



WILLIAMS DRIVE GATEWAY PLAN

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Introduction

The Plan focuses on a 558-acre area consisting of established neighborhoods and commercial development along Williams Drive between San Gabriel Park and Lakeway Drive, along with the adjacent developments and neighborhoods. The vision of the plan is a vibrant mixed-use center and gateway and establishes policies for future development of the area. This plan designates future land uses, desired street networks, and public and private improvements. This Plan provides City-adopted policy direction to guide decision-making and prioritization of development opportunities, transportation improvements, and partnerships.

Figure 45. Williams Drive Gateway Small Area

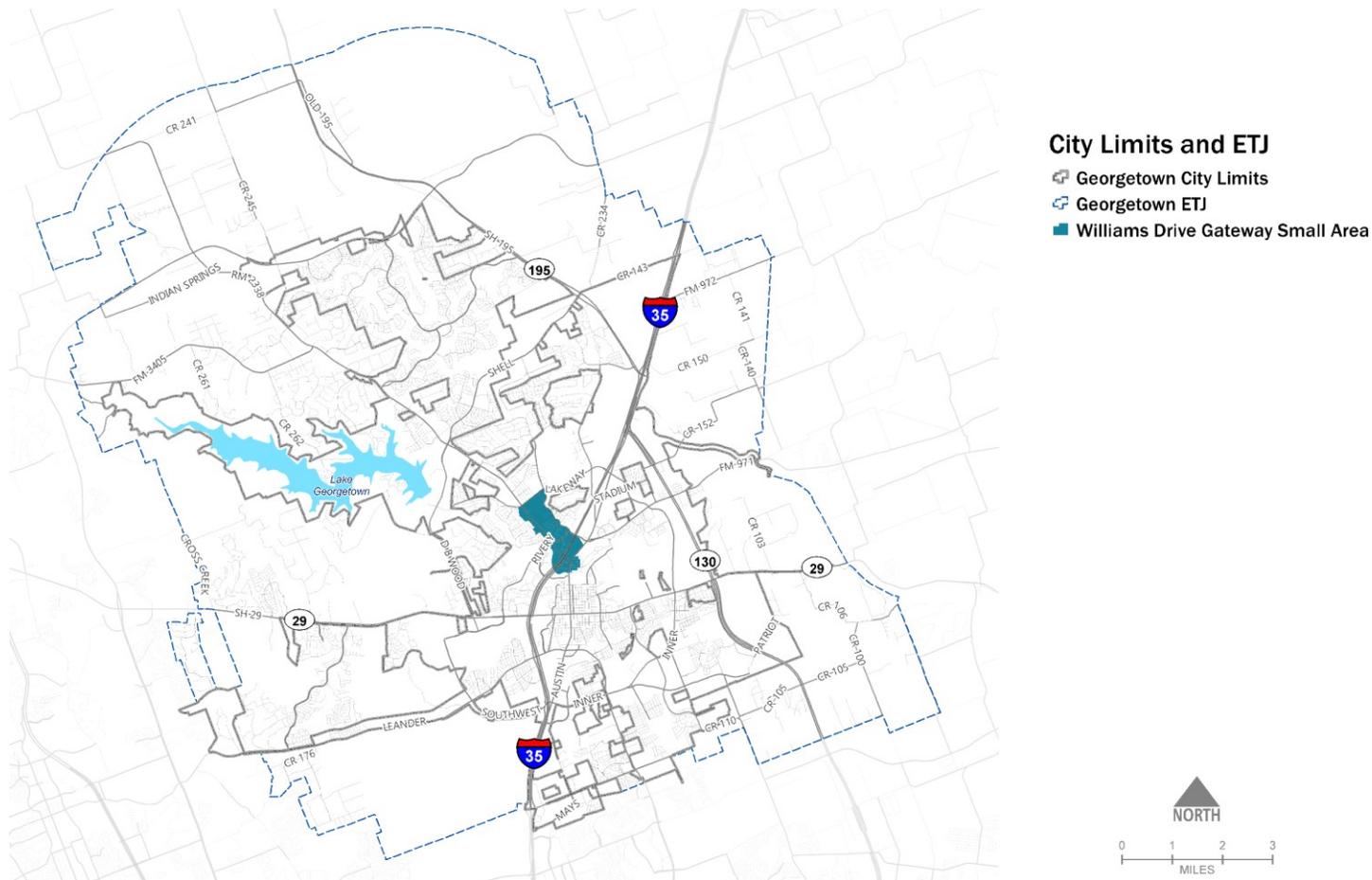
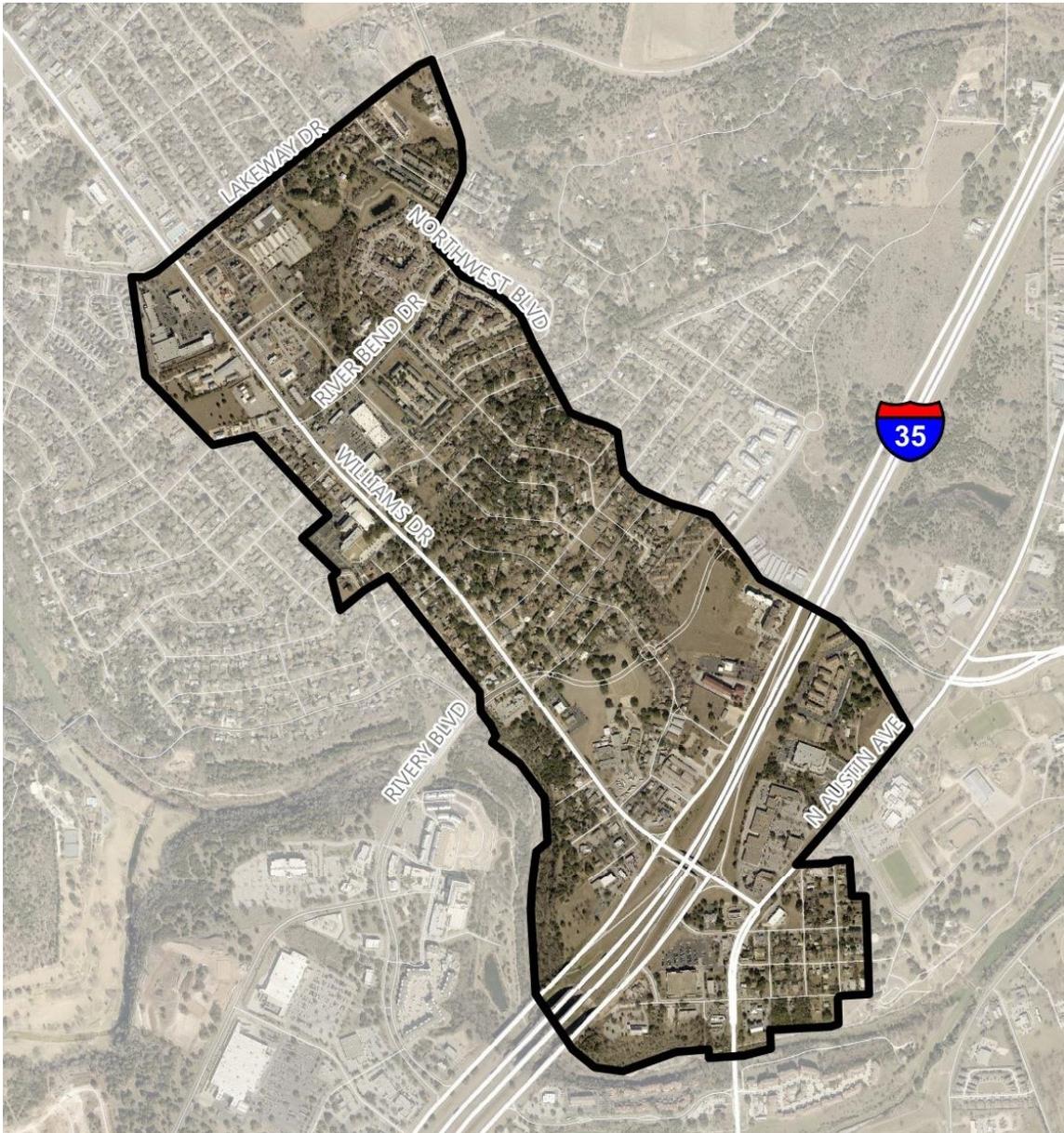


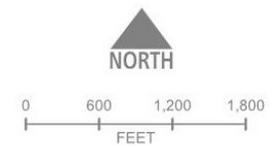
Figure 46. Williams Drive Gateway Small Area Aerial Imagery



Existing Conditions

Williams Drive is a critical east-west corridor in Georgetown, and its redevelopment as a corridor and gateway has been of interest to the City of Georgetown since 2003. Williams Drive begins just east of I-35 at N. Austin Avenue; serves as an above-grade crossing of I-35; and continues northwest through the City, forming key intersections at Rivery Boulevard, Bootys Crossing Road, Shell Road, and Del Webb Boulevard before exiting the City limits at Jim Hogg Road.

