FUTURE LAND USE MAP RECOMMENDATIONS

6.C. Create a mix of uses in existing corridors of commercial development that will provide a diversity of local services convenient to neighborhoods and establish commercial "nodes" (concentrated activity areas) at strategic locations.

A future land use map (FLUM) is the geographical representation of recommendations for future growth patterns. It depicts, by color, where different types of development should occur. Land use descriptions are provided in Appendix C. The discussion that follows largely provides explanations for FLUM choices, in addition to various other recommendations that serve goal 6.C.

MAJOR ROADWAYS

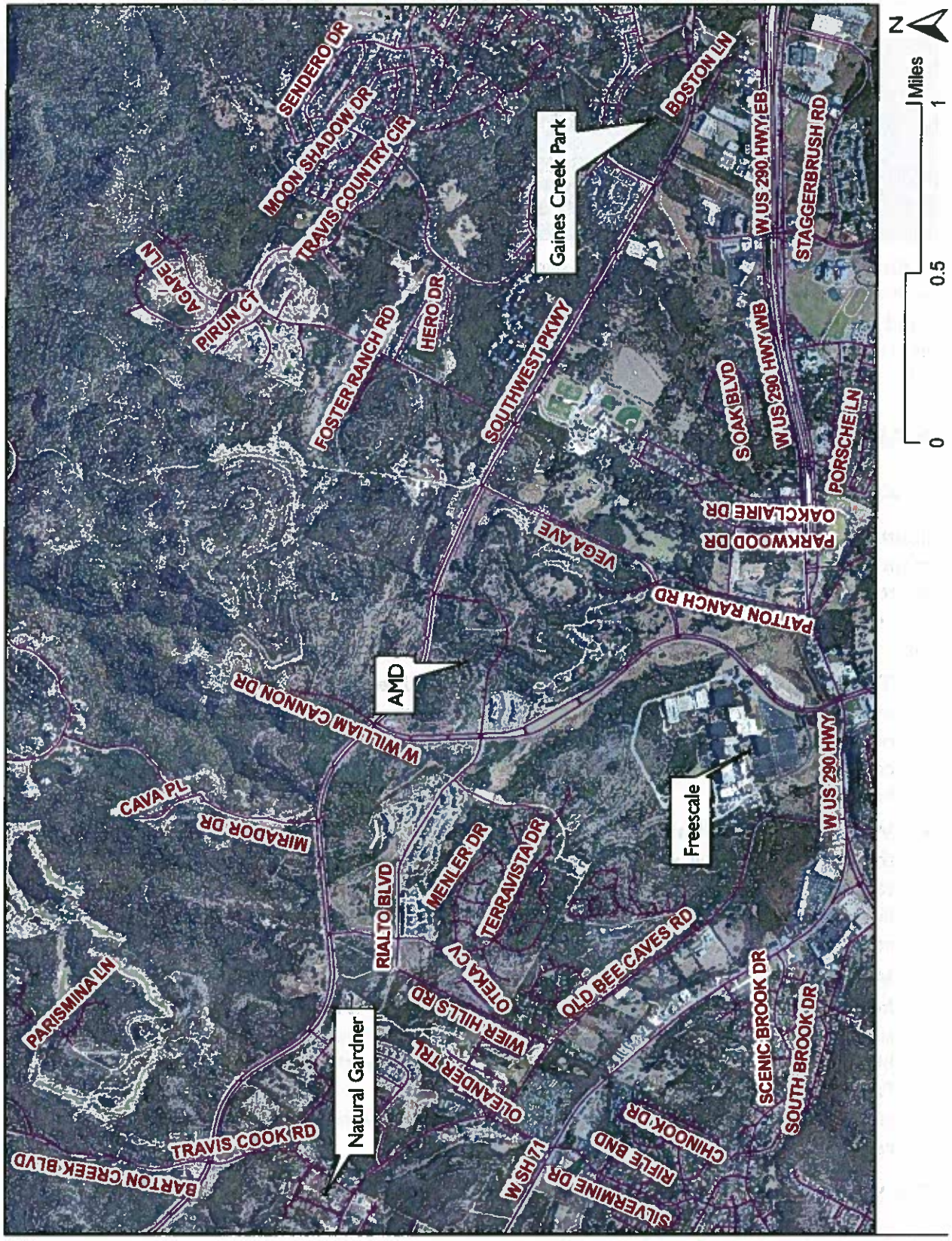
Southwest Parkway (Figure 6-8)

Southwest Parkway presents its own set of unique challenges when making land use recommendations. Within the planning area, a large portion of the road is already covered by restrictive covenants or conditional overlays or is outside of the City's zoning jurisdiction. Most of the land use recommendations pertain to property located on the south side of the roadway.

