



**Neighborhood Plan - Conduct and Consider
CITY OF AUSTIN
RECOMMENDATION FOR COUNCIL ACTION**

AGENDA ITEM NO.: Z-1
AGENDA DATE: Thu 08/12/2004
PAGE: 1 of 2

SUBJECT: Conduct a public hearing and approve an ordinance amending Ordinance No. 020523-30, which adopted the North Loop Neighborhood Plan as an element of the Austin Tomorrow Comprehensive Plan, to change the Future Land Use Map from single-family residential to commercial-mixed use for property located at 0 (south 75 feet of lots 9, 10, & 11 and the north 75 feet of lots 12, 13 & 14, Block 1, Smith and Abrahamson Subdivision, Travis County, Texas), 100, 102 and 104 E. 51st Street.

AMOUNT & SOURCE OF FUNDING: N/A

FISCAL NOTE: There is no unanticipated fiscal impact. A fiscal note is not required.

REQUESTING Neighborhood Planning **DIRECTOR'S**
DEPARTMENT: and Zoning **AUTHORIZATION:** Alice Glasco

FOR MORE INFORMATION CONTACT: Kathleen Welder, 974-2856

PRIOR COUNCIL ACTION: N/A

BOARD AND COMMISSION ACTION: Planning Commission made no recommendation.

DEPARTMENT COMMENTS:

Council adopted the North Loop Neighborhood Plan and rezonings on May 23, 2002. The boundaries of the North Neighborhood Planning Area are Koenig Lane on the north, IH 35 on the east, Lamar Boulevard on the west, and 45th Street, Red River Street, and 51st Street on the south. The Neighborhood Plan was adopted on May 23, 2002.

The subject tract is located midblock on the north side of E. 51st St., between a State-owned cemetery on the west side and single-family homes facing Avenue F on the east side. It is comprised of four unequal lots measuring approximately .95 acres total. The front portion is occupied by two duplexes and a single-family home, while the rear portion is undeveloped. The tract's total dimensions are 150 feet x 200 feet (150 ft. dimension fronts on E. 51st St.). The Hyde Park Neighborhood Planning Area lies directly across the street, on the south side of E. 51st St.

The property owner proposes to develop the front portion with a neighborhood restaurant and office space and the rear portion with eight-to-ten apartment units.

The North Loop Neighborhood Planning Contact Team submitted a plan amendment application "out-of cycle" for the E. 51st St. property on January 23, 2004. NPZD organized an official meeting on March 23, 2004 to bring identified stakeholders together to discuss the plan amendment application.



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Staff recommends denial of the applicant's request; staff's alternate recommendation is a change in the land use designation to higher-density single-family residential. The purpose of the higher density single-family land use category is to encourage a mixture of moderate intensity residential uses, including townhomes and condominiums, on residential corridors. Higher density single-family is applied where it can appropriately manage development on major corridors that are primarily residential in nature. It is also applied where it provides a buffer at the edge of low-density residential areas. Because the subject tract is on E. 51st St., a two-lane arterial that is residential in nature, and because the tract sits between a single-family neighborhood on one side and a cemetery, a Texas Parks and Wildlife Property, and the University of Texas intramural fields on the other, higher density single-family is an appropriate land use.

The North Loop Neighborhood Contact Team conditionally supports the plan amendment. They believe it supports the growth pattern envisioned and established in their Neighborhood Plan: *"The North Loop Neighborhood Planning Area of the future is a vibrant mixed use neighborhood, where commercial and residential uses are combined, and designed in a way that creates an interesting streetscape and built environment. Compatibility is important, but so is uniqueness and a[n] eclectic character."*

Planning Commission voted on two motions and agreed by consensus to submit no recommendation to City Council. The first was a motion to recommend an amendment from single-family to higher density single-family and resulted in a 4-3 vote. The second motion recommended a change to commercial mixed-use and resulted in a 3-4 vote.



The North Loop Neighborhood Plan

An amendment to the City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5

Section 5-11

Exhibit A

May 23, 2002



CITY COUNCIL

Mayor Gus Garcia

Mayor Pro Tem Jackie Goodman

CITY COUNCIL MEMBERS

Raul Alvarez
Beverly Griffith
Daryl Slusher
Danny Thomas
Will Wynn

CITY MANAGER

Toby Futrell

ASSISTANT CITY MANAGER

Lisa Y. Gordon

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

By adopting the plan, the City Council demonstrates the City's commitment to the implementation of the plan. However, every action item listed in the plan will require separate and specific implementation. Adoption of the plan does not begin the implementation of any item. Approval of the plan does not obligate the City to implement any particular action item. The implementation will require specific actions by the neighborhood, the City, and by other agencies. The Neighborhood Plan will be supported and implemented by:

- City Boards, Commissions and staff
- City Departmental budgets
- Capital Improvement Projects
- Other agencies and organizations
- Direct neighborhood action.

See the section on Implementation on page 76 for more information.

Acknowledgements

The following volunteers acted as the Neighborhood Planning Team and dedicated many hours to the development of this plan through their regular participation in Neighborhood Planning meetings:

Team Chair
Bill Yoder

Vice Chair
Matt Hollon

Teresa Anderson
Kirsten Bartel
Mindy Bonine
Jenna Bowling
Christopher Burnett
Lea Burnett
Karen Cleary
Lynn Denton
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Kris Schludermann
Jan Seward

Dick Smith
Don Smith
Laura Smith
Teri Sperry
Henry Stone
Laura Stone
Barth Timmerman
Terrell Timmerman
Martha Ward

The Neighborhood Planning Team would like to thank everyone in the neighborhood who assisted in the preparation of the plan. The team would especially like to thank those people that walked the neighborhood to distribute information or to perform field work.

The following institutions and businesses supported the Neighborhood Planning effort by providing venues for meetings:

Ridgetop Elementary School
First Workers Site
Child Inc
Day Spring Chapel

Korean First Gospel Church
Forbidden Fruit
Room Service

Dedications

Members of the North Loop Neighborhood Planning Team would like to remember Sylvia A. Volz, who passed away on February 7, 2001. Sylvia was a valued member of the team who was involved in all aspects of the planning process. She not only gave up many weeknights to attend meetings, but also was always available for weekend duties delivering surveys, or walking the neighborhood for field work. Sylvia had great plans for the neighborhood and we hope that this plan will play a part in helping to achieve some of her dreams.

The Team also remembers Kurt Jobe another neighborhood resident who participated in the process. Kurt challenged the team to produce a stronger, more inclusive plan. His perspective was valuable and his contributions to the process are missed.

City Staff Acknowledgements

Lead City (NPZD) Staff for this plan were:

Steven Rossiter, Senior Planner
Steve Barney, Senior Planner
Adam Smith, Senior Planner
Lisa Kocich, Neighborhood Planner
Greg Kiloh, Urban Designer (TPSD)
Sherri Gager, Zoning Planner

Other staff who lent assistance and support to the process included:

| | |
|---|----------------|
| Alice Glasco, Director | NPZD |
| Carol Barrett, Assistant Director | NPZD |
| Ricardo Soliz, Acting Manager Neighborhood Planning | NPZD |
| Cora Wright, Assistant Director | NPZD |
| Sue Hounsel, Principal Planner | NPZD |
| George Adams, Principal Planner | TPSD |
| Sarah Campbell, Senior Planner | PARD |
| Gladys Clemons, Administrative Specialist | NPZD |
| Gina Copic, Smart Housing Manager | NHCD |
| Susan Daniels, Urban Designer | TPSD |
| John Devine, Planning Intern | TPSD |
| Linda Dupriest, Bicycle and Pedestrian Coordinator | TPSD |
| Mario Flores, Senior Planner | NPZD |
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| Stuart Hersh, Smart Housing Manager | NHCD |
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| Annabeth Stem, Research Analyst | NPZD |
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| Mark Walters, Senior Planner | NPZD |
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| Scott Whiteman, Neighborhood Planner | NPZD |
| Meghan Wieters, Principal Planner | TPSD |
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NPZD – Neighborhood Planning and Zoning Department

TPSD – Transportation Planning and Sustainability Department

PARD – Parks and Recreation Department

NHCD – Neighborhood Housing and Community Development

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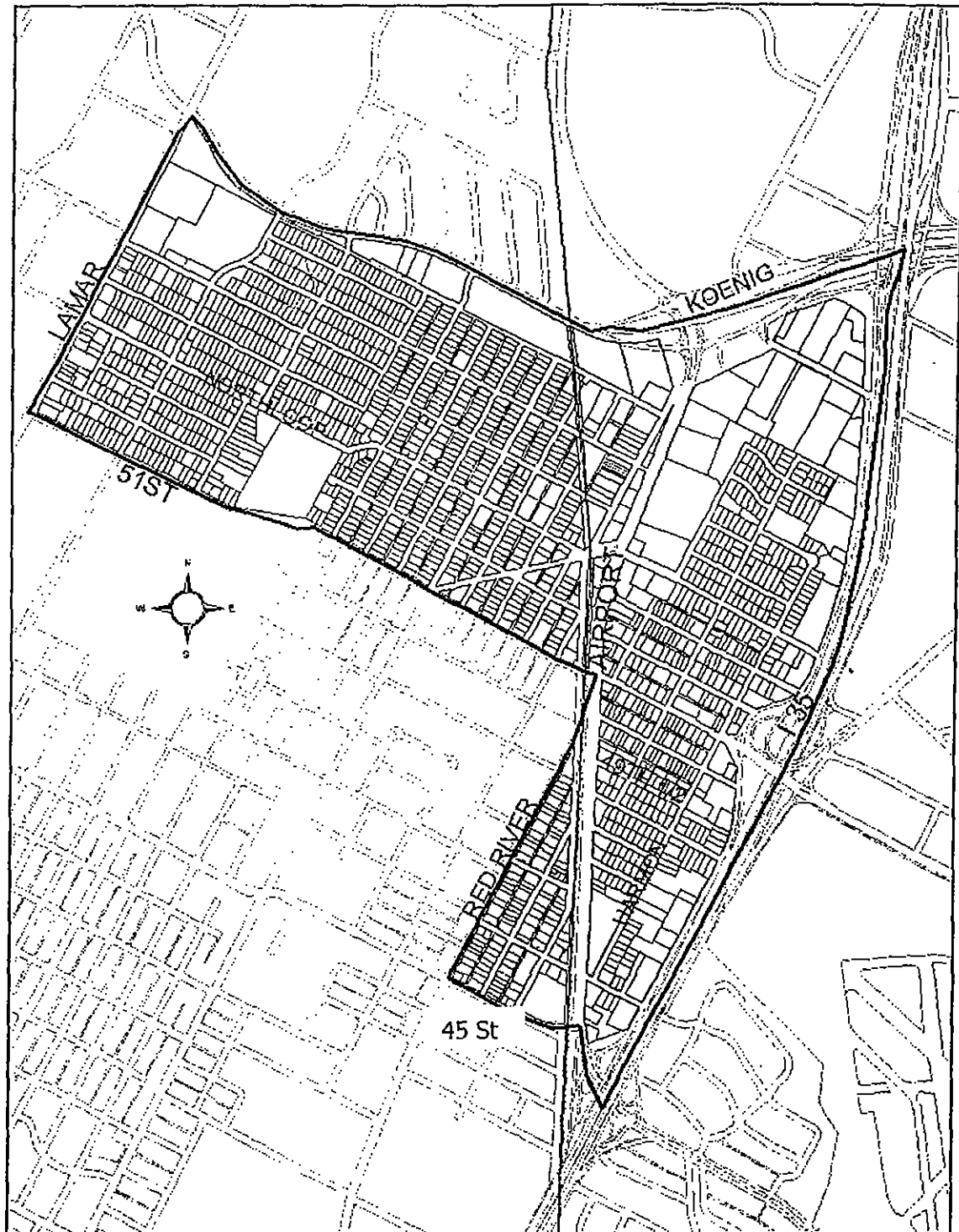
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Abbreviations

The following abbreviations are used throughout the plan to identify City departments or other agencies responsible for implementation or investigation of the action items presented.

| | |
|-------|--|
| NPT | North Loop Neighborhood Planning Team |
| NPZD | Neighborhood Planning and Zoning Department |
| PARD | Parks and Recreation Department |
| PW | Public Works Department |
| TPSD | Transportation, Planning and Sustainability Department |
| TXDoT | Texas Department of Transportation |
| WPDR | Watershed Protection Development Review |

North Loop Neighborhood Planning Area Base Map



Neighborhood Planning process

The North Loop Neighborhood Planning process began with a public meeting on August 26th, 2000. At that meeting 75 people attended and showed an enthusiasm and interest that has been largely maintained throughout what can be an arduous and difficult process.

The first team meeting was held on September 7th, 2000 at Ridgetop Elementary School. North Loop Neighborhood Planning meetings were well attended throughout. The core group of planning team members numbered around 20 people.

The neighborhood worked hard to establish ground rules to run the meetings by and discussed in detail the meaning and process of making decisions by consensus.

One of the first tasks was the development of a neighborhood vision (see page 11). This vision established some long range goals for how people saw the neighborhood developing over the next 20 years. A draft of the vision was distributed to the contact list (a list of over 200 residents, businesses and non-resident property owners) and was also mailed (with a feedback form) to all businesses in the neighborhood.

From this broad statement the Neighborhood Planning Team moved onto more specific, concrete tasks. Those tasks included survey distribution. During November, 2000 fifty neighborhood volunteers gave up their Saturday morning to distribute surveys to every household. This effort produced a 17% return rate. At that time this was the highest response rate gained for a Neighborhood Planning residential survey. A number of people also participated in an extensive field work study of the neighborhood. Working mostly in pairs members of the neighborhood documented the location of sidewalks, noted current land uses and checked to see where there discrepancies with City land use maps, and examined intersections in the neighborhood.

