



**PLANNING COMMISSION
DESIGN COMMISSION
URBAN TRANSPORTATION COMMISSION
SPECIAL-CALLED COMBINED MEETING
THURSDAY, FEBRUARY 23, 2012, 6:30 PM
WALLER CREEK CENTER, 625 E. 10TH STREET ROOM 104
AUSTIN, TEXAS 78701**

Planning Commission Members

Dave Anderson
Danette Chimenti - Parliamentarian
Mandy Dealey – Vice-Chair
Richard Hatfield
Alfonso Hernandez

Saundra Kirk - Secretary
Jean Stevens
Dave Sullivan - Chair
Donna Tiemann

Design Commission Members

James Shieh - Chair
Juan E. Coteria – Vice Chair
Dean Almy - Secretary

Hope Hasbrouck
Evan Taniguchi
Bart Whatley
Jeannie Wiginton

Urban Transportation Commission Members

Dustin Lanier – Chair
Boone Blocker – Vice Chair
Allen Demling

Sheila Holbrook-White
Dana Lockler
Richard MacKinnon
Eileen Schaubert

CALL TO ORDER

1. CITIZEN COMMUNICATION: GENERAL

The first five speakers signed up prior to the meeting being called to order will each be allowed a three-minute allotment to address their concerns regarding items not posted on the agenda.

NEW BUSINESS – DISCUSSION AND POSSIBLE ACTION:

1. Briefing, discussion, and possible action on the Airport Boulevard Corridor Study Report seeking input on proposed recommendations.
2. Briefing on the Upper Airport Boulevard Form-Based Code Initiative.

ADJOURNMENT

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request. Meeting locations are planned with wheelchair access. If requiring Sign Language Interpreters or alternative formats, please give notice at least 3 days before the meeting date. Please contact Annie Pennie in the Planning and Development Review Department, at annie.pennie@austintexas.gov or (512) 974-1403, for additional information. TTY users route through Relay Texas at 711.



Corridor Development Program Project Update

February 23, 2012

Airport Blvd Corridor Development Program

Presentation Overview

- What are we looking at
- What we learned from the Process to Date
- Coordinated Efforts between two initiatives
- Specific Projects and Outcomes
- The Process Moving Forward

Airport Blvd Corridor Development Program

Project Location

- Corridor has 3 distinct Zones
 - Lamar to I-35
 - I-35 to MLK
 - MLK to US 183
- Each Zone has different contexts
- Corridor runs NW to SE with no parallel routes



Airport Blvd Corridor Development Program

What have we learned so far?

- Goals and Objectives
 - Create travel diversity
 - Transform the street into a modern urban street
 - Improve Mobility
 - Examine Access Management techniques
 - Improve Safety
- Vision for future Public and Private environs

Making it Happen

Airport Boulevard Corridor Development Program Project Workflow



Public Input Received

What is the community's vision?

- Vibrant Place with distinct neighborhoods and businesses
 - Retention of existing fabric, enhanced through targeted redevelopment opportunities
 - Retention of Existing Local Businesses
- Multi-Modal corridor with access provisions for users of all comfort levels
 - Mobility through non-motorized means of transport
 - Safe travel within the corridor
 - Continued access to local neighborhoods and businesses

Corridor Carrying Capacity

A Traditional Approach

- Vehicular Throughput dictates roadway conditions
 - Projected Volumes suggest need for additional capacity
 - Adjacent facilities are part of the constraint
 - Intersection design focused on highest hour demand
 - Travel Speeds mimic today's conditions
 - Project Costs continue to rise as Right-of-Way is needed
- Pedestrian, Bicycle, Transit users are of secondary concern
- Adjacent Development is Managed rather than incorporated

Corridor Carrying Capacity

What we heard from the Community

- The Community desired a balanced approach
 - Add Infrastructure for non-motorized modes
 - Focus on Intersection Efficiency
 - Examine Multi-Modal Level of Service
 - Minimize Right of Way Takings
 - Slow the Traffic
 - Encourage targeted redevelopment

Corridor Carrying Capacity

Balancing the Two Perspectives

- Design Improvements to maximize the Intersection Capacity
 - Intersections are the “bottlenecks” within the corridor
 - Plan for 20% growth of vehicular traffic
 - Recognize when an intersection modification would degrade bicycle and pedestrian level of service
 - Maintain Current Right-of-Way as much as possible
 - Promote alternatives to signalized intersections where feasible
 - Encourage well defined pedestrian and bicycle crossing areas
 - Examine best use of underutilized Right-of-Way

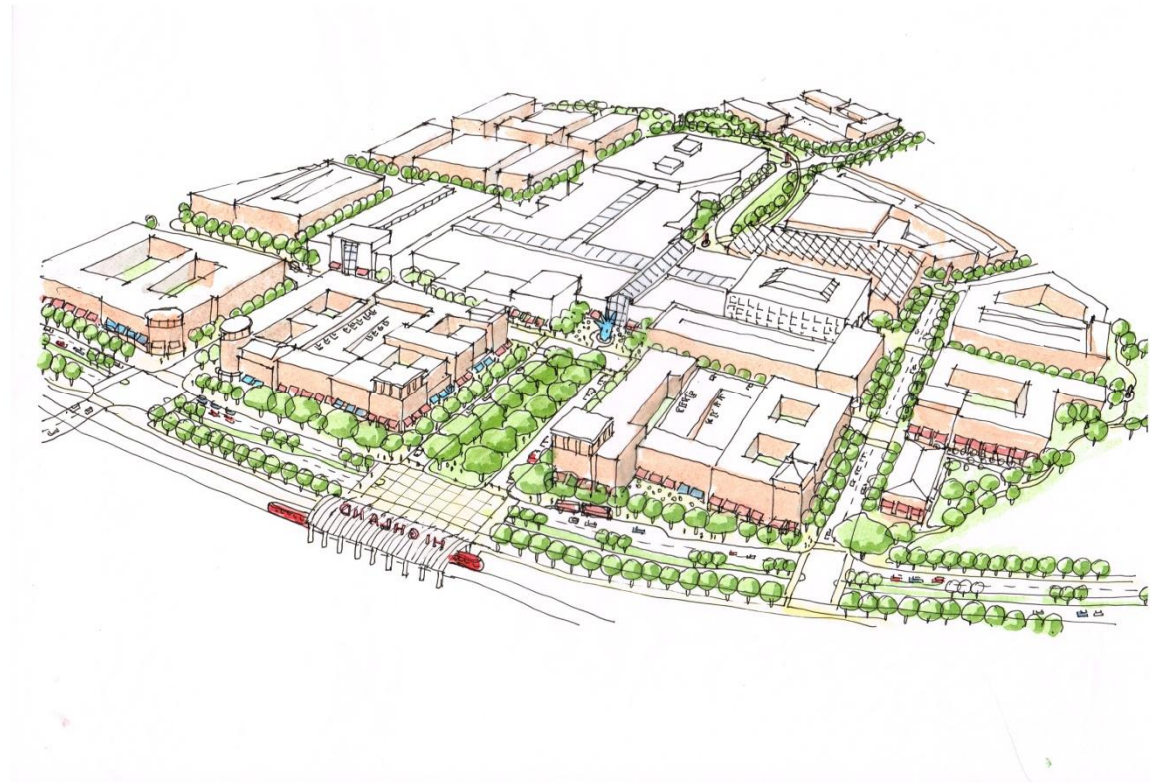
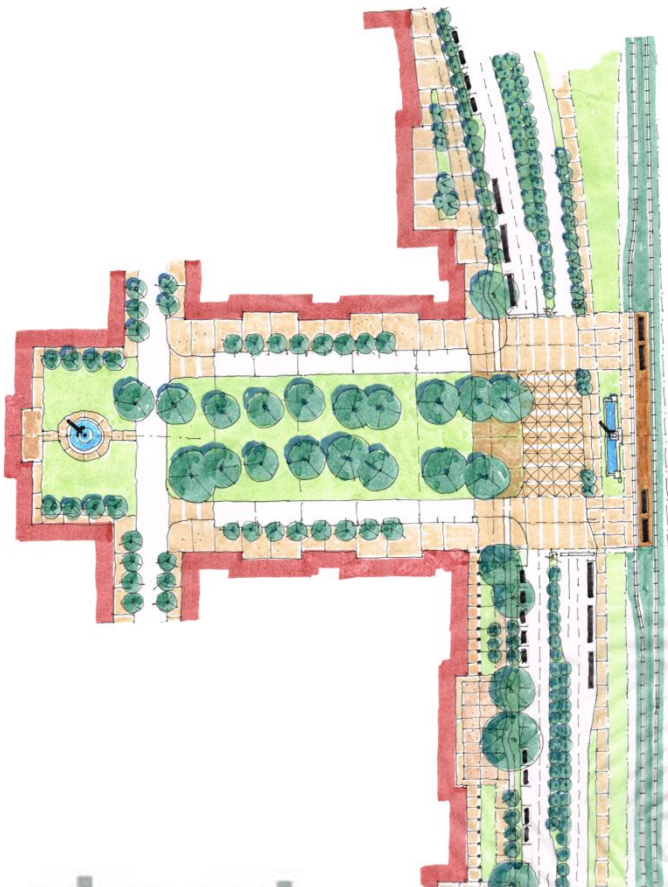
Corridor Carrying Capacity

The Results of the Balanced Approach

- Intersections can accommodate between 15 and 20% growth
- Consistent Bicycle and Pedestrian Amenities throughout the Corridor
- Ultimate design is implemented in a staged fashion based on redevelopment and safety needs
- Overall Corridor Level of Service is Improved in the short term
- Long term project needs are identified for detailed planning and community coordination

