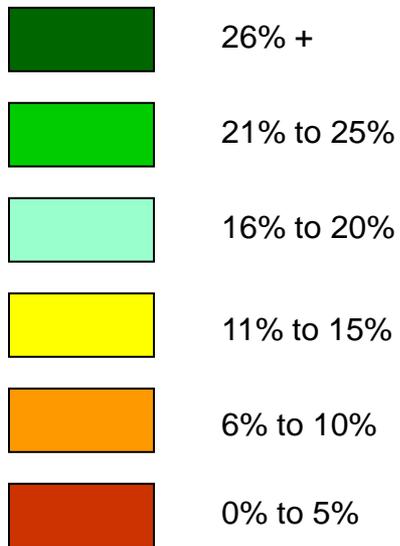


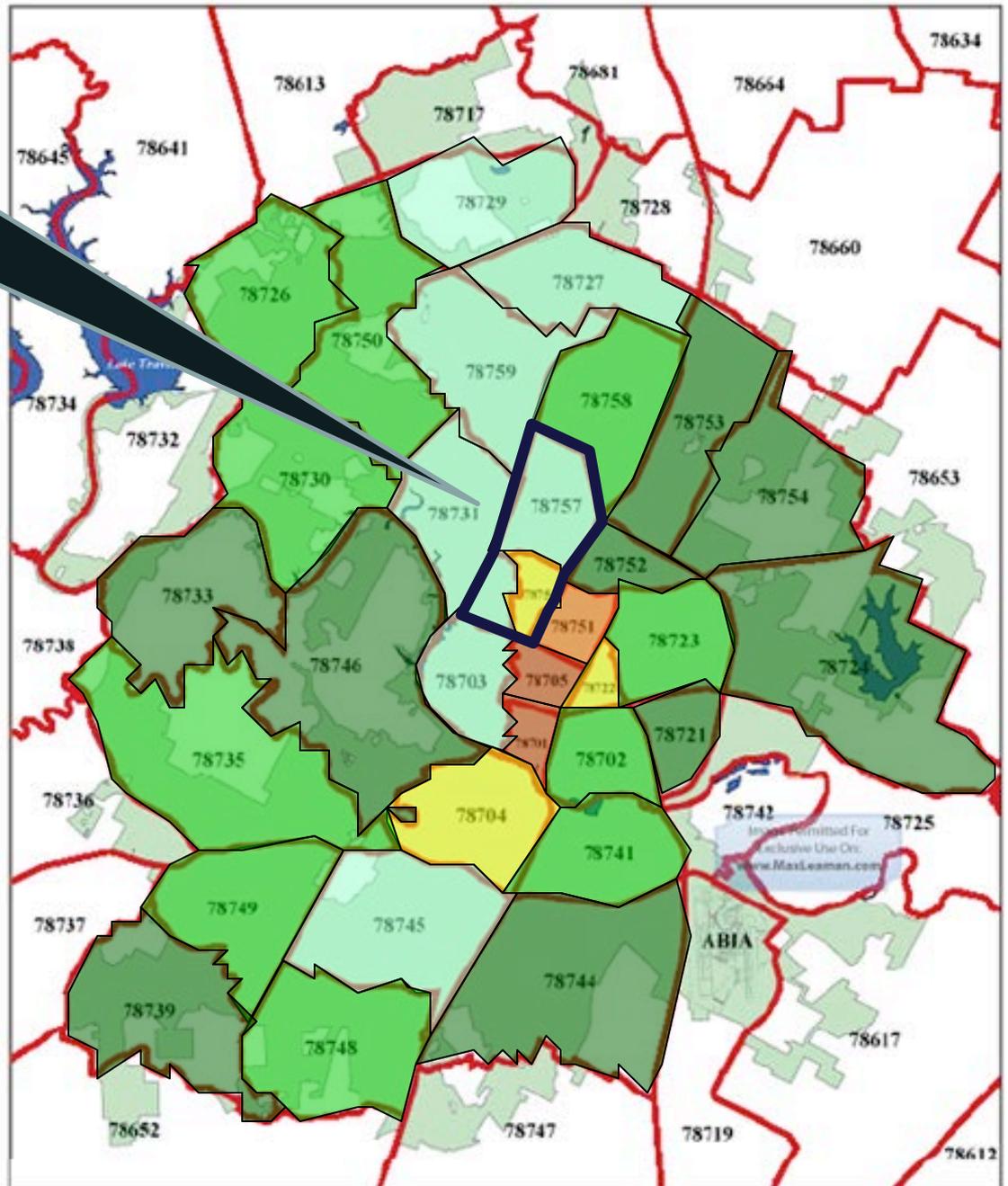
# Burnet Rd

- 1. middle class
- 2. age-balanced
- 3. urban location, suburban form

## Children in the Population



US Census – American Community Survey 2011



# Sustainable Neighborhoods Vision:

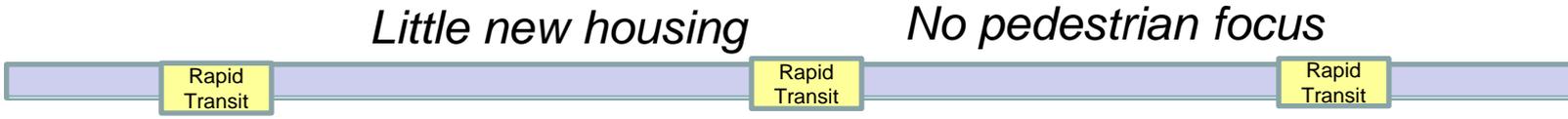
Burnet Rd should be a transit-oriented place,  
and retain a natural diversity of people by age  
and income

## Goals:

- Preserve the corridor's transportation function, by minimizing per capita car use
- Ensure new development preserves the corridor's long-term potential to be balanced by age (including 18-24% children) and by income (median MSA income of 95-105%)