 Small Area Boundary



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Land Use

Within the Williams Drive Gateway Small Area there are several key land use patterns:

- » Approximately 27 percent of the area is comprised of office/retail/commercial uses, mostly taking the form of businesses fronting Williams Drive or I-35.
- » 20 percent of the area is comprised of single-family developments.
- » Approximately 8 percent of the area is comprised of institutional uses including public/semi-public, parks and open space, and private recreation.
- » Less than 9 percent of land within the area is vacant, meaning there are more opportunities for development.

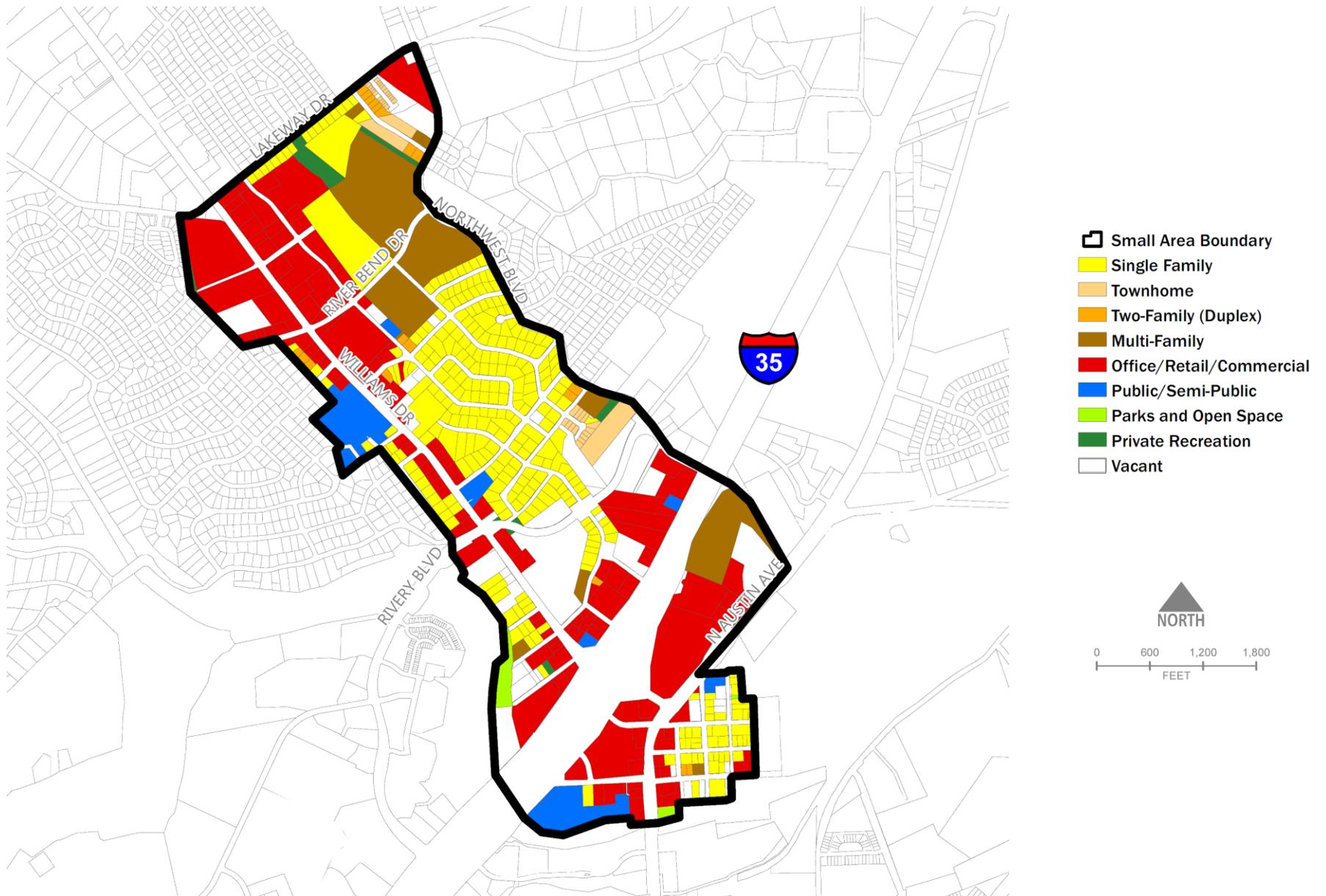
Figure 48. Public Use on Williams Drive



Figure 47. Existing Land Use Acreage

Land Use	Acres	%
Office/Retail/Commercial	150.0	27%
Right-of-Way	137.5	25%
Single-Family	109.6	20%
Multi-Family	52.7	9%
Public/Semi-Public	32.9	6%
Parks and Open Space	7.3	1%
Townhome	6.8	1%
Two-Family	6.6	1%
Private Recreation	5.6	1%
Total Developed	509.0	91%
Vacant	48.8	9%
Total	557.8	100%

Figure 49. Williams Drive Gateway Small Area Existing Land Use



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Zoning

The following zoning districts are presently prescribed for the Williams Drive Gateway Small Area. It should be noted that this document does not control or change the City’s zoning.

- » The largest zoning district designation in the Subarea is C-3 (General Commercial), covering 36 percent of the area and is primarily concentrated along I-35 and between River Bend Drive and Lakeway Drive.
- » RS (Residential Singly Family) comprises 29 percent of the Subarea, located mostly in a concentrated area northeast of Williams Drive.
- » The next largest zoning district is C-1 (Local Commercial).
- » Less than 1 percent of the land is used for TF (Two Family), MF-1 (Low-Density Multifamily), TH (Townhouse), PF (Public Facility), or CN (Neighborhood Commercial).

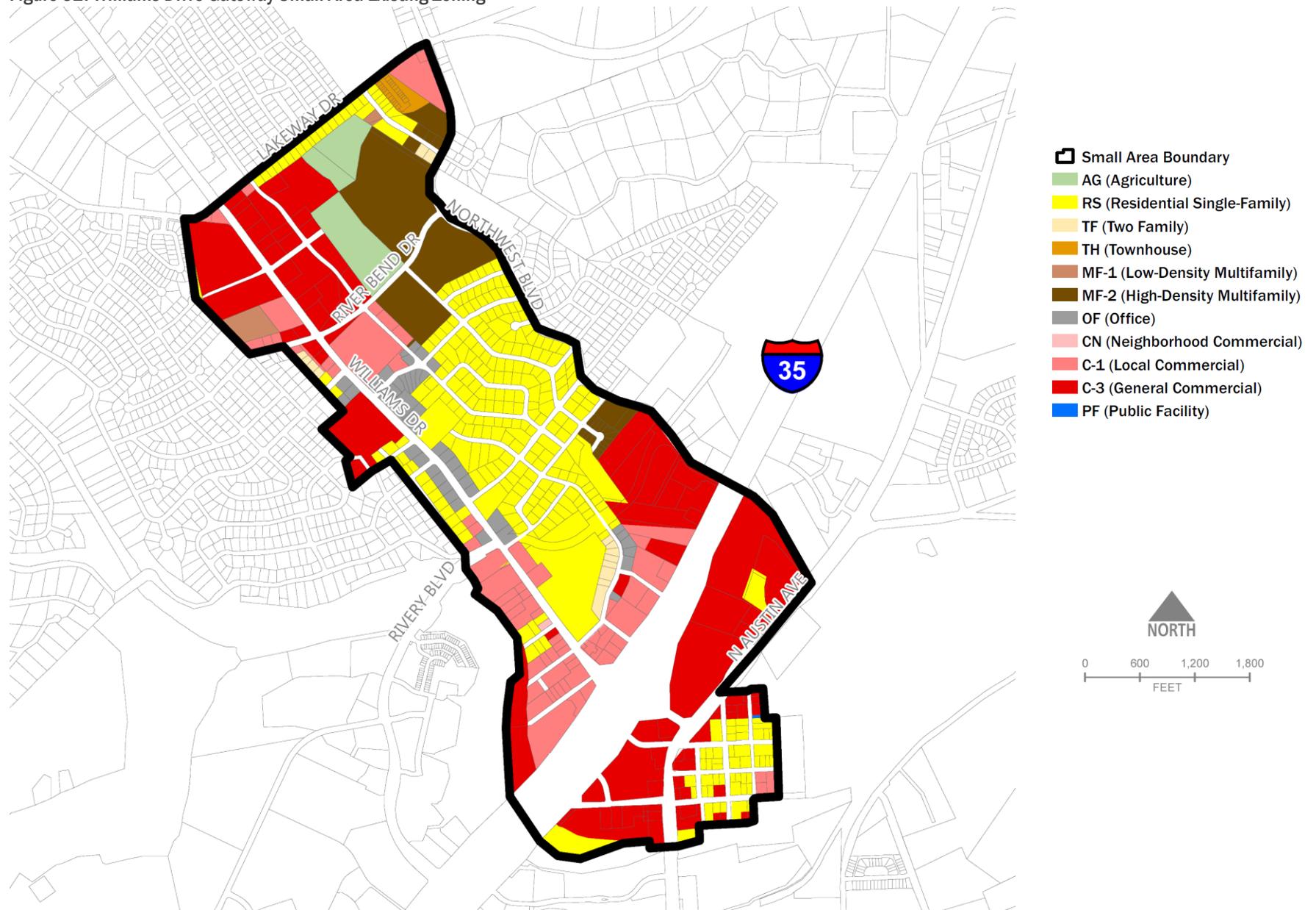
Figure 51. Shopping Center on Williams Drive



