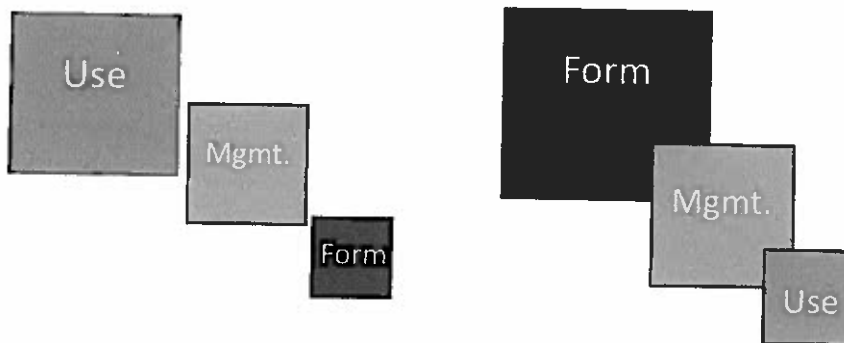
The regulations and standards in Form-based codes, presented in both diagrams and words, are keyed to a *regulating plan* that designates the appropriate form and scale (and therefore, character) of development rather than only distinctions in land-use types.



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www.formbasedcodes.org

Emphasis on Urban Form



Conventional
(buffers)

Form- Based
(transitions)

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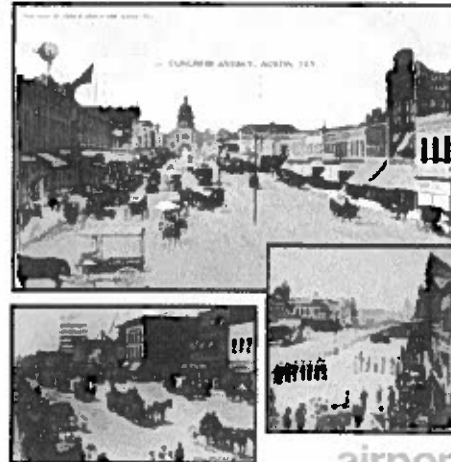
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Form-Based Codes: A new method; an old idea

Austin's Waller Plan - 1839



How property lay out; how buildings sit on lots; relationship to the street and each other.



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Why a Form-Based Code for Airport?

- Achieves a predictable community vision
 - Code is regulatory, not advisory
 - Achieves a predictable physical result
- Concentrates on the visual aspect of the development through:
 - Building Height;
 - Façade Treatment;
 - Parking Location; and
 - Relationship of the building to the street (pedestrian friendly)



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Why a Form-Based Code for Airport?

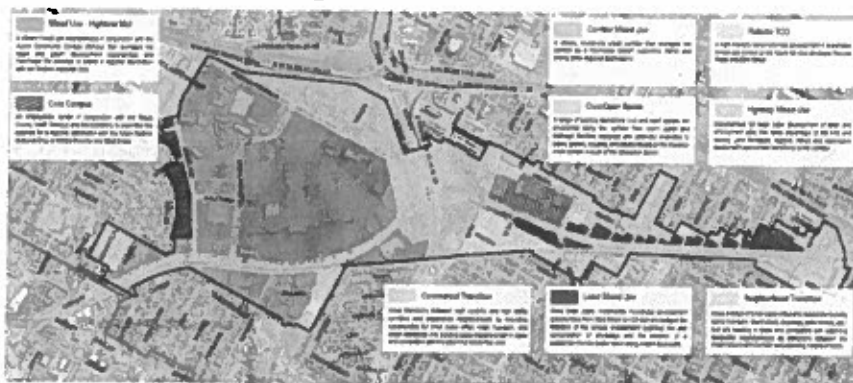
- Can regulate development at the scale of an individual building or lot, with a common agreed upon vision and framework; thus
 - Encourages independent development by multiple property owners;
 - Reflects diversity of architecture, materials, uses and ownership operation;
- Encourages compact, walkable urbanism; and
- Provides the community with the opportunity to respond to market demand in a predictable manner.



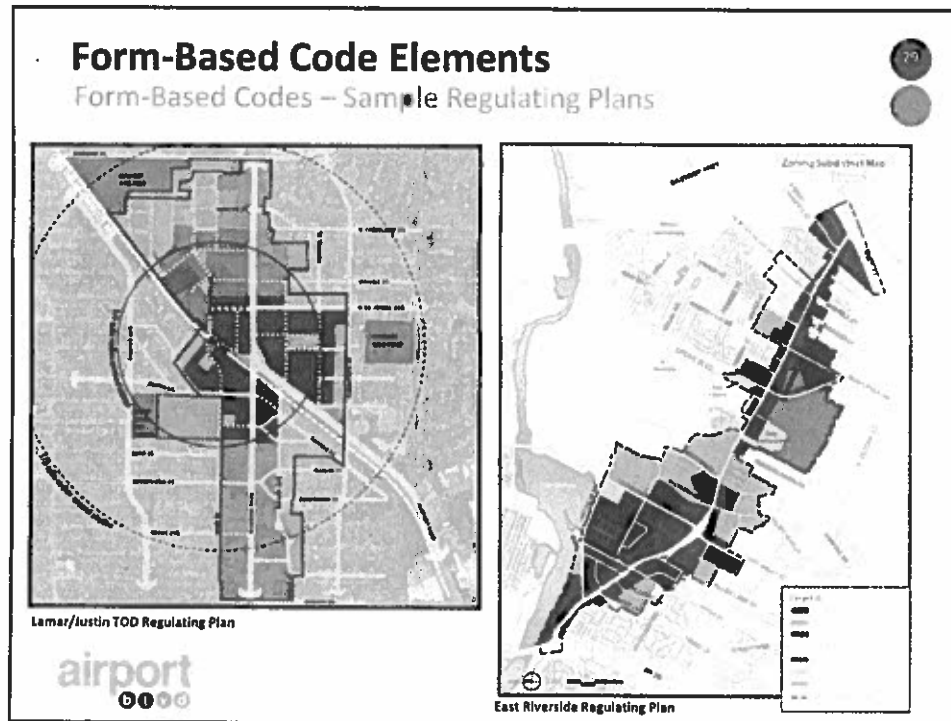
Form-Based Code Elements

Regulating Plan (New Zoning Map for the Airport Blvd. study area)

- Delineation of all character zones
- Street designations and typologies
- Open space types and locations
- Special frontages



