

North Lamar Combined Neighborhood Planning Area **Total Motor Vehicle Collisions with Pedestrians, 2003 - 2008**

Recommendation 87 Develop a plan and implementation strategies that reduce the number of curb cuts along North Lamar Boulevard.

Recommendation 88 Study the feasibility of providing reusable, reflective vests and/or flags for pedestrians at various crosswalks along North Lamar Boulevard.



The construction of pedestrian refuge islands (shown at left) can lessen the amount of collisions between pedestrians and motor vehicles at or near dangerous pedestrian crossings along North Lamar Boulevard (right).
Photo at left courtesy of <http://www.livablestreets.com/streetsville/pedestrian-refuge-island>

Objective T.7: Improve education and outreach to residents regarding the correct places and times to cross streets, including North Lamar Boulevard.

Recommendation 89 Develop various educational tools and materials in English, Spanish, and other languages that promote pedestrian safety. These tools could include:

- Pamphlets
- Signs
- Public service announcements

Recommendation 90 Distribute educational materials throughout the NLCNPA to residents, business-owners, and schoolchildren.

Recommendation 91 Add small signs at signalized crosswalks with a universal symbol meaning “Stop Here.” This symbol should be recognizable and understood without any language barriers.

❖ **Traffic flow along North Lamar Boulevard should be improved.**

A main commercial thoroughfare for many north Austin neighborhoods, North Lamar Boulevard is highly trafficked by all modes of transportation: personal and commercial vehicles, mass transit (i.e., buses), and pedestrians. Several disruptions have impeded motorists’ travel along this increasingly busy roadway. In addition to the high volume of pedestrian usage, efficient travel along North Lamar Boulevard has been affected by lane

blockages at or near bus stops by Capital Metro buses and by the poor design of the roadway, especially at and near its interchange with US Highway 183. As these disruptions are minimized, traffic flow should be maintained at a proper level so to ensure the safety of all users of North Lamar Boulevard.



A "Right Turn Only" lane could alleviate traffic at the intersection of North Lamar Boulevard at Rundberg Lane.

Objective T.8: Improve traffic flow along North Lamar Boulevard.

Recommendation 92 Investigate different methods to ease or improve the flow of bus traffic along North Lamar Boulevard. These methods could include:

- Dedicated bus pullout or turnout lanes
- Bus bulbs

Recommendation 93 Consider the placement of "Right Turn Only" lanes at major intersections along North Lamar Boulevard.

Recommendation 94 Investigate and implement design alternatives to the interchange of North Lamar Boulevard and US Highway 183.

Recommendation 95 Investigate and implement design alternatives to the intersection near North Lamar Boulevard and Powell Lane, including the northbound merge lane from the US Highway 183 frontage road.

Recommendation 96 Determine the feasibility of synchronizing traffic signals along North Lamar Boulevard.



The interchange near North Lamar Boulevard and US Highway 183 is dangerous for both drivers and pedestrians.

❖ **Travel within the neighborhoods shall be efficient and free of physical barriers.**

Barriers prevent efficient and safe pedestrian and motor vehicle travel throughout the NLCNPA. Along several streets, vehicles are illegally or improperly parked, limiting access to neighborhood streets and sidewalks. In other locations, especially along several narrow streets, travel is obstructed by *legally* parked cars. In both instances, parked vehicles limit motorized and pedestrian travel throughout the planning area and, on occasion, these vehicles also block access to fire hydrants and public rights of way.

Objective T.9: Implement and enforce front yard parking regulations throughout the NLCNPA.

Recommendation 97 Provide educational materials to neighborhood stakeholders regarding the Front Yard Parking Ordinance and the proper use of 311.¹⁹

Recommendation 98 Ensure the inclusion of particular portions of the NLCNPA within the Restricted Parking Areas Map of the Front Yard Parking Ordinance.



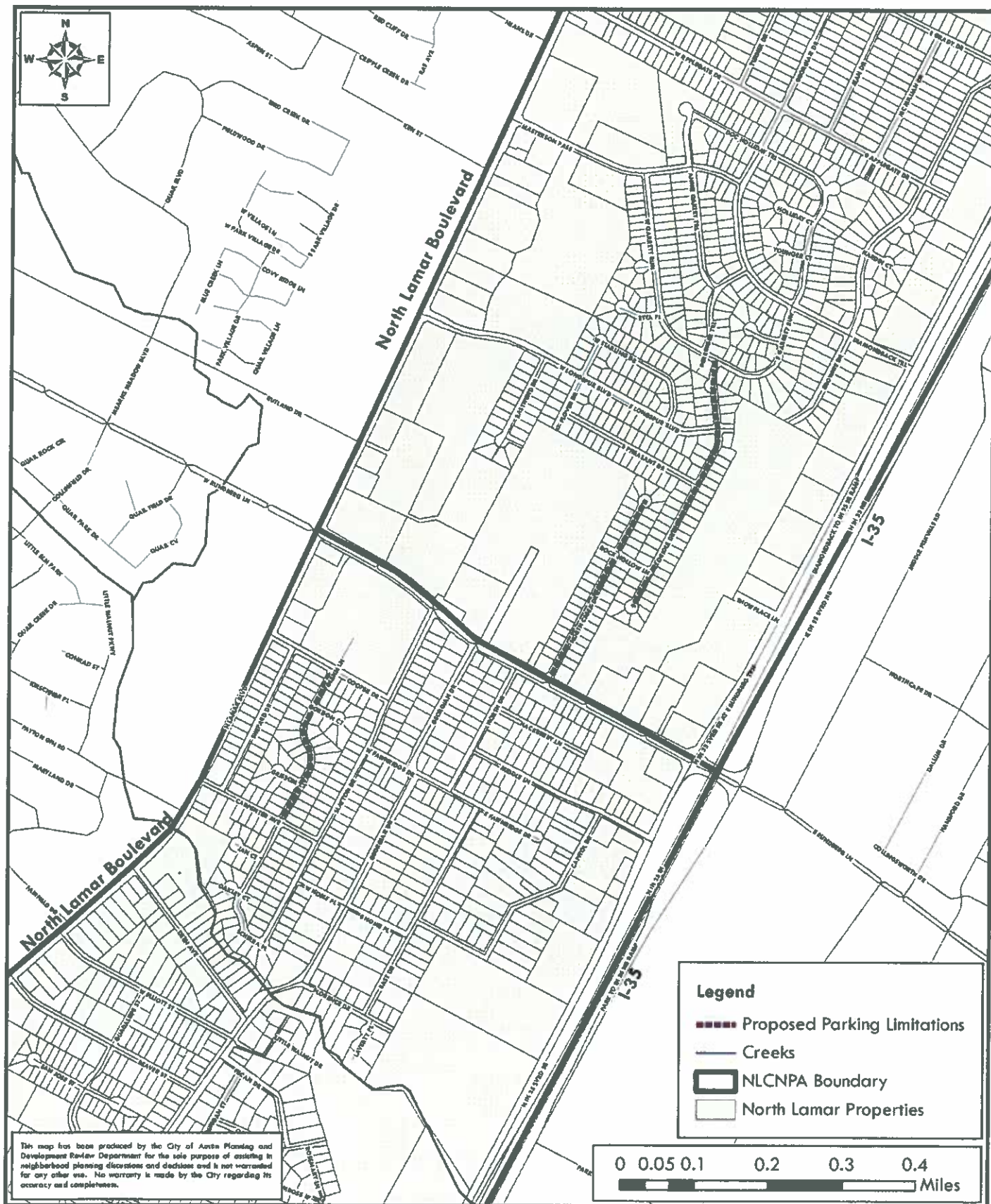
Excessive parking on yards (above) and residential streets (Glenn Lane, right) limit pedestrian and vehicular travel through the NLCNPA.