Figure 50. Existing Zoning Acreage

Zoning District	Acres	%
C-3 (General Commercial)	153.6	36%
RS (Residential Single-Family)	122.9	29%
C-1 (Local Commercial)	59.0	14%
MF-2 (High-Density Multifamily)	45.9	11%
AG (Agriculture)	18.3	4%
OF (Office)	16.5	4%
TF (Two Family)	4.3	1%
MF-1 (Low-Density Multifamily)	3.8	1%
TH (Townhouse)	2.9	1%
PF (Public Facility)	0.7	0.2%
CN (Neighborhood Commercial)	0.3	0.1%
Total	428.2	100%

Figure 52. Williams Drive Gateway Small Area Existing Zoning



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Aesthetic Features

Georgetown's look and feel are important to residents, business owners, and visitors alike. The following section outlines the existing features that contribute to the appearance of the corridor.

Signage

Signs are regulated by Chapter 10 of the City's Unified Development Code, which requires monument signs along the Williams Drive corridor; however, a variety of sign types currently exist.



Branding

No significant branding measures (City or district signage, consistent building materials, or sign materials) are present within the Subarea, except for the Georgetown "G" painted on the water tower behind Fire Station 2.



Sidewalks

Although sidewalks are installed along much of the corridor, there are numerous gaps that create challenges for pedestrians. Signaled intersections include marked crosswalks and ramps.



Landscaping

The most notable landscaping along the corridor is the presence of existing, mature trees. Landscaping provided by new developments generally includes a perimeter landscape buffer with young trees and shrubs.



Lighting

Street lighting along the roadway is provided via traditional timber utility poles. Many private parking lots utilize lighting elements for the parking areas. No pedestrian-scale lamp posts or unique designs exist.



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Williams Drive Study

The 2017 Williams Drive Study is one of the most comprehensive and recent efforts to enhance the mobility, land use, and appearance of Williams Drive. Prepared by the Capital Area Metropolitan Planning Organization (CAMPO) in partnership with the City of Georgetown, the study includes “specific recommendations and concepts [that] were developed within the context of CAMPO’s Platinum Planning Program, which prioritizes multimodal transportation, mixed land use, housing choices, environment, economic development, and equity.”

In the study, Williams Drive was divided into two separate zones: the Corridor Area and Center Area. The Center Area boundary defines the Subarea boundary for this 2030 Plan Update. The Williams Drive Study provides individual concept plans for different segments of Williams Drive. The Williams Drive Study envisions the Center Area as a “vibrant mixed-use center and gateway” and defines the area as Lakeway Drive to Austin Avenue including land to Northwest Boulevard. The objective for the Center Area plan is to create a vibrant, mixed-use, walkable activity center.

Key Features of the Center Area:

Make Connections Through and Within the Center Area

1. Improve connections between parcels.
2. Use deep sites to create a network of streets (not just a corridor).
3. Create a safe bicycle route.
4. Connect to the river trail.
5. Create transit stops.
6. Fill in the sidewalk gaps.
7. Close redundant curb cuts.
8. Ensure traffic calming for parallel connections.

Use Catalytic Sites to Promote a New Form of Development

9. Create a context sensitive mixed-use center that extends toward the Downtown area.
10. Promote transit-supportive development densities.
11. Widen sidewalks and add street trees and lights.
12. Pull buildings up to the street.
13. Slow traffic on Williams Drive.

Enhance the Urban Form and Character of the Area

14. Encourage mixed-use development.
15. Strengthen Subarea identity.
16. Create new open spaces within large development sites.
17. Use the amenity of the river to organize new development.
18. Develop enhanced standards for landscaping and signage.

Williams Drive Gateway Plan Policies



Policy WD.1 Make connections through and within the Williams Drive Gateway Small Area (Connectivity).

- » Improve Connections Between Parcels
- » Use Deep Sites to Create a Network of Streets (Not Just a Corridor)
- » Create a Safe Bicycle Route
- » Fill in the Sidewalk Gaps
- » Close Redundant Curb Cuts
- » Create Transit Stops
- » Ensure Traffic Calming for Parallel Connections
- » Widen Sidewalks, Add Street Trees and Lights
- » Slow Down the Traffic on Williams Drive



Policy WD.2 Enhance the urban form and character of the Williams Drive Gateway Small Area (Land Use).

- » Encourage Mixed-Use Development
- » Create a Context Sensitive Mixed-Use Center that Extends toward the Downtown Area
- » Promote Transit-Supportive Development Densities
- » Pull Buildings Up to the Street
- » Strengthen Small Area Identity
- » Create New Open Spaces Within Large Development Sites
- » Use the Amenity of the River to Organize New Development
- » Develop Enhanced Standards for Landscaping and Signage



Policy WD.3 Use strategic public/private partnerships to promote a new form of development (Opportunities for Partnerships).

- » The vision for the Williams Drive Gateway requires coordinated investments by the City and property owners. The City has a special finance district in place within the Gateway and has identified capital improvements which support the desired development pattern of the Gateway. Through public and private partnerships, the City and interested land owners can work together to achieve the vibrant, mixed-use, walkable activity center the community seeks.

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Connectivity

Transportation is a resource for the Williams Drive Gateway Small Area; proximity to transportation alternatives and location along the major east-west corridor north of the San Gabriel River are assets unique to this area. Combining the existing access and connectivity with the land use potential provides opportunity for the gateway. Providing additional, quality connectivity through the opportunity created by redevelopment will enhance the functionality of the gateway, better serve existing community assets of parks, schools and neighborhood civic uses and provide more comfortable and attractive transportation alternatives for existing and future residents.

Improve Connections Between Parcels

Much of the development in the Williams Drive Gateway Small Area occurred before the City's current regulations were adopted. Today, nonresidential redevelopment or new development would be required to connect to neighboring properties. Improving these connections helps improve the flow of Williams Drive by allowing for the reduction of the number of curb cuts and removing vehicles that need to use Williams Drive to access neighboring properties. Traveling between properties reduces trips (traffic) on Williams Drive and offers the opportunity for several properties to benefit from having a single access driveway. A motorist can travel directly to adjacent land uses without having to enter onto Williams Drive. Existing and planned sidewalks are to be extended to enhance pedestrian activity. More convenient access can attract more customers to each business and decrease the daily trips along Williams Drive.