- **Travis Cook Road at Southwest Parkway—*Neighborhood Mixed Use node*** is recommended. With the Natural Gardener as an anchor, this is an appropriate area for a mix of lower intensity commercial uses (such as small offices, neighborhood restaurants, or coffee shops) and lower intensity residential uses (single family, condominiums, or townhomes).
- **William Cannon Drive at Southwest Parkway—*Mixed Use*** is recommended for this area because it is surrounded by a mix of offices and multifamily buildings. With access to both Southwest Parkway and William Cannon, this area is appropriate for a mix of office, retail, and residential uses. Additionally, current residences and offices in the surrounding area could be served by community-level retail here.
- **Vega to Loop 1—*Mixed Use*** and ***Commercial*** uses on the south side and ***Neighborhood Commercial***, ***Multifamily***, ***Public***, and ***Higher Density Single Family*** on the north side. In the future, the deep lots on the south side of Southwest Parkway could be assembled and redeveloped into a mixed use development with a network of internal streets. Facing buildings toward these internal streets, instead of onto Southwest Parkway, would allow this area to become a cohesive neighborhood with a mix of residential, office, and retail where people could live, work, shop, and play.

The Hill Country Roadway Ordinance development standards apply to this section of South-

Figure 6-8: Southwest Parkway



west Parkway. The ordinance protects scenic vistas by restricting development within 1,000 feet of the right-of-way. See Section 25-2-11, Hill Country Roadway Requirements, in the Land Development Code for more information.

U.S. Highway 290 West (between Loop 1 and the "Y"; Figure 6-9)

Mixed Use, ***Neighborhood Commercial, Neighborhood Mixed Use*** and ***Commercial*** land uses are primarily recommended along this corridor, with the more intense commercial land uses located at or near the intersection of U.S. Highway 290 and Loop 1.

The major ***Mixed Use Node*** in this area is located at the southwest corner of the intersection of U.S. Highway 290 West and Loop 1. This area is appropriate for a mix of residential, office, and commercial uses due to its good access from two major freeways. It is one of the few areas in Oak Hill with streets that could be converted into pedestrian-friendly mixed use corridors. Future buildings in this areas could have retail on the first floor, and office or residential units on the floors above.

The development challenges of many properties here are their location over the Edwards Aquifer recharge zone, their limited access to U.S. Highway 290, and their proximity to residences. Many of the lots in this area (especially the north side of U.S. Highway 290) are small, irregularly shaped, and extensively developed. In addition, many of the properties on the north side are in the Critical Water Quality or Water Quality Transition Zones.

For properties close to residential uses and the creeks, this plan recommends neighborhood commercial and neighborhood mixed use land uses, which includes the Neighborhood Office (NO), Limited Office (LO), and Neighborhood Commercial (LR) zoning districts and residential districts up to MF-2.

During the land use meetings, some, but not all, stakeholders, felt that in the event the large tracts along U.S. Highway 290 West on the south side redevelop, the buildings could be oriented toward internal streets to provide a more pedestrian-friendly commercial environment. The redevelopment should also provide easier access from the adjacent residential neighborhoods.

U.S. Highway 290 West (between the "Y" and Southview Road; Figure 6-10)

The "Y" should be developed as a ***Mixed Use Node***. (Also see Town Center section in this Chapter.) Located at the heart of Oak Hill and at the convergence of two major highways, this area should be developed as a mixed use town center. A town center would incorporate a mix of retail, office, and residential uses to serve as a central live/work/play and gathering place for Oak Hill. Existing major civic uses, such as Austin Community College campus and Seton Hospital, could help to anchor mixed use development in the area, and future transit improvements could improve accessibility. Adjacent single family neighborhoods should be buffered from the town center by less intense development, such as low-density housing, open space, trails, or a park.