Objective T.10: Provide requirements for legally parked cars along streets within the NLCNPA.

Recommendation 99 Study the feasibility of limiting parking to only one side of interior, residential streets within the NLCNPA. These streets include:

- North Creek Drive
- Oriole Drive

¹⁹ See the *Property Reporting Code Enforcement Issues to 311* informational box on page 29.



North Lamar Combined Neighborhood Planning Area **Proposed Street Parking Limitations**

- Glenn Lane, between Carpenter Avenue and Cooper Drive

Refer to the *Proposed Street Parking Limitations* map on page 64.

Recommendation 100 Study the feasibility of initiating the residential parking permit program on Grady Drive, especially near its intersection with Motheral Drive.

❖ **Travel within the neighborhoods shall be safe and free of psychological barriers.**

Not all barriers are physical; they can also be psychological. Street-level crime, poorly maintained properties, and a general lack of security within the NLCNPA have heightened the concern for personal safety among users of its pedestrian transportation network. These issues have created an environment where people are afraid to use the neighborhood's sidewalks, bicycle lanes, and bus stops.



Well-lit bus stops provide more security to transit users.
Photo courtesy of <http://annahdayah.wordpress.com/2009/06/16/heart/>

Objective T.11: Improve the safety of pedestrians.

Recommendation 101 Design an educational outreach program to provide information regarding personal safety to those using the pedestrian transportation networks of the NLCNPA.

Recommendation 102 Consider placing emergency call boxes along pedestrian pathways within the NLCNPA.

Recommendation 103 Improve street lighting throughout the NLCNPA.

Objective T.12: Improve security at Capital Metro bus stops.

Recommendation 104 Increase patrols near all Capital Metro bus stops within the NLCNPA.

Recommendation 105 Provide better lighting at or near Capital Metro bus stops within the NLCNPA.

❖ **Transit options should be readily accessible to everybody in the NLCNPA.**

In recent years, North Austin, including the NLCNPA, has experienced considerable growth which has increased congestion and compromised efficient and sustainable mobility throughout the region. Alongside unstable fuel prices, increased traffic congestion will force the community to examine more efficient and sustainable transportation options. These options could include an enhanced bus system, light or commuter rail lines, and an improved pedestrian network. Providing transit alternatives, especially along already heavily-trafficked corridors, will result in an overall safer, cleaner, and healthier neighborhood and environment.

Objective T.13: Provide transportation alternatives to those who live, work, or visit the NLCNPA.

Recommendation 106 Improve bicycle connections between the NLCNPA and the Crestview Capital Metro rail stop.

Recommendation 107 Consider a future light rail line along or near North Lamar Boulevard.

Objective T.14: Improve Capital Metro bus services along North Lamar Boulevard.

Recommendation 108 Improve connections to the east-west bus routes located along the 1L and 1M bus lines.

Recommendation 109 Provide route information at every bus stop. This information should include:

- Schedules
- Maps
- Connecting lines

INFRASTRUCTURE

Develop infrastructure within the North Lamar Combined Neighborhood Planning Area that upholds the safety and health of residents and property- and business-owners.

The infrastructure of an area is the basic structural framework that assists in its operation and functionality. Roads, sewage and water supply systems, and power grids are all infrastructural systems that support the functional performance and safety of cities, including their neighborhoods.



Drainage culverts underneath Masterson Pass

Infrastructural concerns in the North Lamar Combined Neighborhood Planning Area (NLCNPA) pertain mostly to those systems that alleviate or control flooding issues throughout the neighborhood.²⁰ As Little Walnut Creek runs across the NLCNPA, large drainage basins or ditches drain stormwater runoff from area streets, parking lots, and structures into it. As such, particular portions of the NLCNPA are periodically affected by flooding and/or drainage issues as these basins or ditches reach runoff capacity. Other

areas, especially in the northern neighborhoods of the NLCNPA, lack any sort of drainage management systems to manage any flooding problems there.

Safety is one of the greatest concerns of NLCNPA residents. Particular infrastructure systems can improve the safety of both residents and pedestrians within the neighborhood: by providing a greater sense of security, streetlights and emergency call boxes could help residents feel safer when traveling through the neighborhood. Not only would safety be improved with these infrastructural systems in place, but they could also encourage residents to travel more frequently on bike or foot throughout the NLCNPA.

❖ **The curb and gutter infrastructure of the NLCNPA should be improved.**

Curbs and gutters are typically concrete elements of a roadway that facilitate the movement of stormwater runoff into area drainage basins or creeks. The construction of curbs, gutters, and other storm drain facilities can alleviate any localized flooding problems an area might have. Curbs and gutters can make streets more visually appealing; they can also make them safer by separating the pedestrian walkway(s) from the roadway. In the NLCNPA, flooding has become a concern, especially in the Mockingbird Hill subdivision of the North Lamar planning area. Several streets in Mockingbird Hill lack any improved curbs or gutters, which has contributed to flooding in recent years. Neighborhood stakeholders felt that the construction of curbs and

²⁰ All infrastructure concerns related to transportation (i.e., sidewalk connectivity and construction, road work, etc.) for the NLCNPA can be found in the Transportation chapter.

gutters along NLCNPA streets lacking this infrastructure will correct most flood-related issues and help make the area more aesthetically appealing and safe for area residents.