Figure 53. Proposed Roadway Connections

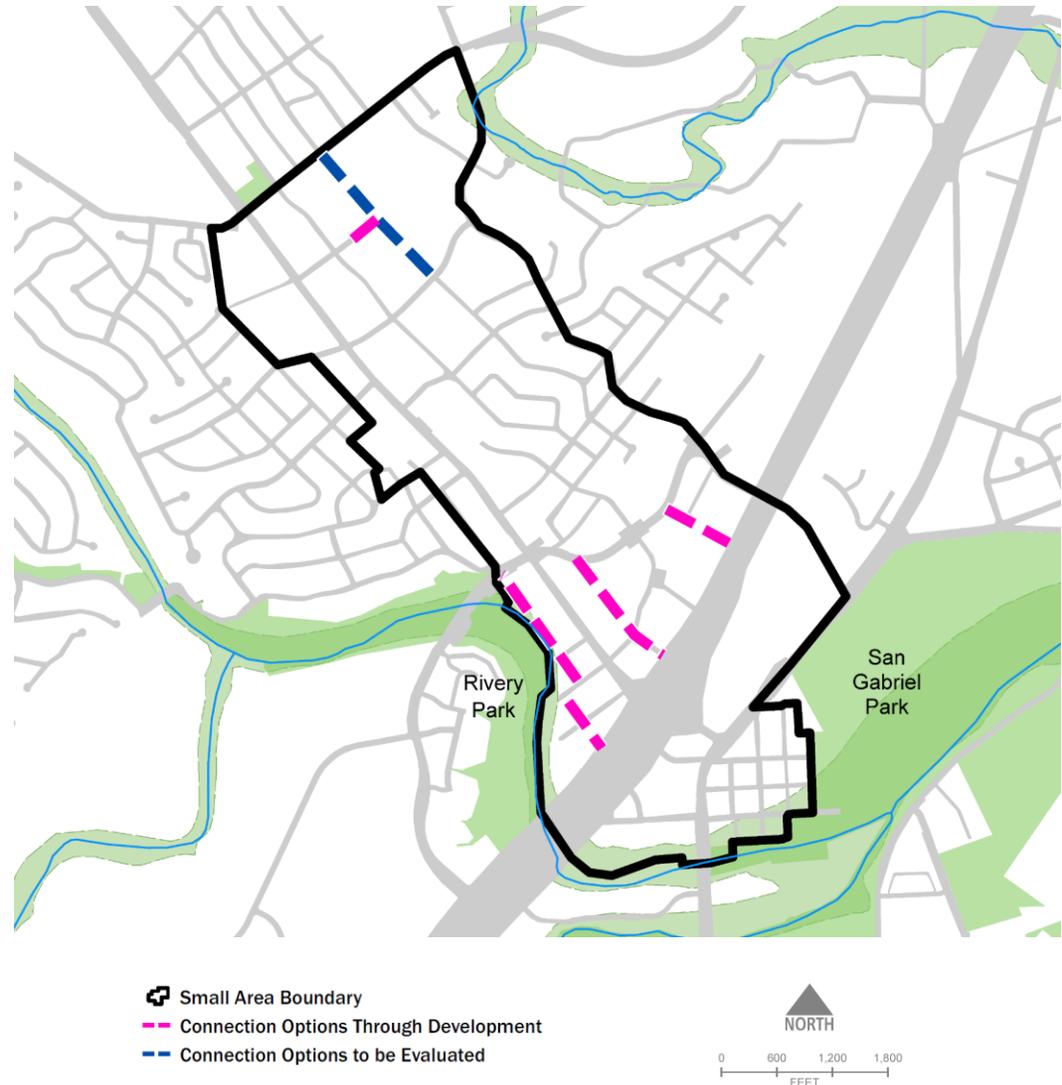
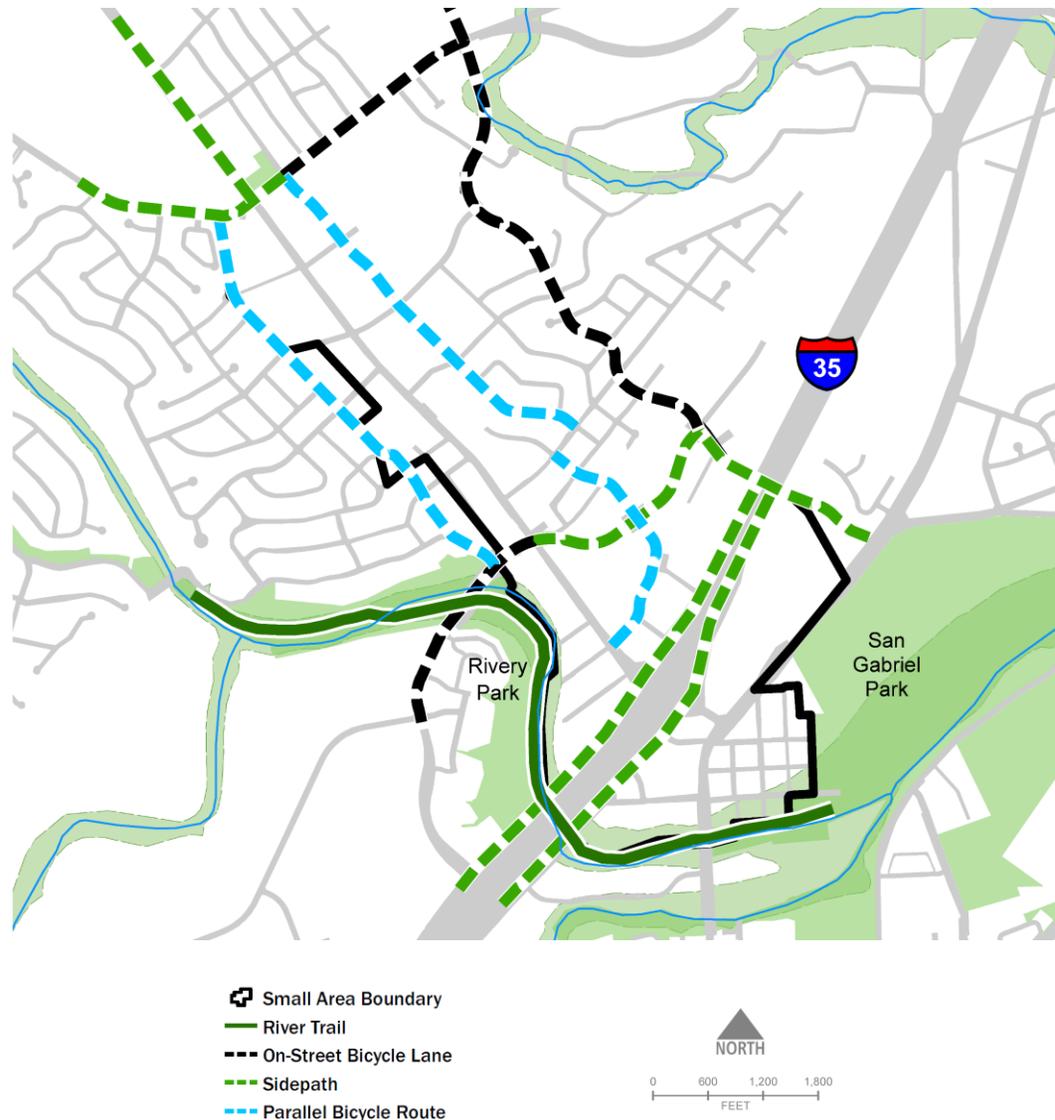


Figure 54. Proposed Bike and Pedestrian Connections



Use Deep Sites to Create a Network of Streets (Not Just a Corridor)

There is a limited set of large sites in single ownership within the Williams Drive Subarea. Where these sites exceed typical urban block standards (300 to 500 feet in length), they will provide internal connections. These connections must be used to create a network of streets that allows neighborhoods to travel to and from the Williams Drive corridor in a variety of ways. This will reduce the impact of traffic on any individual connection.

Create a Safe Bicycle Route

The Williams Drive corridor through the Small Area does not contain enough right-of-way to provide for a separated bike and pedestrian path. The safest bike routes through the Subarea are one block north and one block south of Williams Drive. However, a separate cycle track, located parallel to the sidewalk, is recommended for this area as well, to provide a bike route along the corridor through the Williams Drive Subarea.

Fill in the Sidewalk Gaps

Due to the age of development in the Williams Drive Gateway Small Area, few of the blocks have continuous sidewalks along them. It is critical to the safety of pedestrians that these gaps get filled in, with assistance from the City. Since new development may be many years away, a partnership between the City and existing landowners is needed to accomplish this goal.

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Close Redundant Curb Cuts

Where side street access, rear access or connected parking lots are available, redundant curb cuts along Williams Drive are closed to reduce friction along the roadway and improve public safety both on the road and on the adjacent sidewalks.