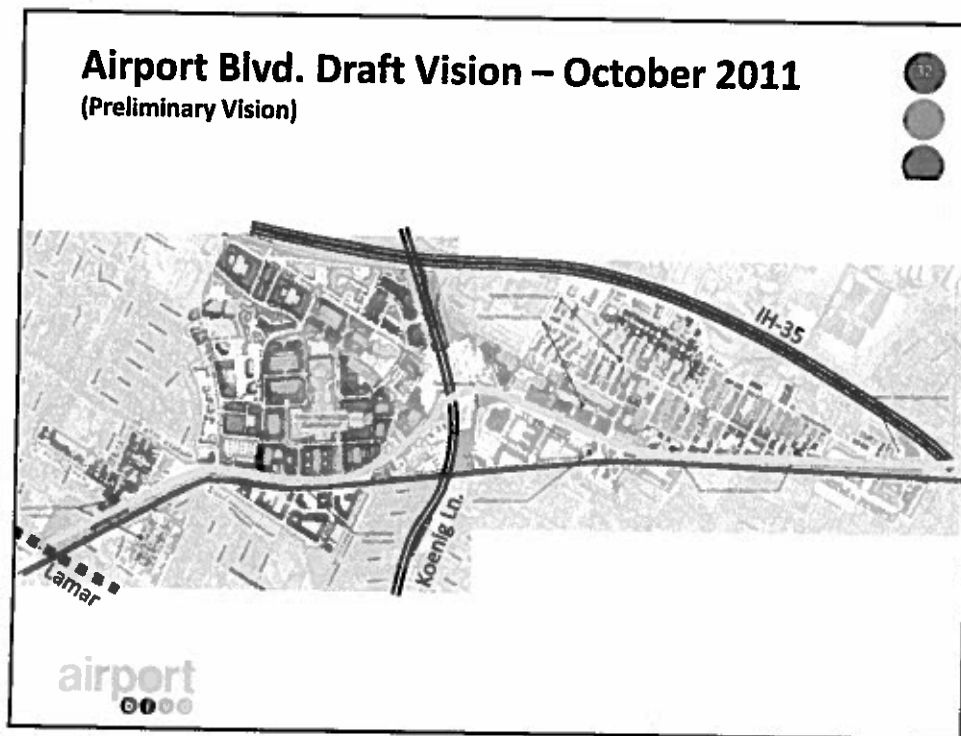
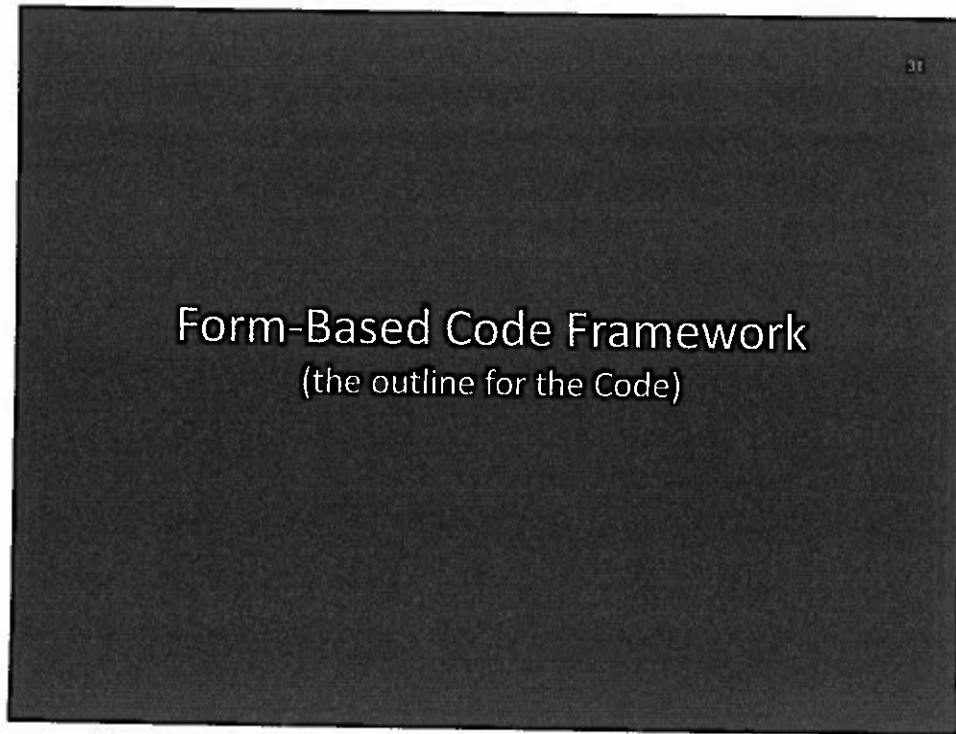
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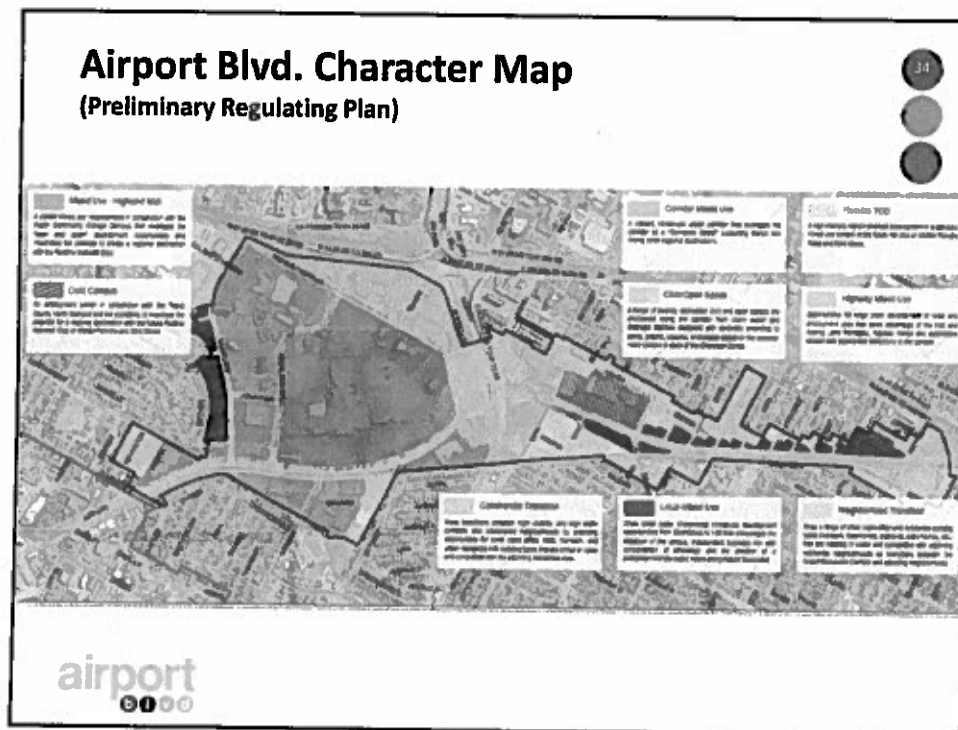
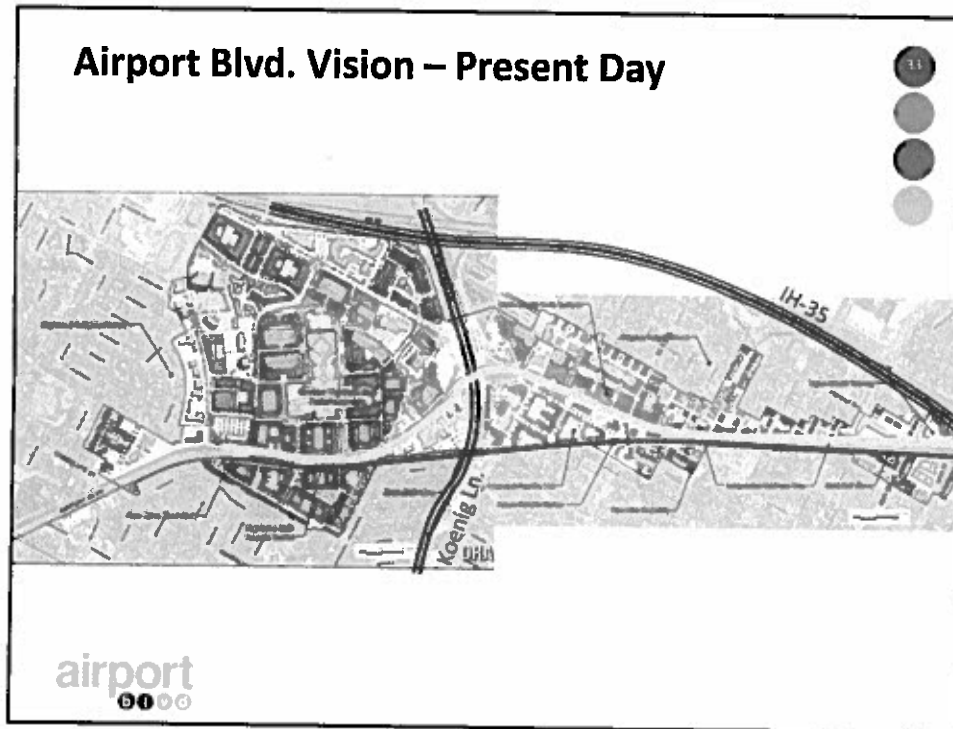
Form-Based Code Elements

- Development Standards
 - Public Space standards (streets and open space)
 - Building form standards
 - Tailored to each character zone
 - Administration (includes non-conforming uses and sites)
 - Other standards
 - Landscaping and streetscaping
 - Building design/urban design
 - Signage
 - Transitions

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Airport Blvd. Character Map (Preliminary Regulating Plan)

Mixed Use - Highland Mall Character Zone



Purpose and Intent:

- Create a vibrant mixed use environment in conjunction with the Austin Community College Campus
- Leverage the "town and gown" development opportunities
- Maximize the potential to create a regional destination with the Redline Metrorail Stop
- Allow for uses and buildings to transition to higher intensity mixed use as the market matures with appropriate phasing

Scale and Intensity of Development:

- Generally 5 stories (65') max with some limited locations where additional height (up to 12 stories or 150' max) could be allowed with appropriate transitions
- Mix of commercial (retail, office, entertainment), residential (range of urban residential types), lodging, civic, educational, and support service uses



Airport Blvd. Character Map (Preliminary Regulating Plan)

Typical Character Zone Images



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Airport Blvd. Character Map (Preliminary Regulating Plan)

Civic Campus Character Zone



Purpose and Intent:

- Create a vibrant mixed use environment in conjunction with the Austin Community College Campus
- Leverage the "town and gown" development opportunities
- Maximize the potential to create a regional destination with the Redline Metrolink Stop
- Allow for uses and buildings to transition to higher intensity mixed use as the market matures with appropriate phasing

Scale and Intensity of Development:

- Generally 5 stories (65') (max.)
- Minimum 20' buffer along Helen Street with landscaping
- Mainly civic, governmental uses with some commercial (retail, office, restaurant) and service uses
- Link internal open space to Airport Boulevard and to adjoining neighborhoods

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Airport Blvd. Character Map (Preliminary Regulating Plan)

Typical Character Zone Images

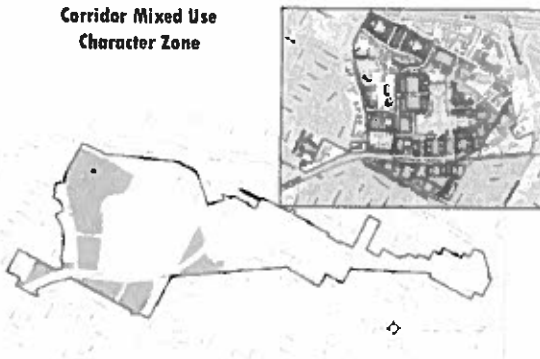


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Airport Blvd. Character Map (Preliminary Regulating Plan)

**Corridor Mixed Use
Character Zone**



Purpose and Intent:

- Create a vibrant, mixed-use urban corridor that leverages the corridor as a "Complete Street" supporting transit and linking other regional destinations
- Allow for uses and buildings to transition to higher intensity mixed use as the market matures with appropriate phasing

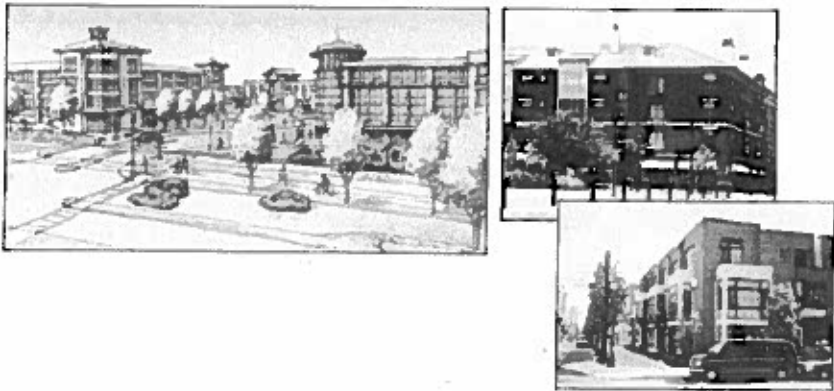
Scale and Intensity of Development:

- Generally 4 stories (50') (max.) with appropriate transitions to adjoining neighborhoods
- Mix of commercial (retail, office, entertainment), residential (range of urban residential types), lodging, civic, educational, and support service uses.