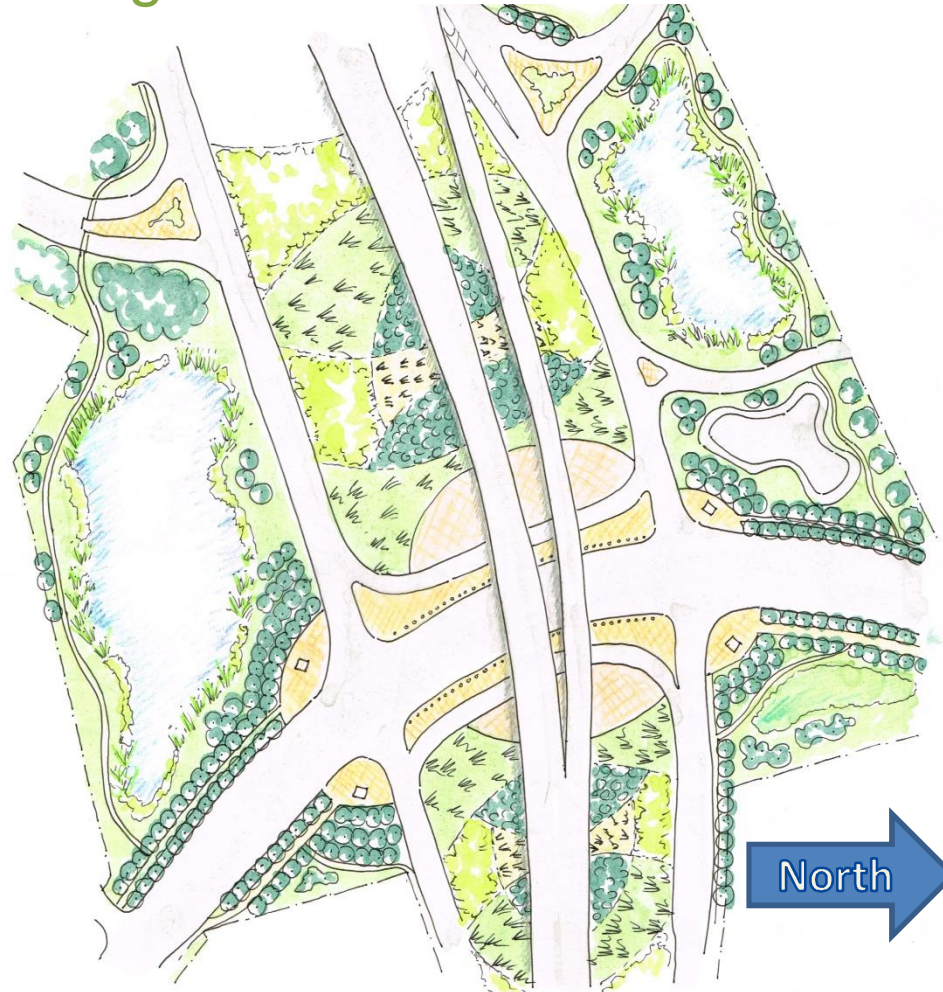
Redevelopment Opportunities

Highland Mall Redevelopment



Redevelopment Opportunities

Airport and Koenig

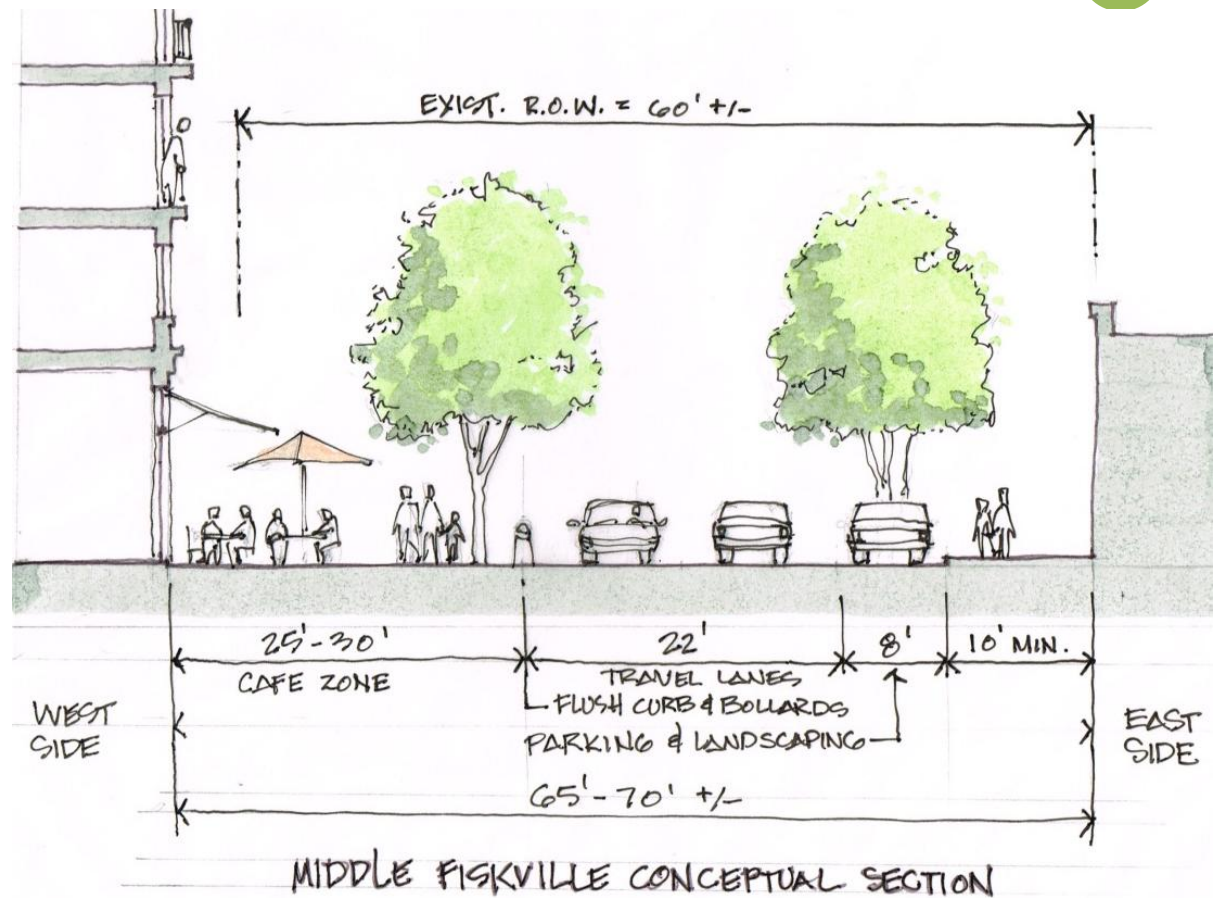


Redevelopment Opportunities

Middle Fiskville Concept Plan



airport
blvd



Airport Boulevard Corridor Study

Intersection enhancement @ MLK or Manor Road



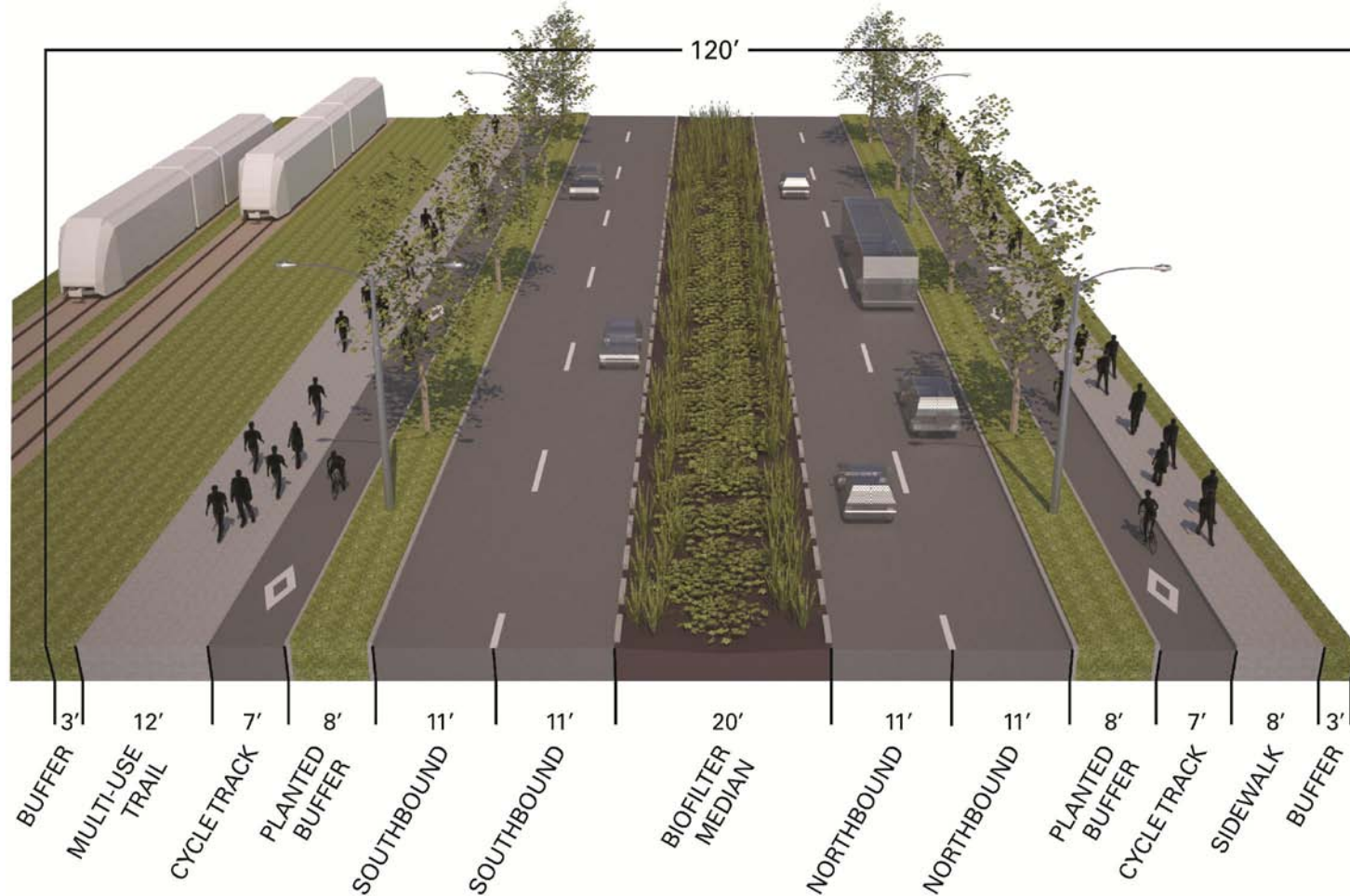
Airport Boulevard Corridor Study

Potential Springdale Redevelopment as a TOD



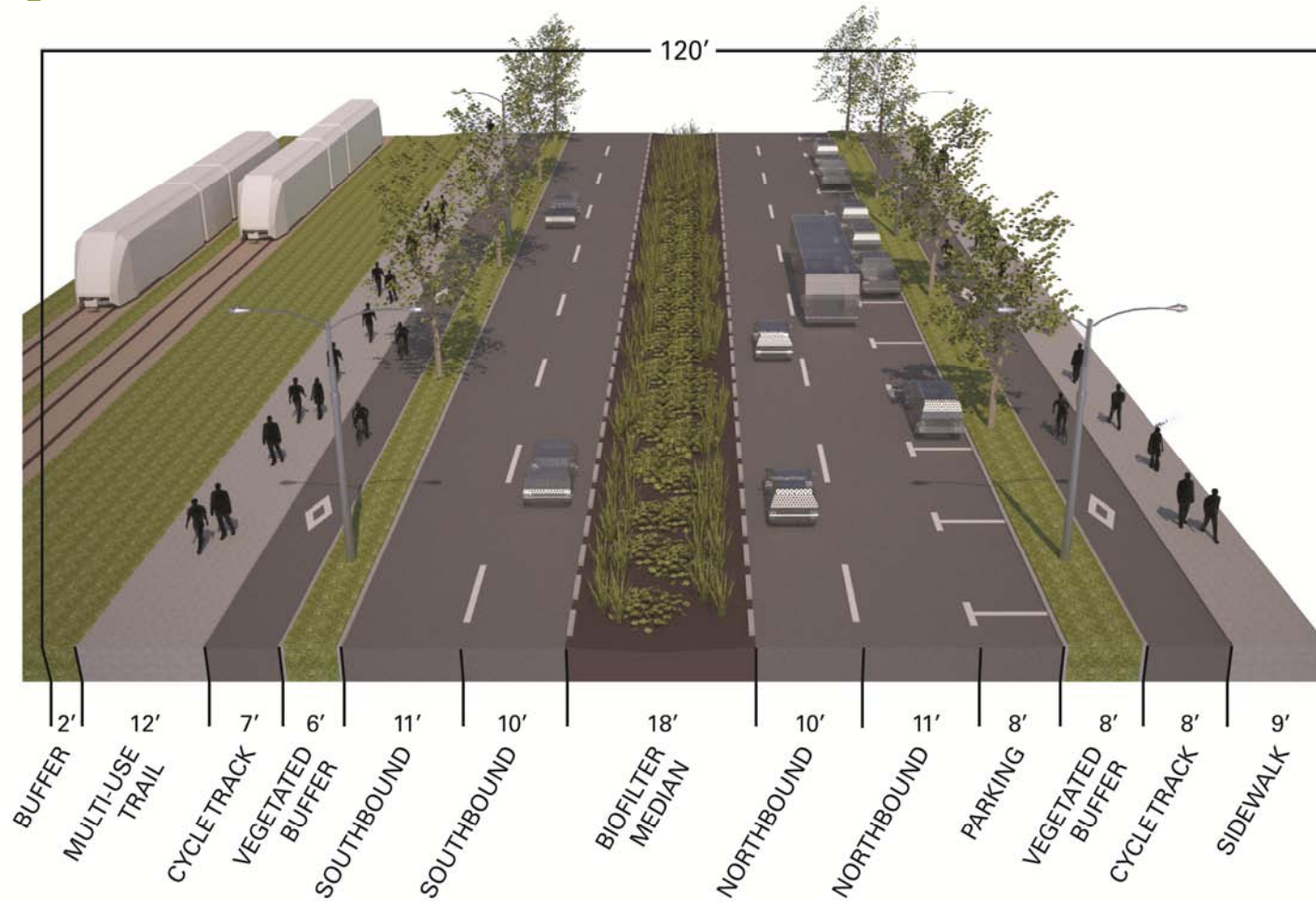
Airport Blvd Corridor Development Program