Examples of a street without curbs and gutters (Turner Drive, left) and one with curbs and gutters (Slayton Drive, right)

Objective N.1: Reduce the incidence of flooding in the NLCNPA.

Recommendation 110 Construct new curbs and gutters along:

- 110.A. Grady Drive, between North Lamar Boulevard and Middle Fiskville Road
- 110.B. Turner Drive, between Grady Drive and Applegate Drive
- 110.C. Georgian Drive, between Grady Drive and Applegate Drive
- 110.D. Jean Drive, between Grady Drive and Applegate Drive
- 110.E. McMillan Drive, between Grady Drive and Applegate Drive
- 110.F. Provines Drive, between North Lamar Boulevard and the Golfsmith property line

Recommendation 111 Examine flooding issues at the following locations:

- 111.A. Georgian Drive, just north of US Highway 183
- 111.B. East Drive, just north of Florence Drive
- 111.C. Intersection of Shepard Drive and Cooper Drive
- 111.D. Intersection of Rundberg Lane and the I-35 service road
- 111.E. North Creek Drive, just north of Rundberg Lane
- 111.F. Vacant lot north of Showplace Lane
- 111.G. Masterson Pass, just west of Garrett Run
- 111.H. Applegate Drive, just west of Turner Drive

- 111.I. Intersection of Grady Drive and North Lamar Boulevard
- 111.J. Intersection of Grady Drive and Turner Drive
- 111.K. Intersection of Grady Drive and Georgian Drive
- 111.L. Intersection of Grady Drive and Brownie Drive
- 111.M. Intersection of Middle Lane and the I-35 frontage road
- 111.N. Intersection of Provines Drive and Motheral Drive

Recommendation 112 Repair or improve existing stormwater facilities along Grady Drive, between North Lamar Boulevard and Middle Fiskville Road.

Recommendation 113 Plant native or adapted trees, shrubs, and grasses on public and private properties to improve rainwater absorption and to reduce excess runoff.

How to Report Flooding and Water Quality Concerns

Call 311 to report the following problems:

- Flooding incidents*
- Areas where damaged curbs and gutters exist
- Areas in need of new curb and gutter construction
- Creek erosion, bank instability, and other creek infrastructure problems
- When flooding, standing water, or storm drainage problems are observed

Call (512) 974-2550 to report illegal storage, dumping, or accidental spills of toxic materials or pollutants.

* The Watershed Protection Department responds to flooding problem areas on a complaint-driven basis.

Objective N.2: Reduce creek erosion in the NLCNPA.

Recommendation 114 Encourage the planting of native or adapted trees, shrubs, and grasses along or near creeks to reduce erosion and rainwater runoff.

Objective N.3: Maintain the water quality, health, and aesthetics of all creeks within the NLCNPA.

Recommendation 115 Organize a regular clean up of Little Walnut Creek, using resources from area organizations, including:

- City of Austin's Code Compliance Department

- City of Austin's Watershed Protection Department
- Keep Austin Beautiful

❖ **Infrastructure throughout the NLCNPA should increase the safety of the area.**

Many neighborhood stakeholders perceived pedestrian travel throughout the NLCNPA to be unsafe. Infrastructural systems thought to improve safety in the neighborhood were the addition of streetlighting and emergency call boxes throughout the NLCNPA. These will allow for a heightened sense of security, especially for those pedestrians traveling through the neighborhood: the presence of improved street lighting and emergency call boxes would alleviate the fears of unsafe pedestrian travel within the NLCNPA.



An example of neighborhood streetlighting on Applegate Drive (left) and an example of an emergency call box (right).

Photo at right courtesy of <http://www.strikeand.com/images/codeblue1.jpg>

Objective N.4: Improve streetlighting in the NLCNPA.

Recommendation 116 Install streetlights at the following locations:

- 116.A. Corner of Dungan Street and East Walnut Drive
- 116.B. Corner of East Walnut Drive and Pecan Drive
- 116.C. West end of Rock Hollow Lane
- 116.D. East end of Longspur Boulevard
- 116.E. Corner of Brownie Drive and Diamondback Trail
- 116.F. Corner of East Grady Drive and Middle Fiskville Road

Recommendation 117 Repair streetlights at the following locations:

- 117.A. Primrose Street, between Dungan Street and Pecan Drive
- 117.B. Corner of North Creek Drive and Rocky Hollow Lane
- 117.C. Corner of Georgian Drive and Applegate Drive

Objective N.5: Improve safety throughout the NLCNPA.

Recommendation 118 Identify locations throughout the NLCNPA where the installation of an emergency call box would be appropriate. These locations could include:

- 118.A. The intersection of East Powell Lane and Sam Rayburn Drive
- 118.B. Various points along North Lamar Boulevard, including CapMetro bus stops
- 118.C. Various points along Georgian Drive, between US Highway 183 and Rundberg Lane
- 118.D. East Wonsley Drive
- 118.E. Rundberg Lane
- 118.F. Brownie Playground
- 118.G. Barrington Park

LAND USE

Create a well-balanced land use pattern in the North Lamar Combined Neighborhood Planning Area by assigning appropriate land uses to particular properties.

The term “land use” refers to how land is broadly used, and these uses fall into several descriptive categories such as residential, commercial, and industrial. During the course of land use planning, a future land use map (FLUM) is created to depict what types of development stakeholders would like to see in the future of their neighborhood. When creating a FLUM, land use categories are arranged to create a framework accommodating future changes—including potential development pressures and population changes—throughout the neighborhood. The FLUM also sets criteria for those areas that stakeholders wish to preserve. Through proper land use planning, the future land use map should:

- Limit the encroachment of intense uses into the residential portion(s) of a neighborhood
- Place complementary uses next to one another
- Establish a logical pattern of uses
- Place more intense uses (e.g., industry, commercial) along large, arterial roadways and away from residential neighborhoods to limit adjacent incompatible uses.



Commercial uses encroach upon a residence on Elliot Street.