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Airport Blvd. Character Map (Preliminary Regulating Plan)

Typical Character Zone Images



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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Fiskville TOD
Character Zone



Purpose and Intent:

- Create a high intensity transit-oriented development in a walkable mixed use context of a potential future rail stop at Middle Fiskville Road and 53rd Street
- Allow the transitioning of significant underutilized properties (for sales) into a true transit destination as the market matures

Scale and Intensity of Development:

- Generally 5 stories (65') (max.) with appropriate transitions from adjoining uses and consideration of residential neighborhoods
- Mix of commercial (retail, office, entertainment), residential (range of urban residential types), lodging, civic, educational, and service uses

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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Typical Character Zone Images



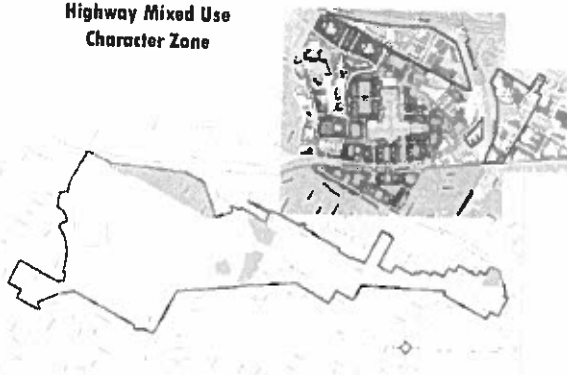
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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Highway Mixed Use
Character Zone



Purpose and Intent:

- Provide opportunities for large scale redevelopment for retail and employment uses that take advantage of the I-35 and Koenig Lane frontages, regional transit and automobile access with appropriate transitions to the corridor

Scale and Intensity of Development:

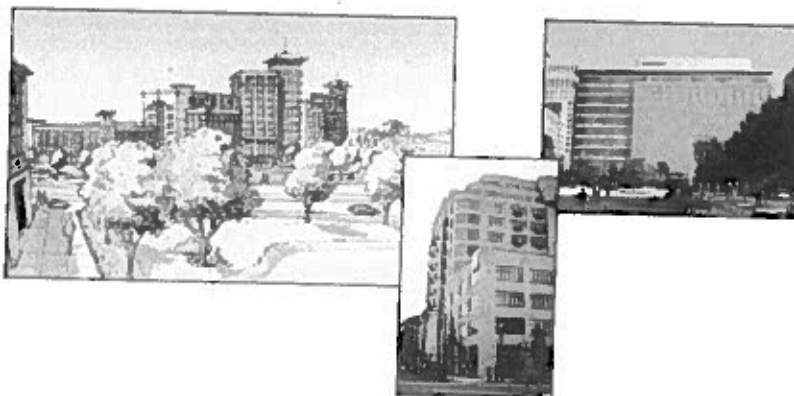
- Generally 12 stories (150') (max) with appropriate transitions to adjoining uses and to the corridor
- Mix of commercial (retail, office, entertainment), residential (primarily multi-family), lodging, civic, educational, and service uses

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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Typical Character Zone Images



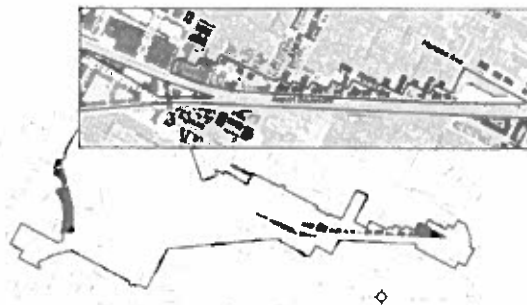
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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Local Mixed Use Character Zone



Purpose and Intent:

- Create opportunities for small scale, incremental mixed-use redevelopment opportunities from 53rd Street to I-35
- Encourage the retention of the unique, independent business mix with additions of modest neighborhood transitions
- Encourage the consolidation of driveways and the creation of a pedestrian-friendly public realm along Airport Boulevard with linkages to the adjoining neighborhoods

Scale and Intensity of Development:

- Generally 3 stories (40') (max.)
- Mix of small-scale commercial (retail, office, entertainment), residential (flats, small apartments), and live-work, lodging, civic, educational, and service uses



Airport Blvd. Character Map

(Preliminary Regulating Plan)

Typical Character Zone Images



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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Commercial Transition Character Zone



Purpose and Intent:

- Create appropriate transitions between high visibility and high traffic corridors and established neighborhoods by providing opportunities for small scale office, retail, live-work, and multi-family in-fill along 51st Street, Clarkson, Harman, and 46th Streets
- Transition standards will emphasize keeping a smaller scale for residential uses and limiting building types to be compatible with the adjoining neighborhoods

Scale and Intensity of Development:

- Generally 3 stories (40') (max.)
- Mix of commercial (office, personal service, low intensity retail) and residential (small apartments, live-work, and townhomes) uses and building types

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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Typical Character Zone Images



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Airport Blvd. Character Map

(Preliminary Regulating Plan)

Neighborhood Transition Character Zone



Purpose and Intent:

- Intended to provide for a range of small scale office and residential (live-work, townhomes, duplexes, patio homes, etc.) transitions between the Airport Boulevard Corridor and adjoining neighborhoods
- Transition standards will emphasize keeping a smaller scale and limiting building types to be compatible with the adjoining neighborhoods
- Transition building types to be tailored based on adjoining neighborhood contexts

Scale and Intensity of Development:

- Generally 3 stories (40') (max.)
- Mix of commercial (office), and residential (live-work, townhomes, mansion homes, duplexes, patio homes, etc.) uses and building types tailored to the adjacent neighborhood context



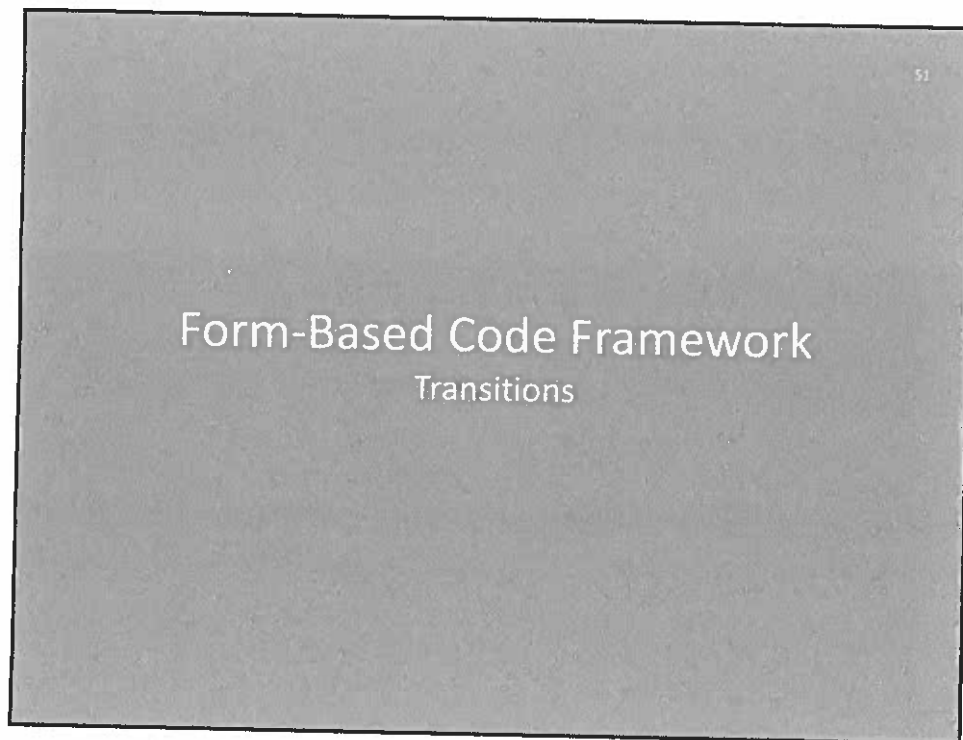
Airport Blvd. Character Map

(Preliminary Regulating Plan)

Typical Character Zone Images



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Advantages of Transitions in an infill context 52

Provides the "missing link" between the commercial and single-family areas

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What are the issues?

Conflicts due to single-family residential adjacency to commercial establishments

- Parking
- Noise
- Privacy/Security
- Light/air (height and form)



Existing transition – 48th St. @ Airport Blvd.

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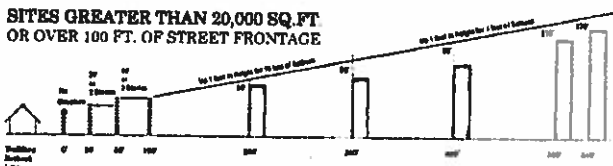
Existing transition – Gene Johnson St. @ Airport Blvd.

How have we addressed it in the past?

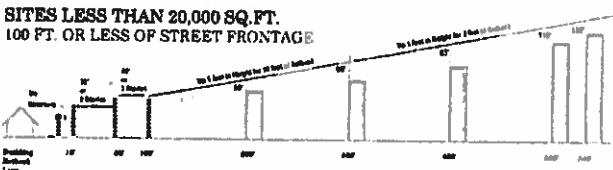
Conventional tools used

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

SITES GREATER THAN 20,000 SQ. FT.
OR OVER 100 FT. OF STREET FRONTAGE



SITES LESS THAN 20,000 SQ. FT.
100 FT. OR LESS OF STREET FRONTAGE



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Compatibility

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

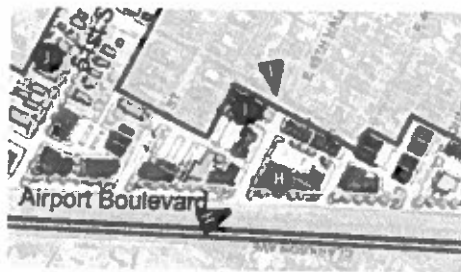


Noise

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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.



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Neighborhood Plan Recommendations

The consideration of a variety of building types as transitional elements, such as townhomes, and the emphasis on scale are option as discussed in the North Loop and Brentwood/Highland Neighborhood Plans:

"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

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Neighborhood Plan Recommendations

The consideration of a variety of building types as transitional elements, such as townhomes, and the emphasis on scale are option as discussed in the North Loop and Brentwood/Highland Neighborhood Plans:

"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



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Brentwood/Highland Combined Neighborhood Plan, Page 48

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Advantages of Transitions in an infill context

The "Missing Middle" Housing Types

A range of housing types addresses equity and increases housing options in the residential areas.



Source: <http://bettercities.net/news-opinion/blogs/>

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Building Type Options for Transition Areas

Residential Transition



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Building Type Options for Transition Areas

Commercial Transition



Form-Based Code Framework

Street Types and Designations

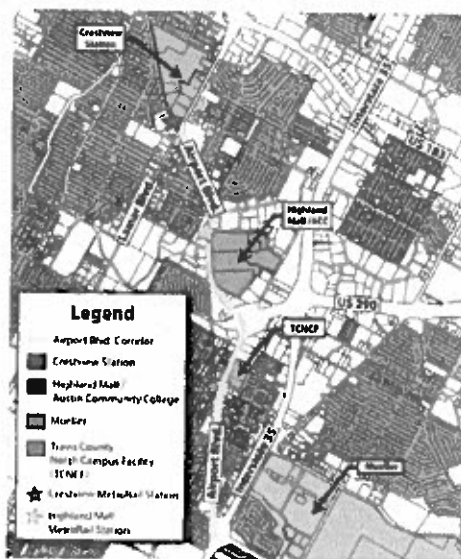
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Public Improvements