Various Sections Between Lamar and I-35



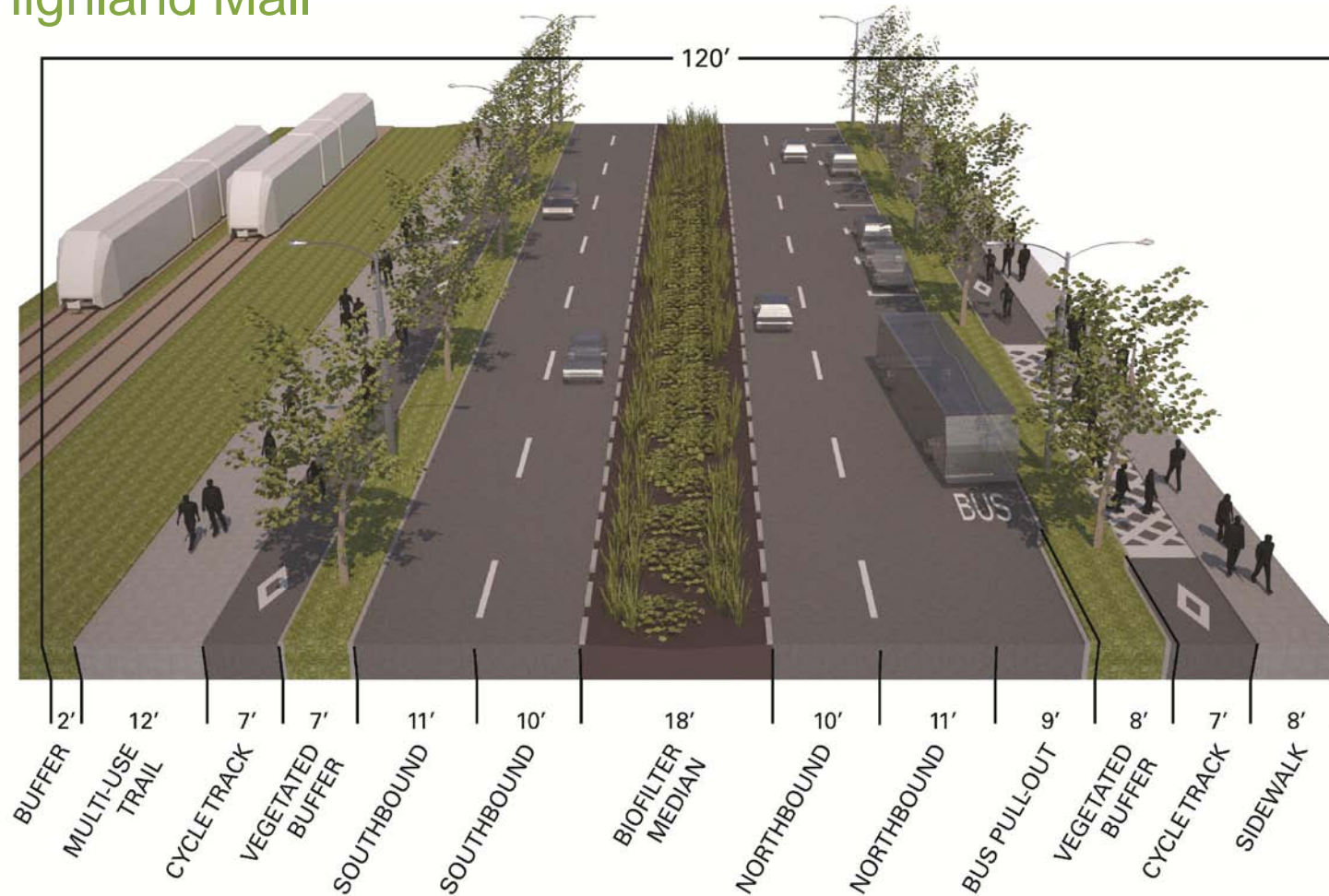
Airport Blvd Corridor Development Program

At Highland Mall



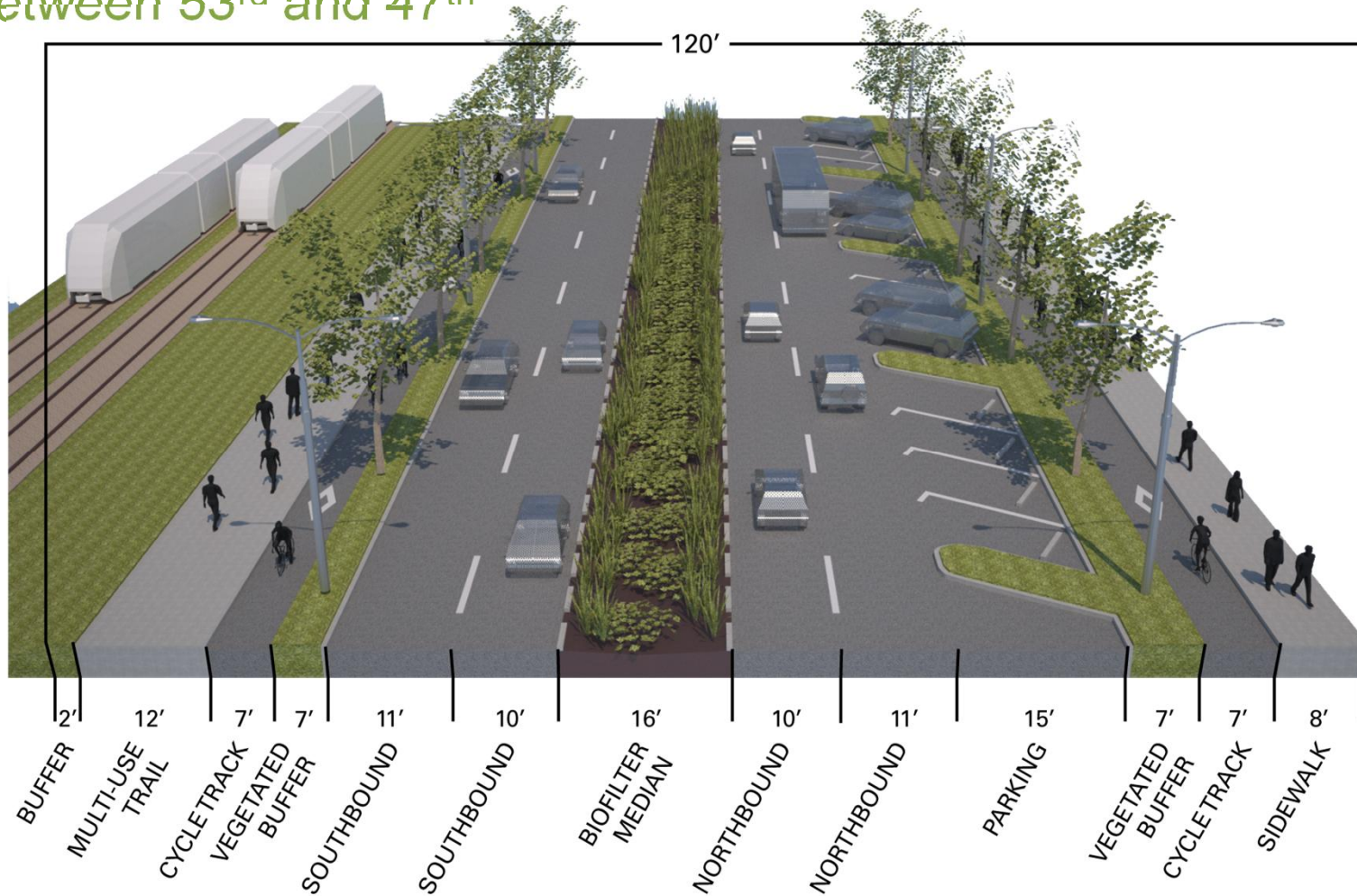
Airport Blvd Corridor Development Program

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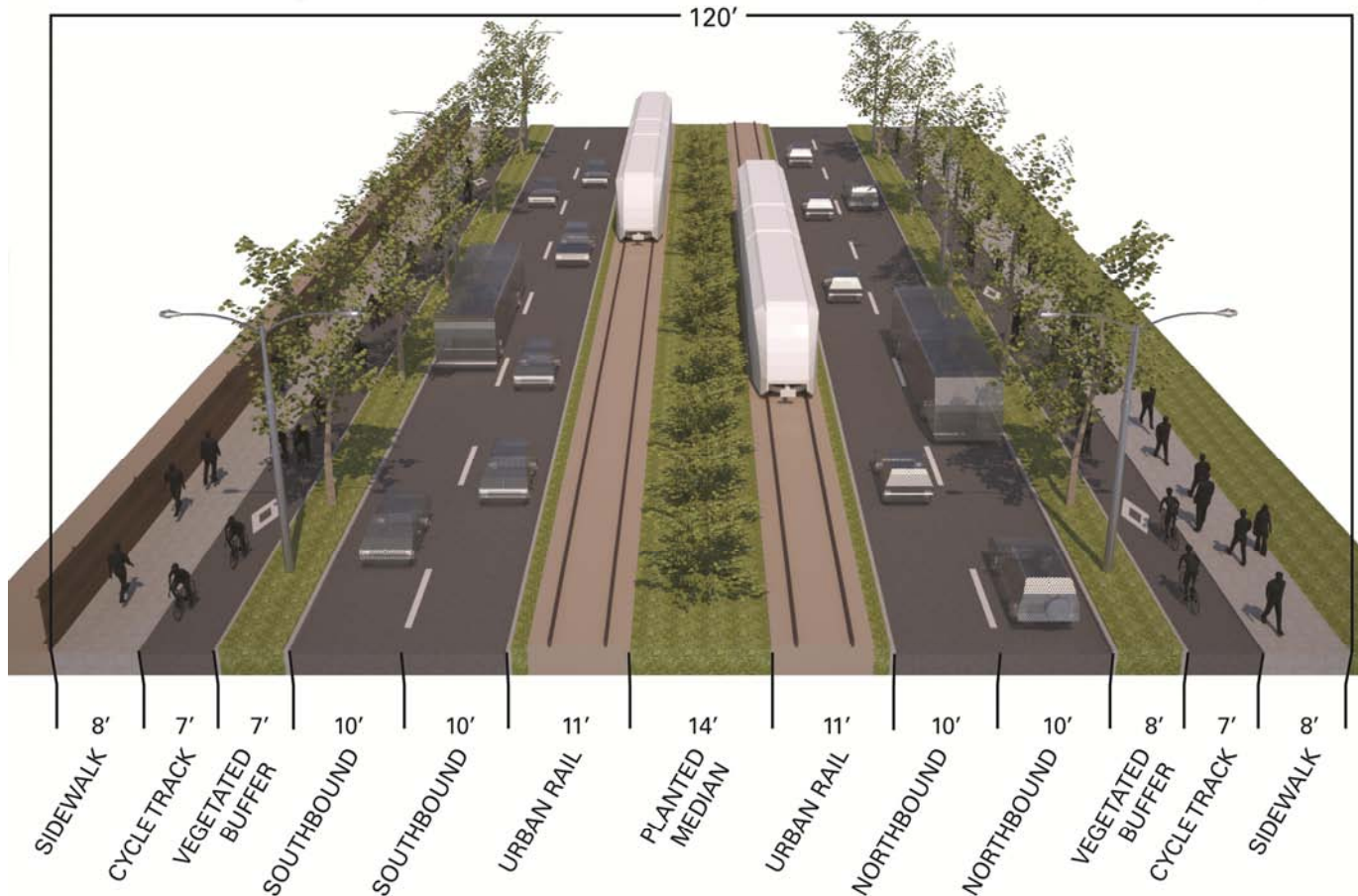
Airport Blvd Corridor Development Program

Between 53rd and 47th



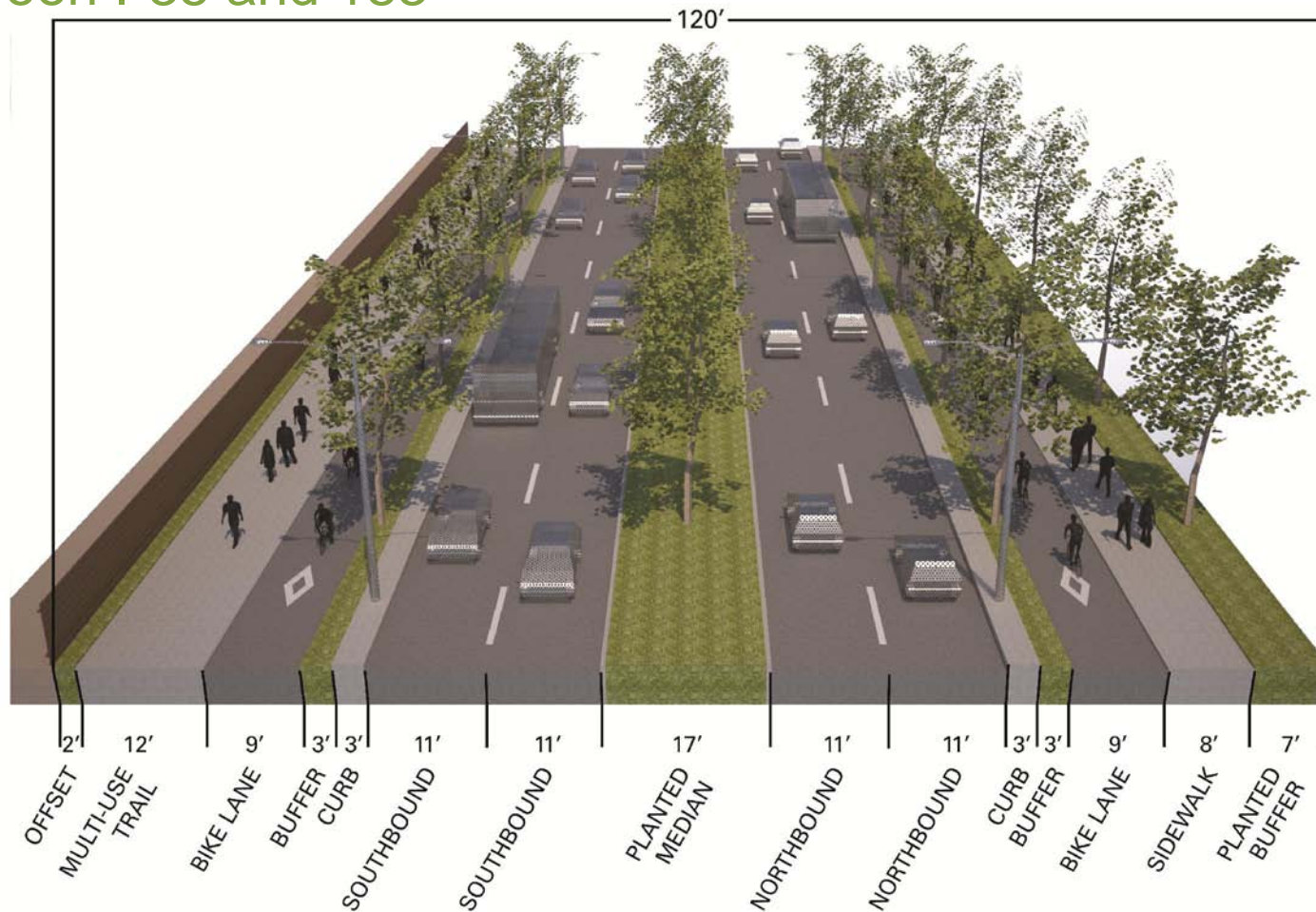
Airport Blvd Corridor Development Program