On the north side of this corridor, this plan recommends ***Neighborhood Mixed-Use*** (NMU),

Figure 6-9: U.S. Highway 290—Loop 1 to the "Y"

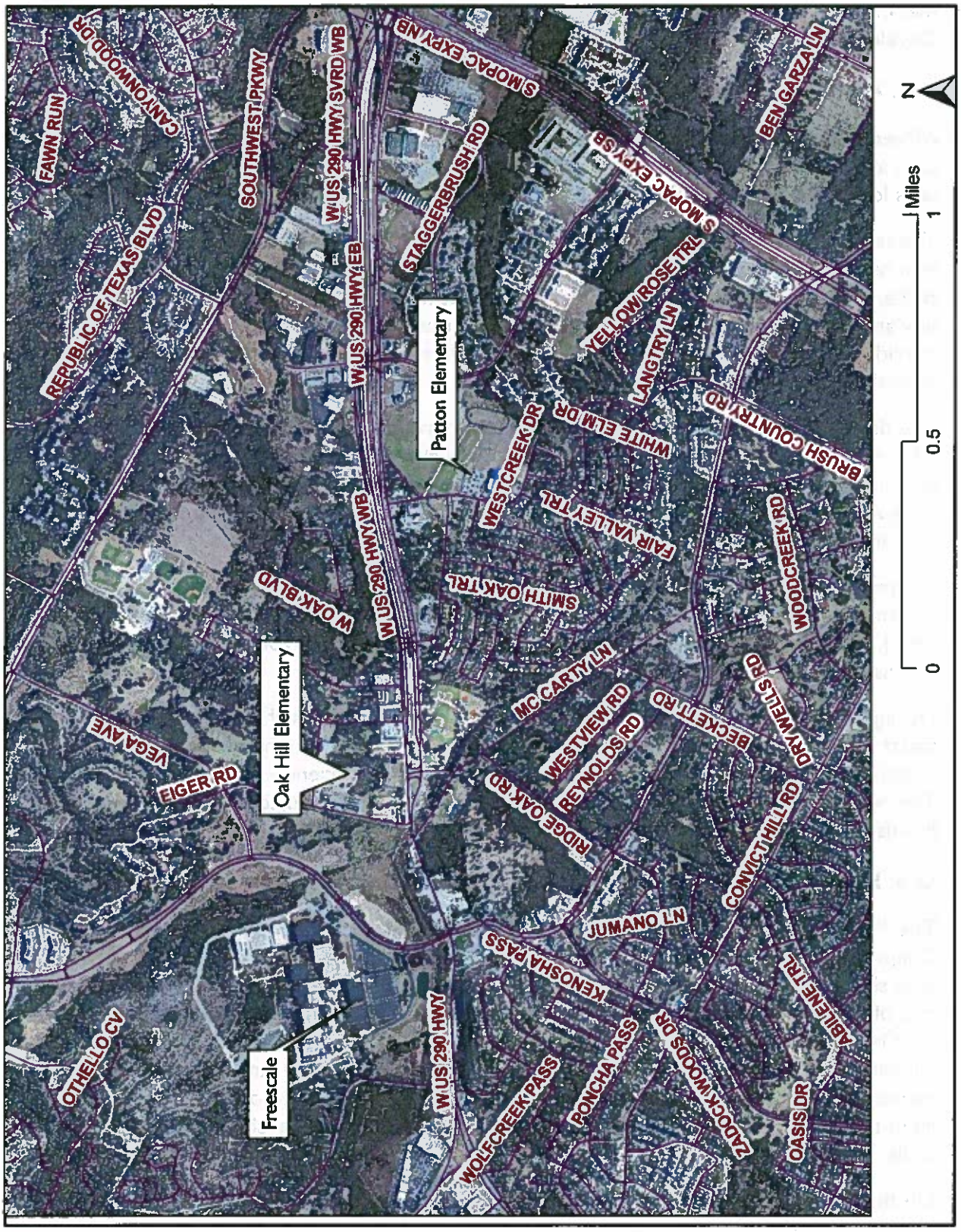


Figure 6-10: U.S. Highway 290—the "Y" to Southview



which allows small-scale retail or offices, professional services, convenience retail, and shop-front retail that serves the neighborhood and housing. NMU is recommended because of nearby residential uses on the north side and because of the transition to lower intensity uses further away from the "Y".

On the south side of this corridor, moving west from Wolfcreek Pass, this plan recommends ***Office Mixed Use, Office, Multifamily, Commercial, Civic, Single Family, Mixed Residential and Large Lot/Rural Single Family***. This generally reflects these properties' existing zoning or land uses.

State Highway 71 (Figure 6-11)

Beginning at the "Y" and moving northwest, this plan recommends ***Mixed Use, Neighborhood Commercial, Office Mixed Use, Mixed Residential, and Neighborhood Mixed Use*** along State Highway 71.