A further field work exercise involved neighborhood volunteers using disposable cameras to photograph what they do and do not like about the neighborhood. These images were later used in a dot voting exercise. From this dot voting, design principles were established and later used as the basis for the design considerations in the plan.

Before substantive decisions were made a series of seminars on Land Use and Zoning, Transportation, Urban Design, Smart Growth and SMART Housing were conducted. Neighborhood Planning involves addressing some complex issues and this process of education provided a foundation in the key issues and enabled more informed decisions to be made.

Goals and objectives were formulated over two meetings. These were developed by taking the broad themes from the vision and turning them into the more specific goals and objectives.

After this extensive period of groundwork, a series of intensive work sessions were held that focused on specific areas of the planning area. These areas were chosen because they are crucial to the future character and development of the neighborhood. These focused meetings were also part of the team's outreach strategy and were an attempt to target business owners and property owners from those areas to attend. These meetings were well-attended and were successful in involving more property owners and business people in the process.

At the regular meetings that were regularly attended by 20 or more people, reaching consensus was not always an easy task. This difficulty gives an indication that the actions included in this plan were not arrived at without considerable discussion and debate. It is a testimony to the dedication and commitment of the participants in these meetings that the group was able to reach consensus on so many issues.

Specific outreach efforts were also undertaken to gather input from minority communities. One example, was participation in an information night with Hispanic parents at Ridgetop Elementary School, with a bilingual presentation of the draft plan.

A Community Workshop was conducted in September, 2001. This workshop attracted over 50 residents and involved detailed presentations and discussions of the draft plan.

During December 2001 and January 2002 final surveys that include a summary of all actions in the plan were distributed to every household, business, and non-resident property owner in the planning area. The survey responses showed strong approval of the Plan with 88% of respondents indicating their support. See Appendix E for a summary of the final survey results.

See Appendix B for a full summary of all public meetings and events.

The North Loop Neighborhood Planning Area

The North Loop Neighborhood Planning Area is a central Austin neighborhood that is approximately 5 miles north of the downtown area. As the map on page 1 shows, the boundaries of the North Loop Neighborhood Planning area are: Koenig Lane/2222 to the north; I-35 frontage road to the east; 45th St to Red River to the south, then along the eastern side of Red River, to 51st St. and across 51st to Lamar; and Lamar Blvd to the west.

Within the North Loop Neighborhood Planning Area there are three active Neighborhood Associations. These are Northfield, Morningside-Ridgetop, and Eye 35/Airport Blvd. Also represented are neighbors in the triangular area bounded by Red River, Clarkson and north of 45th St.

One of the earliest memorable events within the North Loop area occurred when Charles Lindberg landed his plane on the airstrip at Koenig and Avenue F, in the late 20's or early 30's. When Omer Edward Jordan and his newlywed wife Pearl settled at 5104 Duval Street in 1931, both Duval and 51st Streets were gravel or "wagon" roads. There was just one house within viewing distance to the North. The land to the East of Omer's was a large cotton field. He and Pearl paid \$22.50/month for their mortgage. After World War II, lots for single family homes in the area rose in value, but were still advertised at prices from \$250 to \$375.

There have been many changes in the neighborhood since then, in particular, the construction of a large number of homes and businesses, the increased population density, and the introduction of IH-35 and the Robert Mueller Airport bordering the North Loop area. Now, with the airport relocation, with some 2,500 residences and almost complete land utilization, with heavily used Capitol Metro bus routes, and with constant vehicular traffic along IH-35, Airport Blvd, Koenig Lane, Lamar Street, and 51st Street, the North Loop area forms an important part of Austin's urban core. A re-modeled home just 200 yards from Omer and Pearl's recently sold for more than \$300,000. Clearly, the transformation of the North Loop neighborhood from rural to urban has been complete.

The North Loop Neighborhood Planning Area is an area that has been described as "in transition". The location of the neighborhood, just five miles and easily accessible from downtown, means that it is an appealing location. The real estate market appears to be aware of the appeal of this location and the neighborhood has felt the pressures of the increased housing costs that are occurring across the City.

The closure of the Robert Mueller Airport in 1999 not only increased the quality of life of neighborhood residents by eliminating noise and other impacts; but the closure has contributed to the North Loop area becoming a more attractive and sought after location. With this enhanced desirability has come an increase in property values (as has occurred in most parts of Austin) and a subsequent increase in property taxes.

Census statistics also show that median family income figures for the tracts in the North Loop Neighborhood Planning Area reveal that the area fits the criteria for a "low to moderate income neighborhood". This is based on the definition of low to moderate income neighborhood as when 51% or more of families in the area earn 80% or less of median family income.

The Mueller site will likely continue to affect the desirability and affordability of the North Loop planning area. As the Airport site is redeveloped, the character of this part of the City will continue to change. The long-term effects of future development such as the Mueller Airport redevelopment and the Triangle (at 45th and Lamar), and the possibility of light rail, are factors in considering the changing character of the North Loop area in the years to come.

The North Loop Neighborhood Planning Area enjoys its self-described "funky" and eclectic character. This funkiness is embodied in some of the local businesses such as Forbidden Fruit, The Parlor, Hog Wild, and Room Service. Small, independently owned stores such as Mrs. Johnson's Donuts, Tamale House, McGuire's Clocks, Gene Johnson's Garage, and I Love Video are neighborhood institutions that are spoken of with a genuine fondness by neighborhood residents. Generally speaking North Loop sees itself as more laid-back and diverse than its Hyde Park neighbor to the south. The North Loop Neighborhood Planning Area prides itself on its lack of pretension and its acceptance and encouragement of a wide range of people and businesses.

The "in transition" status creates a dilemma for many neighbors. There is a strong desire to enhance the neighborhood and to make it an even more enjoyable place to live; but there is also an awareness that with neighborhood improvement comes increased financial cost. These increased costs can have a gentrifying impact, and can act to force out those people and businesses that attracted many people to the neighborhood in the first place.

The North Loop Neighborhood Planning Team recognizes this dilemma and, in developing this plan, has attempted to strike a balance between neighborhood enhancement and preservation of the character that has defined North Loop to date. This Neighborhood Plan recognizes that change will occur and sees this Neighborhood Plan as offering a visionary blueprint and guide for what form that change will take.

Statistical Overview

Demographics

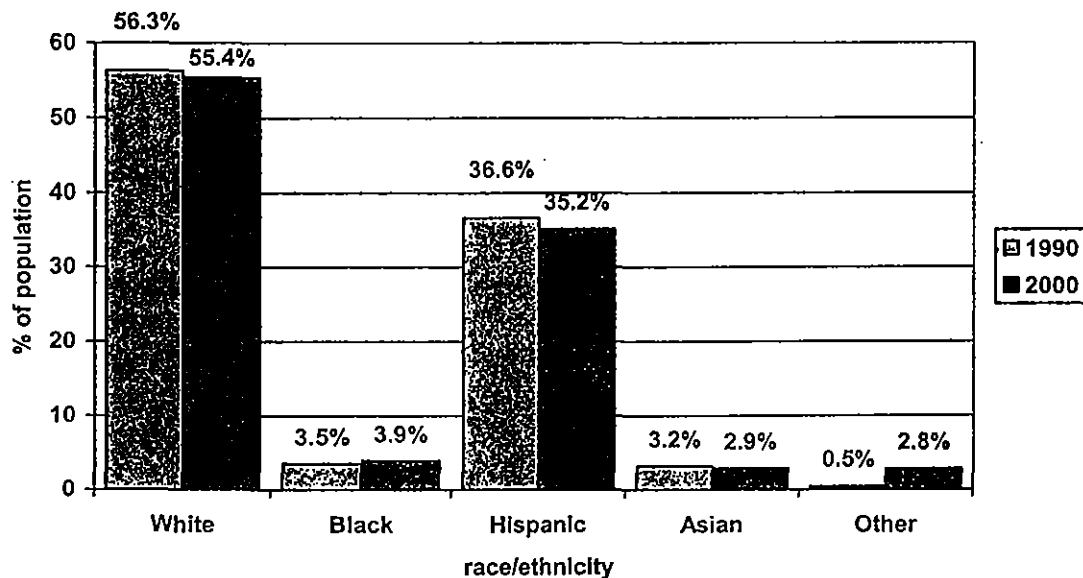
Table 1: Total population of North Loop Neighborhood Planning Area

| | |
|--------------------------|-------|
| Total population in 1990 | 4,671 |
| Total population in 2000 | 5,393 |

source: 1990 and 2000 Census

Table 1 shows that the population of the North Loop Neighborhood Planning Area increased from 4,671 to 5,393 (an increase of 722 people) from 1990 to 2000. This represents an increase of 15%.

Figure 1: Race/Ethnicity of North Loop Neighborhood Planning Area



source: 1990 and 2000 Census

Figure 1 shows the changes in the race/ethnic composition of the North Loop Neighborhood Planning Area from 1990 to 2000, according to Census figures. The figure shows that, in 2000, the race/ethnic categories from largest to smallest were:

- white (55.4%)
- Hispanic (35.2%)
- Black (3.5%)
- Asian (2.9%)
- other (2.8%).

The following can also be seen from Figure 1:

- the white population decreased slightly from 56.3% to 55.4%
- the black population increased slightly from 3.5% to 3.9%
- the Hispanic population decreased slightly from 36.6% to 35.2%
- the Asian population decreased slightly from 3.2% to 2.9%
- other increased from 0.5% to 2.8%.

The slight nature of these changes suggests that the race/ethnic composition of the residents of the North Loop Neighborhood Planning Area, for the period 1990 – 2000, has been characterized by stability.

Housing statistics

Table 2: Housing Comparison for North Loop Neighborhood Planning Area

| Area | Total populat ion | Total Housing Units | Occup ied Hous ing Units | Vacant Hous ing Units | Owner Occup ied Hous Units | Renter Occupied Housing Units | % of Units - Owner Occupi ed | House hold Size | Person per Acre |
|------------------------|----------------------------------|------------------------------------|---|--|---|--|---|--------------------------------|--------------------------------|
| North Loop | 5,393 | 2,615 | 2,527 | 88 | 745 | 1,782 | 29.5% | 2.1 | 8.8 |
| Hyde Park | 6,043 | 3,645 | 3,528 | 117 | 858 | 2,670 | 24.3% | 1.7 | 10.8 |
| Core totals | 349,062 | 148,801 | 143,116 | 5,685 | 47,286 | 95,830 | 33.0% | 2.3 | 7.0 |

Source: 2000 Census

Table 2 shows some basic housing statistics for the North Loop Neighborhood Planning Area. For comparative purposes, figures for North Loop's southern neighbor, the Hyde Park Neighborhood Planning Area are included. Also included are figures shown as core totals.¹

¹ The boundaries of the urban core of the City of Austin are Braker Lane to the north, 183/Ed Bluestein and Dessau Road/Cameron Road to the east, Stassney Lane to the south, and MOPAC/Loop 1 to the west.

Land use and zoning statistics

Table 3: Existing Land Use Comparison between North Loop Neighborhood Planning Area and the urban core of the City of Austin² (Source: 1995 Land Use Survey)

| | Single Family | Mobile Home | Multi Family | Commercial | Office | Industrial | Civic | Open Space | Transport | Undeveloped |
|-----------------------------------|---------------|-------------|--------------|------------|--------|------------|-------|------------|-----------|-------------|
| North Loop sum acres ³ | 220.6 | 0 | 28.4 | 118.0 | 10.6 | 16.1 | 14.2 | 0 | 194.3 | 12.8 |
| North Loop % acres | 35.9% | 0% | 4.6% | 19.2% | 1.7% | 2.6% | 2.3% | 0% | 31.6% | 2.1% |
| Austin core % acres | 27.5% | 0.5% | 6.3% | 6.6% | 2.9% | 6.1% | 7.2% | 5.3% | 20.8% | 16.2% |

Table 3 shows the number and percentage of acres in the North Loop Neighborhood Planning area used for single family, multi family, commercial, etc. Highlights from the Land Use Comparison table include:

- A **higher percentage** of land used for **single family** in the North Loop Neighborhood Planning Area (35.9%), compared to an urban core average of 27.5%
- A **less than average** percentage of land use for **multi-family** in the North Loop Neighborhood Planning Area (4.6%), compared to an urban core average of 6.3%
- A **significantly higher percentage** of land used for **commercial** purposes in the North Loop Neighborhood Planning Area (19.2%), compared to 6.6% for the urban core
- A **lower percentage** of land used for **industrial** purposes in the North Loop Neighborhood Planning Area (2.6%), compared to 6.1% for the urban core.
- A **lower percentage** of land used for **civic** purposes in the North Loop Neighborhood Planning Area (2.3%), compared to 7.2% for the urban core
- **No land** in the North Loop Neighborhood Planning Area used for **open space**, compared to an urban core average of 5.3%. The lack of open space, and also the lack of civic facilities, and the impact of both of these deficits on the capacity to build a strong neighborhood, is a key issue throughout this plan.

² The boundaries of the urban core of the City of Austin are Braker Lane to the north, 183/Ed Bluestein and Dessau Road/Cameron Road to the east, Stassney Lane to the south, and MOPAC/Loop 1 to the west.

³ Total acreage for the North Loop Neighborhood Planning Area is 614.97 acres.