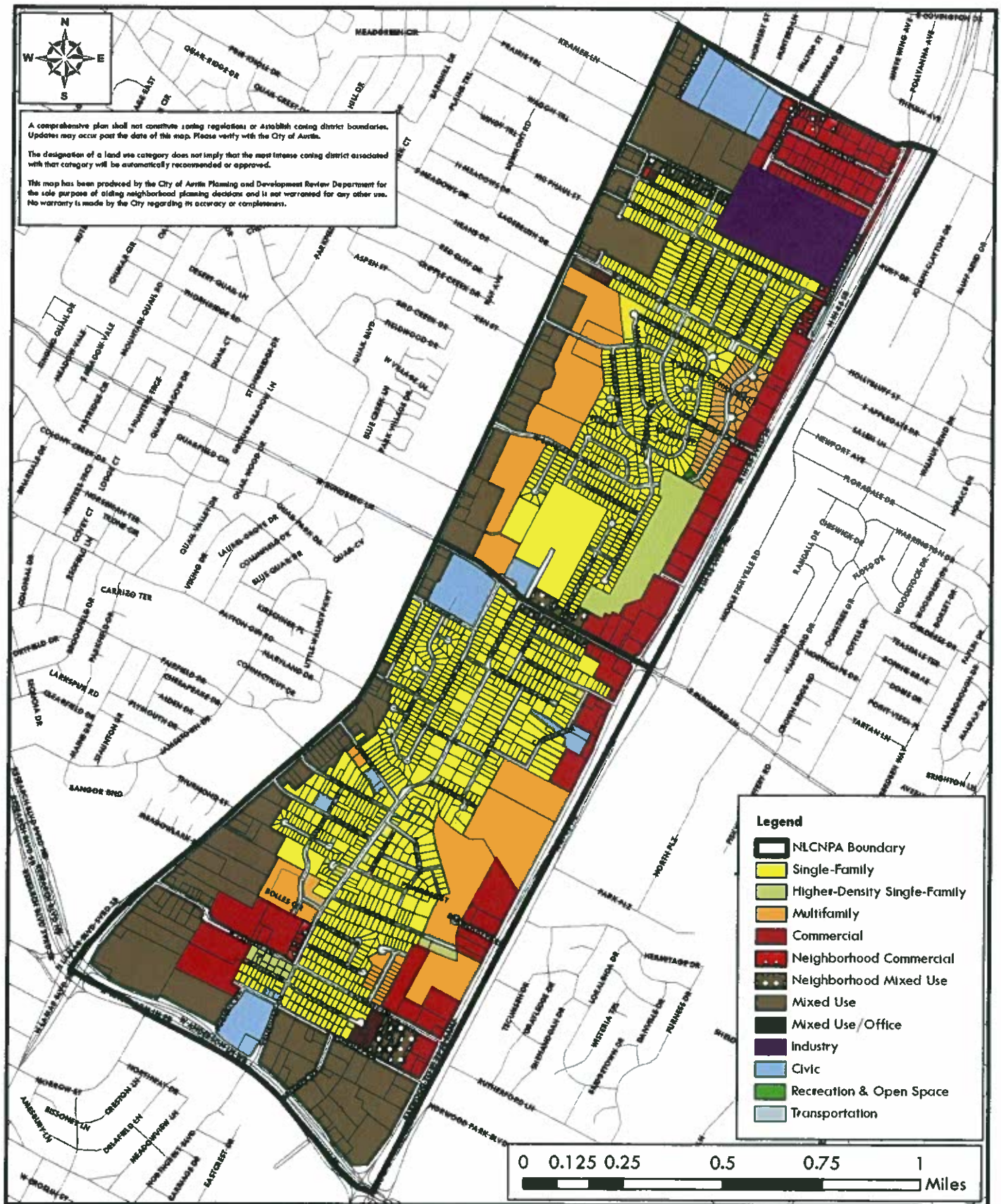
While land use planning cannot foresee all eventualities, it can provide the blueprint for a more balanced and livable community for area residents, businesses, and visitors.

During the planning process in the North Lamar Combined Neighborhood Planning Area (NLCNPA), neighborhood stakeholders worked with planning staff to determine a logical, complementary land use pattern to address future growth and development. The resulting future land use map determined the desired types and specific locations of potential developments throughout the NLCNPA, setting forth a vision for the neighborhood's future. The future land use map can be found on page 73.

❖ **The residential character of the NLCNPA should be preserved.**

A neighborhood's character or identity is determined by the variety of residential units that house those living there. This is especially true of the housing within the NLCNPA, where nearly 80 percent of the properties are residential.²¹ The neighborhood's housing

²¹ This figure is based on 2008 current land use records. A full breakdown of current land use figures (as of 2008) is available in Appendix G.



North Lamar Combined Neighborhood Planning Area **Future Land Use Map**

stock represents both its rural roots and suburban-like development: rural, farm-style homes, suburban-style tract homes, and large apartment complexes are all components of the housing typology found throughout the NLCNPA. Throughout the planning process, stakeholders identified the sense of place created by the variety of house designs and lot configurations as valued characteristics of their neighborhoods. By preserving the large residential core of the NLCNPA, both the character and identity of these neighborhoods will be maintained.



The housing stock of the NLCNPA represents its rural roots and suburban development with (from left) farm-style homes, suburban-style tract homes, and apartment complexes.

The single-family character of the NLCNPA is influenced by an interesting patchwork of architectural styles. In Mockingbird Hill, a neighborhood in the northern part of the NLCNPA, houses built in the 1930s share the streets with those built between the 1950s and the 2000s. This area is noticeably different from the residential subdivisions immediately to the south. The houses here were built during the 1970s and 1980s and have characteristics reminiscent of those decades. Similar patterns continue south of Rundberg Lane. The area bounded by Rundberg Lane, I-35, Little Walnut Creek, and Georgian Drive has a more markedly rural feel than the rest of the Georgian Acres neighborhood and is characterized by larger lot sizes. To the west, 1960s suburban-style development is prevalent in the residential area between North Lamar Boulevard and Georgian Drive. Many of the houses in the area between Little Walnut Creek and Oertli Lane were built in the 1950s or before. South of Oertli Lane, the housing reflects 1950s and 1960s suburban house design; houses along Red Oak Circle and White Oak Drive reflect popular styles of those decades. Regardless of the decade in which they were built, the majority of the houses throughout the NLCNPA are modest in size and ornamentation.



Turner Drive, in Mockingbird Hill, contains a good mixture of single-family houses.



Houses on Red Oak Circle reflect popular architectural styles of the 1950s and 1960s with their front gables and ornamental, wooden tile siding.

In the planning process, stakeholders noted the need to provide housing options for current and future residents of the NLCNPA. To maintain a balanced residential character, housing options (both owner-occupied and rental units) must be readily available. However, when compared to other planning areas, the NLCNPA contains a disproportionate amount of rental units and large apartment complexes. Of the total number of residential units in the planning area, 80 percent are rental and nearly 69 percent of all housing units within the NLCNPA are in multifamily developments (Table L)²². Stakeholders thought further development of such complexes should be restricted throughout the neighborhood: they believed a more balanced mix of housing options and homeownership opportunities will stabilize the area.