From Lamar to I-35

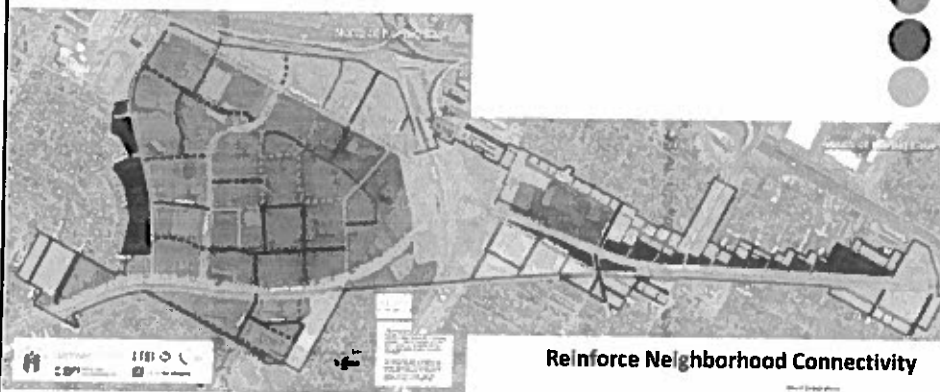
This Initiative will address:

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



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Airport Blvd. Form-Based Code Street Designations





Break-up Superblocks

Reinforce Neighborhood Connectivity

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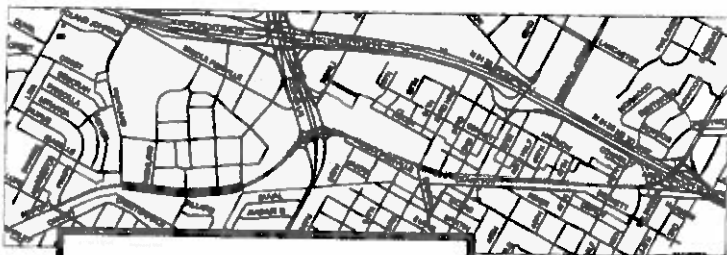

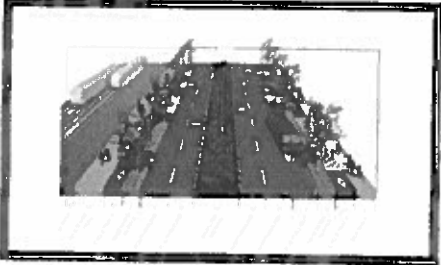
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Upper Airport Boulevard Mobility Study Long-Range Recommendations

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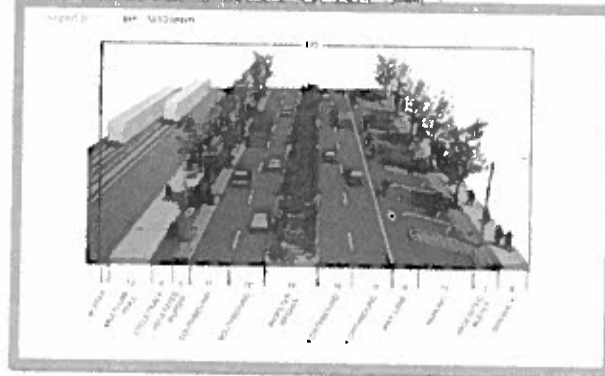
Upper Airport Boulevard Mobility Study Long-Range Recommendations

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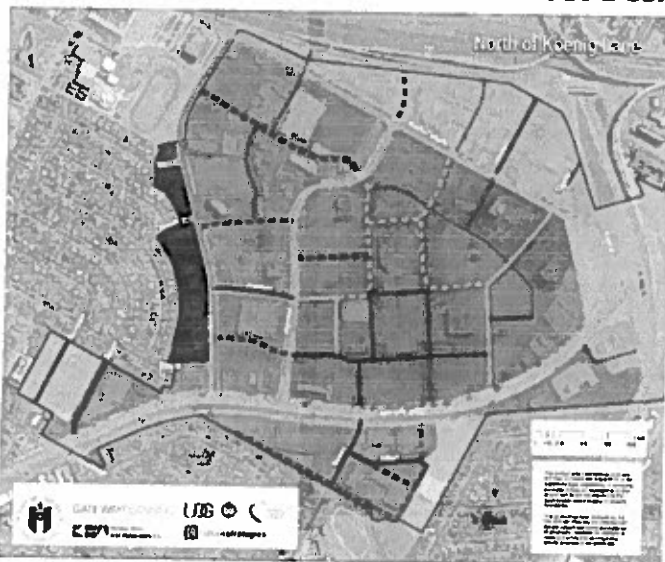
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Upper Airport Boulevard Mobility Study Long-Range Recommendations



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Airport Blvd. Form-Based Code Street Designations



Abstract: **Keywords:**

- [illegible]

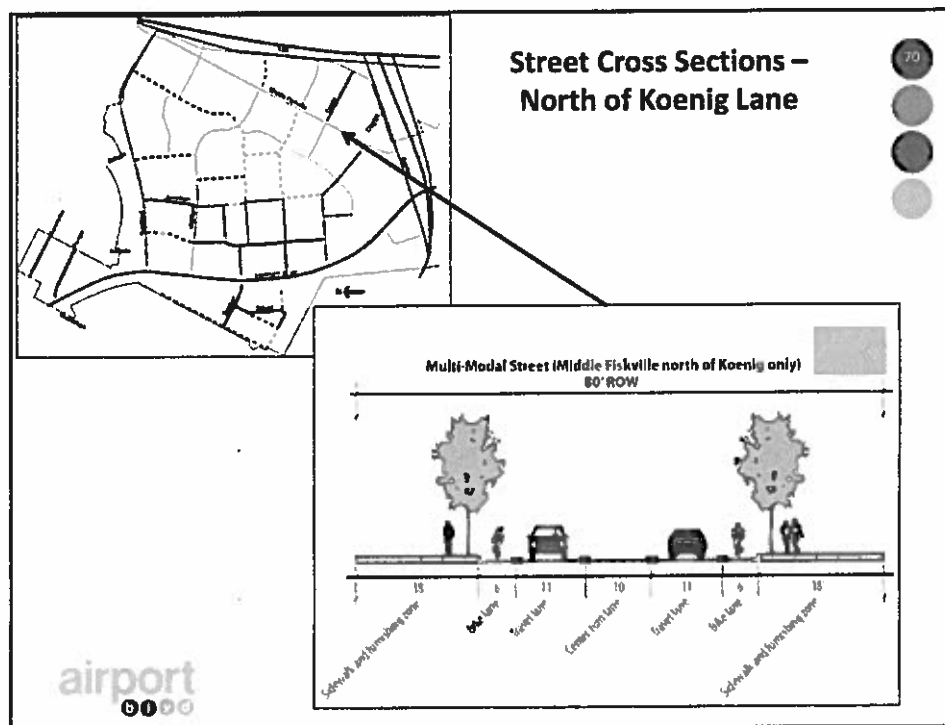
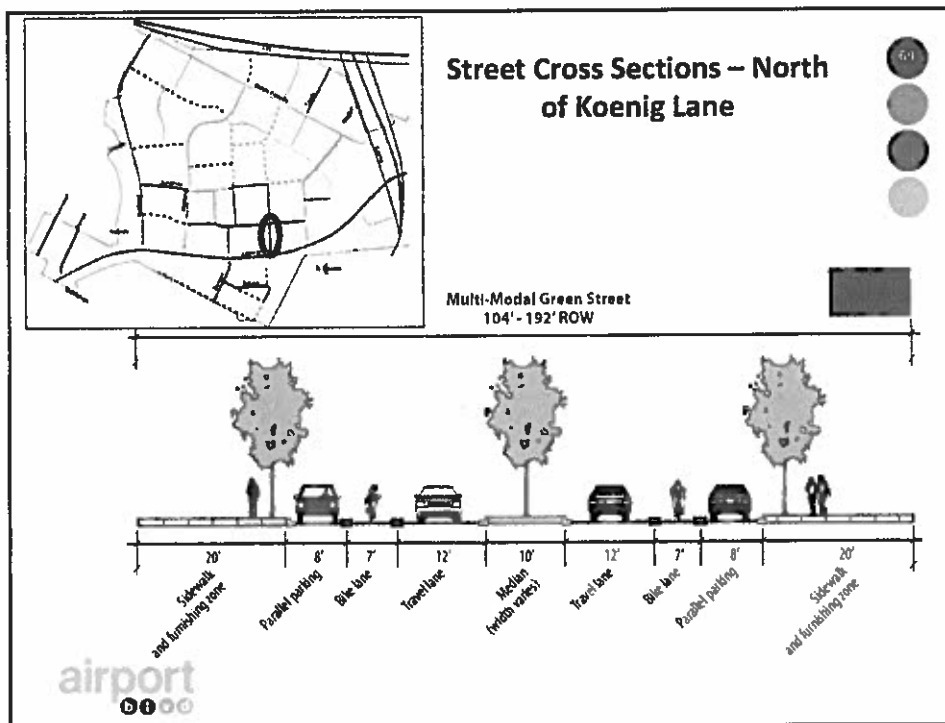