- A **significantly higher percentage** of land used for **transportation** (mainly roadway) in the North Loop Neighborhood Planning Area (31.6%), compared to 20.8% for urban core neighborhoods. Major roadways such as Airport Blvd, a rail corridor, and several major interchanges (US290 and Airport, I-35 and 51st St etc.) contribute to the planning area's high land use devotion to transportation. This is also an issue explored later in the plan as these major roadways border, and bisect (in the case of Airport Blvd), the neighborhoods. These roads act as major barriers and affect the capacity of residents to walk or bike to nearby areas, and to access facilities that are not found in the neighborhood such as parks.
- A **significantly less percentage** of land is **vacant** in the North Loop Neighborhood Planning Area (2.1%), compared to an average of 16.2% for all urban core neighborhoods. The small percentage of vacant land sets the stage for the nature of land use and zoning recommendations in this plan that will focus on redevelopment and infill options.

Table 4: Existing zoning comparison between North Loop Neighborhood Planning Area and the urban core of the City of Austin

| | Single Family | Mobile Home | Multi Family | Comm -ercial | Office | Indust -rial | Right of Way | Unzoned or Public |
|-----------------------------|---------------|-------------|--------------|--------------|--------|--------------|--------------|-------------------|
| North Loop sum acres | 228.3 | 0 | 21.4 | 156.4 | 11.0 | 0 | 194.7 | 3.2 |
| North Loop % acres | 37.1% | 0% | 3.5% | 25.4% | 1.8% | 0% | 31.7% | 0.5% |
| Austin core % acres | 35.7% | 0.1% | 6.8% | 12.5% | 2.5% | 10.9% | 19.2% | 8.3% |

Table 4 shows the number and percentage of acres in the North Loop Neighborhood Planning area zoned for single family, multi family, commercial, etc. prior to the rezonings that will take place after adoption of this Neighborhood Plan. Highlights from the Zoning Comparison table include:

- In the North Loop Neighborhood Planning Area 228.3 acres or 37.1% of total were zoned as **single family**. This percentage is **slightly above the urban core average** of 35.7%.
- In the planning area 21.4 acres or 3.5% of total were zoned for **multi-family**. This percentage is **below the urban core average** of 6.8%.
- In the North Loop Neighborhood Planning Area 156.4 acres or 25.4% of total were zoned **commercial**. This percentage is **significantly above the urban core average** of 12.5%. However, this figure is somewhat misleading as only a small percentage of this commercial property could be described as neighborhood serving. Many larger sites situated on the I-35 frontage road such as a number of motels, Southern Union Gas on Koenig (which is situated on a lot zoned Commercial Services), etc. take up significant acreage but do not necessarily contribute to

greater commercial options available for the neighborhood. Furthermore, significant amounts of the land that is zoned commercial (especially Chair King, Chick Packaging/Builders Square, Randalls) is devoted to car parking.

- In the North Loop Neighborhood Planning Area 194.7 acres or 31.7% were zoned for **right of way**. This percentage is **significantly above the urban core average** of 19.2%.
- In the planning area 3.2 acres or 0.5% of total were **unzoned or zoned public**. This percentage is **significantly less than the urban core average** of 8.25%.

Neighborhood Vision

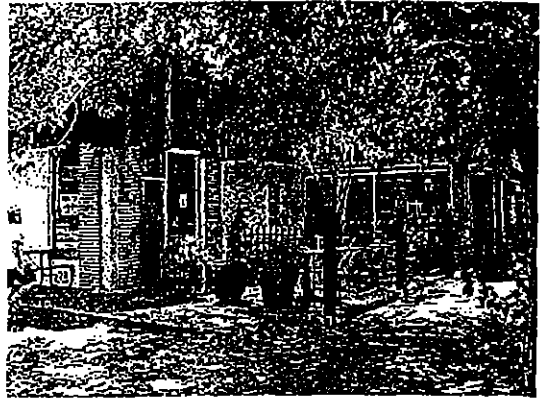
On October 7th, 2000 thirty members of the North Loop Neighborhood Planning Area met to develop a neighborhood vision. The following statement is the participants' future vision for the North Loop Neighborhood Planning Area. This statement is a product of the work done at the October 7th workshop, refinement during numerous Neighborhood Planning meetings, as well as the incorporation of feedback gained from its distribution to all neighborhood business properties.

In the year 2020 the North Loop Neighborhood Planning Area will be a vibrant, friendly and livable neighborhood that is characterized by: a variety of housing and people; pedestrian orientation with a network of sidewalks, as well as bike lanes; shady, tree-lined streets; a mix of land uses that complement the local neighborhood and are at a density which will support local businesses and transit; locally owned businesses that are neighborhood oriented; and parks and plazas which will act as public gathering places.

The North Loop Neighborhood Planning Area of the future is a vibrant mixed use neighborhood, where commercial and residential uses are combined, and designed in a way that creates an interesting streetscape and built environment. Compatibility is important, but so is uniqueness and a eclectic character.

The North Loop Neighborhood Planning Area of the future is envisioned as a

place where the needs of everyday life are available within walking distance from where most people live. The neighborhood summed this up by saying 'all functions of daily life within walking distance'. Linked to the desire for a variety of activities, services and destinations within walking distance, is the neighborhood's commitment to creating a lively mix of uses within the North Loop Neighborhood Planning Area. The mix of uses in the neighborhood and the enhanced walkability will help to reduce the need for auto trips in the future, and will also build personal and community relationships.



The North Loop of the future is envisioned as a pedestrian friendly, mixed-use neighborhood that is characterized by tree-lined streets and well landscaped public spaces.

Residential

The residential character of the future North Loop Neighborhood Planning Area is characterized by single family as well as smaller scale, but higher density development such as smaller apartment complexes, condominiums, and townhouses. The future North Loop Neighborhood Planning Area will be mixed use and mixed income, with a particular focus on affordable housing. Older homes will be preserved but additional opportunities for housing choice, through secondary apartments, mixed use and small scale multi family will be added. Housing choice and diversity were important themes of a North Loop Neighborhood Planning Area vision.

The future residential neighborhoods of the North Loop Neighborhood Planning Area will be characterized by people using the streets, sidewalks and their front yards. The dominant character will be human friendly which will be expressed in terms of wide sidewalks, smaller setbacks, low fences on front yards, and homes with front porches encouraging interaction with the street.

Residential neighborhoods will be visually interesting with different colors and materials being encouraged to create a bright and lively residential environment. Landscaping is an important component of the vision, with trees being central to enhancing the quality of residential neighborhoods.

Two family residential or small scale multi-family developments that resemble neighborhood houses provide greater housing choices in the neighborhood while still preserving the existing neighborhood character.



Townhouses can provide an effective transition between commercial or higher density multi-family residential and single-family residential areas. Townhouses may be appropriate along minor arterials such as 51st St and parts of North Loop Blvd. Narrow spacing of units and multiple entries on the street more closely resemble single-family houses.



Covered front porches are common in the neighborhood. They offer a friendly neighborhood gesture by providing a transition from the public space of the street, the semi-private space of the front yard and the private space of the house.



Transportation

The Neighborhood Planning Team recognizes the link between land use planning and transportation and sees that an increase in density, if accompanied by comparative increases in public space, could help to achieve the vision of the North Loop Neighborhood Planning Area as a vibrant, mixed use community where a range of activities, destinations and transit options are available within walking distance.

The neighborhood also favors transportation that is human-powered and therefore, emphasizes both pedestrian and bicycle infrastructure. The neighborhood's vision is for a place where a network of sidewalks and bike paths lead to local destinations and to transit stops where access to downtown, UT or other parts of the City can be reached.

Connectivity is an important feature of the future the North Loop Neighborhood Planning Area with the neighborhood having safe and direct pedestrian linkages to key neighborhood destinations and institutions. Ridgetop Elementary School is an example of an important destination for many neighborhood children, and the neighborhood envisions improved access to the school for their children by an enhanced sidewalk network and improved capacity for safe pedestrian crossing of Airport Boulevard.

The design of the pedestrian environment is important with the desire being for varied ground cover and not just concrete and asphalt. In the future there will also be a buffer between the pedestrian environment of the sidewalk and the street.

Safety is a key part of the vision for the North Loop Neighborhood Planning Area. The future North Loop Neighborhood Planning Area will be a place where all people, but children in particular, are able to travel freely and safely throughout the neighborhood. Safer crossings of busy streets, such as Airport Boulevard, 51st, 53rd, Koenig, and Lamar are features of the future North Loop Neighborhood Planning Area.

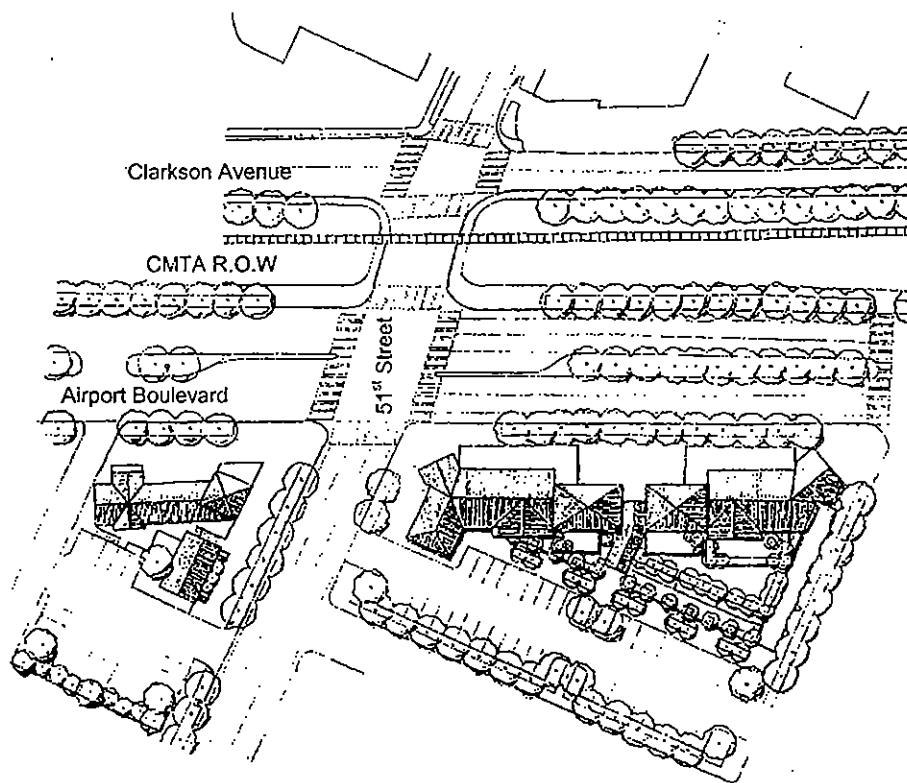
The future North Loop Neighborhood Planning Area will have reduced cut through traffic and the streets will be traffic calmed to create a safer pedestrian and driving environment for everyone. Livability is a continuing theme for the neighborhood and efforts to reduce cut-through traffic on local streets will add to neighborhood safety and enhance pedestrian activity. The future North Loop Neighborhood Planning Area will also be insulated from traffic noise from I-35 by the construction of berms and other sound insulation devices. In the future, neighbors will be able to hear the noises of people on the street – walking, talking and playing.

The accessibility of transportation options for adults and children is also an important feature of the future North Loop Neighborhood Planning Area. Transit, whether bus or light rail, will be user friendly and safe. Bicycle infrastructure such as secure bike parking and bike racks at major transit stops and businesses is available. In the interest of further encouraging public transit use, the neighborhood sees transit stops in the future as being safe, covered, well lit, well maintained, and having easy to read route information.

Buses and light rail will be key elements of an integrated transit system for the North Loop Neighborhood Planning Area and beyond. Land use decisions will be framed in a way that considers support for transit infrastructure. Connectivity within the neighborhood is a key feature, but linkages to adjacent neighborhoods, and to other parts of the City, is also important.

As well as large scale transit, bike lanes particularly along, or linking with, major corridors are central to the vision for the future North Loop Neighborhood Planning Area. The future North Loop Neighborhood Planning Area will better utilize alleys for biking and walking. The neighborhood would like to see hike and bike pathways throughout the neighborhood, including investigation of how a hike and bike path could be incorporated into the rail corridor that runs parallel to Airport Boulevard and Clarkson.

This neighborhood sees light rail as part of the neighborhood vision, and recognizes the important link between mixed use development, increased residential densities, access to services, greater use of non-automobile transport and access to public transit such as light rail, as well as to buses.



The intersection of Airport Boulevard and 51st Street is seen as one of the most important in the neighborhood planning area. The North Loop Neighborhood Planning Team would like to see this area develop as more of a pedestrian friendly mixed use area. Pedestrian and bicycle improvements are recommended for the Airport/CMTA/Clarkson Corridor.

Illustration by John Giusto and Kirsten Bartel.

Neighborhood Commercial

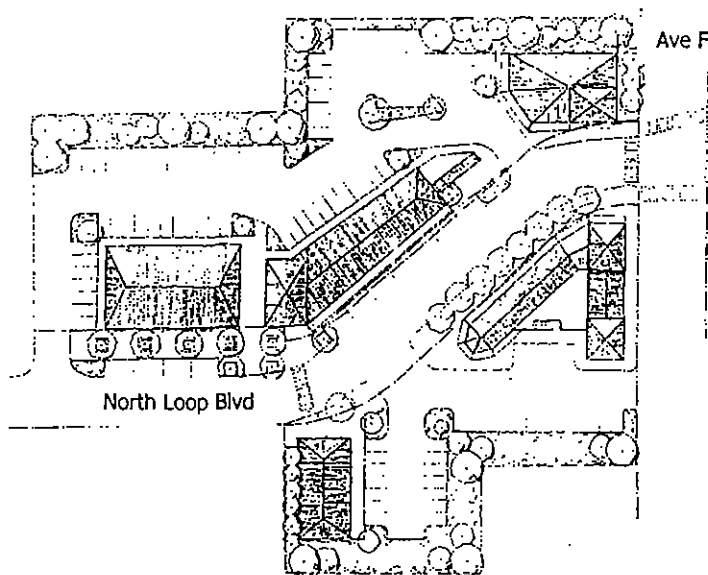
In the future North Loop Neighborhood Planning Area, neighborhood commercial areas are oriented to the local community with stores such as groceries, cafes, restaurants, delicatessens, florists, newstands, pharmacy, dry cleaners, bakery, a pub, and bookshops. Government services such as a Police substation and Post Office are also incorporated; as are family friendly businesses such as day care. Also part of the vision for businesses serving neighborhood needs are those that have a health or leisure focus such as yoga, small gym, and art studio. The variety of businesses is important.