Create Transit Stops

As the City invests in its own transit system along Williams Drive, it will become important to create safe transit stops for users. In the Subarea, the bus will most likely travel within the existing lanes due to limited right-of-way. Bus stops are well-signed and provide shade and sitting opportunities for those awaiting the service.

Ensure Traffic Calming for Parallel Connections

Georgetown's bridge I-35 at Northwest Boulevard will serve as a reliever facility during construction of the new diverging diamond intersection and bridge at Williams Drive. When the amount of traffic on Northwest Boulevard spikes during the construction period, it will be especially important for the City to have traffic calming options installed along that route well in advance.

Widen Sidewalks, Add Street Trees and Lights

As the Williams Drive Gateway Small Area becomes more walkable (with new development adjacent to Williams Drive), it is important to ensure that each development provides the appropriate infrastructure in the adjacent right-of-way. The transect of these areas describes, in general, the necessary improvements. These include wide sidewalks, street trees and pedestrian lighting. All new development activity in the Subarea will provide these minimum basic needs to enhance walkability, define a sense of place, and promote the corridor as a premier gateway.

Slow Down the Traffic on Williams Drive

There are a variety of speed management techniques possible within the Subarea. These techniques are primarily focused on changing the perception of the corridor by narrowing the lane width, adding a center median with turn pockets (in place of the current continuous turn lane), and street trees adjacent to the roadway. All of the elements, when combined, will help slow traffic to the posted speed limit and substantially improve pedestrian and bicycle safety throughout the Subarea.

Land Use

Plan for Future Land Uses

Figure 55 provides a detailed depiction of the planned future land uses within the Williams Drive Gateway Small Area. A key objective of this map is to be more efficient with the distribution of nonresidential uses by allowing for flexible mixed-use areas, focusing density in the most appropriate areas, and allowing for greater infill of residential uses.

- ▣ Small Area Boundary
- Urban Mixed-Use
- Suburban Mixed-Use
- Office/High Density Housing
- Highway Commercial
- Small Office/Medium Density Housing
- High Density Mixed Housing
- Medium Density Mixed Housing
- Single Family
- Civic
- Park

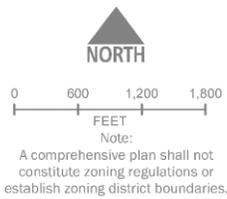
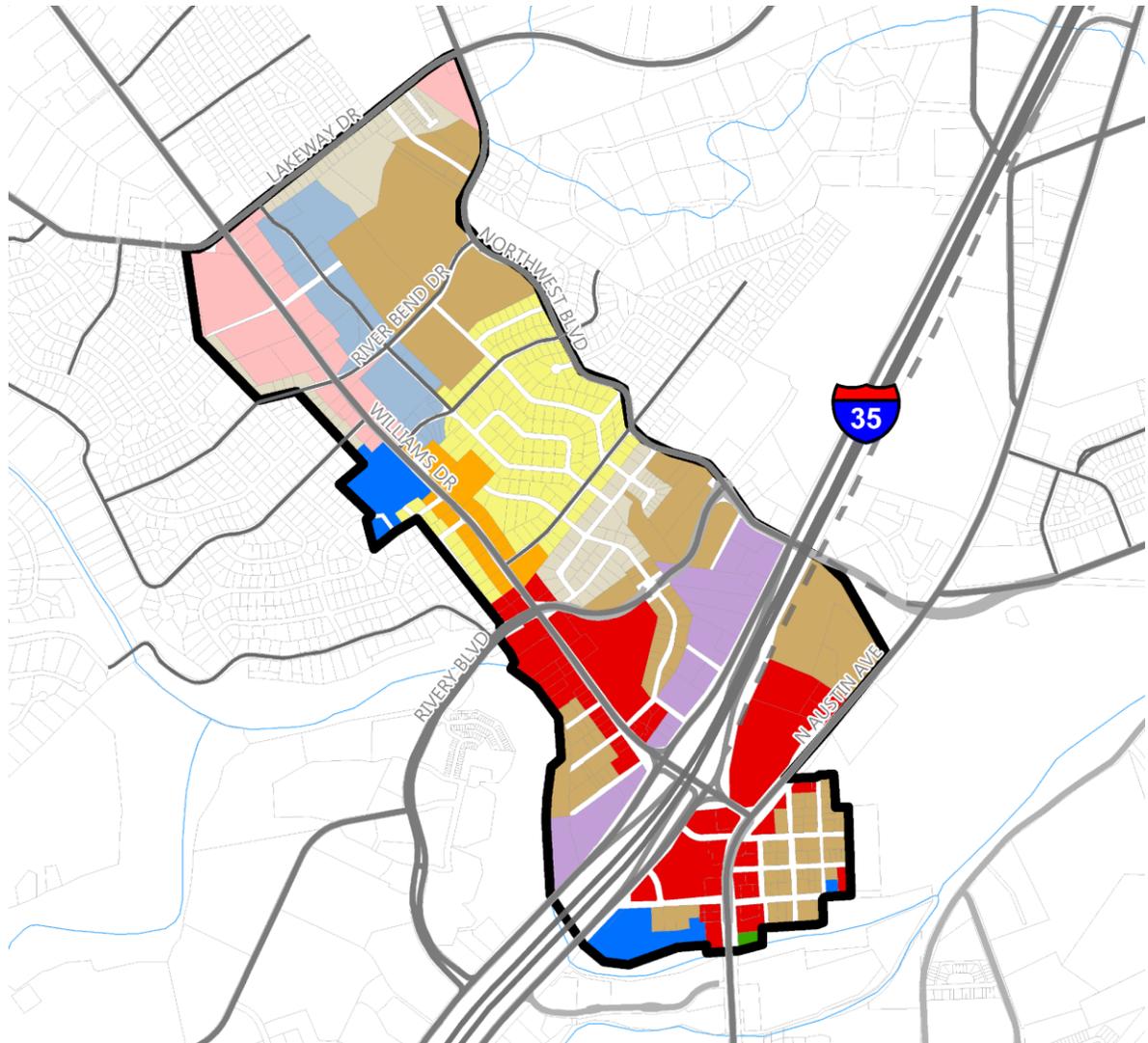


Figure 55. Williams Drive Gateway Small Area Future Land Use



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Urban Mixed-Use

The Urban Mixed-Use designation provides a dense, pedestrian-friendly urban environment that supports a mixture of residential and nonresidential uses. The designation provides for no less than 18 dwelling units per acre. Acceptable uses include townhomes, apartments, assisted living facilities, lodging, offices, medical offices, retail, and restaurants.



DUA: 18 or more

Target Ratio: 50% nonresidential, 50% residential

Primary Use: High density residential

Secondary Uses: Neighborhood-serving retail, office, institutional, and civic uses

Suburban Mixed-Use

The Suburban Mixed-Use encourages higher density housing and retail which acts as a buffer for single-family uses. The designation provides for no more than 18 dwelling units per acre. Acceptable uses include townhomes, apartments, assisted living facilities, lodging, offices, medical offices, retail, and restaurants.



DUA: Up to 18

Target Ratio: 60% residential, 40% nonresidential

Primary Use: Medium density residential

Secondary Uses: Neighborhood-serving retail, office, institutional, and civic uses

Office/High Density Housing

The Office/High Density Housing facilitates a pedestrian-friendly live/work environment, allowing for a mixture of high-density residential uses and office space. The designation provides for no more than 18 dwelling units per acre. Acceptable uses include townhomes, apartments, assisted living facilities, offices, and medical offices.



DUA: Up to 18

Target Ratio: 70% residential, 30% nonresidential

Primary Use: Medium density residential

Secondary Uses: Neighborhood-serving retail, office, institutional, and civic uses

Highway Commercial

The Highway Commercial designation provides for large-scale retail amenities while still encouraging neighborhood retail. Acceptable uses include big-box retail, lodging, offices, medical offices, retail, and restaurants.



Target Ratio: 100% nonresidential

Primary Use: Retail

Secondary Uses: Commercial, office, institutional, and civic uses

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Small Office/Medium Density Housing

The Small Office/Medium Density Housing designation is intended to provide a variety of medium-intensity residential housing in a walkable environment, while allowing for office space. The designation provides for no more than 12 dwelling units per acre. Acceptable uses include townhomes, multiplex units, offices, and medical offices.