Table L. Units in Structure, 2000

	Georgian Acres	North Lamar	NLCNPA	Percentage of Housing Units by Structure Type
Single Family	766	770	1,536	25.8%
Duplex	123	112	235	4.0%
Triplex or Fourplex	198	328	526	8.8%
Multifamily	2,673	891	3,564	59.9%
Other	43	41	84	1.4%
Total Units	3,803	2,142	5,945	100.0%

Source: US Census Bureau

For decades, reasonably-priced houses have attracted many residents to this historically affordable part of Austin. According to neighborhood stakeholders, it is important to maintain the area's affordability as the remainder of the City experiences housing cost increases. Maintaining affordability throughout the NLCNPA will preserve its attractive nature to prospective homebuyers and homeowners. See the "Affordable Housing" section of the Quality of Life Chapter for more information.

Objective L.1: Preserve the residential character of the neighborhoods in the NLCNPA.

Recommendation 119 Non-residential uses should not encroach into the established neighborhoods of the NLCNPA.

²² This figure includes the Triplex and Fourplex numbers as these units are typically categorized as "multifamily."

Recommendation 120 In order to preserve the large-lot rural character of the northeastern corner of the Georgian Acres NPA, zoning requests for intense residential development should be denied.

Objective L.2: Maintain a balanced residential character throughout the NLCNPA.

Recommendation 121 Limit the construction of new, large multi-family residential complexes throughout the NLCNPA.

Recommendation 122 New, more intense residential development should contain a mixed use element and be located along major roadways.

❖ **North Lamar Boulevard should become a mixed use corridor.**

As one of the most important roadways in Austin (and the westernmost boundary for the NLCNPA), North Lamar Boulevard lacks a unique or unifying identity. North Lamar Boulevard is a major commercial thoroughfare lined with various commercial and light industrial uses including an array of storefronts, strip malls, restaurants, car lots, automobile repair shops, and storage facilities among others. According to the “North Lamar Boulevard Corridor Community Survey” conducted during the planning process, over 90 percent of respondents felt North Lamar Boulevard had a negative identity while 60 percent expressed displeasure with the corridor’s physical appearance.

To enhance this segment of North Lamar Boulevard, neighborhood stakeholders determined that it should become a mixed use corridor providing a variety of residential *and* non-residential uses. The term “mixed use” means a mixture of both residential and commercial uses within a particular area or site. This mix usually occurs within the same structure but is not always required.



The Triangle, located at the intersection of North Lamar Boulevard and Guadalupe Street, was cited by stakeholders as the example of mixed use development to be used for the redevelopment of the portion of North Lamar Boulevard that runs along the NLCNPA. A good mixture of local-serving restaurants and stores (right) are built beneath residential units in the Triangle development.

In response to the largely commercial nature along North Lamar Boulevard, neighborhood stakeholders wanted to change its current character by making it a

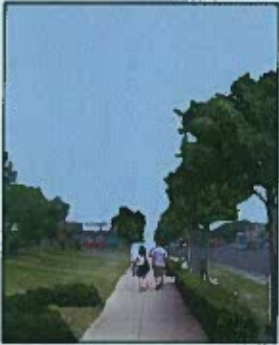
pedestrian-friendly place with both neighborhood-serving establishments and residences. New mixed use development along the corridor should contain, in addition to residential units, small-scale and locally-owned commercial or retail establishments: cafés, book stores, coffee shops, and other boutique-style businesses rather than big-box-styled commercial developments. They were concerned that big-boxed building designs would not promote the human-scaled places they wanted, and are not desirable for the North Lamar Boulevard corridor. The smaller, local-serving businesses would also provide more amenities within convenient walking or biking distance from the adjacent residential areas and reduce reliance on the automobile for most trips.

Envisioning a new North Lamar Boulevard



A roadway does not have to remain in its current state. Strategic changes can revitalize a corridor and make it a place where people want to be. The images at left represent some of the design elements recommended by stakeholders during the planning process.

The North Lamar Boulevard corridor currently lacks any of those elements that provide a pleasant experience for both motorists and pedestrians (top). The corridor is characterized by a wide roadway, large building setbacks, little or no sidewalks, overhead power lines, and several large commercial signs or billboards.



Building a continuous sidewalk, reducing the number of driveways, and planting trees and other landscaping are the first steps in creating a place for pedestrians along North Lamar Boulevard (middle). The removal of the overhead power lines and signs eliminates significant amounts of visual clutter.



Streetlights and mixed use buildings foster a more pedestrian-friendly and visually-stimulating environment (bottom). The redevelopment of existing sites by moving buildings closer to the street provides an inviting atmosphere for those traveling along the thoroughfare.

Physical improvements such as those presented in this series of photographs can lay the groundwork for additional changes to the corridor. These improvements will create a North Lamar Boulevard in which area residents can take pride.

Certain design elements should be incorporated into future development (mixed use, commercial, or residential) along the North Lamar Boulevard corridor.²³ Neighborhood stakeholders indicated that new buildings should be sited at the front of their lots nearest the roadway with parking located to the rear or side of the buildings. The buildings' commercial entrances should front the street to create a more pedestrian-friendly atmosphere. Trees or other shading mechanisms also need to be included in future developments to provide pedestrians shelter from intense sunlight and heat experienced throughout the year, especially during the summer months.



The mixed use developments in San Francisco (left) and along 2nd Street in downtown Austin (right) have commercial entrances fronting the street and pedestrian pathways protected by trees and planters, respectively.

Although neighborhood stakeholders recommended that North Lamar Boulevard become a mixed use corridor, there was a recognition and concern about the affordability of these future developments. Concerned about affordability in similar developments throughout the City, neighborhood stakeholders wanted a portion of the new residential units of mixed use developments to be as affordable as possible. They felt it important to ensure affordability in these new developments to maintain the NLCNPA's position as a relatively affordable neighborhood within the City of Austin.

Objective L.3: *Establish North Lamar Boulevard as a mixed use, pedestrian-friendly corridor.*

Recommendation 123 Apply the mixed use future land use designation to all properties fronting North Lamar Boulevard.

²³ The design elements mentioned in this section should comply with the standards for future (re)development occurring on a Core Transit Corridor as set forth by "Subchapter E: Design Standards and Mixed Use" of the Austin City Code. During the planning process, stakeholders expressed the desire to re-designate North Lamar Boulevard, north of US Highway 183, as a Core Transit Corridor as stricter design guidelines are applied to developments along such roadways.