Comments received during the planning process about this highway stated that it is a dangerous road with limited turn lanes and fast-moving traffic, making it difficult to access businesses along it. Almost three-quarters of the properties located along this highway are either in the Critical Water Quality Zone or the Water Quality Transition Zone. Due to these factors, the recommendations in this area are primarily for low-density, low-intensity land uses. In addition, low intensity of uses recommended for this area respects the goal to "provide business and residential expansion without creating urban sprawl."

State Highway 71 and Covered Bridge Dr. (Figure 6-11)

This ***Neighborhood Mixed Use*** node is located at the southwest corner of the intersection of Highway 71 and Covered Bridge Drive, this area may be appropriate for neighborhood-level retail and office development to serve the single family neighborhoods to the south and the mixed residential area along Old Bee Caves Road, in addition to lower intensity residential uses such as single family residential, townhomes, and condominiums.

State Highway 71, Thomas Springs Road, and Old Bee Caves Road (Figure 6-12)

This ***Neighborhood Mixed Use Node*** may be appropriate for a mix of neighborhood-serving retail and office (serving surrounding single-family neighborhoods) and low-intensity residential uses. If in the future Thomas Springs Road were to be improved and upgraded, then perhaps more intense commercial and residential development could be considered for this corridor; however, not all property owners who live on Thomas Springs Road agree with increasing the intensity of uses along this road.

Old Bee Caves Road (Figure 6-11)

Mixed Residential and Neighborhood Mixed Use are the primary land use recommendations along this corridor. Currently, this road has an assortment of zoning districts, ranging from Rural Residential (RR) to Commercial Service (CS), with everything in between—single family, multifamily, limited office, and community commercial. Further intensifying the land uses