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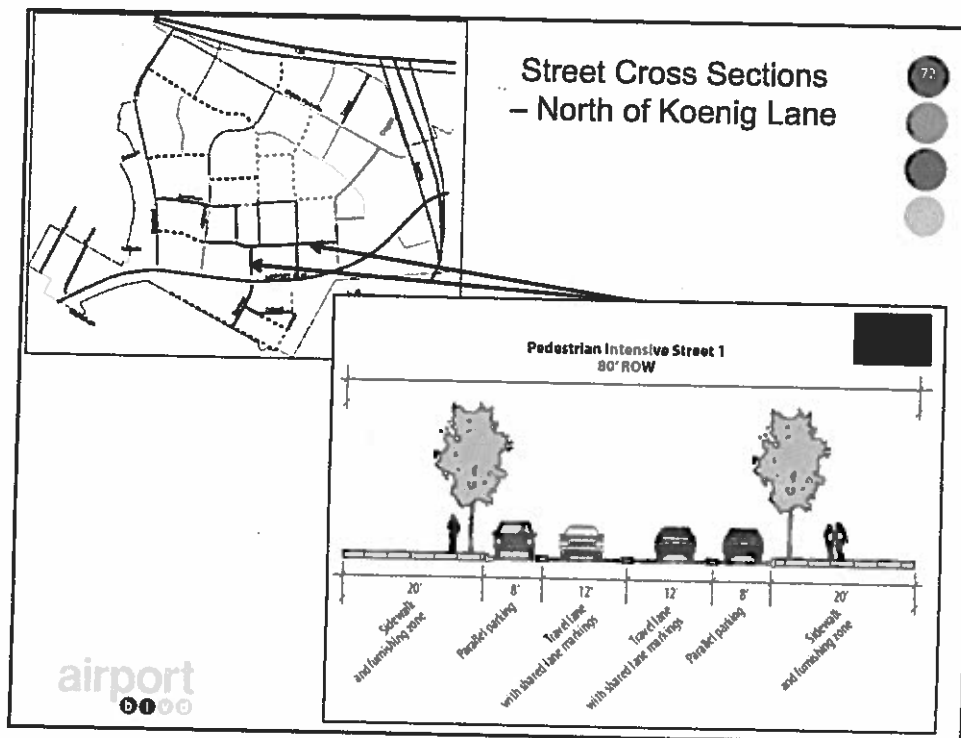
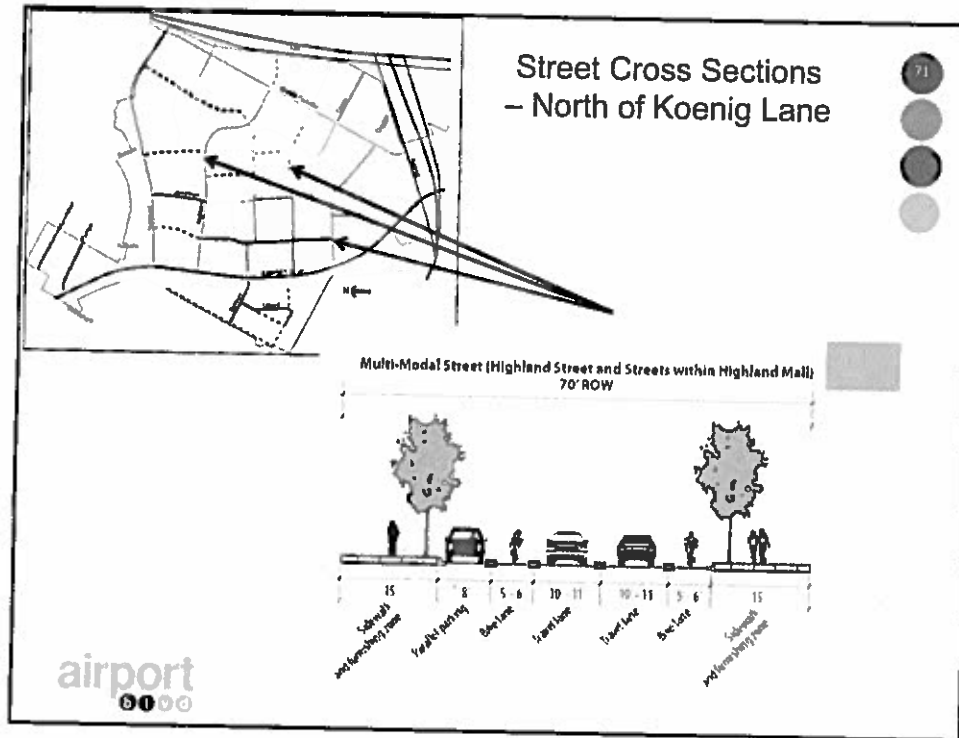