The commercial precinct at 43rd and Duval was cited as a good example of a neighborhood commercial area that could be adapted and improved upon for locations such as the commercial strip along North Loop/53rd St.

The idea of including public space in commercial areas was central to how the neighborhood envisioned future commercial development in the area. Mixed use development, with ground floor commercial and residential units above, is also an important component of the enhancement of future commercial development in the neighborhood.

The design of future neighborhood commercial areas is characterized by businesses that are close to the street, an inviting pedestrian environment, and car parking at the rear. Neighborhood commercial areas are also characterized by trees, awnings, umbrellas, outdoor seating, wide sidewalks, planters, quality street lighting, and fountains. These areas will function not only as places to shop but will also be places to gather, meet people, or just to sit.

The neighborhood identified a preference for smaller, independent and 'Mom and Pop' type businesses rather than large big box retail or chain stores.



The North Loop Neighborhood Plan's possible scenario for any future redevelopment of the North Loop Commercial Center consists of two story Mixed-Use Buildings. Small areas could be built up to three stories to emphasize intersections and vistas along the curved section of road. Parking would be at the rear with shared driveway access. This would allow wider sidewalks with planting and seating areas along North Loop Boulevard.

Illustration by Kirsten Bartel

Public Open Space

Public space in the form of parks and plazas are an important feature of the vision for the North Loop Neighborhood Planning Area. Increasing densities, and a greater range of housing types, should be achieved in coordination with the provision of increased public space.

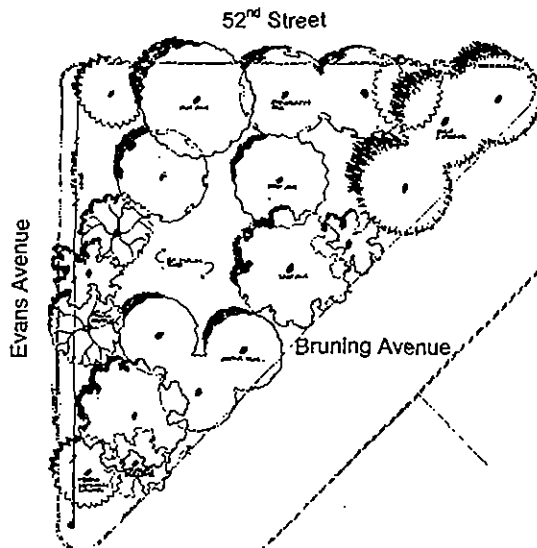
The public spaces envisioned by the neighborhood include pocket parks and plazas, where people can gather and that serve as a focal point for the neighborhood. The vision for the neighborhood also includes the holding of regular community festivals and other celebrations, and some form of public space is required to hold these community building events. Public spaces were seen as places for the people of the neighborhood and its visitors to reflect, relax, interact, meet neighbors and will also be places where children can play safely. Public art, such as murals and sculpture, are also seen as important components of these ideal public spaces.

An alternative form of gathering place envisioned in the future North Loop Neighborhood Planning Area is a community center. A community center or community arts center will act as a neighborhood focus and will be a place that is available and accessible to people of all ages, in all weather conditions. Uses in the center will include basketball, volleyball, Seniors activities, commercial lease space, performance/rehearsal space, library, and bookstore.

Neighborhood recognition will be reinforced by the creation of an entrance to the neighborhood, which will be some form of gateway. This may take the form of signage, sculpture, or similar, and will act to clearly show that you have entered the North Loop neighborhood.

The North Loop Neighborhood Planning Area will be a place where there is activity throughout the day, and a place where people know each other. It will be interesting visually and will include public art, different paving materials, a diversity of housing types and people, and a mixture of businesses.

It will be a vibrant, friendly and livable neighborhood where people will be proud to live and want to stay.



The North Loop Neighborhood Planning Team received a grant from the Austin Parks Foundation to plant trees on this vacant triangle of City owned land. Currently, there is not any publicly accessible open space in the North Loop Planning Area.

Illustration by Kirsten Bartel.

Neighborhood Planning Goals

Principal Goal

To encourage well-designed⁵ neighborhood development that provides the needs of everyday life (shopping, employment, educational, spiritual, recreational, etc.) in locations that are readily and safely accessible within walking distance from where people live.

Land Use Goals

Goal 1: Encourage compact and human-scale land use.

Objective 1.1: Create a vibrant, mixed use neighborhood that includes mixed use buildings with residential and office space above ground floor retail.

Objective 1.2: Promote commercial and residential infill that supports and enhances the character of the neighborhood.⁶

Goal 2: Encourage housing for a variety of income levels.

Objective 2.1: Provide additional opportunities for housing choice through secondary apartments, mixed use, and small scale multi-family.

Objective 2.2: Encourage and provide opportunities for SMART Housing in the neighborhood.

Goal 3: Create more public open space, including parks and other forms of green space.

Objective 3.1: Encourage well-designed development that incorporates usable amounts of public open space that can serve as a gathering/meeting place for the neighborhood.

Objective 3.2: Create pocket parks or plazas where people can gather, and that act as a focal point for the neighborhood.

Objective 3.3: Create a greenbelt in the neighborhood.

⁵ Refer to the individual chapters in this plan that cover design considerations for different areas for more information on the design features that the neighborhood would like to encourage.

⁶ 'Existing neighborhood character' in the North Loop Neighborhood Planning Area is defined by a strong neighborhood feel; a place where people know each other; somewhere that is characterized by unique businesses instead of chains; the funky and eclectic nature of local businesses; a place that is pedestrian-oriented and is good to walk and bike around; an area where new development complements and reflects the 1940s style of the existing residential stock; and the diversity of residents.

Goal 4: Encourage development of a diversity of neighborhood-oriented businesses.

Objective 4.1: Promote zoning that allows the development of small scale, neighborhood oriented businesses.

Objective 4.2: Encourage a balanced and diverse mix of independently owned, neighborhood businesses including green grocer, restaurants, coffee shops, bakery, pub, hardware store.

Goal 5: Enhance the neighborhood's existing commercial corridors⁷ (Airport Boulevard, North Loop/53rd commercial center, Lamar Boulevard, and Koenig Lane).

Objective 5.1: Develop rezoning recommendations that would encourage mixed use and a greater diversity of land uses and businesses.

Objective 5.2: Develop Design Guidelines to support and improve safety, pedestrian accessibility, landscaping, and other design goals.

Transportation Goals

Goal 6: Ensure that all neighborhood residents can fulfill their daily needs without having to rely on automobile transportation.

Objective 6.1: Create a linked network of sidewalks, bicycle lanes, and transit routes throughout the neighborhood.

Objective 6.2: Increase accessibility to, and availability of, public transportation and transit amenities.

Goal 7: Improve vehicle, bicycle, and pedestrian safety.

Objective 7.1: Reduce cut-through and high speed traffic in residential areas.

Objective 7.2: Improve the safety of roadways and intersections in the neighborhood.

⁷ Corridors are a public right of way generally about 1½ to 2 miles long. It includes not only lots directly on the corridor but also those 2-3 lots back in some situations.

Urban Design/Neighborhood Character Goals

Goal 8: Create attractive, pedestrian friendly public spaces in the neighborhood that foster public gathering.

Objective 8.1: Encourage the design of commercial and business areas to include trees, awnings, umbrellas, outdoor seating, wide sidewalks, planters, lighting, fountains, and surface coverings with a variety of colors and textures.

Goal 9: Improve the appearance and the maintenance of the neighborhood.

Objective 9.1: Beautify all public land in the neighborhood.

Objective 9.2: Promote the enforcement of City codes that deal with issues of safety, public health, and neighborhood appearance.

Objective 9.3: Encourage high quality design and construction of human scale⁸ buildings that have an inviting and appealing street presentation.

Objective 9.4: Promote quality design for both residential and commercial development.

Objective 9.5: Plant more trees and maintain the health of existing trees.

Objective 9.6: Encourage appropriately scaled advertising signage in the neighborhood.

Objective 9.7: Undertake neighborhood-led initiatives to improve the appearance of the neighborhood.

Other Goals

Goal 10: Promote neighborhood identity, strength, and viability.

Objective 10.1: Promote the addition of publicly accessible facilities such as a community center, library, parks, plaza, etc.

Objective 10.2: Preserve, and support the schools that serve our neighborhoods.

Objective 10.3: Promote public sculpture, murals, and other forms of public art to reinforce neighborhood identity.

⁸ Design that gives priority to human interaction at a pedestrian perspective. Focuses on seeing and experiencing a street and its buildings from the sidewalk and emphasizes building frontages, shop windows, street level signs and lighting, open space, landscaping, public art and displays etc.

Objective 10.4: Promote the exchange of information across all parts of the neighborhood.

Goal 11: Promote sound ecological practices.

Objective 11.1: Organize neighborhood educational initiatives about ecological issues.

Objective 11.2: Promote the protection of local creeks and watersheds by measures such as encouraging low impact development principles and distributing information on *water retention and conservation*.

Objective 11.3: Promote ecologically sound design and construction in the neighborhood.

Top Ten Neighborhood Plan Action Items

The top ten priorities identified by the Neighborhood Planning Team⁹ are:

| Rank | Item number | Item description (see text of plan for full description) |
|------|------------------------|---|
| 1 | 1.19 | Conduct a traffic calming study |
| 2 | numerous ¹⁰ | Implement the rezonings recommended in this plan |
| 3 | 1.14 | Bruning Park |
| 4 | 3.8 | Request capital improvements to improve streetscape of Airport Blvd be included in next bond election package |
| 5 | 1.6 | Construct sidewalks as prioritized in this plan |
| 6 | 7.11 | Allocate code enforcement staff to the neighborhood for 8 hours a month |
| 7 | 3.13 | Improve the transit stops along Airport Blvd |
| 8 | 2.6 | Pedestrian improvement study for North Loop |
| 9 | 3.24 | Plant street trees along Airport Blvd |
| 10 | 1.10 | Studies for traffic controls to address various neighborhood problems |

The Neighborhood Planning Team also wanted to include in their priority list an action item regarding the improvement of traffic and pedestrian safety at Ridgetop Elementary School. The City's Transportation and Sustainability Department has already studied this issue and has implemented strategies to address some of these concerns. After studies were conducted some of the problems raised did not meet the warrants necessary to take action. Members of the neighborhood are still requesting that certain traffic and pedestrian safety issues surrounding Ridgetop Elementary School be addressed.

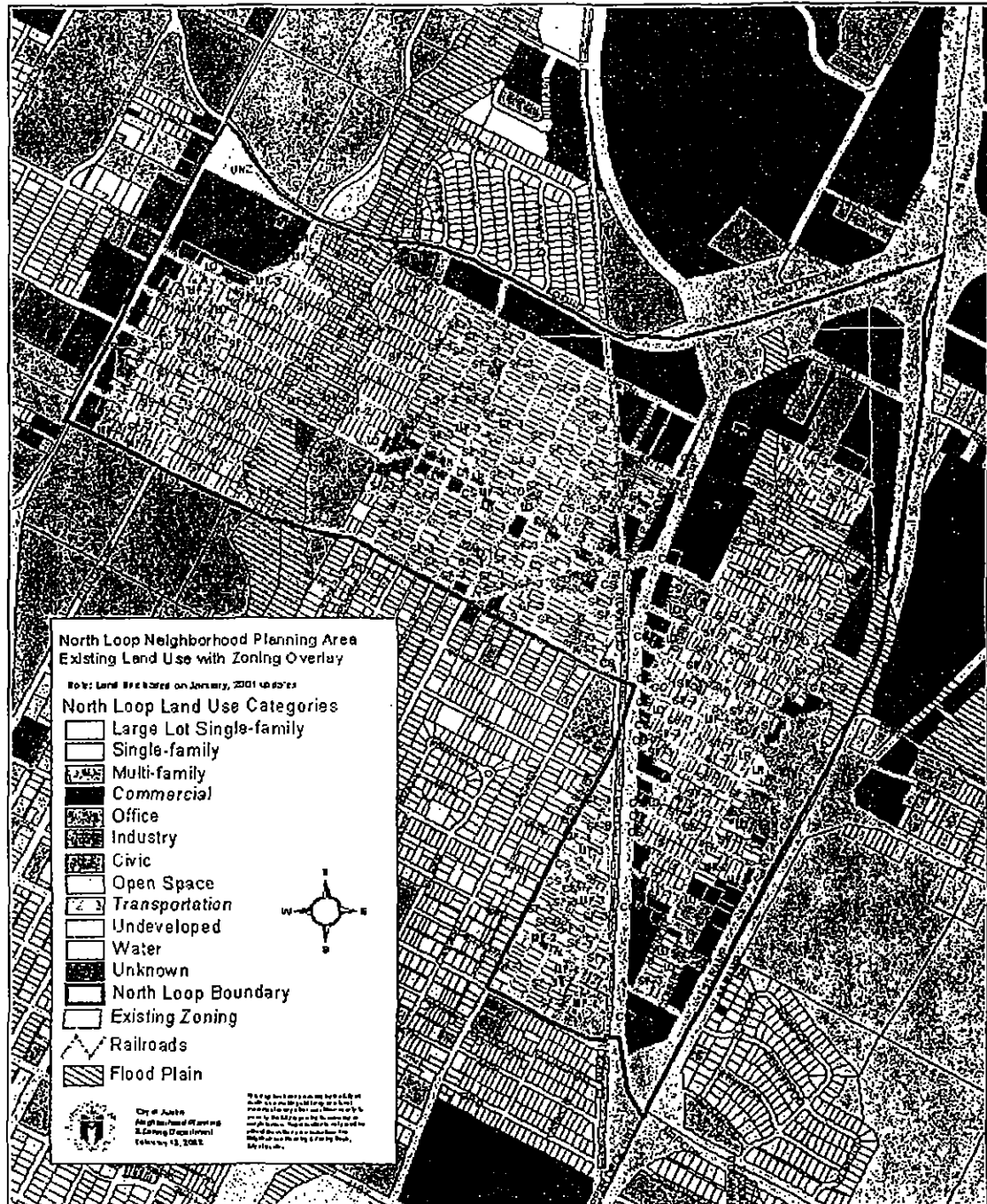
As this action was not supported by the implementing City department it does not appear in this priority list or in the main text of the plan. The action item can be found in Appendix A: Items requested by the Neighborhood Planning Team but not supported by implementing departments/agencies.