Figure 6-11: State Highway 71 and Old Bee Caves Road

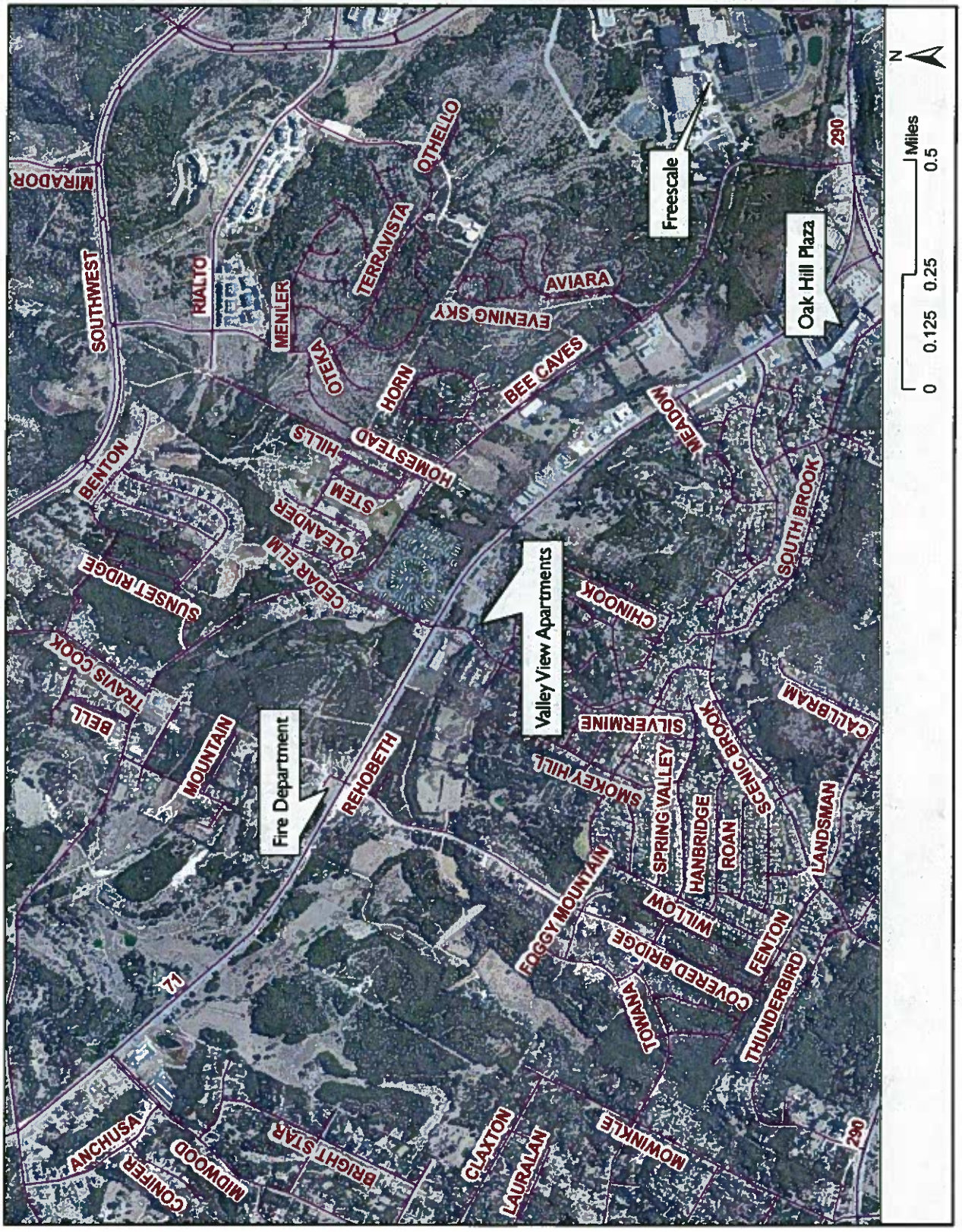
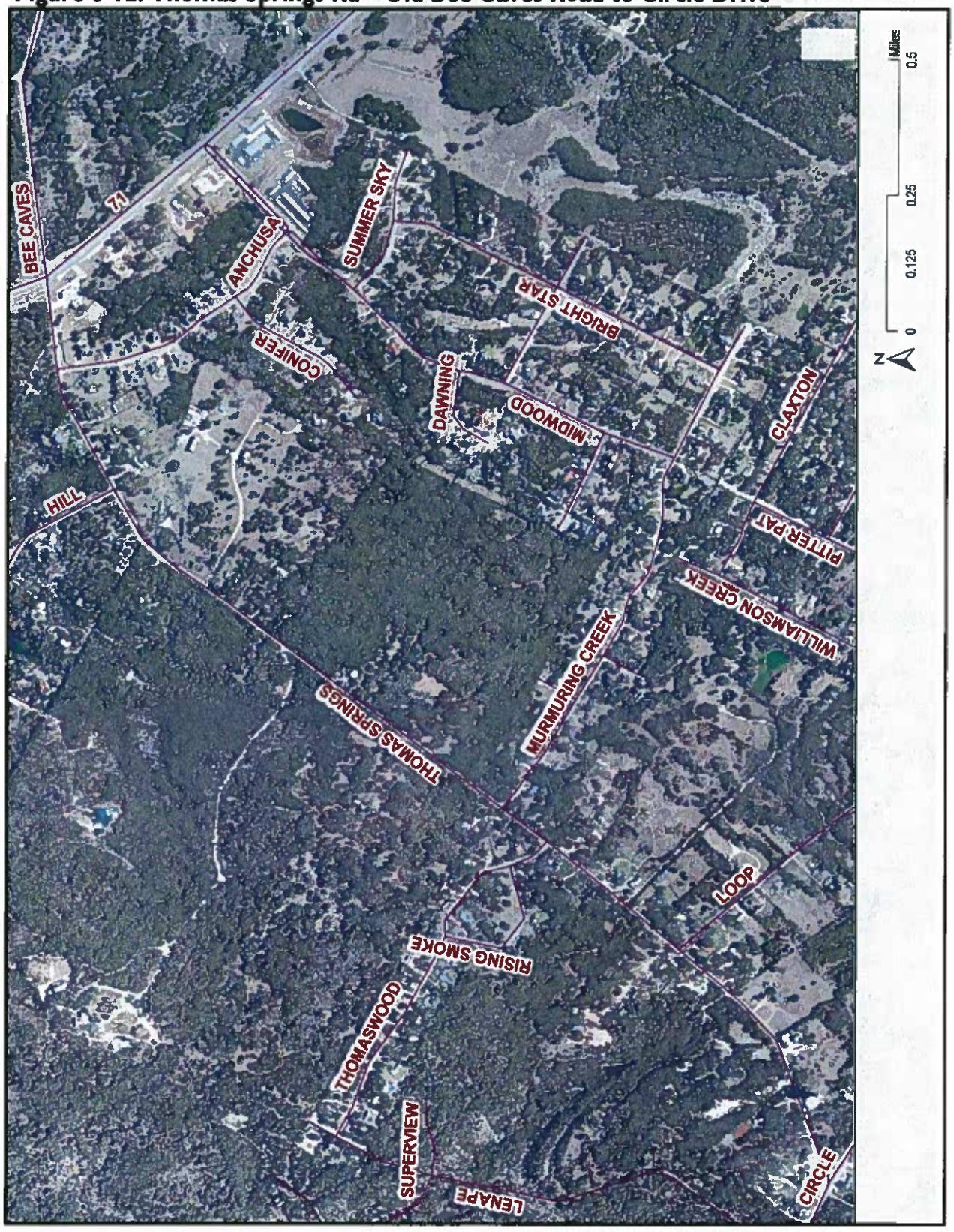