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Break-up Superblocks

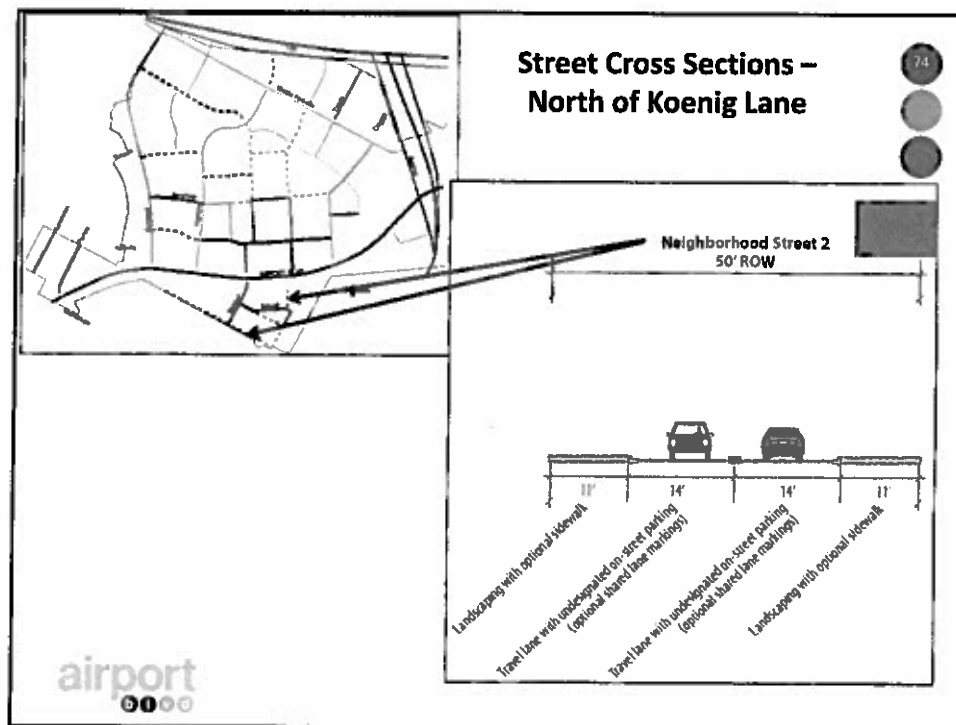
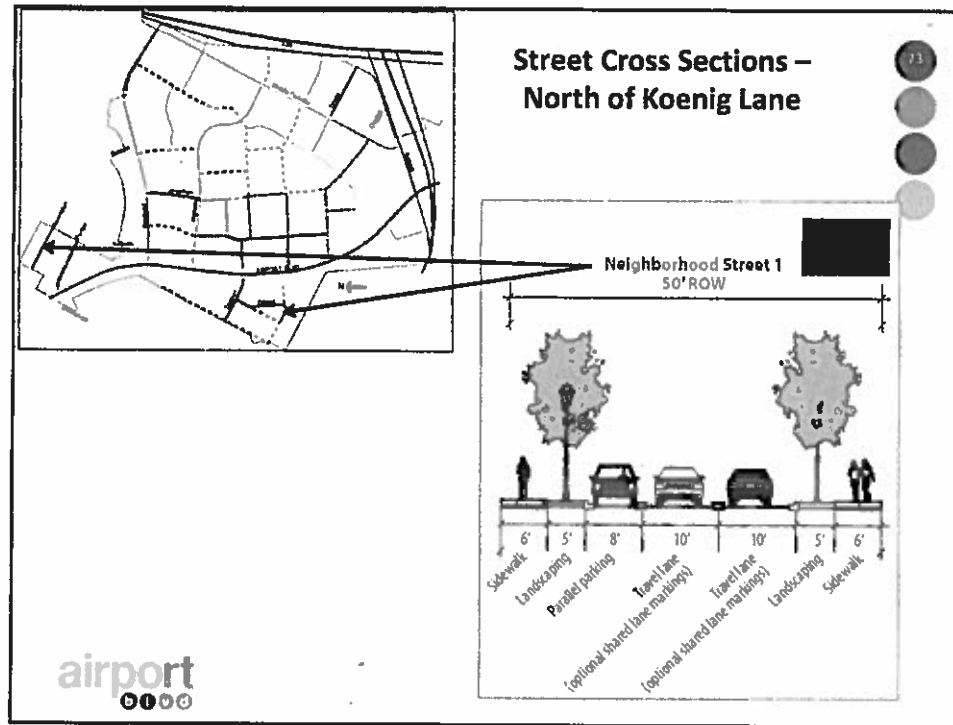
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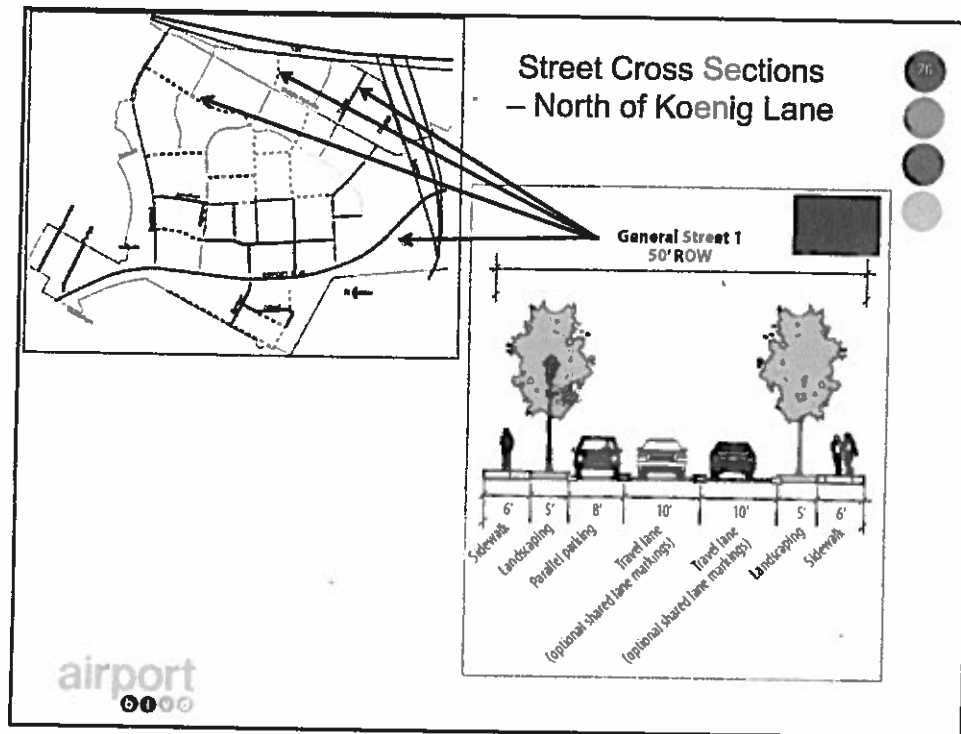
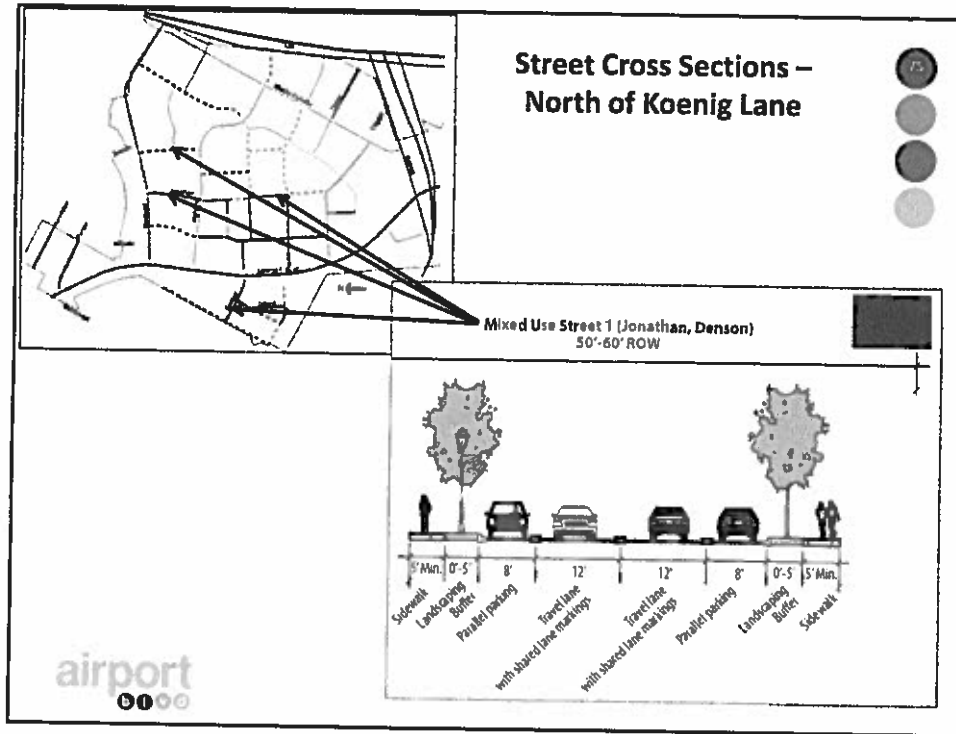
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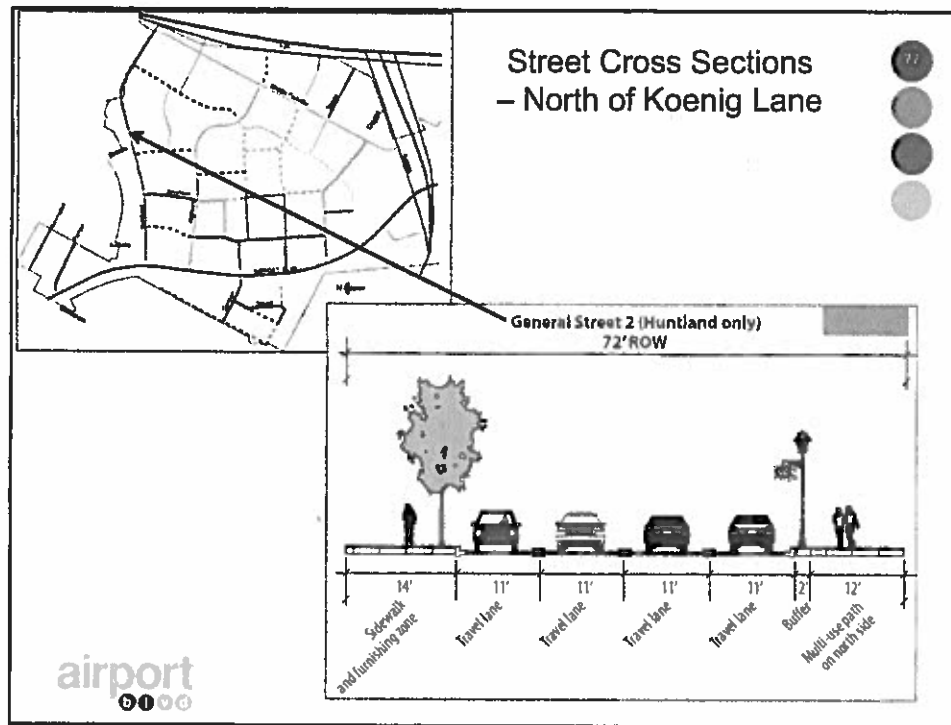
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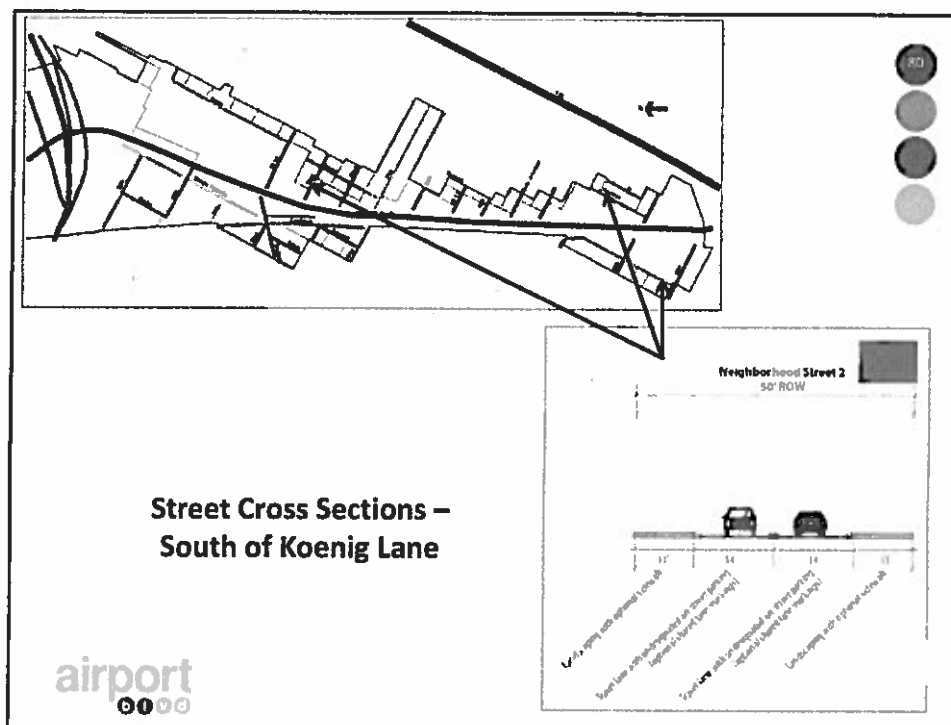
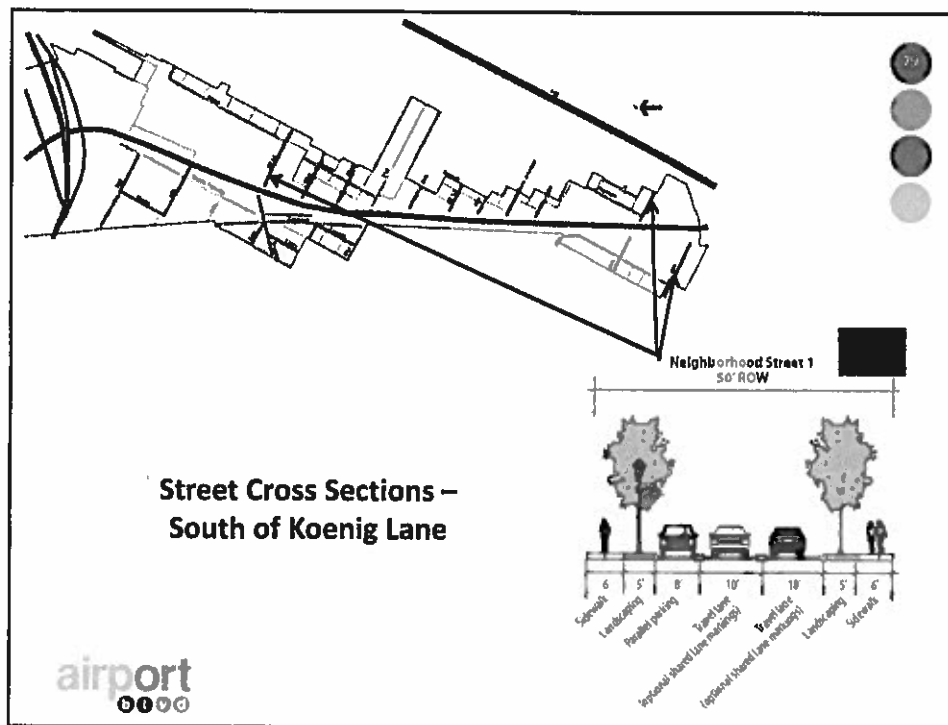
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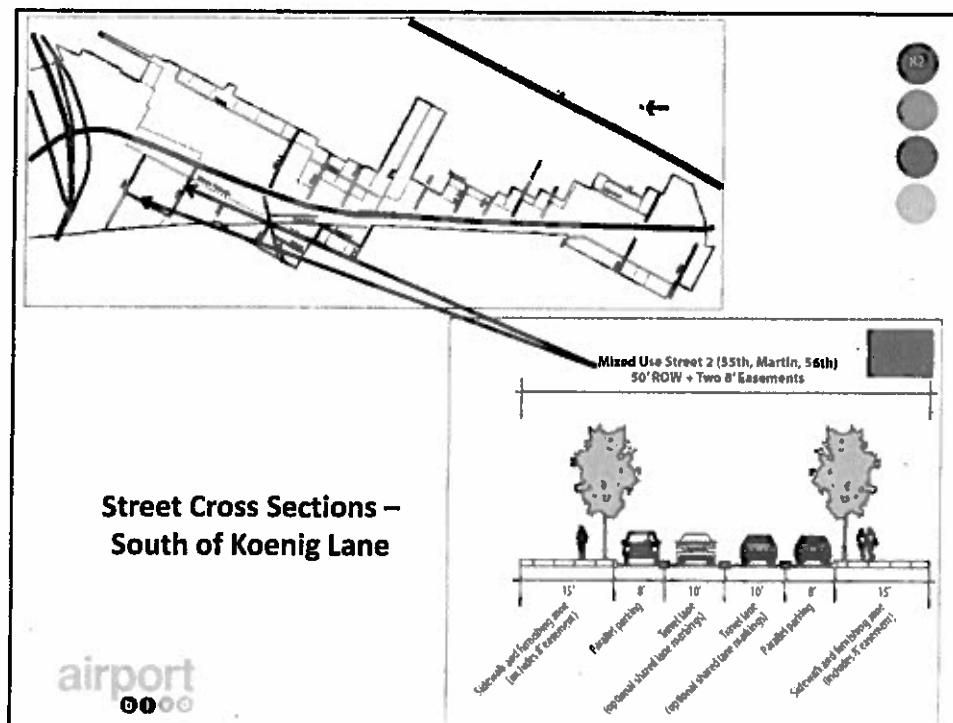
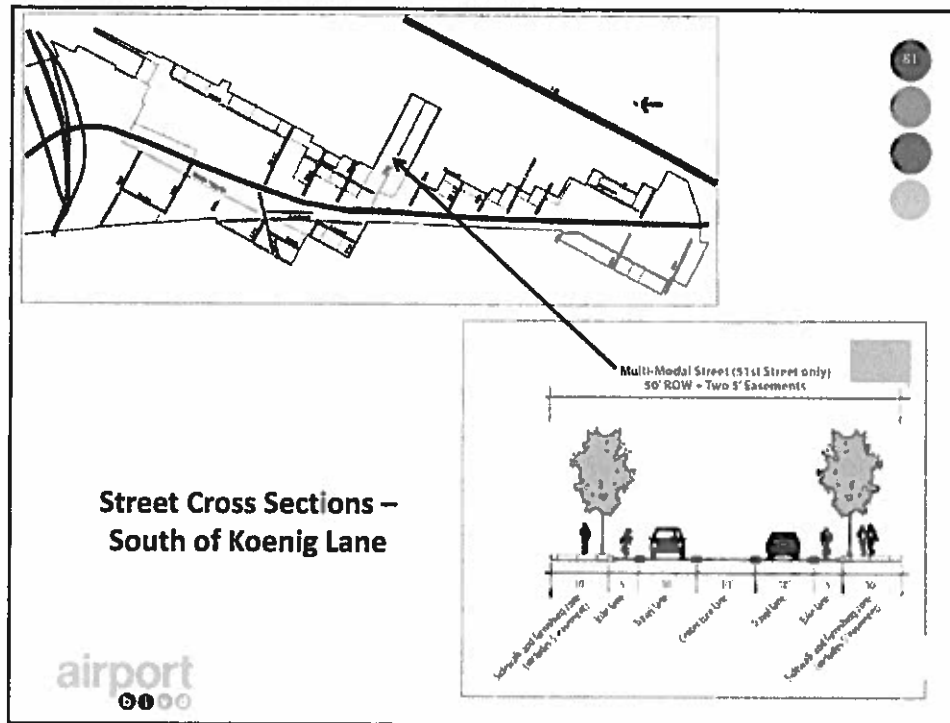
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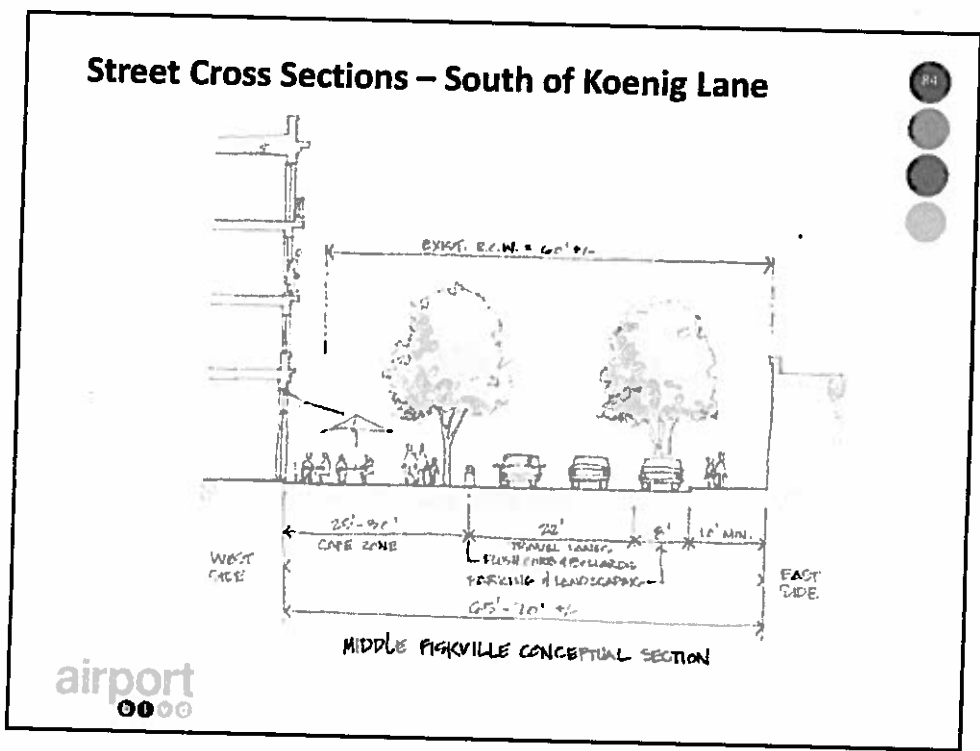
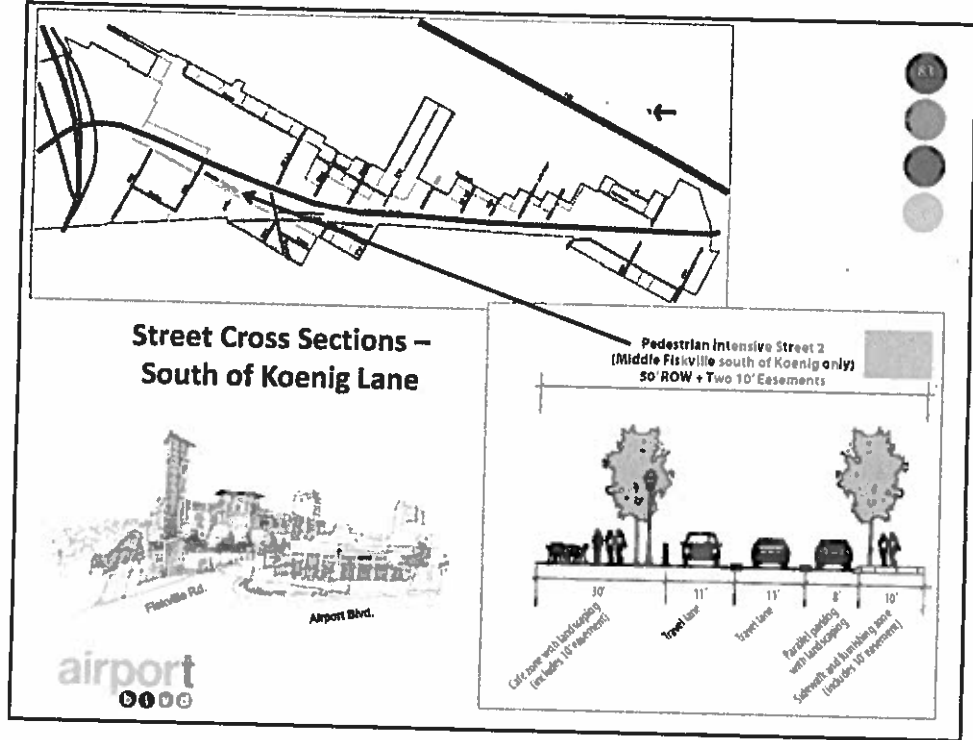
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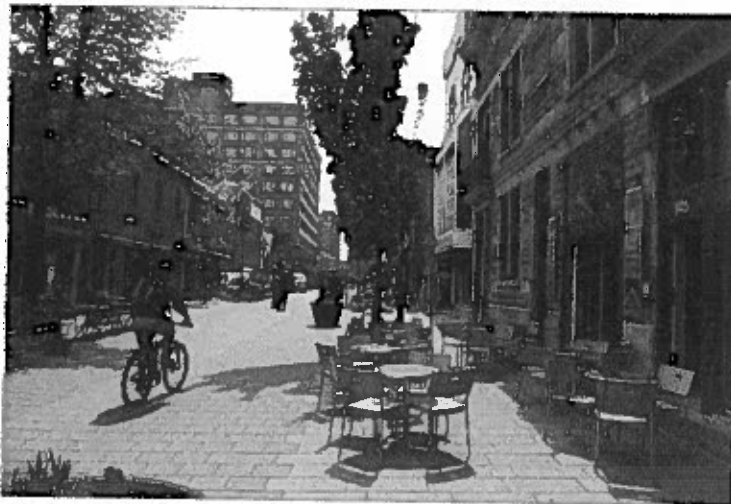
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Street Cross Sections – South of Koenig Lane