⁹ Ranking of priorities was based on the initial neighborhood survey, discussions during 40 neighborhood planning meetings, and the final neighborhood survey where all residents, property owners and businesses were asked to identify their top priorities.

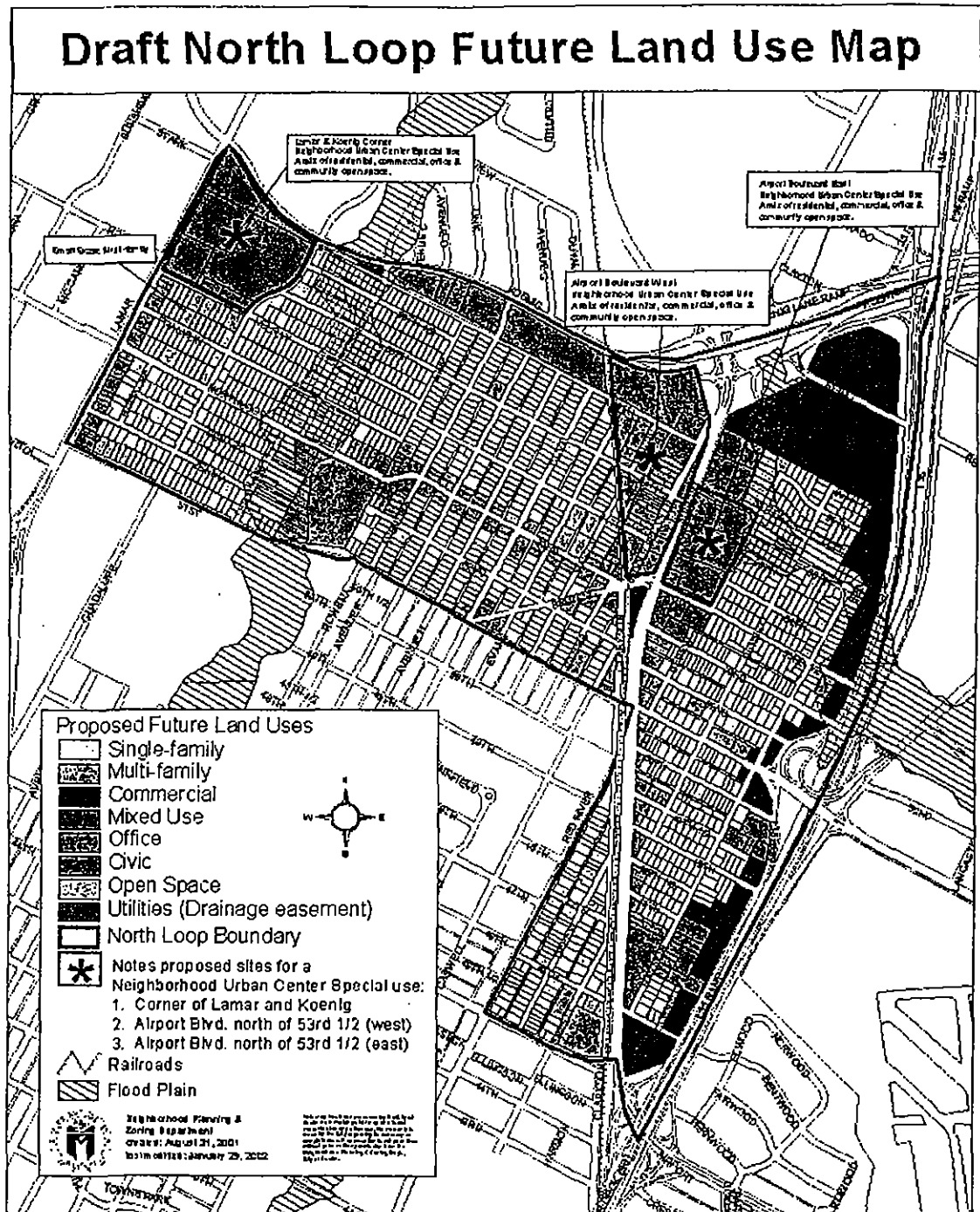
¹⁰ Actions items 1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 3.1, 3.2, 3.4, 4.1, 4.2, 4.4, 5.1, 5.2, 6.1, 6.2.

Land Use

The map below shows the **current land use** for the North Loop Neighborhood Planning Area. Land use data is based on field work completed by Neighborhood Planning Team members in February – March, 2001.



The map on this page shows **future land use**. The Future Land Use Map represents the neighborhood's vision for how land use changes will take place over the next 20-25 years. It is a long term planning resource that represents a blue print for how the neighborhood would like the area developed in the future.



Residential areas

The residential areas are those areas of the Northfield, Morningside-Ridgetop, Eye35/Airport Blvd Neighborhood Associations, and the Red River area, that are outside the commercial corridors (Lamar, Koenig, North Loop/53rd, Airport, and the IH-35 Frontage Road). The residential areas are currently characterized by both single family and multi-family uses.

The residential areas are those shown on the Future Land Use Map (on page 23) as either single family or multi-family.



One or two trees per lot along the street provides a continuous canopy of shade on sidewalks and streets and helps to define public and semi-public spaces.



Large windows facing the street are inviting and friendly.



Low, transparent fences and trimmed hedges define transitions between public and semi-public spaces while still presenting a friendly face to the street.

Vision for residential areas

The residential character of the future North Loop Neighborhood Planning Area is characterized by single family as well as some smaller scale, but higher density development such as smaller apartment complexes, condominiums, and townhouses. The future North Loop Neighborhood Planning Area will be mixed use and mixed income, with a particular focus on affordable housing. Older homes will be preserved but additional opportunities for housing choice, through secondary apartments, mixed use and small-scale multi-family will be added. Housing choice and diversity were important themes of a North Loop Neighborhood Planning Area vision.



Well maintained older buildings contribute to community character and provide a physical link to local history.

The future residential neighborhoods of the North Loop Neighborhood Planning Area will be characterized by people using the streets, sidewalks and their front yards. The dominant character will be human friendly which will be expressed in terms of wide sidewalks, smaller setbacks, low fences on front yards, and homes with front porches encouraging interaction with the street.



Front yards are for people, not cars. Garages set to the rear of lots, and entered from back alleys where possible allow for more pedestrian friendly street environments.

Residential neighborhoods will be visually interesting with different colors and materials being encouraged to create a bright and lively residential environment. Landscaping is an important component of the vision, with trees being central to enhancing the quality of residential neighborhoods.



A well cared for landscape presents a positive community image. Water sensitive landscapes are also encouraged.

For neighborhoods within the planning area, the preservation of residential interiors is important. Both Morningside-Ridgetop and Eye 35/Airport neighborhoods, for example, are surrounded by commercial development on I-35 and Airport Blvd. Being two major regional roads the presence of commercial is expected. However, there is a real fear of the continuing encroachment of this commercial property and the subsequent demise of the residential character of the interior sections of these neighborhoods. The vision for the Morningside-Ridgetop and Eye 35/Airport neighborhoods is for them to remain as residential and for the commercial areas to be confined to the frontage road and to Airport Blvd. On adoption of this plan, this Neighborhood Plan does not support further rezoning of residentially zoned property in the interior of these neighborhoods to commercial or other non-residential uses.

The Red River area also has some unique concerns. One of those is for the preservation of the existing character of the housing stock. There is some fear that some of the older housing stock is now deteriorating and that developers may see this deterioration as an opportunity to replace older, smaller homes with large homes that may be out of scale and inconsistent in design to the existing housing stock. Neighbors in the Red River area encourage new development to reflect the design, and be consistent in size and scale, to the existing character of the 1930s and 40s homes that currently exist there.



New infill housing that is consistent in scale and design to the existing neighborhood homes, while using contemporary materials.



Well integrated additions and renovations can allow for changing lifestyles and family needs while maintaining community character.

Secondary Apartment Design Guidelines¹

This Neighborhood Plan encourages anyone who is considering taking up the secondary apartment infill option to adhere to the following guidelines. The Neighborhood Plan also encourages that these guidelines, although voluntary, be referenced by City staff, commissions and City Council when considering applications for the construction of new secondary apartments in the North Loop Neighborhood Planning Area.

These voluntary guidelines are suggested for use in the development of secondary apartments as a special use in accordance with the Smart Growth infill option – Secondary Apartment. In addition to these guidelines, which are not mandatory, adding a second dwelling unit must comply with all other municipal requirements that may be applicable.

Use of the Units

One of the two units on the lot should be owner occupied.

The second dwelling should consist of a single unit having no more than one bedroom.

No more than two occupants per bedroom should reside in the second dwelling.

(Note: Applicants should check the restrictive covenants that were conveyed when the property was purchased. The covenants may not allow the construction of a second dwelling unit on the lot. Also, take a look at the plat restrictions which can also affect your ability to construct an accessory unit. You can go to the

Travis County Courthouse at 10th and Lavaca. Bring a copy of your tax bill for the legal description in order to check the plat).

Size, Location and Orientation:

The second dwelling unit should be placed to the rear of the primary dwelling.

Side and rear lot setbacks, separation between buildings, maximum gross floor area are governed by the zoning ordinance.

For dwelling units created in or added to existing garages, the front façade, if visible from the street, should be rebuilt to reflect its residential use.

All second dwellings should have the front door and at least one window facing toward the street.

The height of the second dwelling is established by zoning ordinance. Where a two story high building is allowed, it should give the appearance of being two stories even if the interior space is one story or a loft-type space.

Privacy landscaping (trees) should be planted along side and rear property lines if second unit is taller than one story, or 15 feet.

Private open space should be provided for use of the second dwelling unit.

Open space may be on or above ground level. Size of open space should comply with Land Development code 25-2-1404C.

Parking and Driveways:

The number of additional parking spaces shall comply with the Land Development Code 25-2-1463F.

Parking spaces should be located to the rear of the front yard setback or behind the front of the primary dwelling, whichever is farther from the street.

Permeable paving material (gravel, concrete tire strips, concrete/grass grid,

¹ Refer also to the Secondary Apartment Ordinance 000406-81 Article 4: 25-2-1461 through 25-2-1463

etc.) should be used to improve percolation of rainwater, reduce run-off and minimize visual impact of the driveway.

Driveways in the front yard setback should be no more than one car width or a maximum of 9'.

Where alleys exist, vehicular access to parking for the second dwelling unit should be from the alley.

Building Materials and Detailing:

Siding materials and color should match the primary dwelling unit. Traditional materials, locally available (wood or wood-look clapboards, board and batten, cedar shake shingles, stucco or stone) are preferred.

Windows should be similar to the primary dwelling unit (or the majority of homes on that block) in at least 3 of the following ways:

1. Type of window (double hung, awning, transom, casement, etc.)
2. Number of panes into which the window is divided
3. Trim style (width, depth, ornamental qualities)
4. Proportions (height to width)
5. Location of the windows on the wall
6. Percentage of wall space that windows occupy.

Windows should not invade the privacy of the neighboring properties. Where windows are needed on walls facing neighbors to provide for light or air, they should be placed above head height, use a frosted glazing material, or install skylights.

Roof type (i.e. hip, gable, mansard, etc.) and material should match the primary dwelling unit. Roof pitch should not be less than 6" rise in 12" distance or match the primary dwelling unit. Check with the post office regarding mailbox requirements. After you've

complied with their requirements, place the mail box for the second dwelling at or near the front setback line and mount it on a fence, wall or other structure rather than on a free-standing post unless the mailbox for the primary unit is on a post; then simply add the second mailbox.

Exterior lighting should be provided at the main entry in a manner that lights the entryway without creating a nuisance to neighbors or directing light skyward.

Mechanical equipment and garbage carts should be located where they cannot be seen from the street or adjacent properties or it should be screened from view.

The amount of impervious cover per lot shall comply with the zoning code. The applicant should consider the use of permeable paving materials in lieu of concrete or asphalt for drives, walks, patios, etc. although these do not count towards pervious cover.

Tree protection shall comply with the Tree ordinance.

Street address numerals should be mounted on the second dwelling unit so as to be readily visible from the street, for use by emergency services personnel.



Secondary units which resemble the main house in scale, material and color provide housing choices while maintaining community character.