DUA: Up to 12

Target Ratio: 70% residential, 30% nonresidential

Primary Use: Medium density residential

Secondary Uses: Office, neighborhood-serving retail, institutional, and civic uses

High Density Mixed Housing

The High Density Mixed Housing designation encourages a variety of higher-intensity residential housing in a walkable environment. The designation provides no fewer than 16 dwelling units per acre. Acceptable uses include townhomes, apartments, and assisted living facilities. Careful transitions between existing similar single-family residences and higher density residential uses are accommodated.



DUA: 16 or more

Target Ratio: 80% residential, 20% nonresidential

Primary Use: Medium density residential

Secondary Uses: High density residential, neighborhood-serving retail, office, institutional, and civic uses

Medium Density Mixed Housing

The Medium Density Mixed Housing designation encourages middle housing compatible with traditional single-family dwellings. The designation provides for no more than 8 dwelling units per acre. Acceptable uses include small-lot single-family units, duplexes, cottage courts, townhomes, and multiplex units.



DUA: Up to 8

Target Ratio: 90% residential, 10% nonresidential

Primary Use: Medium density residential

Secondary Uses: Limited neighborhood-serving retail, office, institutional, and civic uses

Single-Family

The Single-Family designation facilitates traditional suburban environment in which each residential structure is designed to be used as a single dwelling unit. The designation provides for no more than 4 dwelling units per acre. Acceptable uses include medium, single-family structures.



DUA: Up to 4

Target Ratio: 95% residential, 5% nonresidential

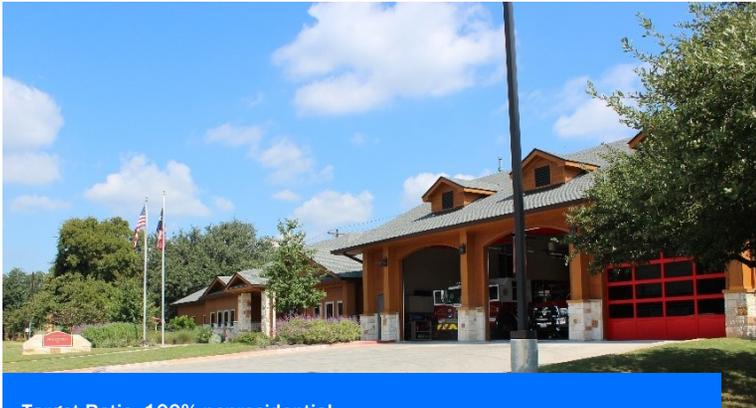
Primary Use:

Secondary Uses: Limited neighborhood-serving retail, office, institutional, and civic uses

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Civic

The Civic designation provides for large civic and institutional uses that serve the surrounding neighborhood and/or community. Acceptable uses include schools, places of worship, and city-owned facilities.



Target Ratio: 100% nonresidential

Primary Use: Governmental operations, educational uses, religious uses, and major healthcare facilities

Secondary Uses: N/A

Park

The Park designation is intended for parks, open space, and other recreational amenities that are available to the public.



Target Ratio: 100% nonresidential

Primary Use: Parkland, trails, and other recreational amenities

Secondary Uses: N/A

Encourage Mixed-Use Development

One significant way to reduce trips as new development occurs is to ensure that they include a mix of uses. Where new residential development includes nearby retail, services and open space as well as employment opportunities, it will reduce the need for parking (due to sharing of spaces among uses). The compactness of mixed uses in the Subarea also encourages additional trips by bike and on foot. In fact, it allows for a car-free lifestyle for those who have the flexibility to live and work in the same general area.

Create a Context Sensitive Mixed-Use Center that Extends toward the Downtown Area

Downtown Georgetown has become a local and regional destination over the past ten years (through significant efforts that include private development as well as the City). The most recent activity has expanded northward up Austin Avenue. With the new park planning for San Gabriel Park, the diverging diamond intersection at I-35 and Williams Drive, as well as the Northwest Boulevard bridge over I-35, it is inevitable that development will continue to move northward along Austin Avenue. The location of the Georgetown Independent School District site is likely to draw activity to the west side of I-35 -- opening new opportunities for other mixed-use centers similar or complimentary to the Downtown area. The City will promote and encourage this northward development, but at the same time, ensure that new activity improves the traffic challenges and enhances the look and feel of the corridor as a whole.



Promote Transit-Supportive Development Densities

In support of the recent announcement of transit running along Williams Drive as far west as the Lake Aire Center (Georgetown Health Foundation), the City will focus on creating transit ready intensities of development along the corridor to support that bus connection. Using the Small Area as a starting place for consideration of additional height on large parcels where it can be tapered off in height to surrounding development is one way to support the new transit opportunity. In general, most professionals consider a minimum average density of 7 units per acre to be "transit-ready." The current pattern of multifamily north of Williams Drive at Lakeway meets this definition today, as would the new multi-family development just west of I-35 and north of the GISD site. Most of the remainder of the Subarea is not yet transit-supportive in its intensity.

Pull Buildings Up to the Street

When retail development sits on the site far removed from the nearby sidewalk, every pedestrian trip past the site is a wasted opportunity for a sale. Pulling building frontages up to the street generates activity at the street edge, visual interest for pedestrians, and sales for retailers. It enhances any pedestrian environment, making it more walkable. The location of parking to the rear continues to provide easy access but does not interrupt the relationship between pedestrians and the shop windows along the street. As the Subarea becomes a mixed-use center like downtown, it must focus on this key element of walkability.

Strengthen Subarea Identity

To strengthen the unique character of the various segments of Williams Drive in the Subarea, a series of transects have been mapped. The intent of each transect is to take existing characteristics and ensure they are followed in new development or redevelopment. This includes patterns like the depth of landscaped front yards, existing street trees and front yard trees, the placement of buildings, and the location of parking.

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Create New Open Spaces Within Large Development Sites

Large development sites provide one of the few opportunities to provide new open spaces within the Subarea. Development on larger sites will include a requirement for enhancement of some portion of the site as an amenity, both for the development and the community. In many cases, these amenity spaces can serve multiple purposes, providing options for management of stormwater, in addition to passive recreation.

Use the Amenity of the River to Organize New Development

The San Gabriel River is an amenity that is underutilized by development near the river. In addition to linking to the trails along the river itself, views from the bluffs along the southern edge of the Subarea are spectacular. Development near Downtown illustrates how to line the bluff with buildings to take advantage of the views of the river. Inviting the public to enjoy views through siting of restaurants and other community facilities along the rim of the bluff would encourage more residents to enjoy this amazing resource.

Develop Enhanced Standards for Landscaping and Signage

Landscaping is a key element of site design, and often includes buffers, parking lots and the streetscape. Landscaping along streets is often highly visible and is a key determinant of local identity. In more urban areas, streetscapes are often limited to street trees and small planting areas, while in less urban areas, streetscapes can also include berms and planting strips. Specific landscaping requirements should be developed for each transection section along Williams Drive and should include planting requirements for each frontage type. All parking lots visible from the street should be screened from view by a small hedge or low wall. New construction or additions should be required to retain existing landscaping and vegetation to the greatest extent possible.

In the Subarea, signage should be human scale and serve both pedestrians and automobiles. This may mean eliminating large freestanding signs and relying more heavily on wall signs and projecting signs that entice the pedestrian on the sidewalk and not vehicles on the street.

Williams Drive Corridor

The Williams Drive corridor extends the entire length of Williams Drive between the ETJ boundary and I-35 and continues across I-35 along Austin Avenue. Near I-35, development is generally aging commercial development and redevelopment efforts. As the corridor extends westward toward the ETJ, development becomes less intensive and dense.

The Williams Drive Study (2017) proposed seven transects for distinctive areas along the defined corridor, which have been included herein for reference. Transects for Areas A-D are included on the following pages; transects for Areas E-F are included in the Gateways & Image Corridors portion of this document.