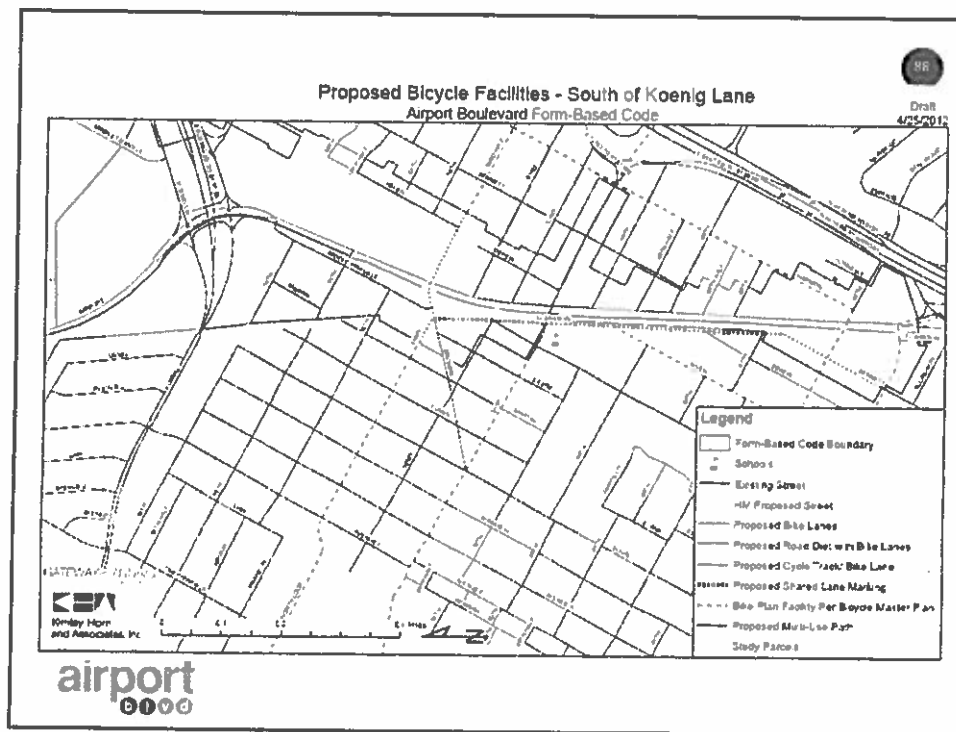
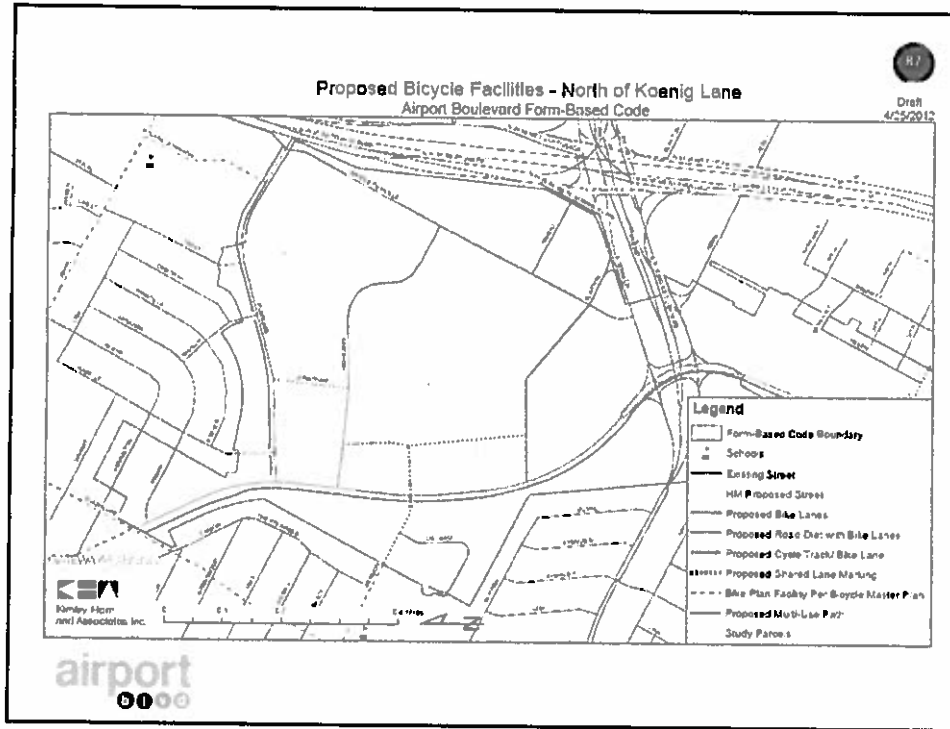
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Street Cross Sections – South of Koenig Lane