- Recommendation 124** Designate North Lamar Boulevard as a Core Transit Corridor as defined in “Subchapter E: Design Standards and Mixed Use” of the Austin City Code.
- Recommendation 125** Incorporate small-scale, neighborhood-serving commercial or retail establishments into new mixed use developments.
- Recommendation 126** The design of new buildings along North Lamar Boulevard should reflect and celebrate the diverse mix of cultures represented in the NLCNPA.
- Recommendation 127** All new development (mixed use, commercial, or multi-family) must be pedestrian-friendly and oriented towards the street with parking located to the rear of the building(s).
- Recommendation 128** Place buffers, in addition to trees, between traffic and new sidewalks along North Lamar Boulevard. These buffers could include concrete or masonry planters or decorative bollards.
- Recommendation 129** New mixed use developments must be compatible to adjacent properties and uses.

Objective L.4: All new mixed use development should contain affordable units.

- Recommendation 130** Set aside 10 percent of all residential units within the new mixed use developments at an affordability level of 80 percent of the median family income of the NLCNPA or City of Austin.

❖ **Provide a variety of housing options on the vacant land near Rundberg Lane**

Smaller, undeveloped parcels are distributed throughout the NLCNPA and provide modest opportunities for new development. The most notable exceptions to this are the approximately 50 acres of undeveloped land north of Rundberg Lane. The properties near Rundberg Lane consist of three tracts (see the *Special Use Infill Tracts* map on page 81). The smallest tract (Tract A) is approximately 4 acres while the two larger tracts (Tracts B and C) are nearly 24 acres apiece. These three sites are prime locations for infill development. Infill development is that which “fills in” vacant properties or underdeveloped sites in otherwise developed areas of the City. These locations have few environmental constraints and can easily be connected to established NLCNPA neighborhoods by extending existing streets.

Infill development on these parcels should be largely residential and offer a variety of housing options such as single-family houses, duplexes, and townhouses and even a

limited amount of apartments. Regardless of the eventual housing mix, the intent is to increase the homeownership opportunities for people of more modest incomes.

Community stakeholders recommended three approaches to encourage the goal of increased home ownership for these tracts. The first is to change the base zoning of Tract C to limit most residential uses to townhouses, duplexes, or single-family houses. Second, stakeholders recommended allowing small-lot single family development on all three tracts. The third approach is to apply the Residential Infill option on all three tracts. This option, available to areas undergoing the neighborhood planning process, allows for a mix of different housing types. The variety of different housing could provide homeownership possibilities for a broader range of household incomes. This option also requires the creation of community open space—an amenity lacking in the NLCNPA. In addition, this option allows for small amount of community-serving retail to be developed along with the residential uses. See Table M for the option's requirements.



Residential infill development can offer a variety of housing options and homeownership opportunities to NLCNPA residents.
Photos courtesy of: Jones, Pettit, and Pyatak. *Good Neighbors: Affordable Family Housing*. New York: McGraw Hill, 1995.

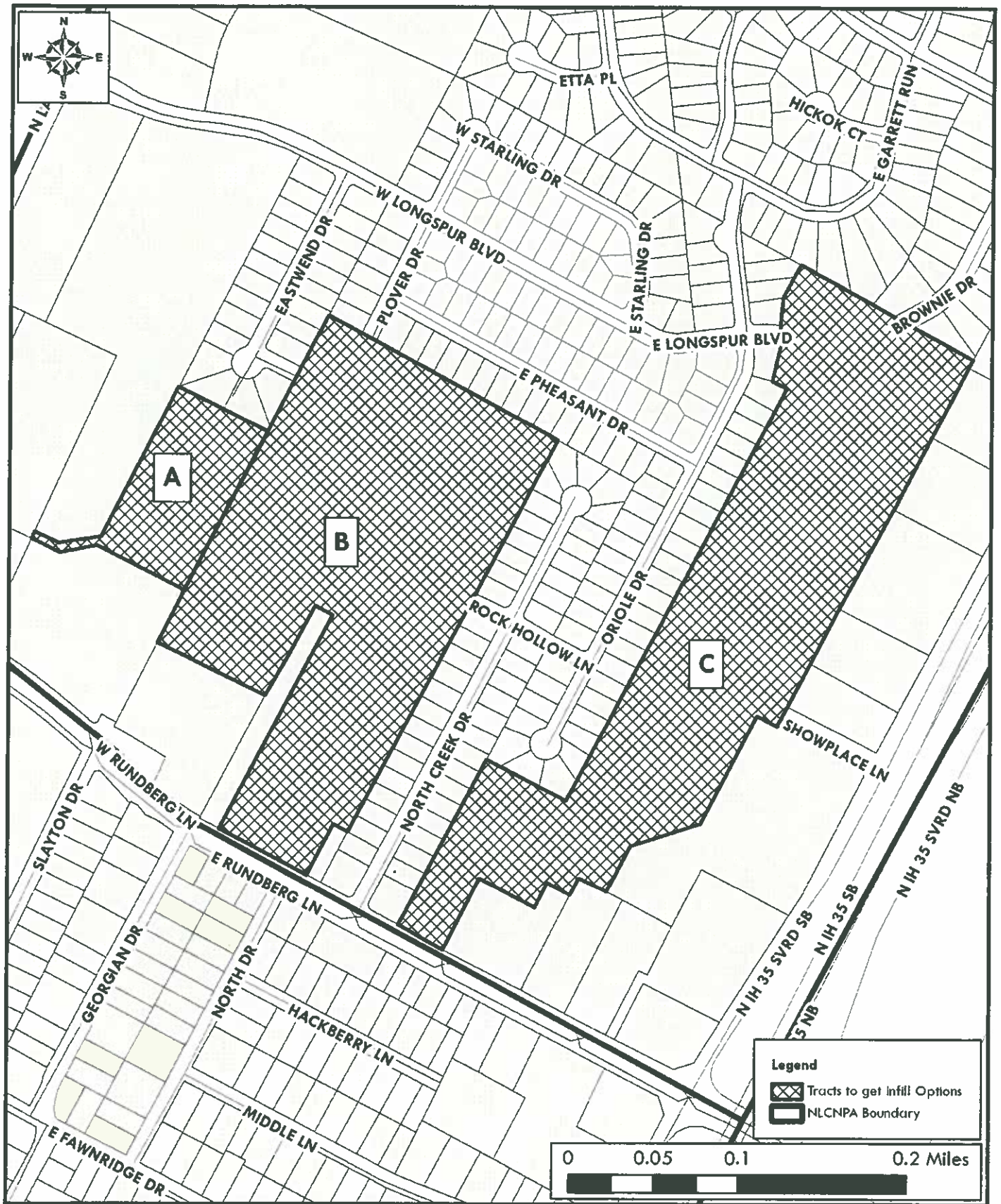
Tracts B and C have frontage along Rundberg Lane. Recognizing the commercial nature of this busy roadway, stakeholders recommended the development of small-scale, local-serving commercial or mixed use establishments for those portions of Tracts B and C fronting Rundberg Lane.