Between I-35 and Aldrich



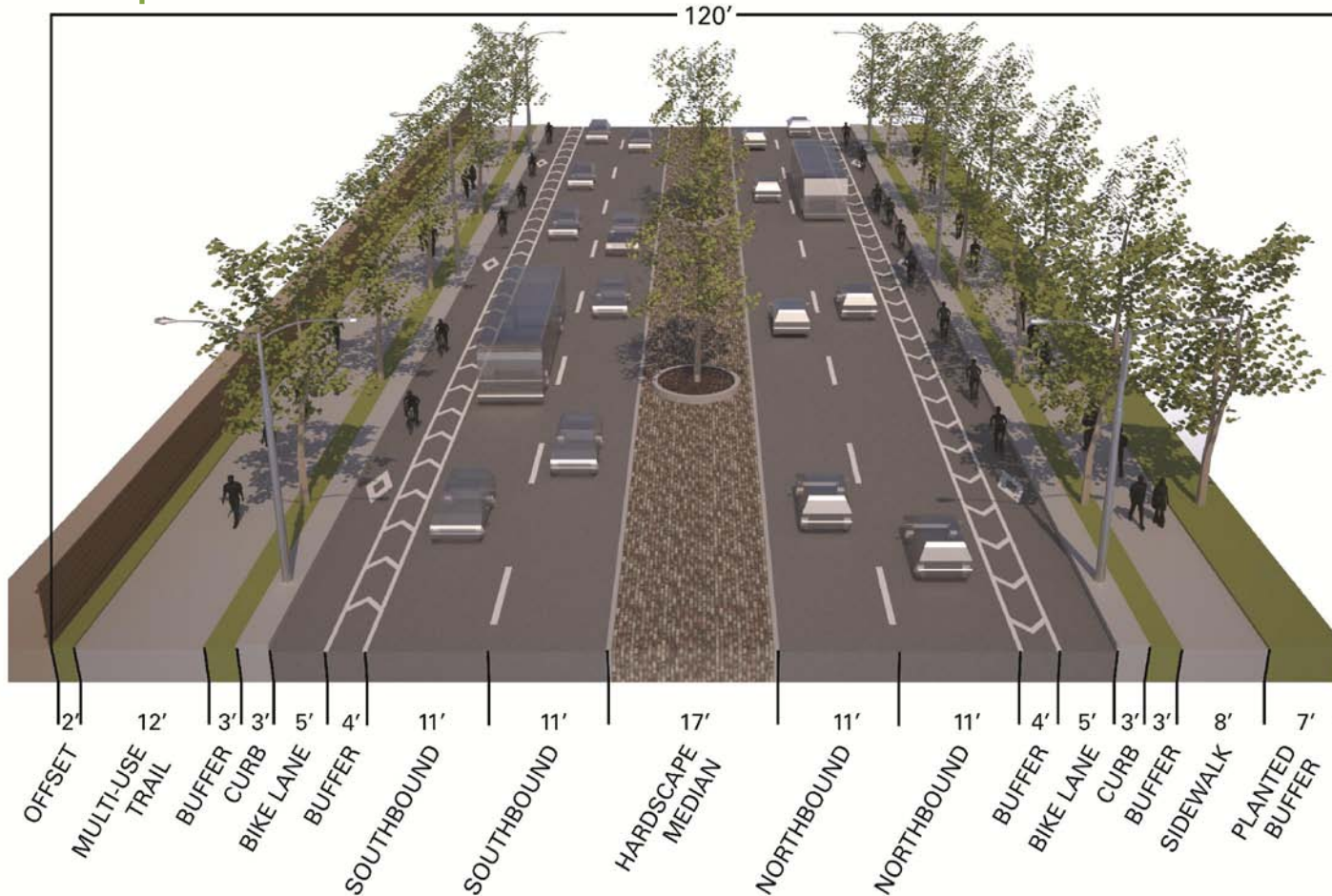
Airport Blvd Corridor Development Program

Between I-35 and 183



Airport Blvd Corridor Development Program

Another Option for I-35 to 183



Airport Boulevard Corridor Study

Outcomes

- Specific Project Recommendations
 - Operations related solutions have been implemented
 - Short, Medium, Long Term
- Policy Recommendations
 - Development, Funding, Complementary Projects
- Solutions that meet the needs of the traveling public

Operations Improvements

Some Recommendations are Completed

- Revise Signal timing @ 53 ½
- Remove Signal @ Clarkson and 51st
- Replace Signal Cabinet @ 51st

* All signals and PHB's must satisfy COA Criteria



Short Term Improvements

Proposed Locations for Improvements

- Signal Controller Improvements @ Airport and Lamar
- Examine a Future Signal @ Huntland
- Hybrid Beacon/Signal @ Highland Mall Entrance in conjunction with relocation of Rail Station
- Signalize/Remove Free Rights from Koenig
 - Study Innovative Intersection Treatments
- Hybrid Beacon/Signal @ 55th
- Improvements @ 46th and 45th associated with “Michigan” left treatment for 45th
- Dual Left Turns @ Aldrich

* All signals and PHB's must satisfy COA Criteria

Short Term Improvements

Proposed Locations for Improvements

- Hybrid Beacon @ 40th/Antone Street
- Signal @ Schieffer/Zack Scott to improve connectivity across Airport
- Remove Dual Lefts @ SB Manor
- Dual Left Turns @ MLK
- Hybrid Beacon North of Oak Springs
- Shared Thru/Left @ Springdale and Bolm
- Sidewalk Gap Construction Funding

* All signals and PHB's must satisfy COA Criteria

Medium Term Projects

Proposed Projects

- Safety Related Intersection Modifications and Realignment
 - Examination of Innovative Intersections treatments such as Roundabouts
 - Examination of Design Speed and Parking Opportunities
- Design Funding for Corridor – Transportation and Drainage
- Interim Bicycle and Pedestrian Improvements – in conjunction with the overall vision

Long Term Projects

Proposed Projects

- Construction of the Entire Corridor
 - Including intersecting and adjacent facilities
- Implementation of Urban Rail
- Construction of Grade Separation of MetroRail @ Airport/Lamar

Other Project Influences

Examples of other projects within the corridor

- Sidewalk improvements – southern section – TxDOT
- Multi-Use Trail – Crestview to Highland Station – Capital Metro
- I-35 Corridor Development Program – COA
- Urban Rail Program – COA
- Highland Mall Redevelopment – ACC/Red Leaf

How Long will this take?

How can the Plan Move to Reality

- Varied Timeframe for Implementation
 - Corridor Plan has recommendations with Three Phases
 - Redevelopment Plan is Market Based
 - Linking Efforts during each Phase is Critical
- Incremental Changes will Occur
 - Conducted within a Long-Range Vision
 - Replicable throughout the Corridor

How will the Project Proceed

What are the triggers for this to occur

- Policy revisions are triggered by Redevelopment and Rezoning
 - Parking, driveway consolidation, pedestrian realm improvements
- Funding opportunities are needed for capital projects
- Drainage is a long term need for the overall plan
- Operations and Safety are triggers for implementing the median treatments
- Innovative Intersections can be pilot projects
- Some of the proposed changes have already happened

Input from the Boards and Commissions

32

What is needed from Whom?

- Planning Commission
 - Policy Revisions
 - Triggers for Changes to the Corridor
- Urban Design Commission
 - Aesthetic Qualities
 - Connection to surrounding environs
 - Impact of Design Policies
- Urban Transportation Commission
 - Short Term Project Recommendations
 - Long-Term Corridor Vision
 - Policy Revisions