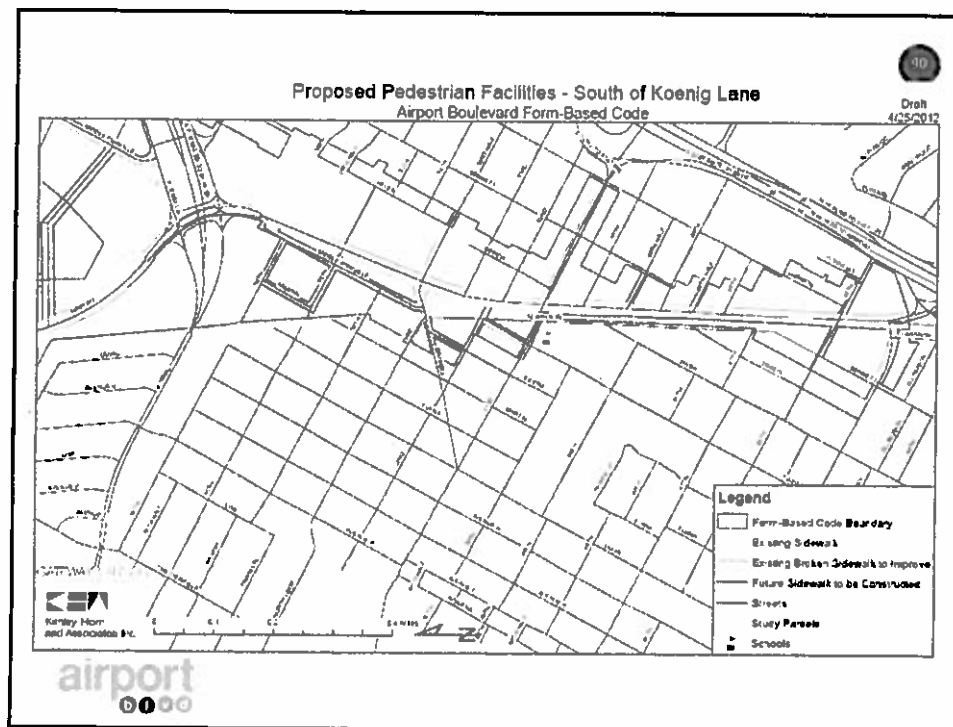
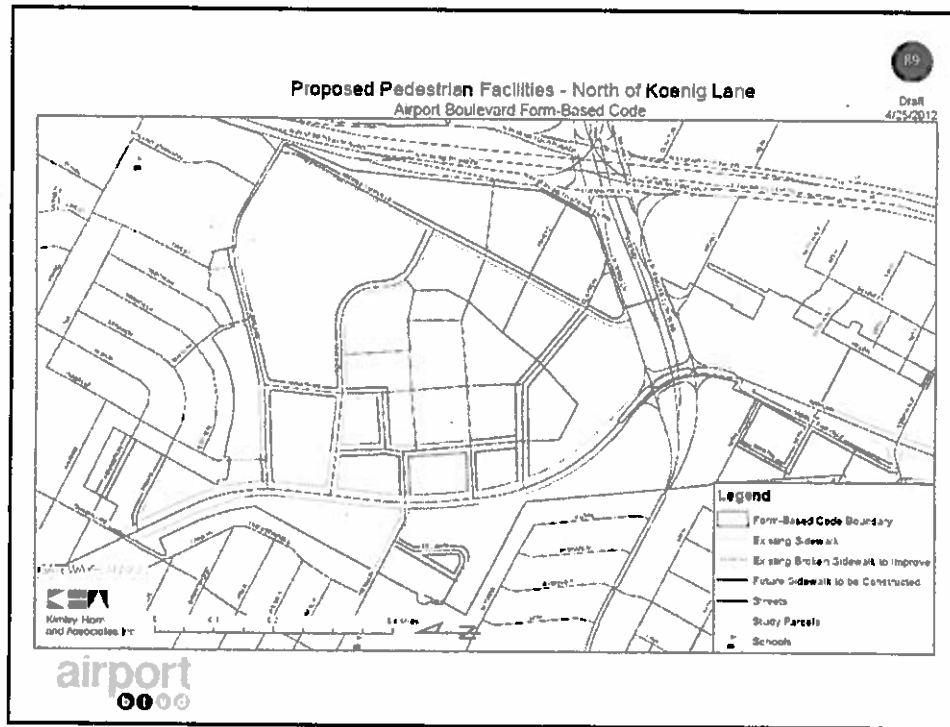


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Recap of Reoccurring Issues Heard During Outreach Efforts

Affordable Housing

The initiative must advance equitable access to affordable housing and workforce housing, providing one of several necessary elements to this goal: a wider variety of housing types.

During the Code calibration process, the Team will continue to work with affordable housing advocates and the community to best integrate the maximum potential for a variety of pertinent housing types.

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Community Open Space

The form-based code shall provide the means to increase access to destination open space and increased urban civic spaces along streets and within development projects.

The Team is developing a three-part system:

1. Identification of potential destination space for public acquisition;
2. Refinement of street network and types to make access to destination open space more effective; and
3. Development of private urban space standards for specific projects such as green roofs, balconies, courtyards, etc.



Neighborhood Compatibility

The protection and enhancement of adjacent neighborhoods shall be achieved by carefully calibrating transitions for each unique character zone and neighborhood.

During the Code calibration process, the Team will build on the elements of the Neighborhood Plans as reflected in the Illustrative Vision by developing detailed transition standards.



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Established Entitlements

The form-based code shall provide a clear set of regulations that will provide capacity to achieve appropriate development consistent with current entitlements and neighborhood plans.

During the code calibration process, the Team will work with property and business owners to build on existing entitlements to achieve redevelopment reflected in the Illustrative Vision.



A Streamlined Process

The form-based code shall provide a regulating plan and a clear set of development standards to secure the shared Vision for Airport Boulevard so that both neighborhoods and property owners understand what the outcome will be for any future development.

During the Code calibration process, the Team will work with neighborhood representatives, property owners, and Boards & Commissions to develop a process that provides for streamlined approvals if a development application is consistent with the Code and Community Vision.



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Form-Based Code Process Template

Consider extension of the FBC boundary to adjoining neighborhoods to prevent non-residential uses from intruding into the neighborhood.

Although beyond the Scope of this Initiative, the Team will craft process recommendations on how to introduce a Vision and FBC to adjoining neighborhoods and other corridors of the City.



Mobility Study Report Concerns

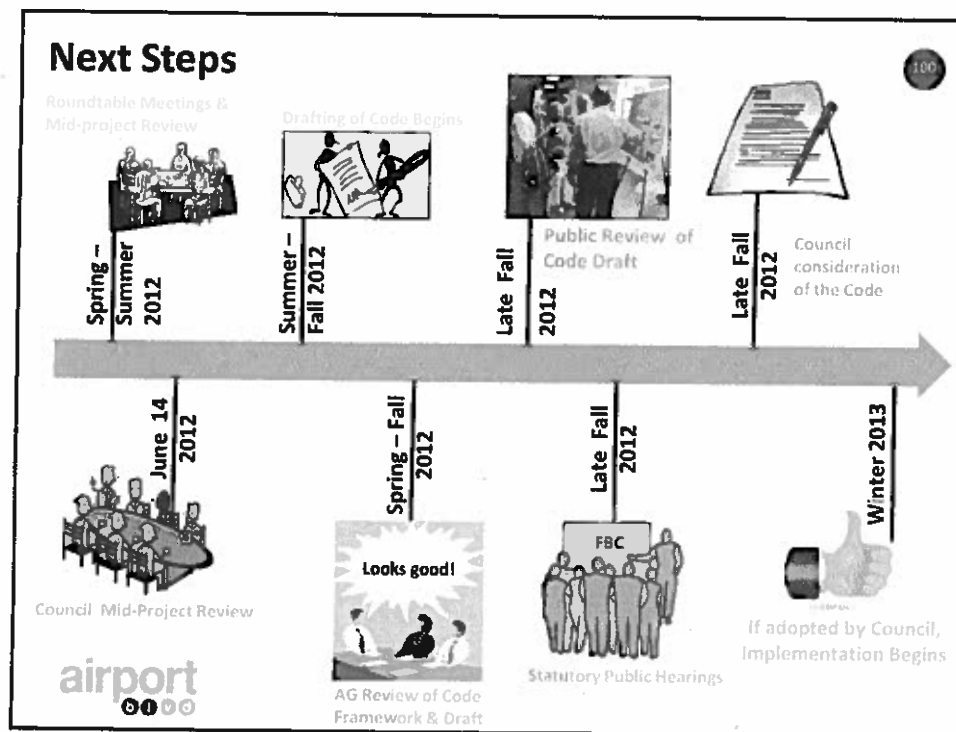
Consider the removal of center medians and reverse-angle parking along the Airport Blvd. Corridor.

The Mobility Study has short, medium, and long-range recommendations that address a Vision for how Airport Blvd. can be transformed into a multi-modal, complete street. Design details including medians and parking configurations will be developed through detailed engineering studies in the future under Council direction and will be subject to change based on existing on-the-ground conditions.



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Next Steps and Direction from Commissions



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What we need from you tonight

1. Provide the Team with your input; and
2. Recommend to the Council and the Airport Team the commencement of the Code draft using the Code Framework as a basis.



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