- A** Austin Avenue
- B** Rivery Boulevard to I-35
- C** Golden Oaks Drive to Rivery Boulevard
- D** Lakeway Drive to Golden Oaks Drive
- E** Serenada Drive to Lakeway Drive
- F** Cedar Lake Boulevard to Serenada Drive
- G** Jim Hogg Road to Cedar Park Boulevard

See Gateways & Image Corridors Plan

Figure 56. Williams Drive Corridor



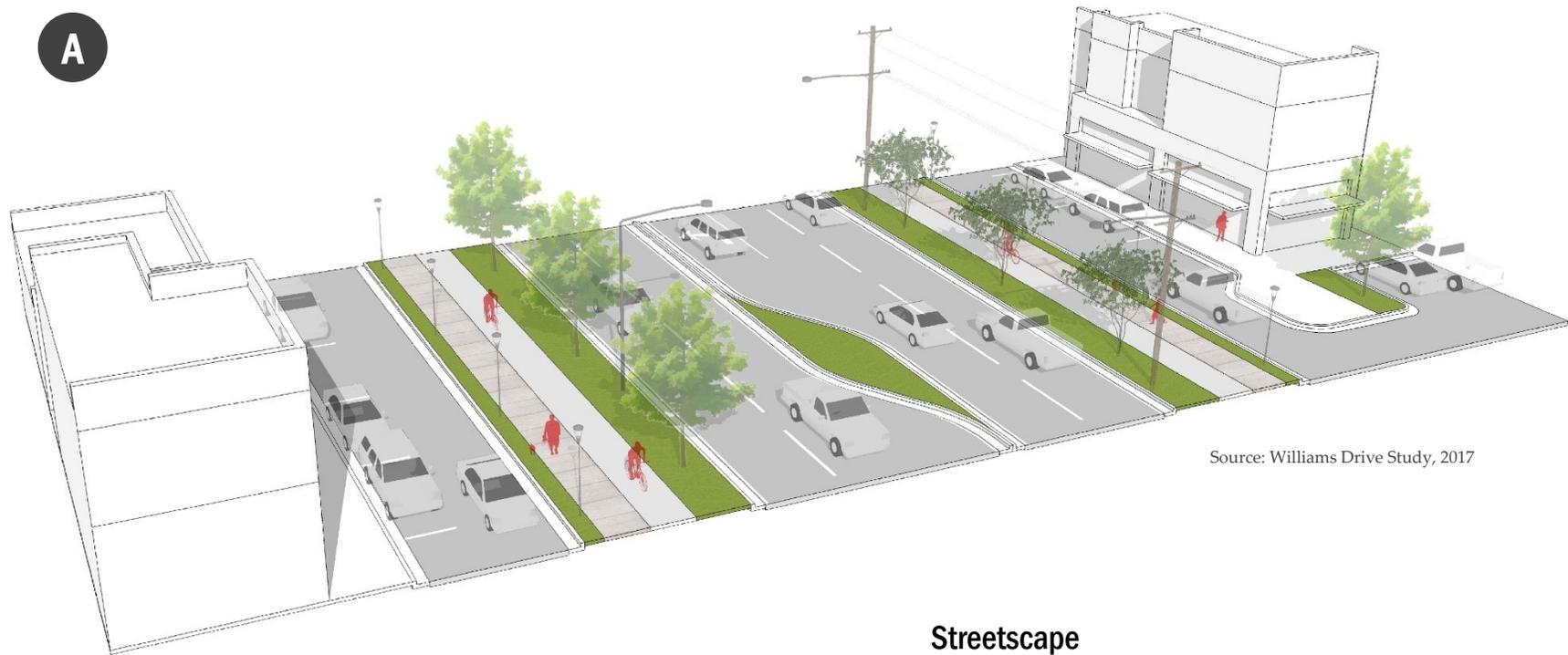
- Williams Drive Corridor
- Williams Drive Gateway Small Area



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Figure 57. Austin Avenue from South Fork of San Gabriel River to Northwest Boulevard

A



Source: Williams Drive Study, 2017

Land Use and Building Design

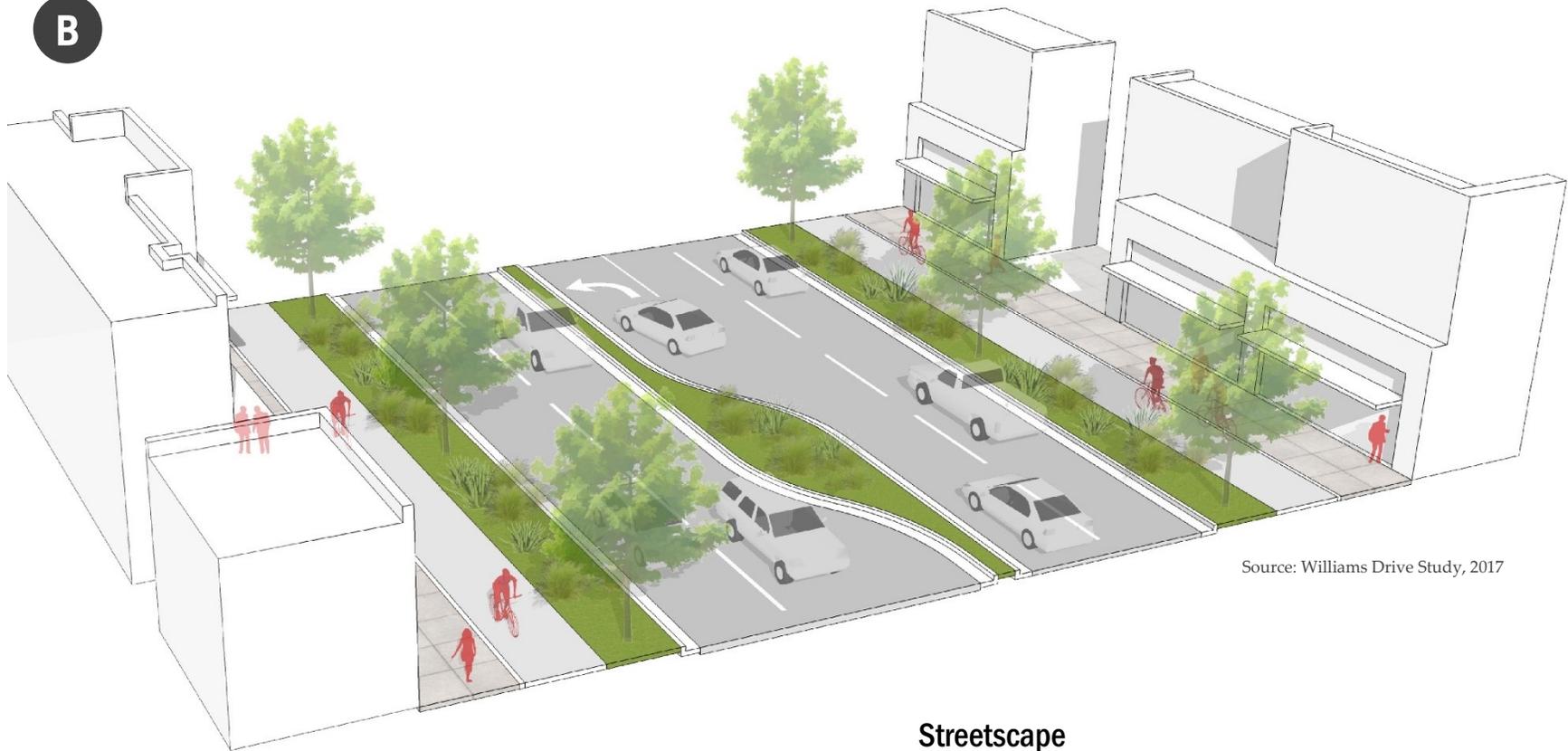
Buildings address sidewalk and access lane to create a more walkable setting
Moderate transparency and entrance spacing

Streetscape

Access lanes with parallel parking for enhanced pedestrian environment
Parkway between path and street planted with formalized street tree planting
Cycle track on both sides of the street
Sidewalk on both sides of the street