Corridor Development Program Update

February 23, 2012



Boards and Commissions Overview Upper Airport Blvd. Initiative

February 23, 2012

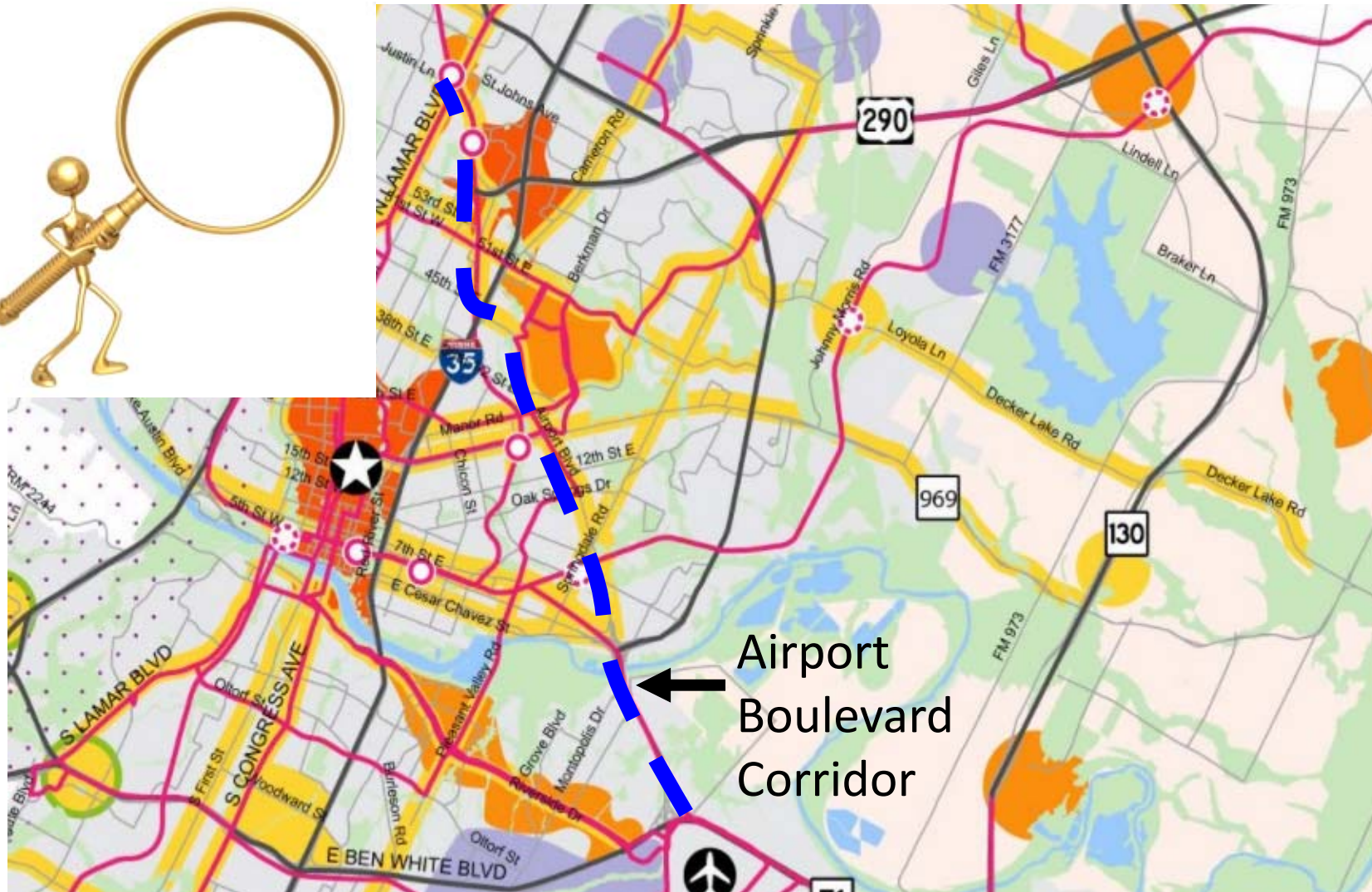


Upper Airport Boulevard Initiative

Purpose of tonight's presentation

- Overview of the Initiative to date
- Current Outreach Efforts
- Next Steps

Imagine Austin: 8 miles high



Austin is projected to double in population in the next 30 years

Upper Airport Boulevard Initiative



airport
blvd

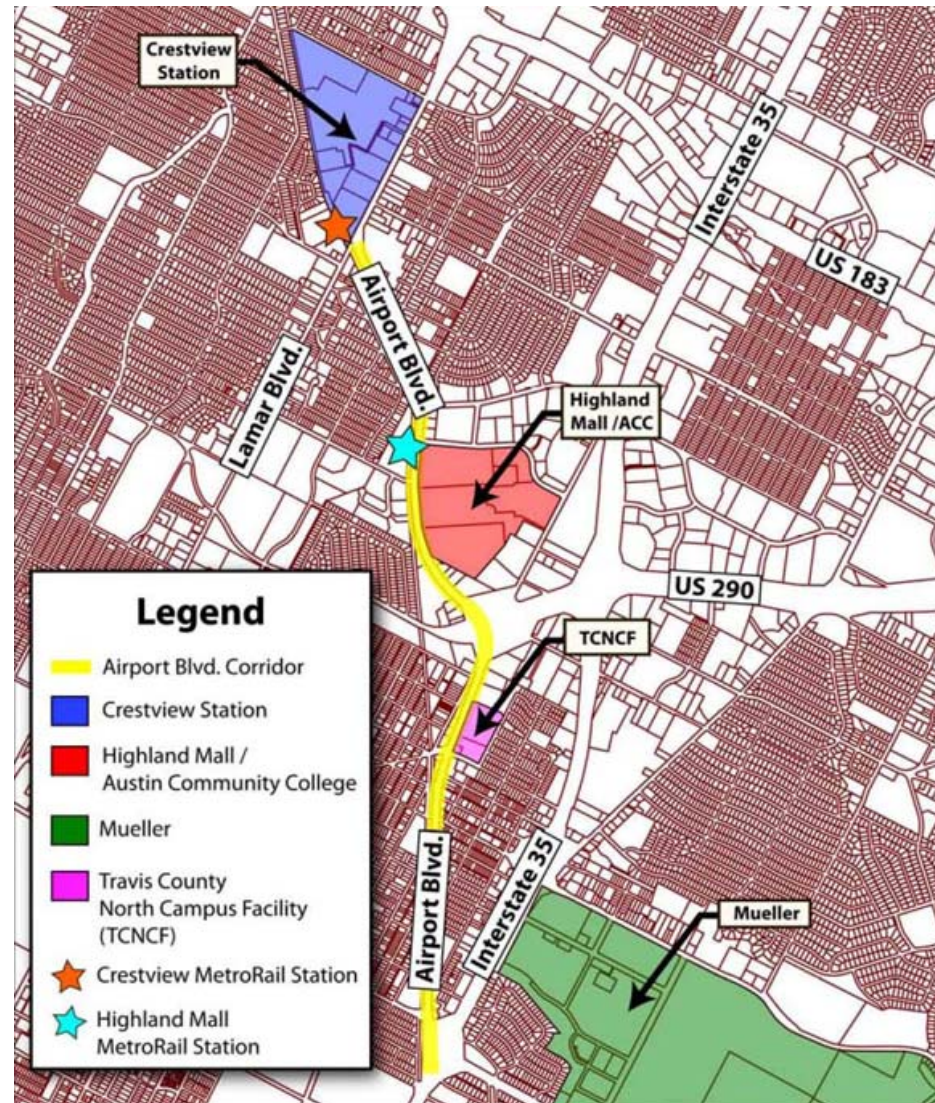


Where Is “Upper” Airport Boulevard?

From Lamar to I-35

This Initiative will address:

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



“Upper” Airport Boulevard Initiative

What it is NOT doing

- NOT taking of private property
- NOT increase the Airport Blvd. Right-of-Way (ROW)
- NOT displace homeowners
- NOT encourage demolition of residential properties
- NOT rezone residential property to commercial
- NOT increase traffic in the neighborhood

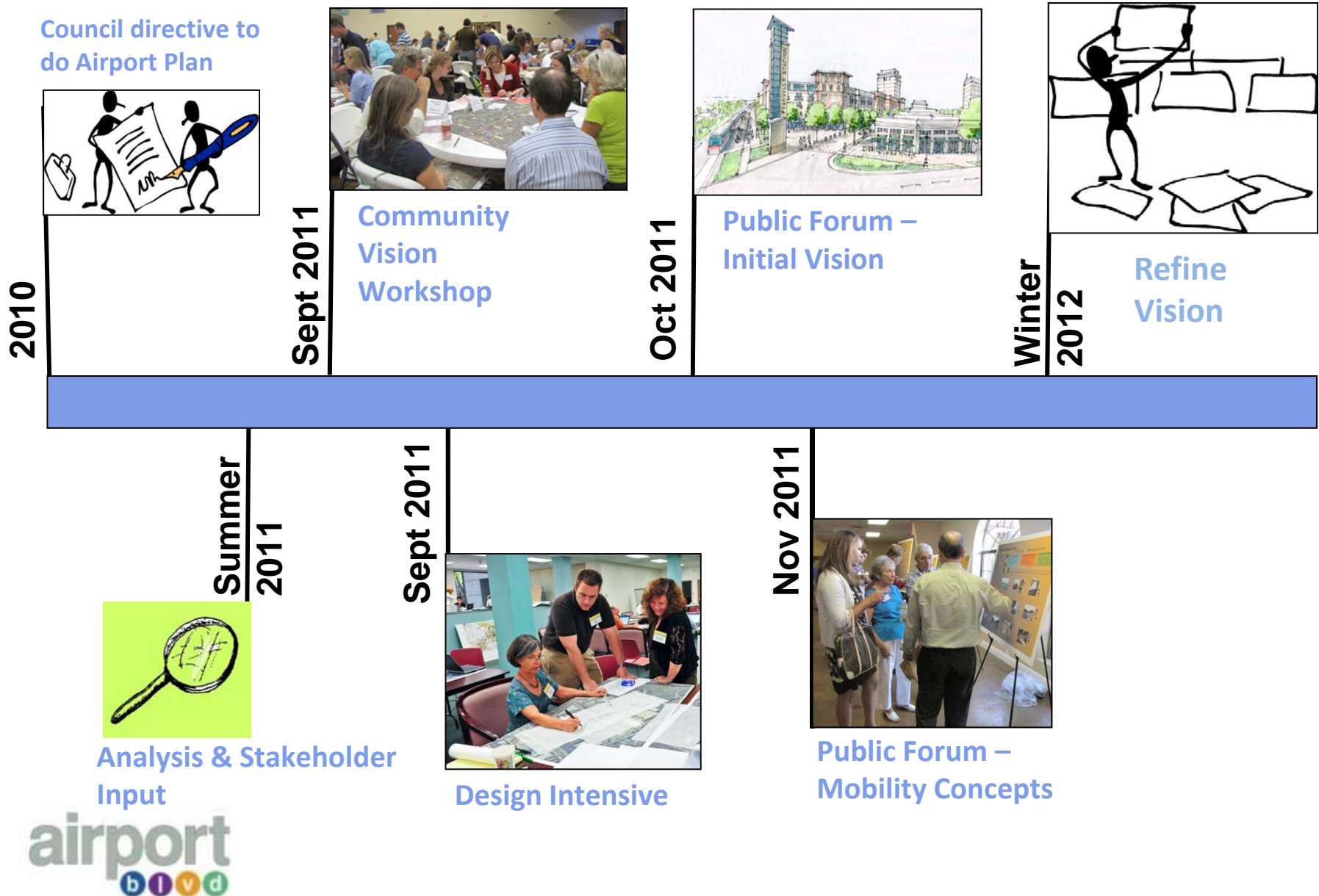
“Upper” Airport Boulevard Initiative

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

- Establish a Vision for more walkable, mixed-use, vibrant corridor
- Coordinate public and private investments for greatest effect
- Provide more transportation options
- Establish rules and tools to develop a positive Vision

Process to date

8



Upper Airport Boulevard Initiative

Project Phasing & Timeline



The Vision Questions

Looking 25 years down the road:

- What kind of development pattern do we want to see?
- How might future development add up to make Airport Blvd. more attractive, vibrant, walkable?
- How might a wider range of transportation choices, mix of uses, and greater amenities be offered?
- How can Airport Blvd. development be a good neighbor?

Creating the Appropriate Design Context

Walkable and Active Streets



Creating the Appropriate Design Context

Streets for More Than Just Cars



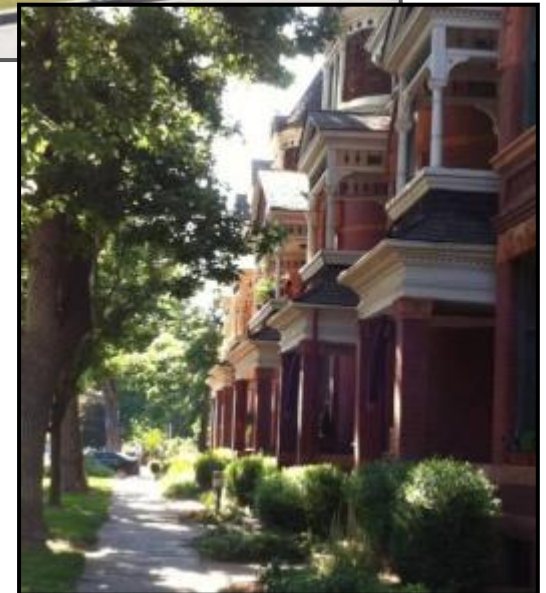
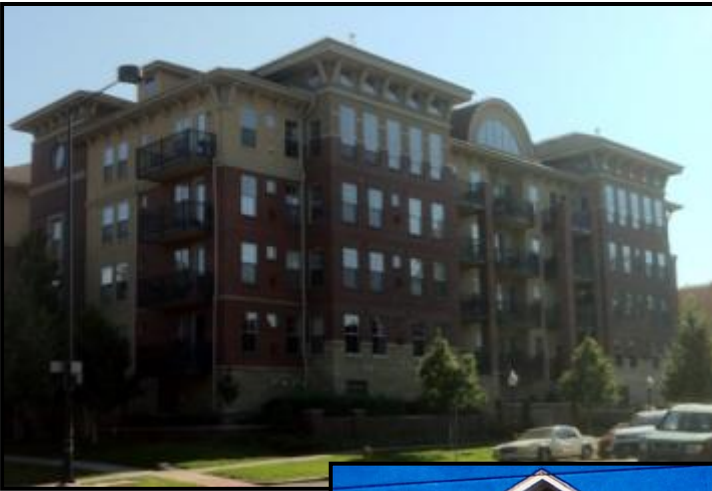
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Creating the Appropriate Design Context

Range of Residential Options

13

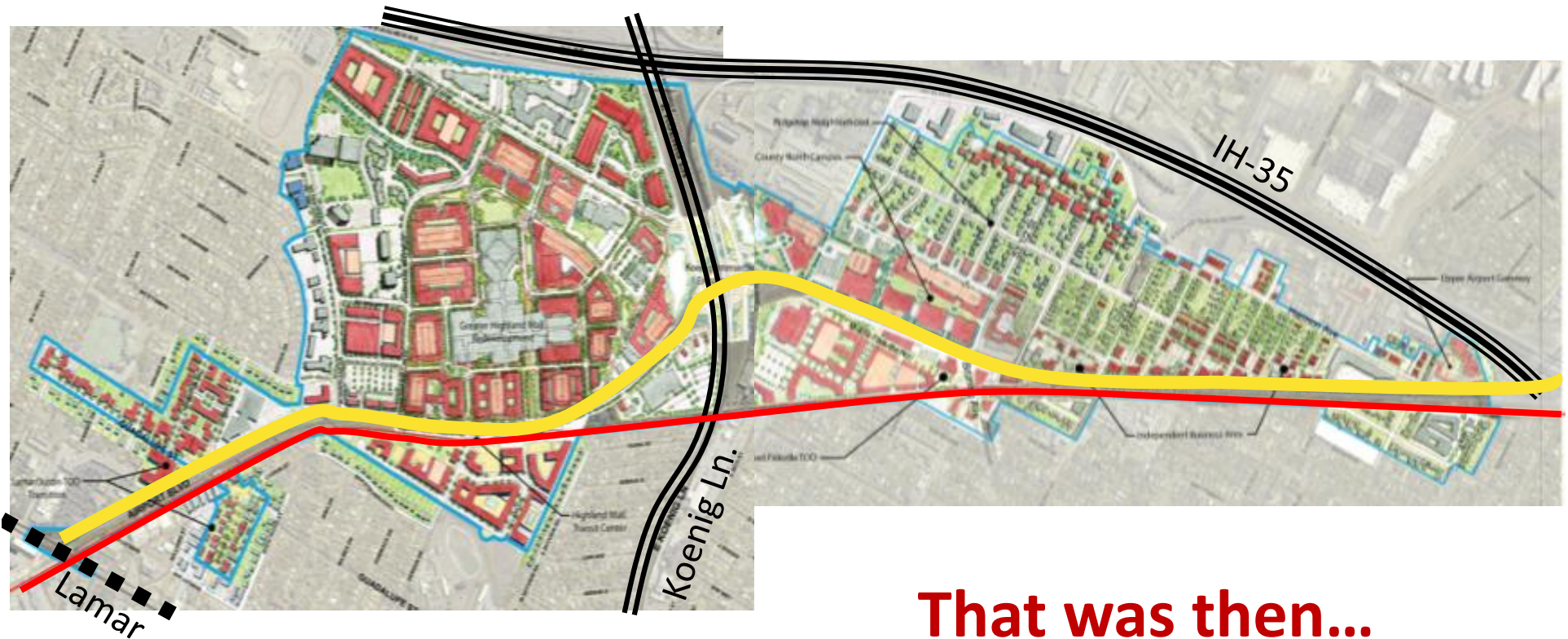


Draft Vision – October 2011

14

Illustrative Vision Maps: Visualization tool to understand the goal for private and public improvements to the corridor.