Table M. Requirements for a Residential Infill Development

Land Use	Minimum Requirements	Maximum Requirements
Single-Family	40% of total units	80% of total units
Duplexes	none	10% of total units
Townhouses and Multifamily (Apartments)	10% of total units	20% of total units
Neighborhood Commercial	none	1,000 square feet of building area per acre of site area
Community Open Space	<ul style="list-style-type: none"> 10% for infill parcels between 2 and 5 acres 20% for infill parcels greater than 5 acres 	---

Objective L.5: Increase the housing options and homeownership opportunities within the NLCNPA.

Recommendation 131 Allow the Urban Home Special Use on Tracts A - C.



North Lamar Combined Neighborhood Planning Area

Special Use Infill Tracts

Recommendation 132 Allow the Residential Infill Special Use on Tracts A - C.

Objective L.6: Provide a retail and/or mixed use component on Tracts B and C.

Recommendation 133 Apply the neighborhood mixed use future land use designation to the portions of Tracts B and C fronting along Rundberg Lane.

Recommendation 134 Rezone the portions of Tracts B and C that front Rundberg Lane to promote neighborhood-serving commercial and mixed use developments.

❖ **Ferguson Drive should become a neighborhood mixed use district.**

Lacking a unifying identity or character, the south side of Ferguson Drive contains a number of uses, including a vehicle impound lot, an auto repair shop, a number of vacant lots and several seemingly derelict or unused buildings. To create a more neighborhood-compatible area and serve as a transition between the Chinatown shopping center and residential area immediately to the south, stakeholders wish to establish the south side of Ferguson Drive²⁴ as a neighborhood mixed use district.



The south side of Ferguson Drive (left) lacks character. Neighborhood, or small-scale, mixed use buildings (right) can improve the character of the roadway, providing live-work spaces for those wanting to be located near the Chinatown shopping center.

Photo at right courtesy of http://www.downtownmakeover.com/downtownreno/The_Hill_Street_Mixed_Use.asp

Located across the street from the Chinatown shopping center, these properties could offer small-scale retail and/or living space for people wanting to live or work near this major commercial and cultural hub. Associating the south side of Ferguson Drive with the Chinatown shopping center could potentially provide a more unifying identity that the street currently lacks.

Objective L.7: Establish Ferguson Drive as a neighborhood mixed use district.

²⁴ The north side of Ferguson Drive is occupied by the Chinatown shopping center and any future development associated with it.

Recommendation 135 Apply the neighborhood mixed use future land use designation to all properties along the south side of Ferguson Drive, between Motheral Drive and the Golfsmith property line.

Recommendation 136 Limit the types and intensities of the uses allowed along Ferguson Drive.

❖ **The I-35 Corridor should remain a largely commercial thoroughfare.**

Interstate Highway 35 (I-35) is the most heavily traveled road in Austin. It is also the eastern boundary for the NLCNPA, running between US Highway 183 and Braker Lane. The varieties of businesses along its frontage road look like those found along interstate frontage roads across the country. Aside from a major manufacturing facility (i.e., Golfsmith), numerous motels, and several apartment complexes, the I-35 frontage contains a variety of local and regional commercial or light industrial uses.

Land located along an interstate frontage is traditionally set aside for more intense uses (e.g., commercial retail centers, offices, etc.). However, residential uses are oftentimes located along these roadways as a means to provide easy access to various points throughout a city. NLCNPA stakeholders declined to recommend additional housing along the freeway due to poor automobile and pedestrian access to the rest of the neighborhood as well as health concerns associated with air pollution generated by the high volume of traffic on I-35.

Along the I-35 Corridor (between US Highway 183 and Rundberg Lane), there are no fewer than ten hotels and/or motels; while most operate strictly as motels or hotels, some effectively operate as apartments. In recent years, several of these establishments have become neighborhood nuisances. Stakeholders contended that these establishments harbor a variety of criminal activities and code violations and suggest limiting future hotel construction or development along I-35 to mitigate any potential impacts they may create for the NLCNPA.



The I-35 Corridor is marked by large apartment complexes (left), motels and various commercial and light industrial uses (center and right).

Objective L.8: Preserve the largely commercial environment along the I-35 Corridor.

Recommendation 137 Retain all commercial future land use designations located along I-35.

Recommendation 138 Place restrictions on the development of new hotels/motels along I-35.

- ❖ **Preserve the commercial/industrial area in the northeastern corner of the NLCNPA.** Although there are a few houses interspersed throughout the area, the northeastern corner of the NLCNPA is primarily a commercial district. Its relative separation from nearby residences makes this location ideal for the types of businesses currently operating—auto repair, storage, a major manufacturing facility (Golfsmith), and a variety of retail outlets and services.

Neighborhood stakeholders suggested two land use categories for this corner of the NLCNPA so to provide residents a variety of commercial services: commercial and neighborhood commercial. The commercial designation will be applied to the majority of this area while a handful of properties along Braker Lane, between Georgian Drive and Middle Fiskville Road will be designated neighborhood commercial. The neighborhood commercial designation will be more complementary to the single-family houses along the north side of Braker Lane.



Golfsmith is a major manufacturing facility in the northeastern corner of the NLCNPA (left), while properties along Braker Lane (right) offer a variety of commercial or light industrial services to the neighborhood and region.

Objective L.9: Create a node of commercial activity in the far northeastern corner of the NLCNPA.

Recommendation 139 Apply the commercial and neighborhood commercial future land use designations to this portion of the NLCNPA. See the Future Land Use Map for the properties to which each future land use designation is applied.

❖ **Properties along the US Highway 183 frontage should be designated mixed use.**

Serving as the southern boundary of the NLCNPA, US Highway 183 is a major transportation thoroughfare for the northern portion of the City of Austin. With its accessible location near the convergence of two major highways, this portion of the NLCNPA houses several intense uses including high- and low-rise office buildings, apartment complexes, and hotels.