Land Use Actions for residential areas

Rezoning

- Action 1.1. *Rezone properties in the residential areas of the neighborhood according to the following general principles:*
- For properties that are currently used for residential but have a commercial base zoning (e.g. Limited Office LO or Commercial Services CS) add the Mixed Use Combining District and
 - Add the North Loop Blvd Conditional Overlay (see Action 1.2. for details) to all properties with commercial base zoning that are in the residential areas of the neighborhood.
- Action 1.2. *For commercially zoned property (NO, LO, GO, LR, GR, CS) that is located in the North Loop Neighborhood Planning Area boundary west of the railway line, the North Loop Blvd Conditional Overlay applies. That overlay prohibits the following uses:*
- Adult Oriented Businesses
Agricultural Sales and Services
Automotive Rentals
Automotive Repair Services
Automotive Sales
Campground
Commercial Blood Plasma Center
Construction Sales and Services (with the exception of those that have a site area of 8,000 square feet or less)
Convenience Storage
Equipment Repair Services
Equipment Sales
Exterminating Services
Funeral Services
Hospital Services – General
Kennels
Laundry Services
Limited Warehousing and Distribution
Medical Offices exceeding 5,000 square feet
Pawn Shop Services
Residential Treatment
Service Station
Transitional Housing
Transportation Terminal (except for those uses associated with light rail should it occur in the future – e.g. a light rail station or interchange)
Vehicle Storage

In addition to this the following uses are made conditional² along this corridor:

Congregate Living
Drive in services.

Please note that not all uses are permitted in all base districts. Please consult the zoning ordinance C14-02-0009 for details about permitted, prohibited, and conditioned uses on individual properties.

When considering the issuing of conditional use permits this Neighborhood Plan recommends consideration of the following factors:

- Compatibility with surrounding uses, particularly single family homes
- Potential for adverse impact on residential areas, especially in regard to traffic
- Compatibility of the proposed use with the Neighborhood Plan's vision for that area and for the neighborhood as a whole
- The existing number or concentration of a particular business type. (A key goal of the Neighborhood Plan is business diversity. It is hoped that no one type of business will dominate any particular section of the neighborhood).

Smart Growth³

Action 1.3. Allow the construction of secondary apartments on residential lots that are a minimum of 5,750 square feet, in accordance with the Smart Growth infill ordinance (Ordinance no. 000406-81). (Note: Although 'small lot amnesty' has also been adopted [see Action 1.4.] the Neighborhood Plan does not support the construction of secondary apartments on lots smaller than 5,750 square feet). (NPZD)

² Making a use conditional with a Conditional Overlay (CO) means that existing businesses in these categories can continue to operate; however their ability to expand would be affected by the CO. New businesses in these categories would be subject to the restrictions in the CO. Existing businesses can expand, improve, or alter their structures up to 20% of the value of the structure *annually* without having to submit a "conditional use permit" (CUP). This includes both exterior and interior work. If an expansion or improvement exceeds 20% in a given year, then a CUP would be required. A site plan would be required for an expansion (adding more than 1,000 sqft) even if the use were not conditional; however the difference is that most site plans are administratively approved. A CUP (site development) would require a public hearing and Planning Commission approval.

Through the CUP process, specific criteria are used to determine if a new use or expansion is appropriate and ways to ensure that compatibility with the neighborhood is addressed. The review process and cost of CUPs vary by the size of the project and whether construction is required.

It is not the intent of the North Loop Neighborhood Planning Team to close down existing businesses but rather they view the CUP process as a way to give greater consideration to potential impacts and ensuring that any expansion of existing businesses, or the introduction of new businesses, is done in a way that considers neighborhood interests.

³ This Neighborhood Plan is **not adopting** the following Smart Growth infill options: Cottage Lot, Urban Home, Residential Infill.

- Action 1.4. Allow the construction of single family homes on existing lots that are a minimum of 2,500 square feet, in accordance with the Small Lot Amnesty option of the Smart Growth infill ordinance (Ordinance no. 000406-81). (NPZD)
Data from the City of Austin GIS system shows that for this planning area there are 4 lots that are currently in the 2,500 square feet to 3,499 square feet range.
- Action 1.5. Allow the development of small scale commercial businesses in residential areas in accordance with the Corner Store option of the Smart Growth infill ordinance (Ordinance no. 000406-81). (NPZD)

Transportation Actions for residential areas

See Appendix C for more information on neighborhood transportation issues.

- Action 1.6. Construct sidewalks in the following locations (ranked in priority order) (TPSD)⁴:
1. 51st Street between Lamar and I-35 (north side)
 2. 53rd ½ St between the I-35 frontage road and Airport Blvd (southern side)
 3. Red River St. between 46th St and Clarkson Ave (western side)
 4. North Loop Blvd between Highland Plaza and the North Loop Commercial Center (south side adjacent to State Cemetery land)
 5. Chesterfield Ave between North Loop Blvd and Koenig Lane (western side if possible)
 6. 51st St between Airport Blvd and across the I-35 overpass (south side)
 7. Ave F between Koenig Lane and 53rd St (western side)
 8. Bennett Ave between 49th and 56th (western side)
 9. Harmon Ave between 46th St and 51st St (western side)
 10. 49th St between the I-35 frontage road and Airport Blvd (northern side)

The Neighborhood Plan does not support private property being used to expand right of ways to enable sidewalk construction. The Neighborhood Plan recommends that sidewalks or pedestrian pathways be constructed out of existing right of way where possible. The Neighborhood Plan first recommends that part of the roadway be used to create a sidewalk. If that is not possible then this Plan supports construction of a pedestrian pathway through the use of wheel stops, planter boxes, or other barriers installed parallel to the curb.

⁴ Guadalupe between 51st and Koenig is not included on this list as it is the Planning Team's understanding that this section of sidewalk is currently part of the City works program and will be constructed.

- Action 1.7. Install bicycle lanes in the following locations (TPSD):
- 51st St between Airport Blvd and across the I-35 overpass (both sides). (Ensure that safety considerations for bicyclists are considered in studying the installation of bike lanes at this location).
- Action 1.8. Improve transit stops by providing bus shelters and seating at the following (Capital Metro):
- the stop located on Ave F near intersection with North Loop Blvd (west side of Ave F near the corner).
 - the stop located on 53rd St between Aves F and G (south side – in front of Sary's Salon)
 - the stop located on 53rd St between Aves F and G (north side – in front of Austin Home Brew Supply)
 - the stop located on Ave F near 56th St (west side)
 - the stop located on Duval St near 51st St (west side).
- Action 1.9. Undertake a traffic calming study of the planning area that addresses the following problems (TPSD):
- Speeding and cut-through traffic on 53 1/2 St especially with vehicles leaving and accessing the I-35 Frontage Road (exacerbated by excessive street width)
 - Speeding and cut-through traffic on 52nd and 53rd Sts (between Airport Blvd and the I-35 Frontage Road)
 - Speeding and cut-through traffic on 46th, 49th and 50th Sts between Airport Blvd and the I-35 Frontage Road
 - Speeding and cut-through traffic on Harmon Ave between 46th and 51st St
 - Speeding traffic and failure to stop at intersection of 49th and Harmon
 - Speeding and cut-through traffic on Ave F between 51st St and Koenig Lane
 - Speeding and cut-through traffic on Lerallynn St between 51st St and North Loop Blvd
 - Speeding and cut-through traffic on Chesterfield Ave between North Loop Blvd and Koenig Lane/RM 2222
 - Speeding traffic on 51st St especially between Duval and Lamar
 - Speeding and cut-through traffic on Bruning Ave and dangerous intersections of Bruning and 51st and Bruning and 53rd Sts
 - Speeding and cut-through traffic on Red River St between 45th St and Clarkson

- Speeding and dangerous traffic in the vicinity of Ridgetop Elementary School

Action 1.10.

Conduct studies at the following locations to determine what traffic controls (such as stop signs, improved signage, road markings or physical intersection improvements) would best address the following problems (TPSD):

- Speeding, cut-through and failure to stop at 52nd and Bennett
- Speeding, cut-through and failure to stop at 49th and Harmon
- Vehicles failing to stop at the stop signs located at 55th 1/2 and Chesterfield
- Speeding and cut-through traffic on Chesterfield Ave between North Loop Blvd and Koenig Lane/RM 2222
- Speeding traffic on 51st St between Duval and Lamar
- Confusing intersection at 53rd, Bruning, Middle Fiskville, Clarkson
- Confusing intersection at 51st, Bruning, Duval

Action 1.11.

Conduct a study to investigate the closure of Bruning Ave at 53rd and at 51st St. (TPSD)

If closed, create public open space (also install a planted/landscaped median on 53rd St. to prevent cars travelling west on 53rd cutting through Evans and Martin to get to 51st); and re-align stop sign on 51st St to the bring stop on eastern side of the 51st intersection closer in to allow greater visibility for motorists, bicyclists and pedestrians).

The closure of Bruning is recommended because it is a road that cuts diagonally across the neighborhood grid system. This creates the two worst intersections in the planning area at Bruning's intersections with 51st St and 53rd St. Both of these locations involve multiple intersecting streets. Five streets intersect at 51st. Closing Bruning will allow the stop sign on the eastern side of the intersection on 51st St. to be brought closer in. This will enhance safety as currently those motorists and cyclists travelling north on Duval cannot see cars waiting at the Stop Sign on the eastern side of 51st St. as the sign is so far back. Six streets, and a railroad, converge in a chaotic manner at 53rd. Ridgetop Elementary School has had to employ crossing guards at Bruning and 53rd to ensure safe passage of their students to and from school. The Neighborhood Planning Team envisions Bruning being closed at either end, but still allowing access to Bruning through Evans and Martin.

Action 1.12.

Investigate the intersection of Clarkson and Red River and identify measures to clarify who has the right of way. (Possible remedies could include clearer signage or road markings). (TPSD)

A diverter and/or clearer signage and road markings would enhance the safety of this intersection because motorists do not give way when travelling south on Clarkson. Motorists travelling north on Red River assume Clarkson is a continuation of Red River and also do not yield.

- Action 1.13. Investigate the intersection of Harmon Ave and 51st with a focus on the safety of making left turns from Harmon onto 51st St (TPSD) Possible remedies include the installation of a diverter to allow right turn only from Harmon onto 51st.

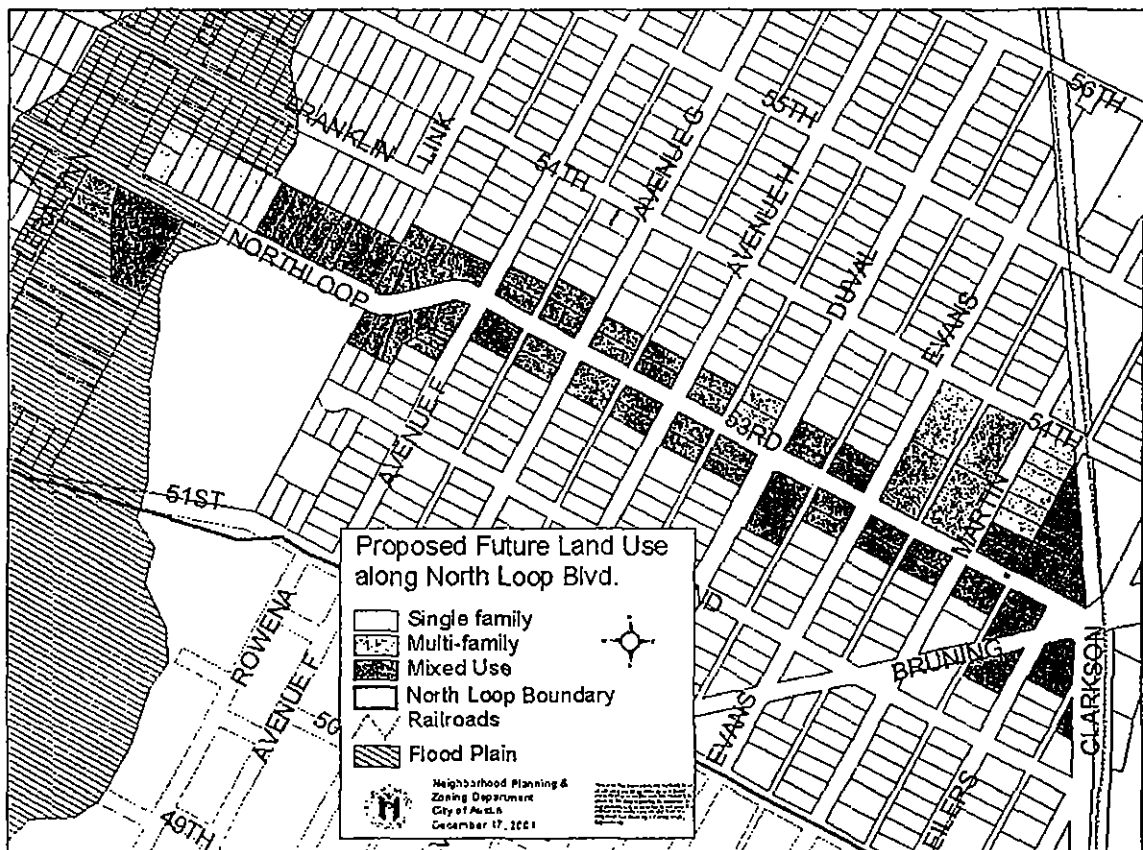
This action is necessary because Harmon is located too close to the I-35 frontage road to enable a safe turn. The proximity of Harmon to the frontage road means that motorists turning left from Harmon onto 51st are crossing the paths of vehicles often travelling at speed that are coming off the frontage road onto 51st St.