Not a site plan, but a compass...

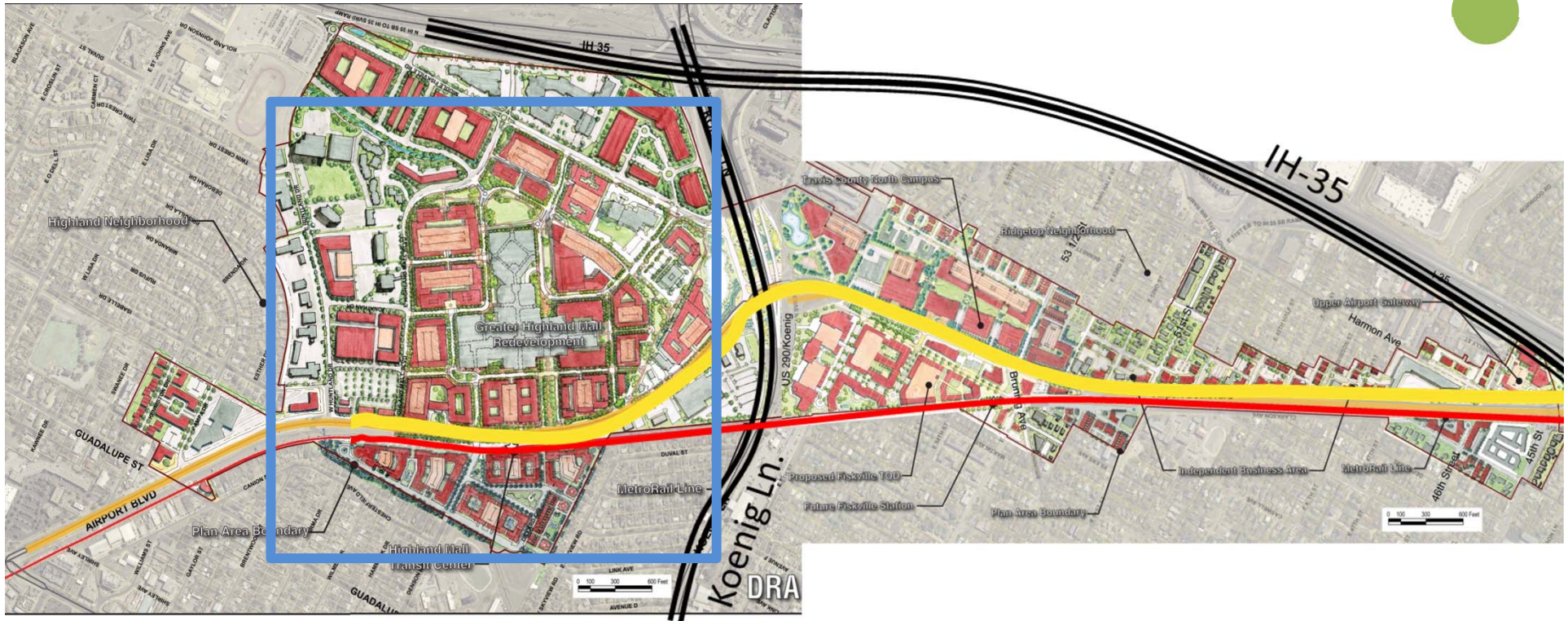


That was then...

Updated Vision: Winter 2012

This is now ...