Figure 6-12: Thomas Springs Rd—Old Bee Caves Road to Circle Drive



along this corridor is not recommended. Stakeholders reported that Old Bee Caves Road was dangerous because of its limited width (22 feet–32 feet), its low-water crossing that prohibits access during heavy rainfall, and its curviness.

Because of these limitations, this plan primarily recommends Mixed Residential, which allows for a variety of different housing types, including single family homes, townhomes, duplexes, apartments, and limited neighborhood-serving retail. By providing a variety of housing types, this land use recommendation could help to achieve the goal under Community and Neighborhoods to "preserve neighborhood identity, character, affordability, and diversity." This designation allows the development of small stores that serve the basic needs of residents along the corridor. This would allow people to walk or take a short drive to get a loaf of bread or a gallon of milk.

Neighborhood mixed use would allow the development of a mixed use, pedestrian-friendly corridor. Shoppers could park their cars in one location and walk to local-serving, boutique-type shops. Adding sidewalks, bike lanes, and street trees could facilitate this type of development.

Thomas Springs Road (Figure 6-12)

Large-Lot/Rural Residential Single Family is recommended along Thomas Springs Road, except at the intersections with SH 71 and Circle Drive. These nodes should be ***neighborhood commercial mixed use***.

Thomas Springs Road's pavement ranges from 22 feet to 32 feet. Stakeholders have commented that the road is narrow and cannot handle traffic during rush hour. The CAMPO 2030 Plan proposes upgrading this road to four lanes, divided, though there is no funding available or planned for at this time. This plan suggests that commercial or residential density not be increased along this corridor in the event road improvements are made.

Circle Drive (Figure 6-13)

Neighborhood Commercial Mixed Use is the recommended land uses for Circle Drive.

Neighborhood Commercial Mixed Use land uses could provide neighborhood-serving retail, office, and low-intensity residential uses. The neighborhood-serving retail could serve the immediate area and are compatible with nearby homes.

William Cannon Drive (Figure 6-14)

Office Mixed Use, Multifamily, Neighborhood Mixed Use, Commercial, Single Family, and Mixed Use are recommended along this corridor. Since William Cannon Drive is essentially a built-out corridor with a wide-range of existing land uses, these recommendations mostly reflect the existing development patterns. However, office mixed use and neighborhood mixed use districts would allow the introduction of housing.

Figure 6-13: Circle Drive— Thomas Springs Road to Thunderbird



Figure 6-14: William Cannon Drive



Town Center at the "Y" (Figure 6-14)

6.D. Create a Town Center with cultural, educational, arts, and community gathering opportunities.

6.D.1
The Town Center should be a multi-functional public gathering space.

6.D.1a—Town Center should have a library, movie theater, park and ride, civic and recreational space, public performance and meeting space, elder center/ retirement center.



Figure 6-15: Southlake Town Center, Southlake, TX

6.E. Encourage locally-owned businesses to locate in the Oak Hill area and find ways for local businesses and emp oyers to prosper.

6.E.1
Oak Hill stakeholders desire more small-scale businesses with less strip commercial establishments

6.E.1a—Explore opportunities to replace anchor tenants with new tenants who can attract customers to support local small businesses.

6.E.1b—Establish/explore tax credits to help in the development of local businesses.

6.E.1c—Create a small business incubator for the Oak Hill area, to help foster the creation of locally-owned and operated businesses in the planning area.

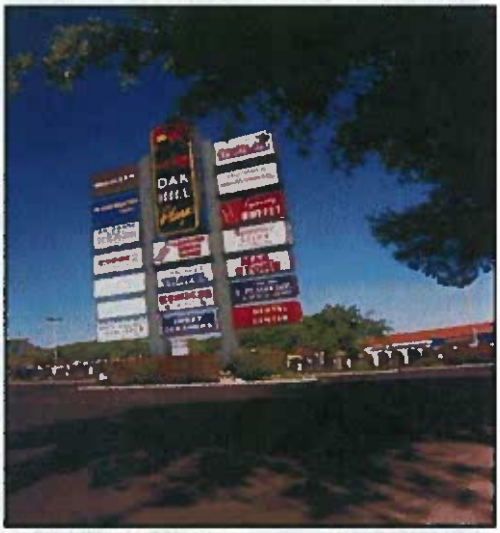


Figure 6-16: Commercial node at the Y, Oak Hill

6.E.1d—Finds ways to attract businesses that will enhance services available to the community.