Open Space Actions for residential areas

- Action 1.14. Undertake the following actions relating to the vacant triangle of City owned land on Bruning Ave near the intersection with Evans Ave (Parcel Identification Number 02230920010000):
- Create a small xeriscape area that show cases xeriscape landscape principles and water wise landscaping practices (NPT);
 - Rezone the lot from SF-3 to P (Public) (NPZD);
 - For Northfield, Morningside-Ridgetop, and Eye35/Airport Blvd Neighborhood Associations to enter into a user agreement with the City regarding the planting of trees and shrubs on the lot, and the provision of its ongoing maintenance (NPT, PW).
- Action 1.15. Work with Austin Independent School District (AISD), Ridgetop Elementary School, and the City of Austin Parks and Recreation Department (PARC) to establish a 'school-park' on the grounds of Ridgetop Elementary School by organizing tree plantings, installation of seating, landscaping, etc. (NPT, PARC, AISD)
- Action 1.16. Work with City of Austin Watershed Protection Department, Austin State Hospital as owners of the State Cemetery, the University of Texas, and other property owners regarding the creation of a greenbelt along Waller Creek. (NPT)

North Loop Blvd/53rd St (including the North Loop Commercial Center)

The map below shows the area referred to as the North Loop Blvd/53rd St district. It extends from Leraylnn in the west to Airport Blvd in the east, and includes all property either fronting North Loop Blvd/53rd St or properties one lot back from this roadway. As shown on the map the district also includes commercially zoned properties that extend further back from the main North Loop/53rd roadway. This map shows the proposed future land uses of this area.



Vision for North Loop Blvd/53rd St corridor

Key themes

- Diverse, mixed use
- Ground floor retail with residential or office above
- Affordable for living and business
- Variety of businesses
- Improved pedestrian access

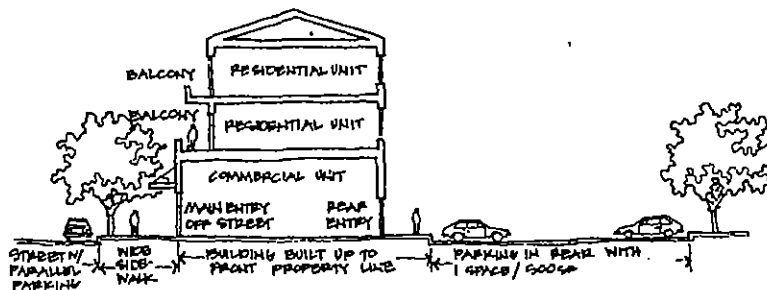
This corridor is envisioned as developing as a lively, vibrant, mixed use corridor that is characterized by neighborhood-oriented commercial (primarily retail) uses on ground floors fronting North Loop/53rd St, with 1-2 stories of residential above. A concentration of retail uses on the ground floor is anticipated to be a catalyst for the desired increased street activity that is a feature of the vision for this strip. Enhancement of the existing character of diverse, locally owned, small businesses is also a key element of the future development of this area.

It is anticipated that there will be a variety of uses that exist along this strip including: restaurants; general retail; personal services such as beauty and barber shops, dry cleaners, and tailors; and personal improvement services such as photography studios, health and fitness studios.

The North Loop Blvd/53rd St strip would also provide opportunities for administrative and business offices, smaller medical offices, financial services – although some of these uses may be best located on the second floor to maintain the primarily retail nature of the ground floor. There will also be places for other kinds of diverse uses such as: consumer repair (including musical instrument repair and jewelry repair); custom manufacturing (including ceramic studios and candle-making shops); plant nursery; and software development. These types of uses would be of a number and scale so as not to diminish from the predominant street level retail character.

The statement in the Neighborhood Vision, 'all functions of daily life within walking distance' reflects the long-term goal for this area, which is seen as developing into the 'heart' or 'core' of the neighborhood.

This Neighborhood Plan supports parking variances for small-scale, neighborhood-oriented businesses like cafes and bookstores in this area.



The Smart Growth Mixed-Use Building Infill option is proposed along much of North Loop / 53rd St. (See future land use map). Doors, windows, stairs and balconies facing both the street and parking areas provide greater security through 'eyes on the neighborhood'.

Design considerations

A key element of the future design of North Loop Blvd/53rd St is its transformation from a predominantly single story strip into a vibrant mixed use corridor with retail uses on the ground floor and residential or office above. These mixed use buildings are anticipated to be in the range of 2-3 stories high. Accompanying this transformation into mixed use buildings would be the re-location of parking from the building fronts to the rear. Car parking is a critical issue and there is a need to balance the need for parking with enhancing the pedestrian environment and increasing street activity. Landscape buffers and appropriate fencing will be used between parking lots at the rear of buildings and the adjacent single family homes.

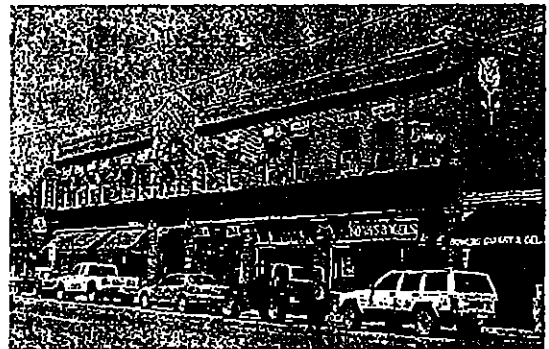
The funky and eclectic character of the North Loop Commercial Center is a highly valued design theme that is seen as a key element of the corridor in the future. This will be preserved and strengthened through eclectic signage, bold color schemes, and the incorporation of public art in the form of sculpture, murals, and pavers.



Creative, sculptural signage and bold uses of color help define the funky and eclectic character of the North Loop commercial district.



Visual improvements can be made by placing garbage receptacles, utilities and parking behind buildings and screening them from view from streets and adjacent properties.



The use of brick in this mixed use building imparts a sense of permanence and quality desired for the North Loop Commercial Center.

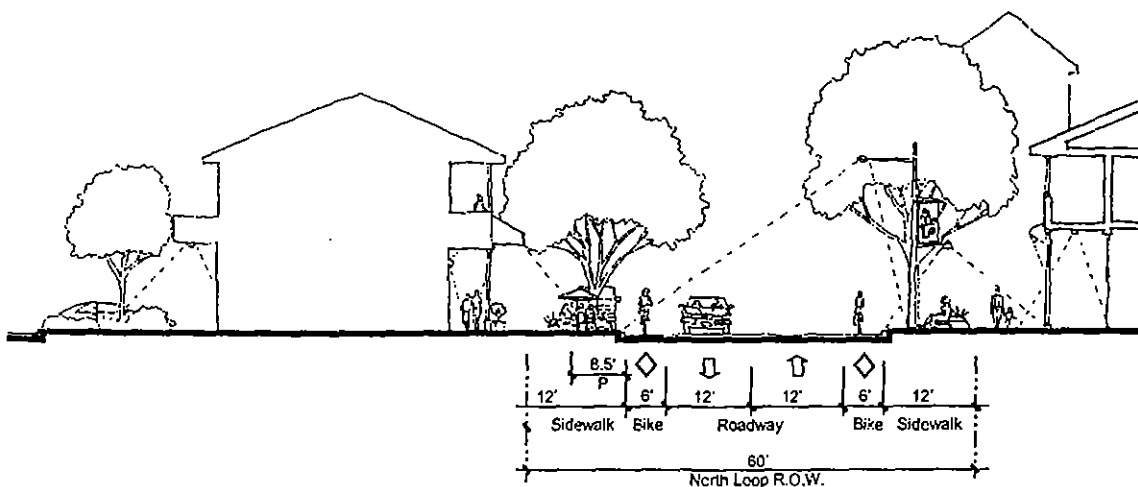
The public domain will be further enhanced with wide sidewalks that are buffered from the roadway. Wider and more clearly defined sidewalks, and their associated improved pedestrian access and safety, are central to the achievement of the vision of the area as an area of high street activity. The treatment of building façades will further reinforce the emphasis on street activity and the importance of pedestrians through the incorporation of features of such as awnings, balconies, windows, and buildings that are not one long uninterrupted plane.

The public realm of North Loop Blvd/53rd St will also be improved with better lighting which would help to encourage use of the area over a longer period of the day. Landscaping is another essential element that contributes to increased pedestrian usage and street activity by its provision of shade and aesthetic qualities. Landscaping improvements would include street trees, landscaped medians and gardens, and the provision of public seating.



Horizontal and vertical setbacks and protrusions, varied rooflines, materials and colors can be used to divide larger buildings into increments (+/- 40') consistent with existing lot lines and smaller buildings now found along the corridor.

An improved public pedestrian realm is envisioned for the NoLo District through wider sidewalks, better lighting, public seating areas and especially trees and a 'green' landscape. Parking is mostly at the rear of buildings and architectural massing is used to emphasize the intersections and the changing vistas along the curved section of North Loop Boulevard.



Land Use Actions for North Loop Blvd/53rd St.

- Action 2.1. Rezone properties in the North Loop Blvd/53rd St District according to the following general principles:
- Maintain existing commercial zoning but add the North Loop Blvd Conditional Overlay (See Action 2.2 for details) to all commercially zoned property in the North Loop Blvd/53rd St District
 - Add Mixed Use Building (Smart Growth) [Ordinance no. 000406-81] to all commercially zoned properties in the North Loop Blvd/53rd St District
 - Add the North Loop Blvd conditional overlay (see Action 2.2).

Note: This Neighborhood Plan supports single family zoned properties in the North Loop Blvd/53rd St District (see map on p.35) being rezoned to Neighborhood Commercial (LR) with Mixed Use Building (Smart Growth) if the property owner desires to do so.

- Action 2.2. Apply the following conditional overlay to all properties fronting or one lot back from North Loop Blvd/53rd St between Leralynn and Airport Blvd (NPZD). (See map on page 35 for location. Please refer to zoning ordinance C14-02-0009 for specific details). The following uses are prohibited along this corridor:

Adult Oriented Businesses
Agricultural Sales and Services
Automotive Rentals
Automotive Repair Services
Automotive Sales
Campground
Commercial Blood Plasma Center
Construction Sales and Services (with the exception of those that have a site area of 8,000 square feet or less)
Convenience Storage
Equipment Repair Services
Equipment Sales
Exterminating Services
Funeral Services
Hospital Services – General
Kennels
Laundry Services
Limited Warehousing and Distribution
Medical Offices exceeding 5,000 square feet
Pawn Shop Services
Residential Treatment
Service Station
Transitional Housing
Transportation Terminal (except for uses associated with light rail should it occur in the future e.g. a light rail station or interchange)
Vehicle Storage

In addition to this the following uses are made conditional¹ along this corridor:

Congregate Living
Drive-in Services.

Please note that not all uses are permitted in all base districts. Please consult the zoning ordinance C14-02-0009 for details about permitted, prohibited, and conditioned uses on individual properties.

When considering the issuing of conditional use permits this Neighborhood Plan recommends consideration of the following factors:

- Compatibility with surrounding uses, particularly single family homes
- Potential for adverse impact on residential areas, especially in regard to traffic
- Compatibility of the proposed use with the Neighborhood Plan's vision for that area and for the neighborhood as a whole
- The existing number or concentration of a particular business type. (A key goal of the Neighborhood Plan is business diversity. It is hoped that no one type of business will dominate any particular section of the neighborhood).

Action 2.3. Review the conditional overlay detailed in Action 2.2. two years after the ordinance is adopted to assess impact (NPT).

Action 2.4. Work with future developers to encourage that low impact development strategies are incorporated into site design. Strategies include reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc. (NPT, WPDR)

¹ Making a use conditional with a Conditional Overlay (CO) means that existing businesses in these categories can continue to operate; however their ability to expand would be affected by the CO. New businesses in these categories would be subject to the restrictions in the CO. Existing businesses can expand, improve, or alter their structures up to 20% of the value of the structure *annually* without having to submit a "conditional use permit" (CUP). This includes both exterior and interior work. If an expansion or improvement exceeds 20% in a given year, then a CUP would be required. A site plan would be required for an expansion (adding more than 1,000 sq. ft.) even if the use were not conditional; however the difference is that most site plans are administratively approved. A CUP (site development) would require a public hearing and Planning Commission approval.

Through the CUP process, specific criteria are used to determine if a new use or expansion is appropriate and ways to ensure that compatibility with the neighborhood is addressed. The review process and cost of CUPs vary by the size of the project and whether construction is required.

It is not the intent of the North Loop Neighborhood Planning Team to close down existing businesses but rather they view the CUP process as a way to give greater consideration to potential impacts and ensuring that any expansion of existing businesses, or the introduction of new businesses, is done in a way that considers neighborhood interests.