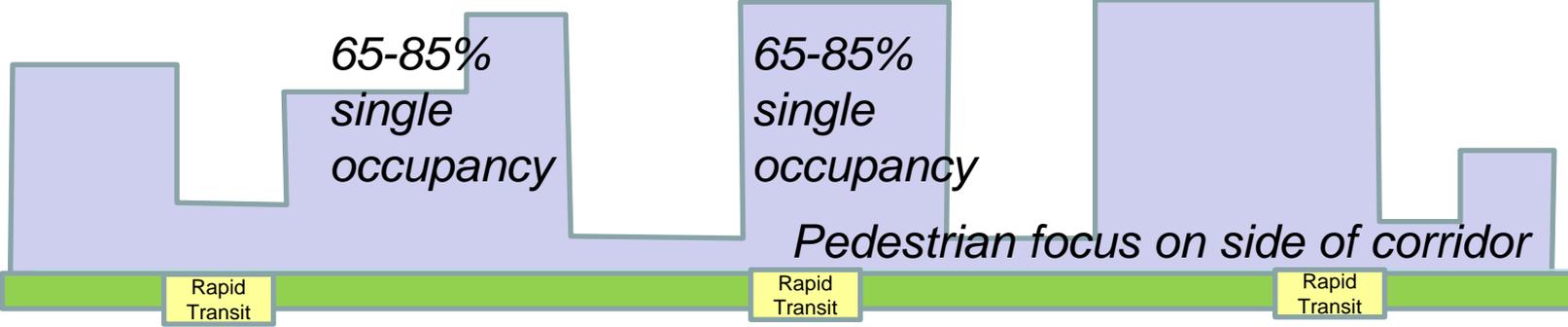
# Three ways to redevelop Burnet Rd

## Suppress Redevelopment

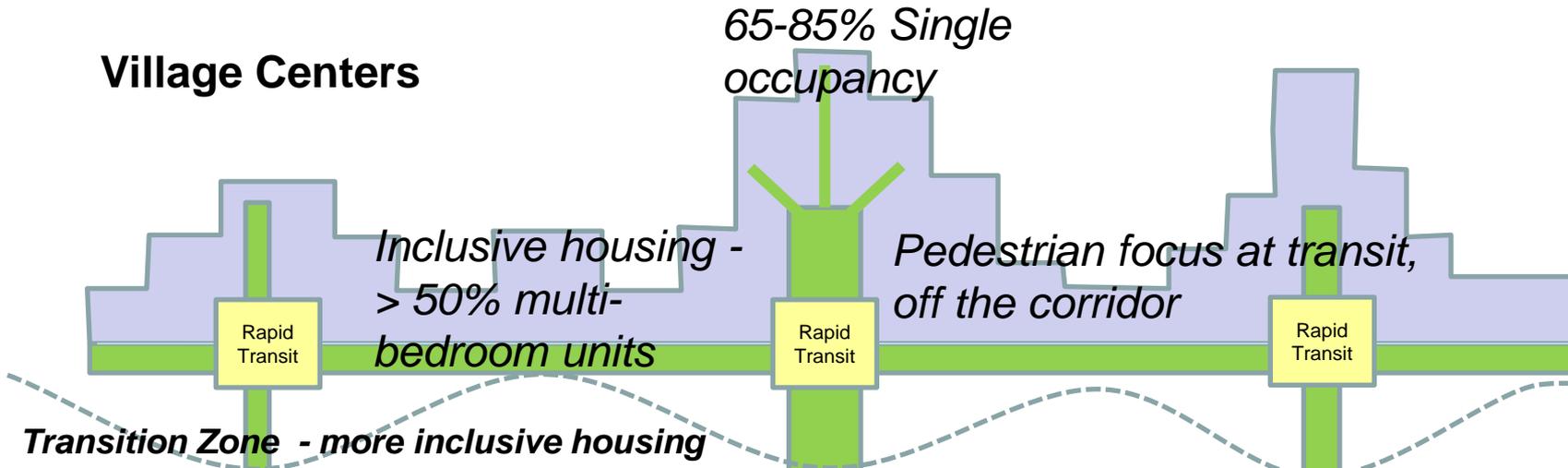


## Scattershot VMU

- Building form
- Transit
- Walkability



## Village Centers



# Three ways to redevelop Burnet Rd

Framework	Pros	Cons
<p><u>Suppress redevelopment</u></p>	<ul style="list-style-type: none"> <li>✓ <b>Highest quality of life for adjacent neighborhoods</b></li> </ul>	<ul style="list-style-type: none"> <li>X <b>Impractical</b></li> <li>X Affordability, congestion unaddressed</li> </ul>
<p><u>Scattershot VMU</u></p> <ul style="list-style-type: none"> <li>▪ MF6 or VMU where-ever site is large enough</li> <li>▪ Less emphasis on middle density</li> <li>▪ Pedestrian focus along corridor</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>More affordable single occupancy housing</b></li> <li>✓ Fastest boost to short-term tax base</li> <li>✓ More disposable income for area businesses</li> <li>✓ Implicit understanding – single-family housing left intact even near corridor</li> </ul>	<ul style="list-style-type: none"> <li>X <b>New housing mostly excludes families</b></li> <li>X Explicitly rejected by CodeNext</li> <li>X Cramped apartments on side of busy street will lose value faster as they age</li> </ul>
<p><u>Village Centers</u></p> <ul style="list-style-type: none"> <li>▪ MF6/VMU closest to transit</li> <li>▪ Strong focus on middle density housing</li> <li>▪ Pedestrian focus off the corridor, supporting transit</li> </ul>	<ul style="list-style-type: none"> <li>✓ <b>More housing doesn't exclude families</b></li> <li>✓ <b>Lowest per capita car use</b></li> <li>✓ Strategic focus for pedestrian amenities reduces car use, shapes sense of community</li> <li>✓ Lower average construction costs</li> <li>✓ Maintains Burnet Rd's distinctive culture -- age- &amp; income-balanced</li> <li>✓ In sync with CodeNext, builds trust for corridor plan process</li> </ul>	<ul style="list-style-type: none"> <li>X <b>Slows rate of affordability for young professionals</b></li> <li>X Some upzoning of single family to middle density in village centers</li> </ul>

# Burnet Rd at North Loop Village Center

## Village Center

CONCEPT ONLY

### Key

-  Rapid Bus platform
-  "CodeNext" open space
-  "Parks & Creeks" open space
-  Creek
-  Existing Transition
-  Pedestrian-friendly crossings