6.E.1e—Encourage more doctors, dentists, and other medical professionals to locate in the area.

6.E.1f –Encourage the exploration of appropriate State and City governmental small business grants and/or loans.

Figure 6-17: Example of a mixed use building with access to public transportation



The "Y" is where State Highway 71 splits off to the northwest of U.S. Highway 290. There are two aging shopping centers located at this intersection. One, located on the east side of State Highway 71, contains a grocery store as well as several local-serving retail uses such as shops, restaurants, and offices. The other, located on the western side, contains similar uses; however, the grocery store that was once there has closed, leaving a large hole in the shopping center. Throughout the planning process, community stakeholders expressed a desire to see these two shopping centers redevelop as focal points for the community—an Oak Hill Town Center. These centers should become mixed-use, pedestrian-friendly destinations accessible by car, bicycle, or foot. The redevelopment should provide places and spaces where people can gather, socialize, dine, shop, and enjoy themselves with family and friends.

Town Center Building Height

The stakeholder vision for building heights at the Oak Hill Town Center varied from as low as two or three stories to as high as sixty feet. Some participants felt a building of 120 feet could be built in this location, especially if it helped preserve or create open space.

Given the wide-range of opinions concerning building heights for a future town center, no consensus was reached through this planning process. If a project comes forward to redevelop either of the shopping centers, the developer and/or property owners should engage the Oak Hill community to discuss the design of the project, including building heights.

Town Center Land Uses

The Town Center should include local-serving retail, restaurants, small-scale movie theaters, and other entertainment options, along with a central location for public services, such as a post office, county and city services, such as a police station, a library, park space, space for local theater groups, art exhibits, and play areas for children.

Figure 6-18: The "Y" — A possible town center



However, stakeholders stressed that the residential homes near the development should be adequately buffered from commercial uses to help mitigate against any noise or other disruptions from commercial uses.

Town Center Design

Stakeholders also made the following comments on design of the town center:

- Orient the buildings to an internal local street system and not highway frontages.
- Austin Community College Pinnacle Campus and adjacent areas could become a mini-downtown with very tall buildings that stair step height away from the campus to ensure compatibility (instead of the "Y" where the freeway intersection will be and where the creek is located north of State Highway 71).
- Do not build tall buildings that would wall off Williamson Creek. Build more modest structures next to the creek near State Highway 71 that will enhance the Hill Country feel.
- Avoid spreading out the Town Center buildings along U.S. Highway 290.
- Locate another major employer in the area around ACC.
- Build a "triangle-style development" with better design elements so it is not walled off from the streets, which give it a fortress-like feeling.
- Some residents want to maintain Oak Hill's hill country community character and favor a modest town center (2-3 stories) with design sensitive to Oak Hill, and not a minidowntown.
- Would be desirable to redevelop HEB at the "Y".

Conclusion

The creation of an Oak Hill town center at the "Y" would be an ambitious project, especially if it was to incorporate all or some of elements expressed in this plan. The success of such an undertaking would likely rest with an ongoing dialogue between the property owners and the Oak Hill community.

Some other concerns regarding a Town Center is that a portion is located in an environmentally sensitive area. It is encouraged and desirable to address the environmentally sensitive nature of this particular area in the future during the planning and redevelopment permitting process.

TRANSIT ORIENTED DEVELOPMENT

Transit oriented development, or TOD, is the integration of land uses and transit in order to create a walkable, compact, mixed-use community within walking distance of a transit stop or station. By locating residences, services, and jobs close together, and making them easily accessible by bicycling, walking, or transit, TODs help to minimize daily automobile use and make many of the residents' daily needs available by a short walk or bicycle trip.

Through out the Oak Hill neighborhood planning process, community members identified the

"Y" as an ideal location for a transit oriented development. The community's vision to have a Town Center type development at the "Y" would further be reinforced by the integration of a Transit Oriented Development at the same location.