Figure 58. Rivery to I-35

B



Source: Williams Drive Study, 2017

Land Use and Building Design

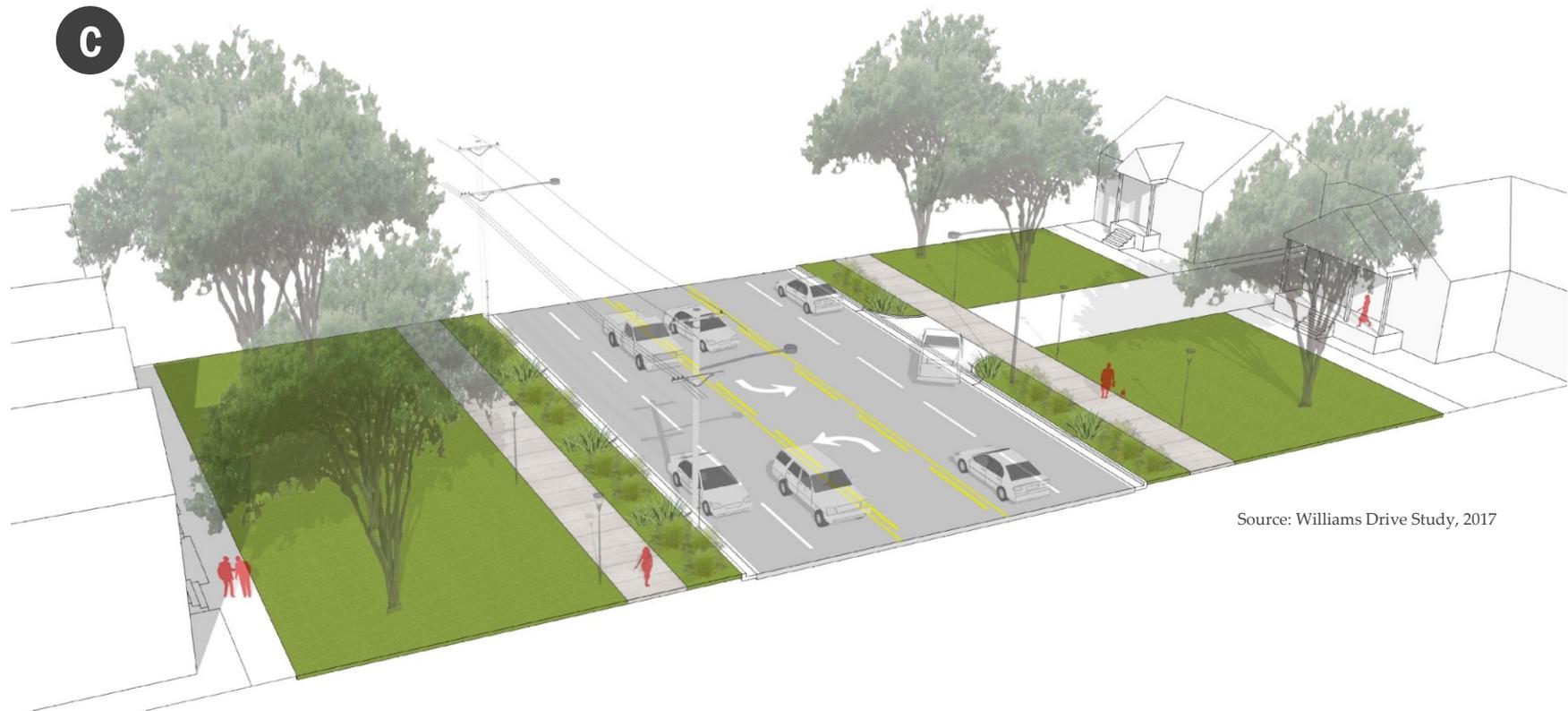
- Buildings pulled up to sidewalk
- Height transparency and entrance spacing

Streetscape

- Heavy pedestrian/cyclist environment
- Curb cuts closed
- Wide sidewalks on both sides of the street
- Parkway between path and street planted with formalized street tree planting
- Planted medians for conveyance of stormwater

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Figure 59. Golden Oaks to Rivery



Source: Williams Drive Study, 2017

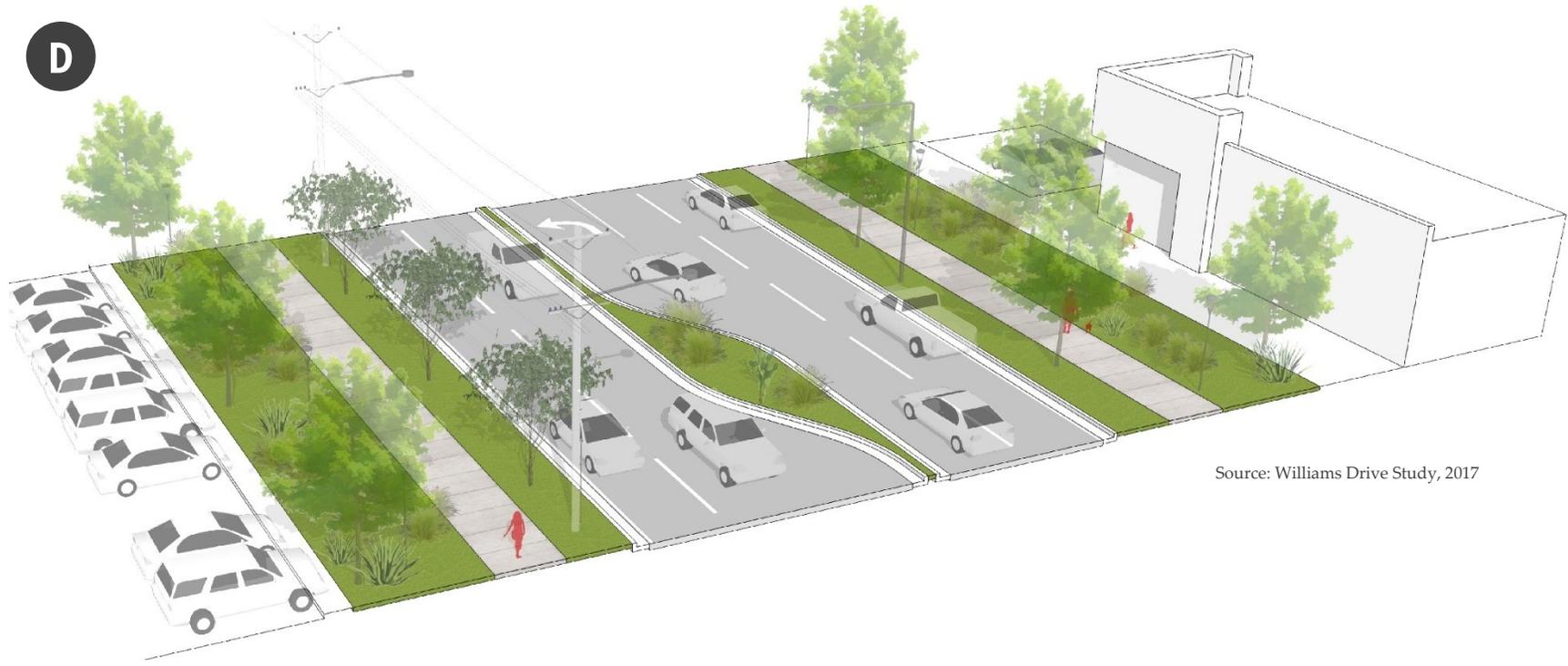
Land Use and Building Design

- Small scale structure with building length restrictions
- Limited transparency and entrance spacing

Streetscape

- Scenic corridor and mature tree canopy preserved
- No parking between building and street where practical
- Preserved front yard trees
- Driveways consolidated
- Sidewalk on both sides of street

Figure 60. Lakeway to Golden Oaks



Source: Williams Drive Study, 2017

Land Use and Building Design

Buildings pulled up to an internal sidewalk or placed behind a double row and aisle of parking

Moderate transparency and entrance spacing

Streetscape

Wide landscape buffer planted with formal vegetation

Curb cuts consolidated

Primary bike route off Williams Drive

Parkway between path and street planted with formal street tree planting

Planted medians for conveyance of stormwater

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Opportunities for Partnerships

In Texas, a Tax Increment Reinvestment Zone (TIRZ) is one form of Tax Increment Financing (TIF) and is governed by [Tax Code, Chapter 311](#). Benefits of a TIRZ include:

- Construct needed public infrastructure in areas with little development or lacking adequate development to attract businesses
- Encourage development, thereby increasing property values and long-term property tax collections
- Reduce the cost of private development by providing reimbursement for eligible public improvements

A portion of the Subarea is located within the Williams Drive Tax Increment Reinvestment Zone (TIRZ). Established through Ordinance No. 2006-104, this area was created to “facilitate a program of public improvements to allow and encourage the development and redevelopment of the Williams Drive Gateway area into a mixed-use, pedestrian-oriented environment consistent with the goals of the City’s Williams Drive Gateway Redevelopment Plan.” Public improvements eligible for the TIRZ include, but are not limited to, the construction of:

- Sidewalks
- Crosswalks and pedestrian crossing systems
- Storm sewers and drainage ponds
- Sanitary sewers
- Landscaping, streetscape, fountains, works of art, and street furniture
- Plazas, squares, pedestrian malls, trails, and other public spaces
- Parking lots and roadways
- Utility line relocation and installation
- Water system improvements
- Parks and outdoor performance spaces
- Bicycle routes and facilities
- Public transportation projects
- Signage

The TIRZ remains active through December 31, 2031.

Figure 61. Williams Drive TIRZ Boundaries