**Apartment**



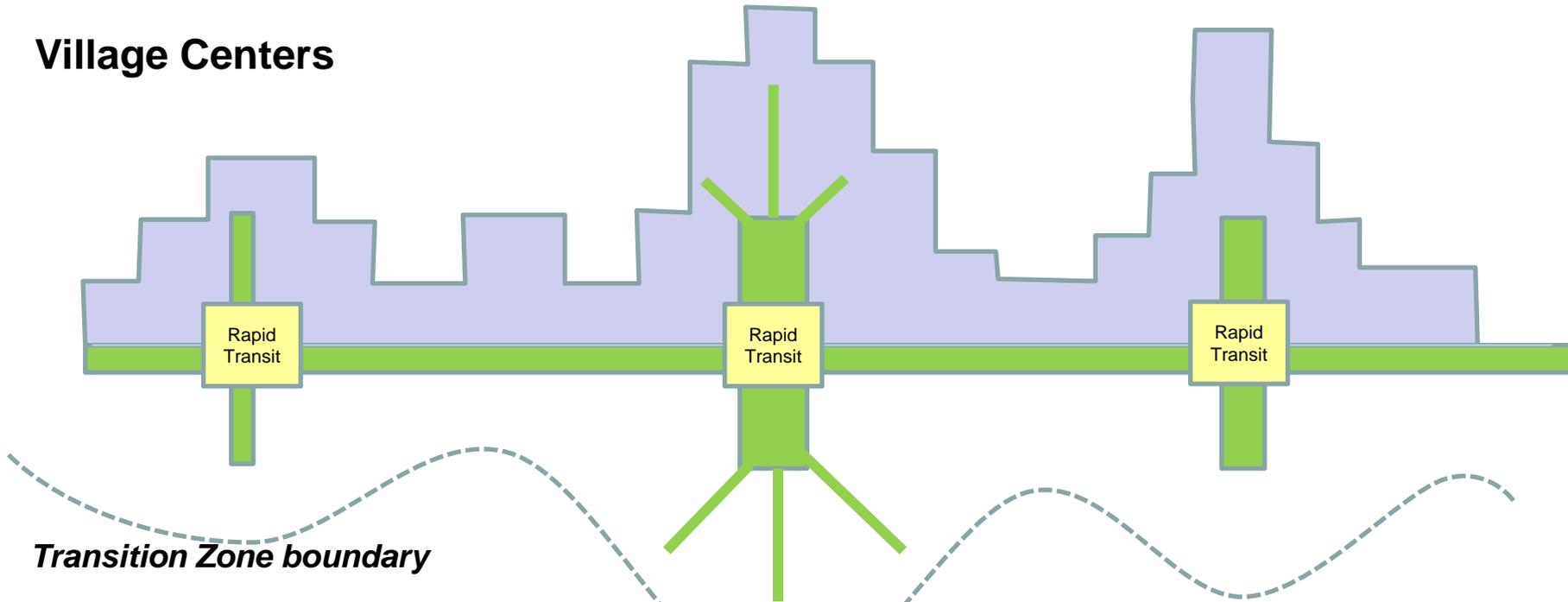
**VMU**

**Library**



# Village Center Framework Could Help Forge Compromise on 'Transition Zones' In Suburban Areas

## Village Centers



*Transition Zone boundary*

*The closer to quality transit and truly walkable destinations, the more that missing middle housing is appropriate.*

*We need PREDICTABLE rules to build trust with neighborhoods, optimize trade-offs between affordability, community character, transportation, safety*

# Objections to missing middle housing are legitimate and need to be credibly tackled

Imagine Austin Goal	Metrics	Missing Middle Pros	Missing Middle Cons	Planning/Design Strategies
Affordability	1 Diversity by income <ul style="list-style-type: none"> <li>- Housing cost</li> <li>- Property tax</li> <li>- Transportation cost</li> <li>- Public School quality</li> <li>- Retail and services</li> </ul>	1 More housing suitable to middle, lower incomes 2 More middle income families help sustain healthy public schools 3 Diversity of income sustains diversity of retail and services	1 Upzoning tax pressure on long-term residents 2. Adding more density in suburban conditions with insufficient investment in new infrastructure risks semi-walkable 'Neverlands' that age poorly, concentrate poverty	1 Tax abatements to vulnerable long-term residents in growth zones; housing loans that allow them to rebuild and remain in place. 2. Increase capacity for missing middle, optimize transportation by downzoning VMU away from nodes, upzoning SF closer to nodes
Community Character	2 Diversity by age <ul style="list-style-type: none"> <li>- Availability of housing for each age bracket, sufficient to achieve natural age distribution</li> <li>- Availability of retail, services for each demographic bracket</li> </ul> 3 Average duration of residence 4 Chance encounters with neighbors per day 5 Outdoor space per person (public, private) w/i 1/8 mile 6 Housing quality 7 Housing upkeep 8. Privacy, noise levels	4 More housing with 2+ bedrooms, play space, that doesn't exclude families 5. Depending upon planning and design, may increase community interaction.	3 Traditional single family neighborhoods believe upzoning of any SF will unleash spot zoning that consumes the entire SF housing stock. 4 At existing price points, rentals may rotate faster, reducing average duration of residence 5 With existing code compliance rules, middle density housing seen as "weak point of neighborhood" due to poor construction and upkeep	3 Need a strong, credible open space strategy to accompany new housing. This reduces car trips, builds sense of community, lowers long-term risk of collapsing MF housing values. 4 Guidelines for where transition zones are appropriate, where not, need to be CLEAR. Develop granular tools that evaluate transit quality, walkability, cost effectiveness of infrastructure upgrades 5. Offer city legal support for private covenants in single-family areas outside transition zones 6. Beefed up code enforcement 7. Develop new housing types that work for families
Transportation	9 Car trips per capita 10 Transit quality parameters (mode frequency, trip time, walk time, wait time, walk quality, wait quality)	6. If arranged near transit and destinations, can reduce transportation costs	6 Especially in suburban areas, new residents = new car trips	See ## 2-4 above.
Safety	11 First response time 12 Car trips on residential streets 13 Fire access 14 Flood risk 15 Crime rate	7 Having more eyes on street in a district can reduce many crime categories	7. New housing may result in: <ul style="list-style-type: none"> <li>- increased impervious cover,</li> <li>- more car trips on residential streets,</li> <li>- poorer fire access, response times</li> </ul>	8 CodeNext, capital improvement priority to mitigating safety issues in and around growth zones.