According to neighborhood stakeholders, all properties along the US Highway 183 frontage (aside from Gethsemane Lutheran Church and the SPCA) and all properties within the area bounded by US Highway 183, Georgian Drive, East Wonsley Drive, and I-35 should be given a mixed use future land use designation. The mixed use designation would allow for a greater mixture of residential units among those more intense uses that already exist within this area.



New mixed use development could enhance the southern end of the NLCNPA, near the intersection of US Highway 183 and I-35. Current properties (left) and vast parking lots (right) located along the frontage could be transformed into a dense urban-type village with a mixture of businesses and residences.

Objective L.10: Establish a mixed use district at the southern end of the NLCNPA.

Recommendation 140 Apply the mixed use future land use designation to the southern portion of the NLCNPA. See the Future Land Use Map for the exceptions to this recommendation.

CONCLUSION

The North Lamar Combined Neighborhood Planning Area's neighborhood plan reflects over two years of collaboration between City of Austin staff and stakeholders from the North Lamar and Georgian Acres planning areas.

The primary organization responsible for implementing the recommendations found herein will be the North Lamar Combined Neighborhood Plan Contact Team. In 2003, the Austin City Council approved an ordinance that required all neighborhood planning areas to form a contact team. According to the ordinance, the contact team will be a diverse group and must include at least one member from each of the following categories: property owner, renter, business owner, and a representative for each neighborhood association within the planning area. The contact team will work in coordination with the Planning and Development Review Department to achieve the goals, objectives, and recommendations of this neighborhood plan.

In addition to implementing the plan's recommendations, the contact team is responsible for making recommendations to any future amendments to the neighborhood plan.

The contact team will work closely with the Planning and Development Review Department's "implementation planner," whose primary responsibility is to facilitate coordination between the contact team, City departments, and other applicable agencies working to implement the neighborhood plan's recommendations. Therefore, it is essential that the North Lamar Combined Neighborhood Planning Areas maintain an active contact team, for this organization holds the responsibility of upholding and achieving the NLCNPA's vision.



Slayton Drive

APPENDICES

Appendix A: NLCNPA Meeting Timeline

Appendix B: Crime Prevention through Environmental Design Neighborhood Safety Audit Worksheet

Appendix C: Steps to a Healthier Austin Intervention Area

Appendix D: Community Health Resources

Appendix E: Steps to Starting a Community Garden on City Property in Austin

Appendix F: Sustainability Resources Available in the City of Austin

Appendix G: Current Land Use by Category, 2008

Appendix H: Final Survey Results



La Iglesia Adventista del Séptimo Día (left) and the Mandarin House restaurant (right) serve the diverse population of the NLCNPA and its surrounding areas.

APPENDIX A

NLCNPA Meeting Timeline

Meeting Name	Date	Attendance	Summary
Initial Workshops			
Kick-Off	Nov. 15, 2007	50	Introduction to the planning process; prioritization of issues affecting NLCNPA
First Workshop	Dec. 6, 2007	17	Presentation of initial survey results; SWOT analysis of NLCNPA
Goals and Visioning Workshop	Jan. 24, 2008	27	Creation of goals for each general topic
Topical Meetings			
Crime & Public Safety	Mar. 12, 2008	27	Discussion of crime statistics
Crime & Code Enforcement	Apr. 2, 2008	27	Discussion of ongoing programs used by APD and SWS to combat crime and code problems
Code Enforcement	Apr. 23, 2008	37	Identification of areas with code violations in the NLCNPA
Pedestrian Transit	Jun. 3, 2008	11	Discussion of sidewalks, bike lanes, and pedestrian safety; received recommendations for sidewalk/bike lane additions
Transportation	Jun. 24, 2008	9	Overview of transportation issues and projects for the NLCNPA; discussion of dangerous driving conditions
Health in the NLCNPA	Jul. 8, 2008	14	Discussion of the relationship between healthy food options, lifestyles, and chronic illness in the NLCNPA
North Lamar Boulevard Corridor I	Jul. 29, 2008	15	Presentation of North Lamar Corridor Survey results; visual preference survey for the corridor
North Lamar Boulevard Corridor II	Aug. 19, 2008	14	Discussion of pedestrian safety along North Lamar and CapMetro Bus Rapid Transit
Parks and Trees	Oct. 16, 2008	9	Discussion of current and future park facilities; presentation of Austin Community Trees and Urban Forest programs
Infrastructure	Nov. 18, 2008	9	Overview of curb and gutter construction, areas of flooding; identification of areas needing infrastructure improvements
Sustainability	Dec. 9, 2008	12	Presentation of various programs that promote sustainability and community gardening

Meeting Name	Date	Attendance	Summary
Mid-Process			
Mid-Process Open House	Jan. 24, 2009	34	Review draft chapters of the NLCNPA neighborhood plan
Land Use and Zoning Workshops			
Land Use I	Feb. 3, 2009	14	Exercise to determine areas of possible change throughout the NLCNPA
Land Use II	Mar. 3, 2009	13	Discussion of "areas of change" along North Lamar Blvd. and Rundberg Lane
Land Use III	Mar. 31, 2009	14	Completion of "Areas of Change" exercise
Land Use IV	Apr. 27, 2009	9	Land use education; presentation of draft FLUM(s)
Land Use V	May 18, 2009	8	Conclude FLUM discussion; Finalize future land use map
Zoning I	Jun. 24, 2009	15	Introduction to Zoning; Conditional overlay discussion
Zoning II	Jul. 29, 2009	17	Contact Team information; discussion of front yard parking and mobile food vending restrictions
Zoning III	Aug. 17, 2009	15	Conversation on Infill Options and Design Tools
Zoning IV	Sep. 14, 2009	10	Presentation of zoning recommendations
Zoning V	Oct. 6, 2009	15	Finalization of zoning recommendations; vision statement creation
Final Workshop	Nov. 2, 2009	18	Wrap-up discussions on residential design guidelines and infill tools, front yard parking, and finalization of FLUM and zoning rec's.
Rezoning Notification Meeting	Feb. 24, 2010	26	Discussion of the rezonings made during the planning process.
Final Open House			
Final Open House	Mar. 6, 2010	27	Review the NLCNPA plan and zoning recommendations
Implementation			
Planning Commission	Spring 2010	---	Approval of the NLCNPA plan and zoning recommendations
City Council	Spring 2010	---	Approval and adoption of the NLCNPA plan and zoning recommendations