15



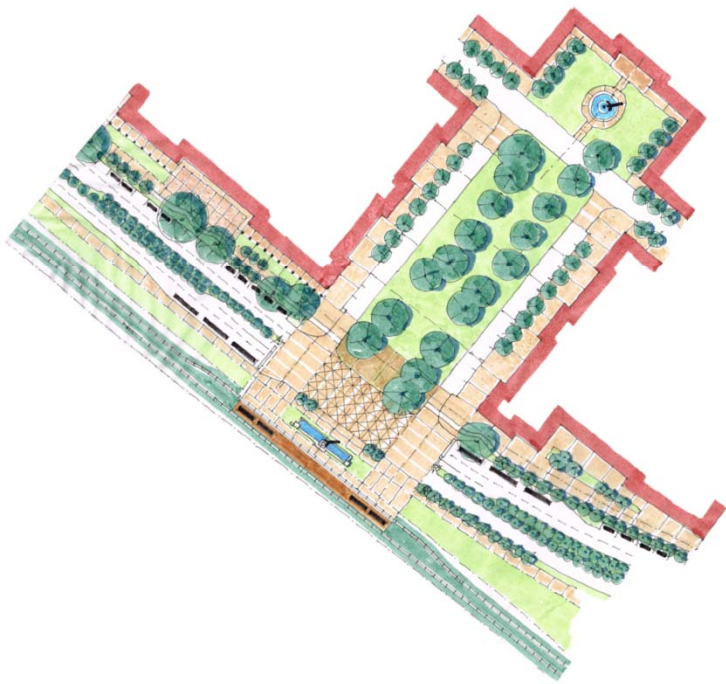
Placemaking Spotlights

Greater Highland Mall Redevelopment Area



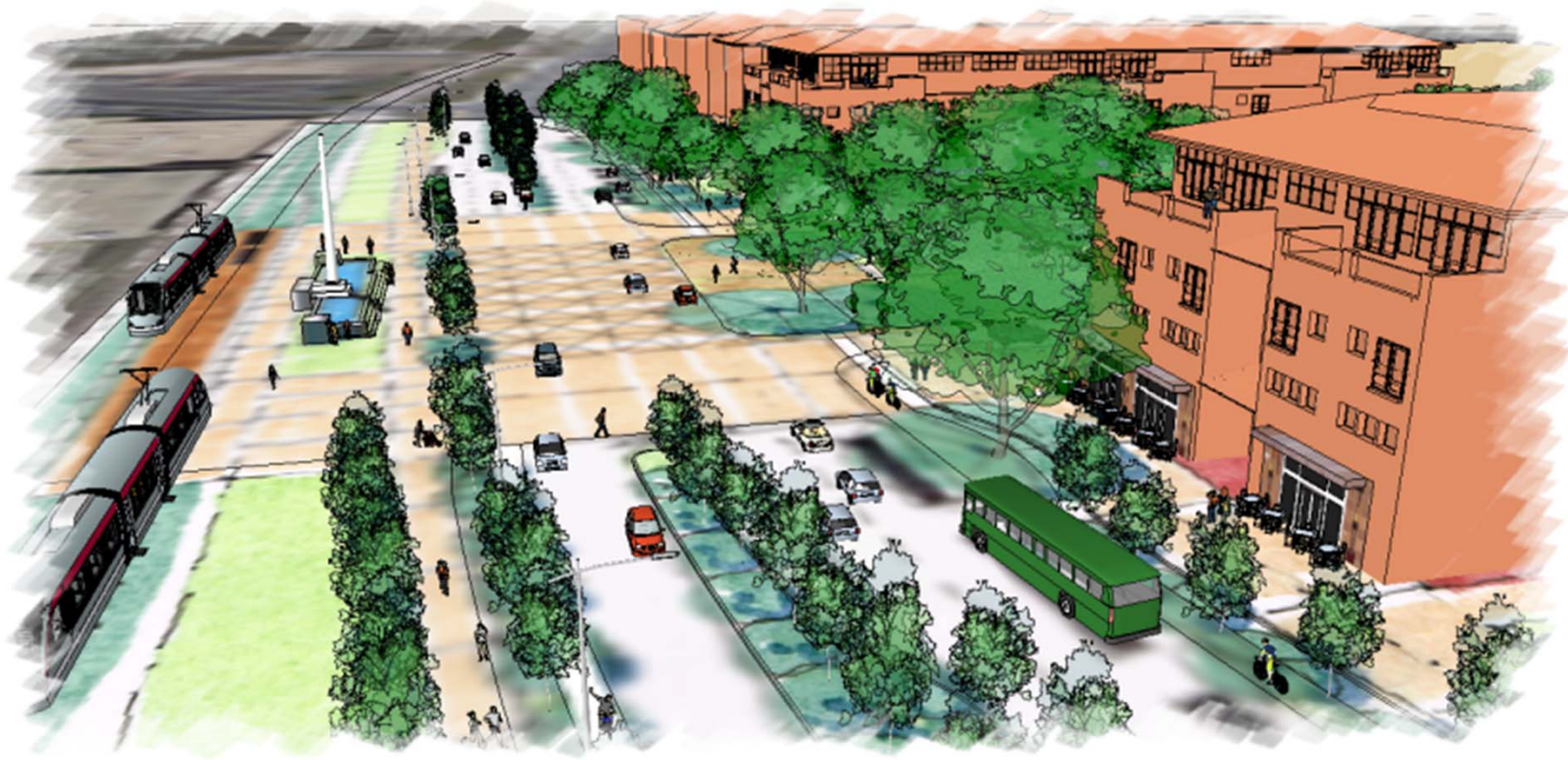
Public and Private Realm Transitions

How can the Corridor Relate to the Built Form



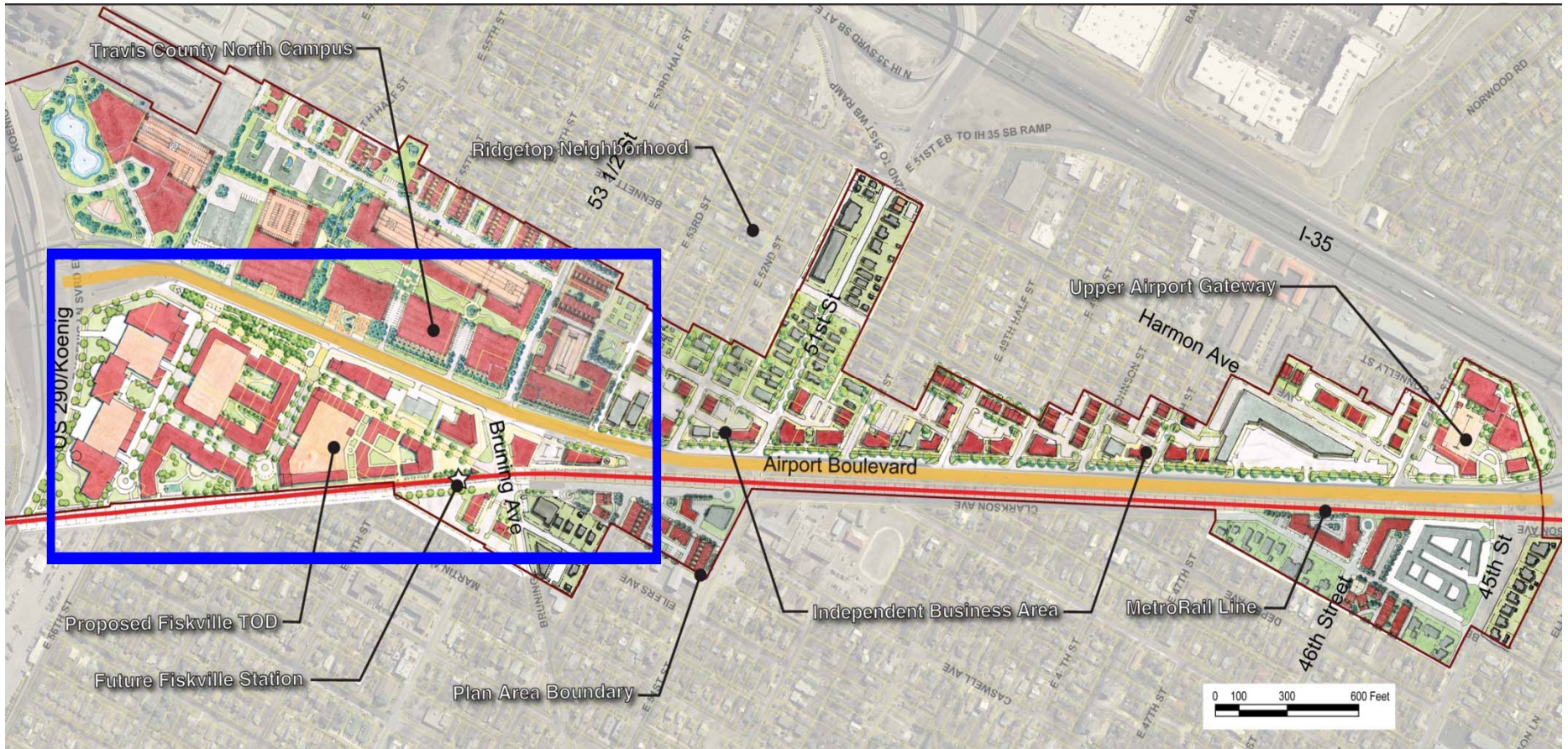
Placemaking Spotlights

Highland Mall and Airport Boulevard – becoming one



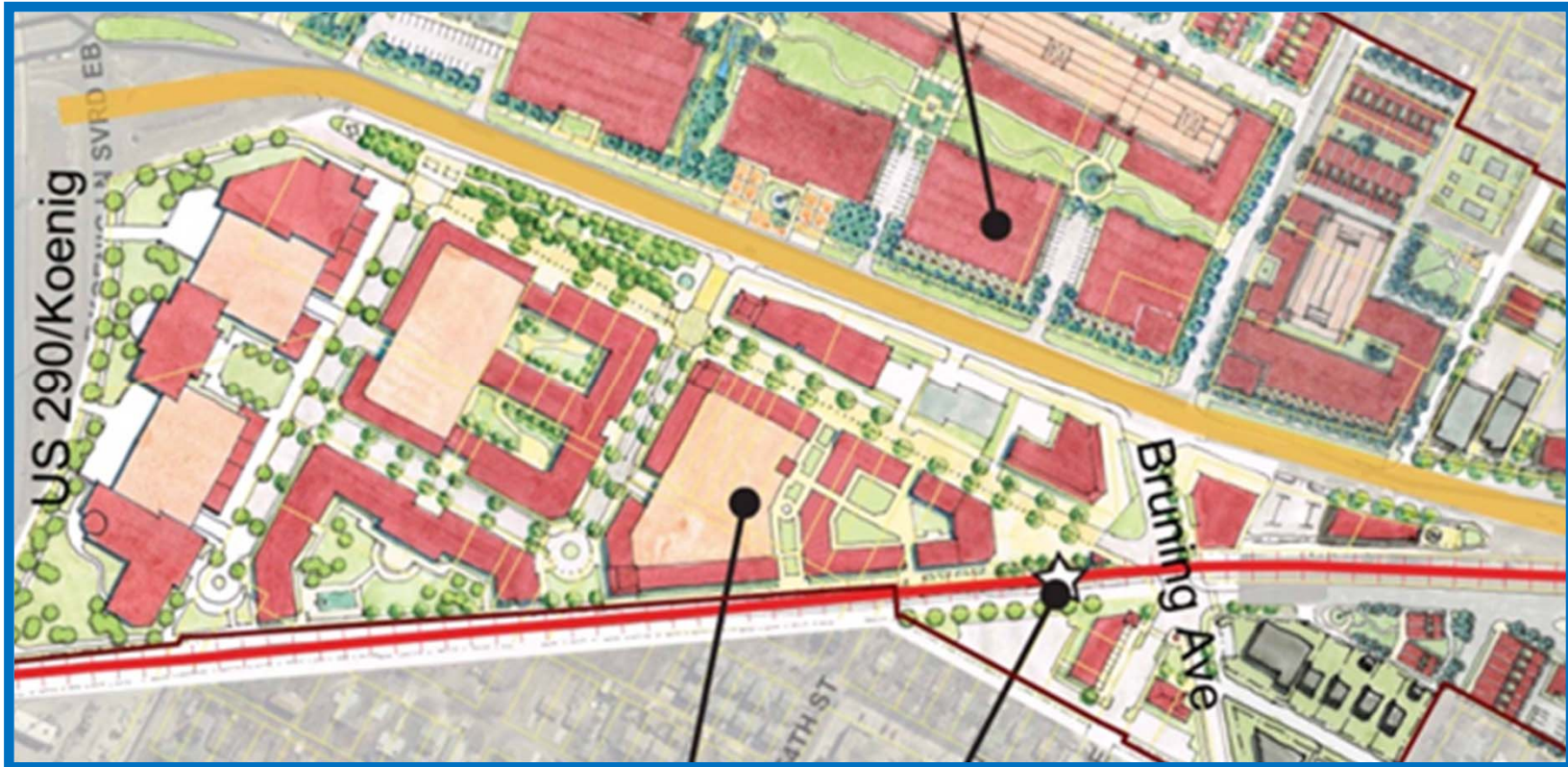
Placemaking Spotlights

Proposed Fiskville Station Area



Placemaking Spotlights

Proposed Fiskville Station Area



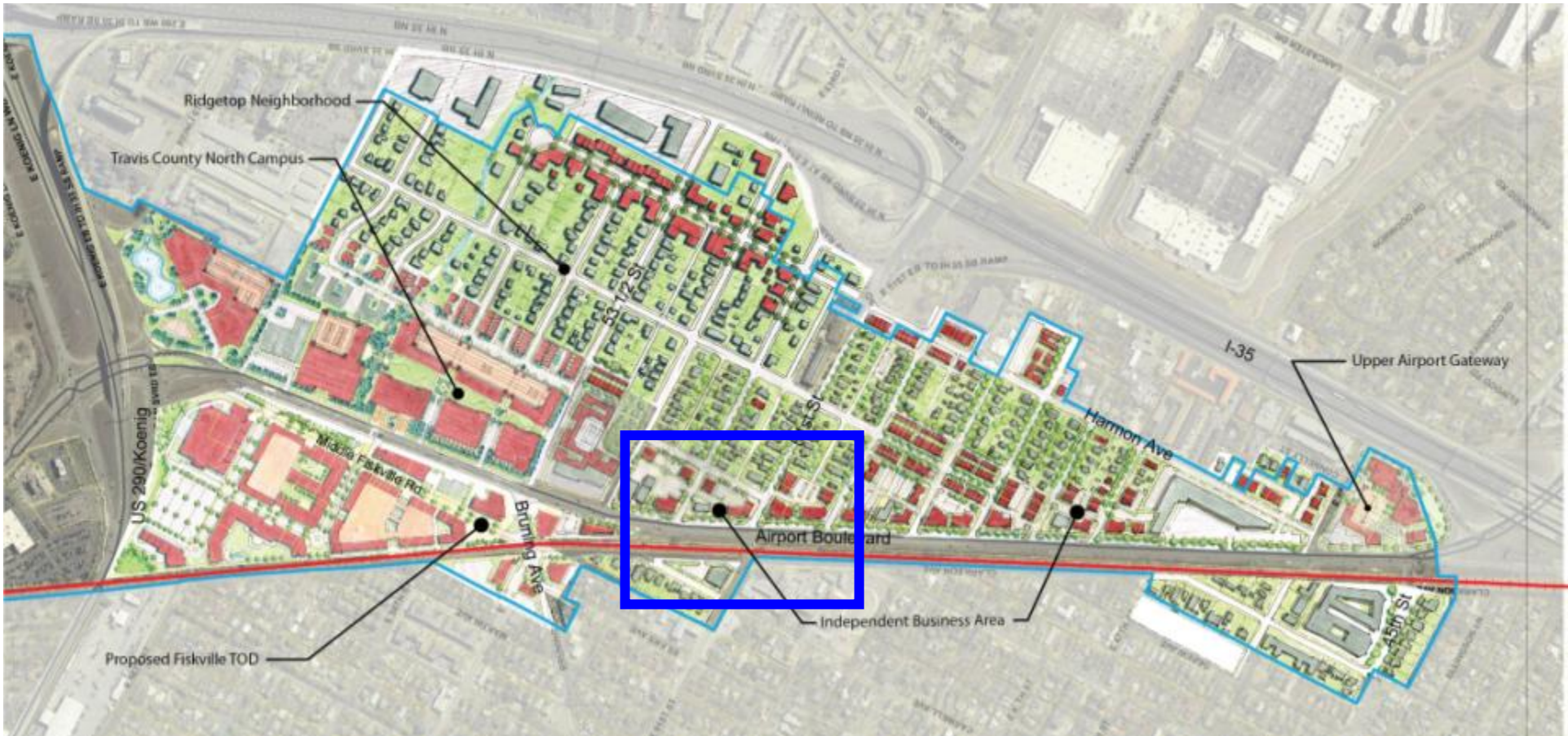
Placemaking Spotlights

Proposed Fiskville Station Area



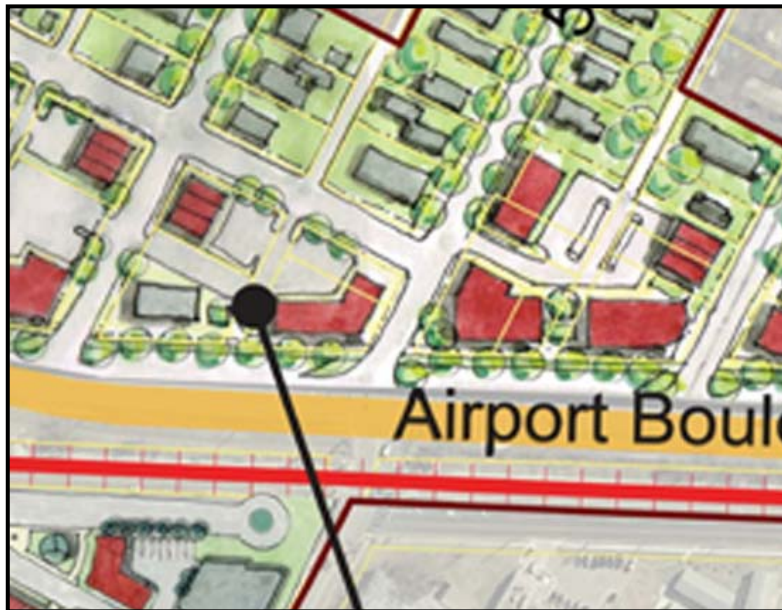
Placemaking Spotlights

Independent Business Area and Established Neighborhood South of 51st Street

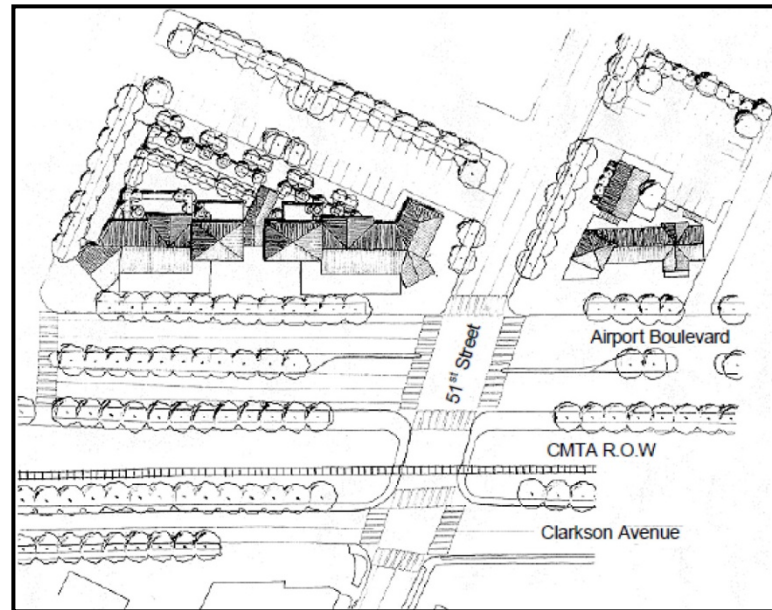


Placemaking Highlights

Independent Business Area



Upper Airport Blvd. Initiative
Emerging Vision - 2012



Northloop Neighborhood Plan - 2002

From Vision to Roadmap

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

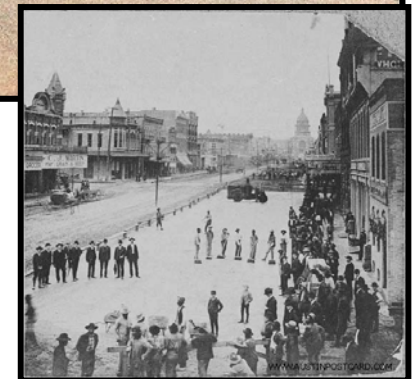
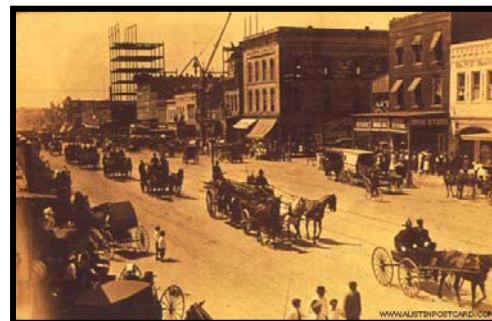
Form-Based Codes: A new method; an old idea

Austin's Waller Plan



26

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



Tools to Transform Airport Boulevard



Use Based Development



Form-Based Development

Today's Corridor (Use-Based Development)