TOD History in Austin

In July 2004, City Council directed the City Manager to begin developing TOD regulations, which culminated in Ordinance No. 20050519-008, creating the Transit Oriented Development (TOD) Ordinance. The first seven TODs (Figure 6-13) were created by City Council in March 2006. One was the downtown TOD center around the Convention Center. The remaining six were split between low-intensity neighborhood centers (Plaza Saltillo, Martin Luther King, Jr. Boulevard, and Lamar Boulevard/Justin Lane) and moderately intense town centers (Northwest Park and Ride, North IH-35 Park and Ride, and Oak Hill). A fourth TOD type, the regional center TOD, has not been established in Austin.

Figure 6-19: Transit Oriented Development Districts in North Austin



Status of the Oak Hill TOD

Capital Metro has not determined a location for the proposed Oak Hill TOD, but is currently researching possibilities. In the event a location of the TOD is determined, the Oak Hill TOD will follow the City of Austin's TOD Station Area Planning Process, which establishes visions and plans tailored to each of the TODs. Each Station Area Plan (SAP) will have a land use strategy, urban design standards, zoning recommendations, and an implementation strategy. Each of the plans will be created through a planning process which will include an educational and public participation process.

Station Area Plans should have several overarching goals. A SAP should

- look toward the future,

- have a basis in reality (i.e. able to be implemented),
- be financially feasible,
- align with citywide goals,
- address market forces,
- reflect transit oriented design principles, and
- be sensitive to its surroundings.

The specifics of site design and layout developed during the SAP process will address the unique characteristics of the station and its surroundings and the community around it. Some districts are surrounded by undeveloped land while others are surrounded by established neighborhoods.

The SAPs direct future development around the transit station. The plan allows the community to provide a consistent guide to development and redevelopment, even if it occurs on a parcel by parcel basis.

Each station area plan has several requirements. Each will:

- establish permitted and conditional uses,
- prescribe site development regulations,
- stipulate requirements for street, streetscape, and other public area improvements,
- assess the need for public parking,
- include a housing affordability analysis and feasibility review that describes potential strategies for achieving housing affordability goals, and
- be included, through the amendment process, in an adopted neighborhood plan.

Through the planning process, the community has a great deal of flexibility in using different development standards, such as the location of gateways, midways, and transition zones. The SAP may include consideration of public or civic art in or near transit stations.

When the location of the Oak Hill TOD is established and a SAP is created, the City will initiate a process to amend the Oak Hill Combined Neighborhood Plan.

ADDITIONAL REQUIREMENTS

MOBILE FOOD ESTABLISHMENTS

On August 30, 2007, Oak Hill stakeholders discussed mobile food vending. At this time, the Oak Hill area does not have many mobile food vendors, if any. Stakeholders have the opportunity to recommend additional restrictions on mobile food establishments, should mobile food establishments start locating in the area.

All mobile food establishments must comply with the following conditions:

- Must be licensed by the Health Department.
- Are allowed in commercial zoning and industrial zoning districts, except Neighborhood Office (NO), Limited Office (LO), or General Office (GO).
- May not be located within 50 feet of a building that contains both residential and commercial uses.
- May not operate between the hours of 3:00 am and 6:00 am.
- May not be located within 20 feet of a restaurant located in a building.
- May not have a drive-through.
- Must shield lighting so as to not be directly visible to a residential use.
- Must have all signs mounted flat against the mobile food establishment.
- Must have a trash receptacle available during business hours. Must keep the area around the mobile food establishment free of litter and debris.
- May not have permanent water and waste water lines.

The following additional regulations were adopted by Oak Hill stakeholders on August 30, 2007:

- A mobile food establishment must be located 50 feet or further from any residential use or zoning, defined here as any townhouse, duplex, or single-family home, or any property zoned SF-1 through SF-5.
- A mobile food establishment may operate between the hours of 6:00 am and 10:00 pm if it is further than 50 feet and not more than 300 feet from a a residential use or zoning (defined above).
- A mobile food establishment may operate between the hours of 6:00 am and 3:00 am if it is located more than 300 feet from a residential use or zoning (defined above).

(Sections 25-2-1406 and 25-2-812 (N) of the Land Development Code)

FRONT YARD PARKING RESTRICTIONS

On August 30, 2007, stakeholders voted to restrict parking on the front yards of property within the planning area.

Brief Overview of the Front Yard Parking Restriction

- A person may not park a motor vehicle in the front yard or side yard of a residential property, except in a driveway or a paved parking space depicted on an approved site plan.
- The City's Restricted Parking Areas map will be updated to show the Oak Hill Combined Planning area boundary as a restricted parking area.