- Auto-dependent
- Aging buildings
- No coherent public realm

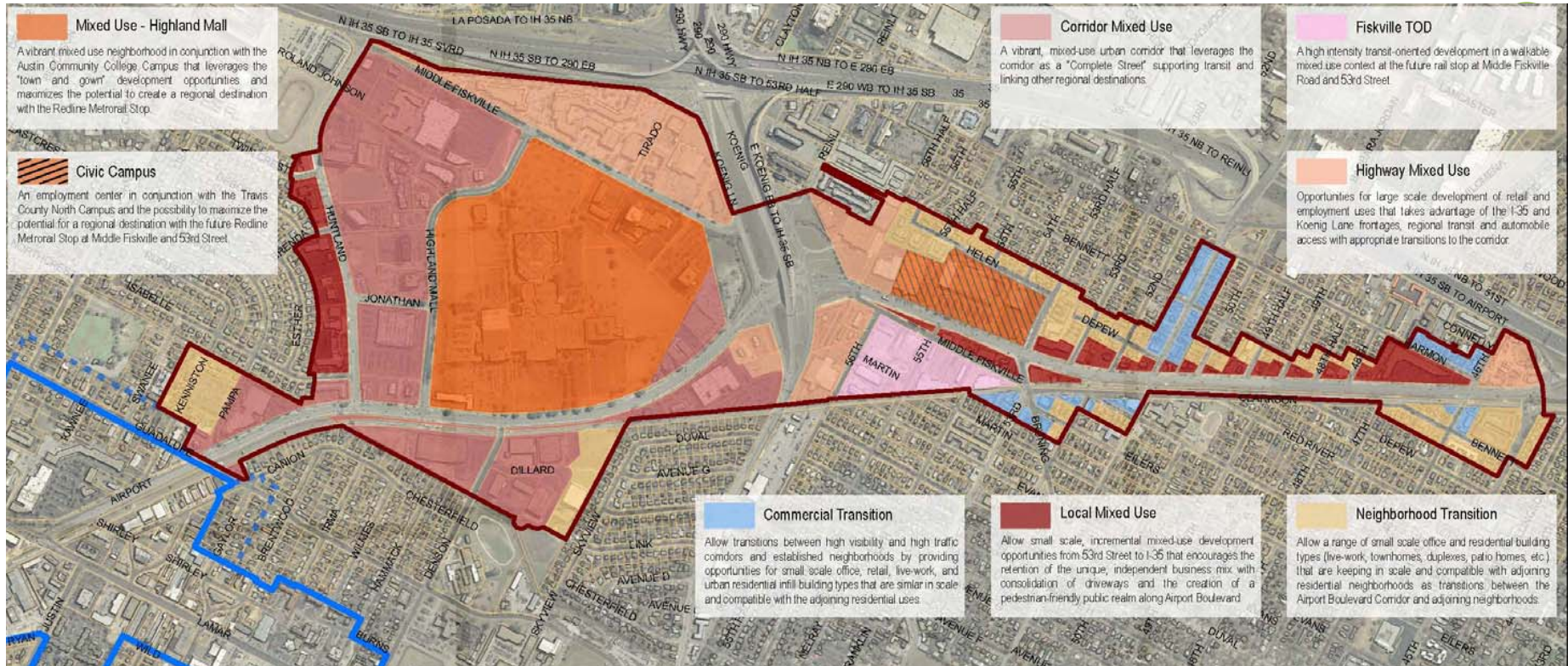


The Future Corridor (Form-Based Development)

- Planned to endure
- Broad market potential
- Vibrant character

Airport Blvd. Character Map (draft February 2012)

Form-Based Codes



Placemaking spotlights

Independent Business Area – Neighborhood Transition



Transitional Building Types

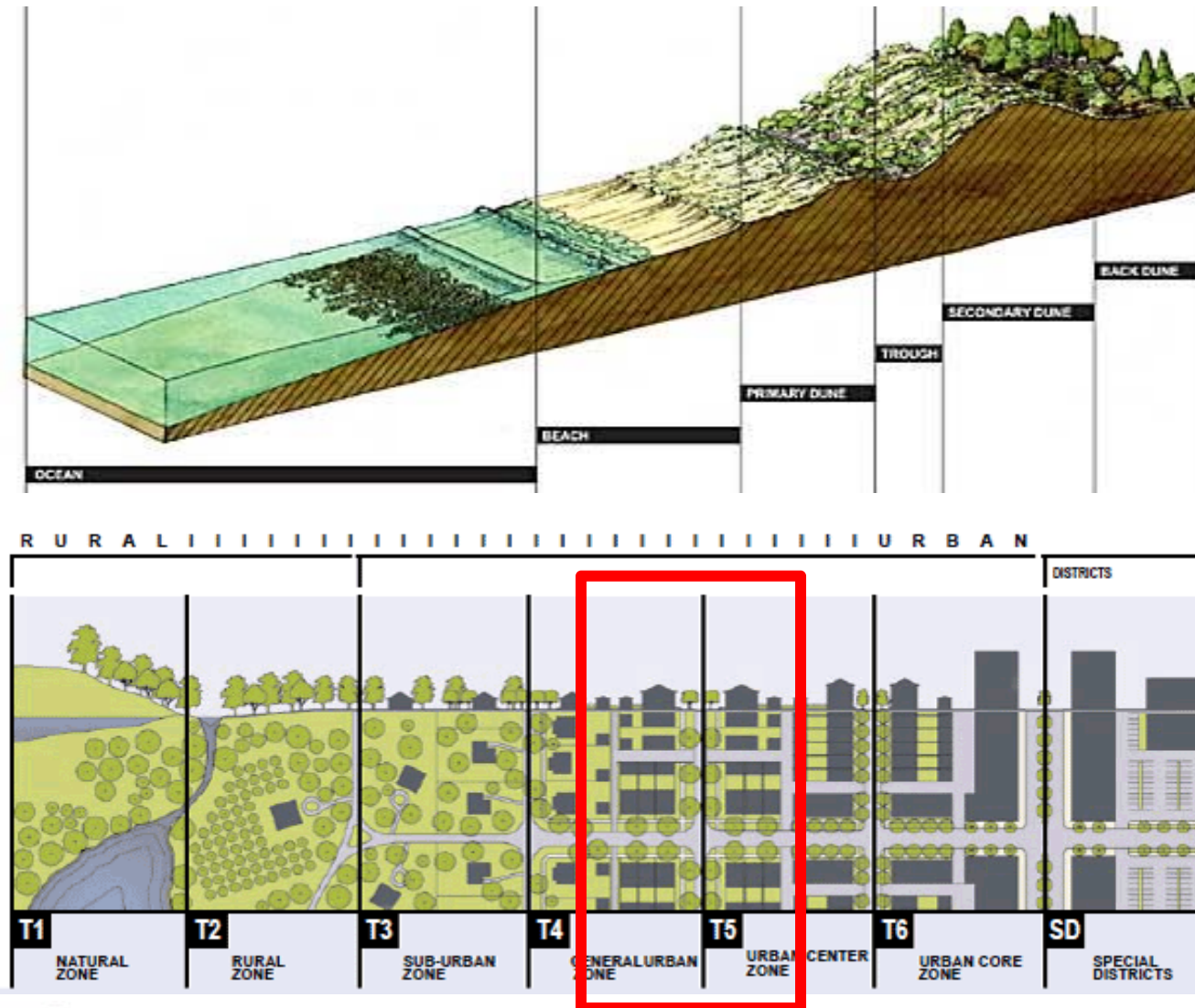
The “missing link” between the corridor and neighborhoods

31



Transect: Filling-in the missing link

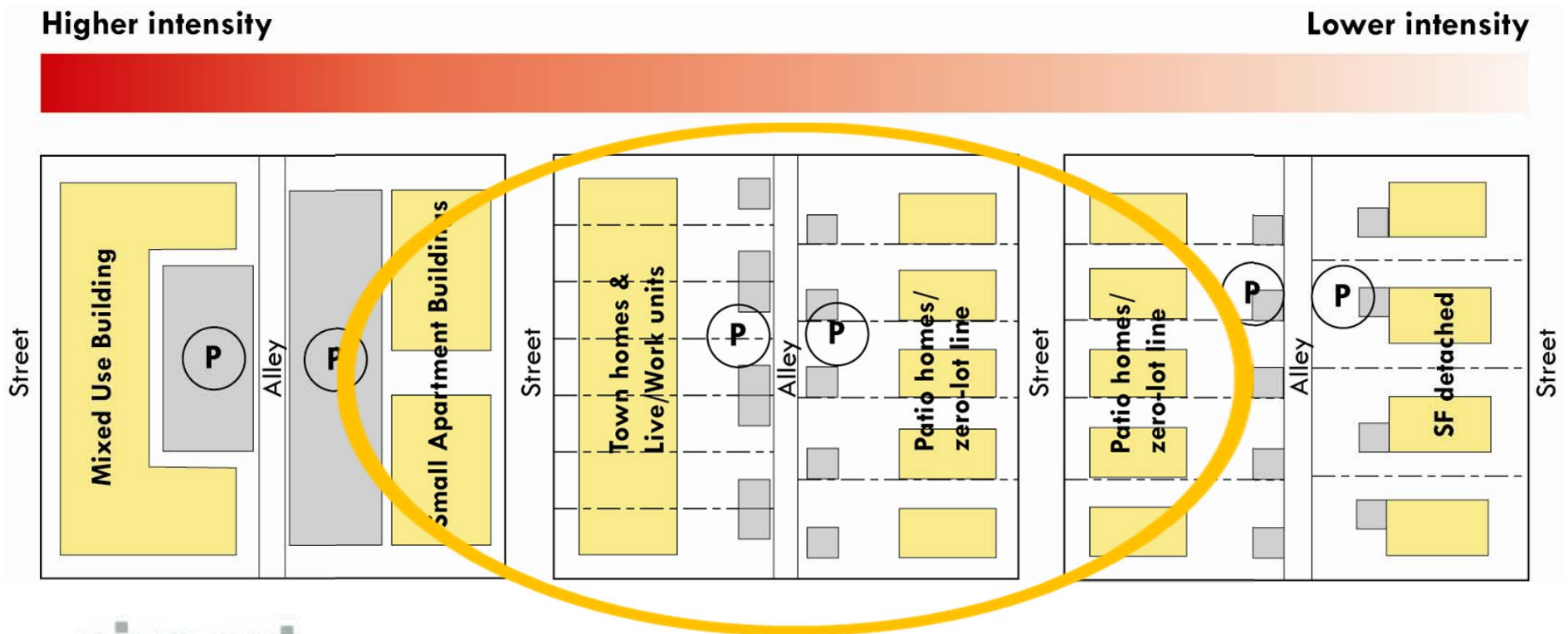
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Transitional Building Types

Principles used to create transitions in a mixed-use context

- Transitions should typically happen along the rear property lines or preferably along alleys.



Upper Airport Boulevard Initiative

34

Timeline for
this phase

What
we're
doing now

Mobility Study

Upper Airport Initiative

TIMELINE OF MEETINGS & KEY EVENTS FOR NEXT PHASE:

January		ADVISORY GROUP: Jan 25 <ul style="list-style-type: none"> Review updates; begin outreach planning ADVISORY GROUP: Jan 31 <ul style="list-style-type: none"> Prep for Neighborhood Outreach meetings
Feb	BOARDS & COMMISSIONS: Feb. 23 <ul style="list-style-type: none"> Planning, Design, Urban Trans. Commissions Present mobility recommendations 	NEIGHBORHOOD ROUNDTABLES <ul style="list-style-type: none"> Staff/AG meet with neighborhood groups Present, inform, Q & A
March		NEIGHBORHOOD ROUNDTABLES (ongoing)
April		NEIGHBORHOOD ROUNDTABLES ADVISORY GROUP (tbd) <ul style="list-style-type: none"> Review materials for Forum/B&C/Council PUBLIC FORUM (tbd) <ul style="list-style-type: none"> Present draft framework; Q & A
May	CITY COUNCIL: (tbd) <ul style="list-style-type: none"> Present final mobility recommendations for adoption 	BOARDS & COMMISSIONS (tbd) <ul style="list-style-type: none"> Planning, Design, Urban Trans. Commissions Midpoint check-in review Public comments
June		CITY COUNCIL BRIEFING (tbd) <ul style="list-style-type: none"> Midpoint check-in review Public comments
July		Begin next phase: Drafting the Form-Based Code

Building Type Options for Transition Areas

Town homes/Row houses



Building Type Options for Transition Areas

Live/work unit



Calibrating the Character

One neighborhood's approach



A – Larger
(including mixed-use)



B – Mid-sized
(including live/work)



C- Smaller
(duplexes, garage apts.)

Calibrating the Unique Character

One neighborhood's approach



A – Larger



B – Mid-sized



C- Smaller

Upper Airport Boulevard Initiative

Project Phasing & Timeline

39

Assessment (Spring-Summer 2011)

• map current conditions • stakeholder engagement • public outreach

Vision (Summer-Fall 2011)

• goals & opportunities • community workshop, open house & forum • public engagement

Design & Plan (Fall-Winter 2011-12)

• urban design • master plan • transportation corridor recommendations

Code (Spring-Summer 2012)

• regulating plan • design & development standards • form-based code

Action (Fall 2012 and beyond)

• implementation plan • financing & investment • adoption

We Are
Here

Upper Airport Boulevard Initiative

40

Timeline for
this phase

Mobility Study

Upper Airport Initiative

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We will
return...



Project Team

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business. living. vision. development.

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