Transportation Actions for North Loop Blvd

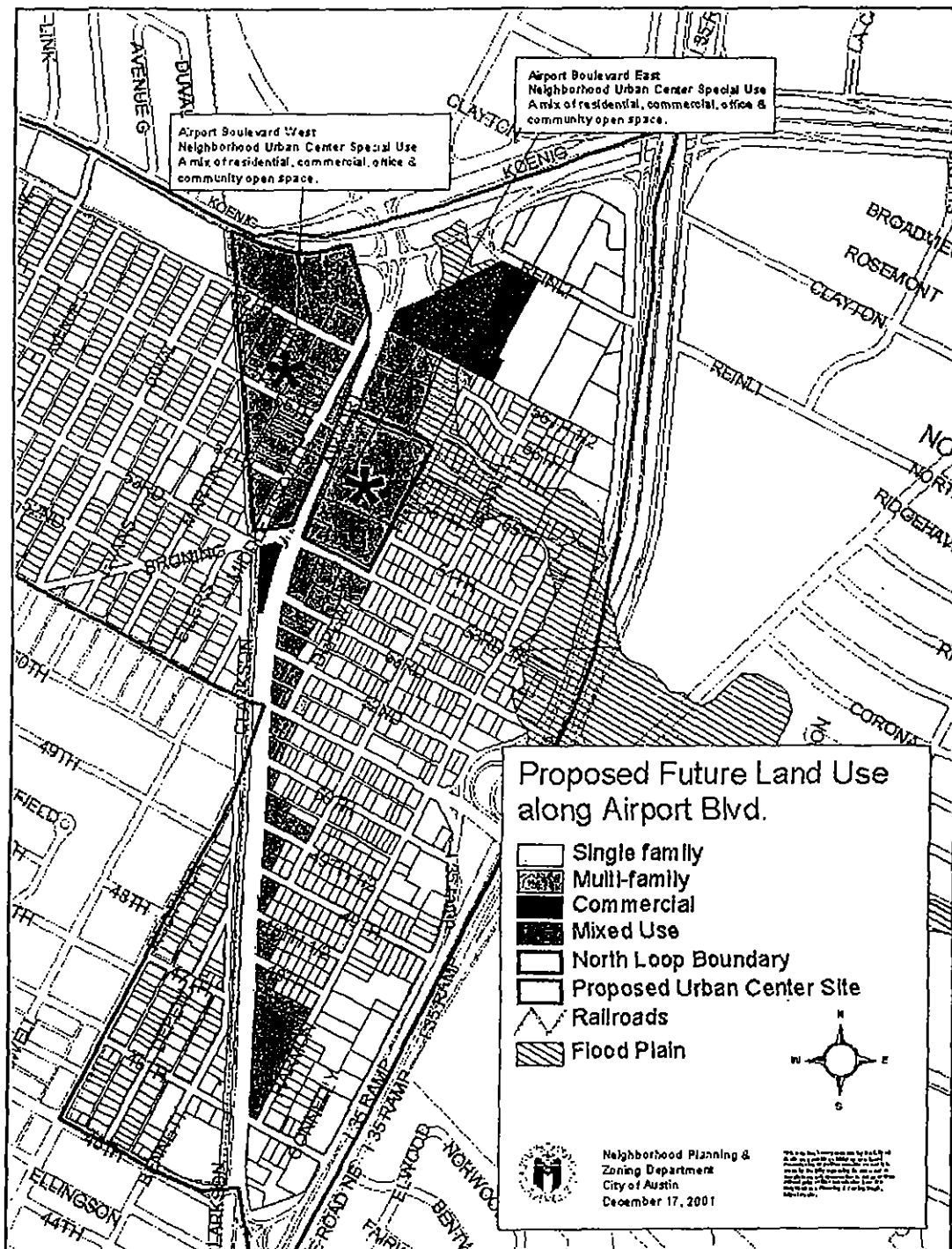
- Action 2.5. Construct sidewalk along North Loop Blvd between Highland Plaza and the North Loop Commercial Center (south side – adjacent to State Cemetery land). (TPSD)
- Action 2.6. Undertake a study on pedestrian improvements for the North Loop Commercial Center. (TPSD)

Other Actions for North Loop Blvd

- Action 2.7. Should redevelopment in this area occur, this Neighborhood Plan encourages improved lighting on commercial properties. (The priority for this lighting is public safety. Lighting should be placed in locations that do not cause spillover into neighboring residential properties). (NPT)
- Action 2.8. Work with stakeholders (property owners, local businesses, residents, neighborhood association, etc.) to create, and enhance, public open space within the North Loop Commercial Center. (NPT)
- Action 2.9. Form a neighborhood/business committee consisting of local businesses, property owners, and residents to address issues such as graffiti abatement, trash problems, property maintenance, etc. (NPT)
- Action 2.10. Organize and conduct an annual North Loop Festival that features neighborhood artists, performers, businesses, crafts, food, film, etc. and request permit waivers from the City for the festival. (NPT)
- Action 2.11. Work with Austin State Hospital to landscape with native shrubs or trees along the perimeter of the State Cemetery property. (NPT)

Airport Blvd (between I-35 and US 290/Koenig Lane)

The map below shows the area referred to as the Airport Blvd district. It extends from East 46th St in the south to US 290 in the north. To the west the boundary of this district is defined by the rail corridor, to the east (as shown on the map) it is the rear property lines of the commercial properties that front the east side of Airport Blvd or its adjoining streets (see map below for details). This map shows the proposed future land uses for this area.



Vision for Airport Blvd

Key themes

- Commercial character including retail and office
- Mixed use development
- Neighborhood Urban Center/s that a mix of commercial, residential, civic uses, and public space
- Improved pedestrian environment including wider continuous sidewalks, clearer distinction between automotive and pedestrian space, and the reduction of curb cuts
- Safe pedestrian and bicycle crossing of Airport
- Landscaping

As part of Phase One of the City's Corridor Planning process, this section of Airport Blvd was classified as a Main Street Corridor. According to the Corridor Planning Study, a Main Street Corridor is:

"characterized by the presence of commercial and retail activity along the corridor and pedestrian and transit improvements such as wide sidewalks, street trees, benches, and other amenities. Land uses typically include multifamily and condominium residential uses, neighborhood-oriented commercial and retail uses, and civic uses such as government offices, recreation centers, post offices, libraries, and day care that are highly visible focal points. Although there is no single specific destination such as a mall or office complex, the corridor itself may serve as a destination. Due to the uses along the corridor, it may remain active into the evening. The mixed-use character of the corridor should be oriented towards serving the needs of surrounding neighborhoods. Main street corridors should be arterial or major collector roads that carry the volume of traffic and frequent transit service needed to promote local businesses".

Future improvements to Airport Boulevard should be focused on creating a better pedestrian environment.

It is recognized that Airport Blvd is a major city arterial road. However, it is the recommendation of this Neighborhood Plan that certain capital improvements, and well-planned future development, could help to create an active commercial strip that is enhanced by a more walkable pedestrian environment, while still enabling the road to function effectively as a city arterial. Safer pedestrian crossing of Airport Blvd is fundamental to the enhancement of this area, as is a clearer distinction between pedestrian and vehicle areas. Access to businesses could be further enhanced by improvements to transit facilities particularly the correct location, construction, and maintenance of bus shelters.

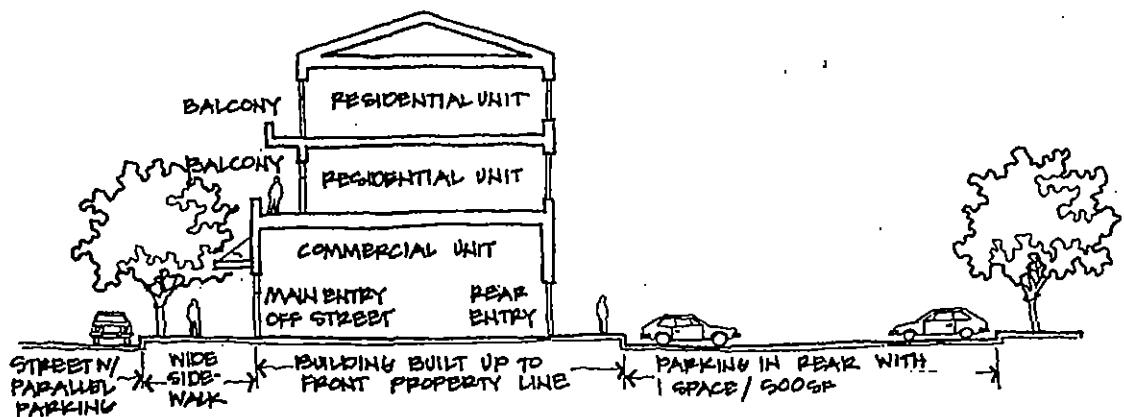




Before and after images of a corridor after pedestrian improvements. 'Liner' buildings are used to buffer pedestrian friendly streetscapes from automobile oriented land uses such as gas stations.



The option of developing some commercial properties as mixed use buildings is an aspect of the future vision for Airport. The incorporation of a variety of residential uses will add to the vitality and feasibility of the commercial strip. Live/work units, small apartments above stores, townhouses, condominiums, and apartments could all have a place in this area.



Large sites, that are viewed as under-utilized, are also seen as potential redevelopment sites. Such redevelopment would reduce the dominance of large, often vacant parking lots along Airport Blvd. Redevelopment of these larger sites into Neighborhood Urban Centers with a mixture of commercial, office, residential, and public space is fundamental to the future enhancement of this strip. The Neighborhood Urban Center concept is recommended for both sides of Airport Blvd, north of 53 ½ St (see the Future Land Use Map on page 42 for specific locations).



The 12th Street ARA project has many qualities that are similar to the Smart Growth Neighborhood Urban Center Infill Option. Illustration courtesy of Linda Johnston Architects.

Smaller scale commercial development, consistent with the scale of the Concorde Center (4600 block), is also seen as part of the future development of Airport Blvd. However, it is envisioned that future developments of this type will be designed so that the parking is at the rear of the property and the new building is brought closer to the street. An important issue is also ensuring that compatibility between the commercial and residential uses is addressed through landscaped buffers, fencing, etc.

Another important issue is the impact of restrictive parking requirements on the capacity of local businesses to expand or for property owners to redevelop. This Neighborhood Plan supports parking variances for neighborhood oriented businesses along Airport Blvd. Variances would not be supported for regional draws such as big box retail, but would be supported for smaller, independently-owned businesses that offered goods and services that served local neighborhood needs.

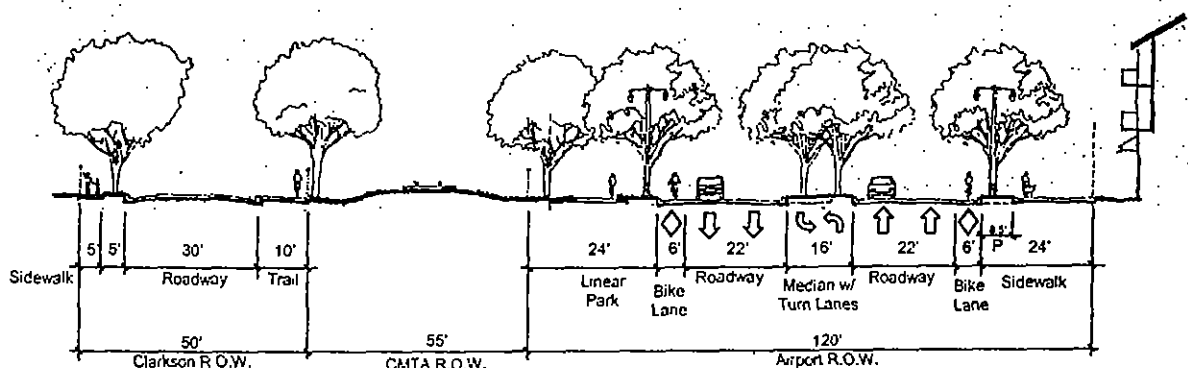
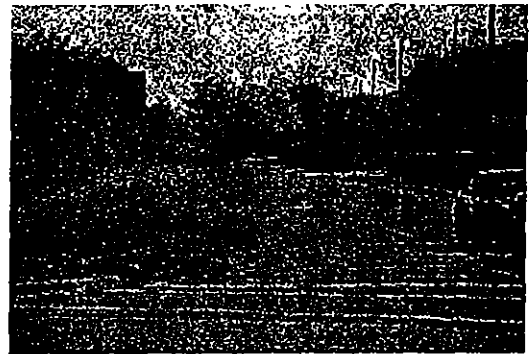
The variety of small, independent businesses is currently a highly valued aspect of Airport Blvd. Tamale House, Mrs. Johnson's Donuts, Casey's Snowballs, McGuire's Clocks and others are neighborhood businesses that are seen as an integral part of Airport Blvd's future. Businesses that people would like to encourage to this strip include restaurants, grocery, personal services, administrative and professional offices, bookstores, and personal improvement services such as health studios. The major arterial nature of this road means that it will also be appropriate for a variety of businesses including service station, automotive repair, and fast food restaurant. The Neighborhood Plan recommends that these, and other uses, comply with the design requirements for this strip as outlined in the design considerations listed on the following page. The Plan also recommends that businesses (both new and old) be required to comply with existing City codes such as those prohibiting the parking of automobiles in the public right of way.

An objective of the Neighborhood Plan is to encourage diverse land uses and businesses along the major corridors. To support that objective, the Neighborhood Planning Team is not restricting many uses along major arterials such as Airport Blvd. However, in the interest of promoting diversity, the Neighborhood Planning Team does not encourage the predominance of any one kind of business along this strip. For example, automotive sales is recognized as an appropriate use for an arterial such as Airport Blvd; however, the Neighborhood Planning Team believes that a concentration of automotive sales is inconsistent with the objective of business diversity.

The issue of compatibility between commercial and residential uses is important. The enforcement of both compatibility standards and relevant codes is central to an effective transition between the commercial uses on the strip and the residential uses that are adjacent to it. The neighborhoods to the east of Airport Blvd (Morningside-Ridgetop and Eye 35/Airport Blvd) are effectively wedged between Airport and the I-35 frontage road - so extra attention is necessary to ensure a reasonable transition between commercial and residential uses through appropriate setbacks, fencing, and landscape buffers.

The Neighborhood Plan supports the creation of a hike/bike trail in or adjacent to the rail corridor that runs along the western side of Airport Blvd. This trail could provide safe non-auto links to Highland Mall, Hancock Center, and downtown Austin. The hike/bike trail could be a catalyst to improved maintenance and appearance of the rail corridor. This improved appearance will include planting of trees between the rail corridor and Airport Blvd that will frame the street, and will help to visually reduce the perception of the road width. It is also anticipated that some form of public meeting or gathering place will be included as part of the trail construction at either Airport and 53rd 1/2 or Airport and 51st. This space may take the form of a park or a plaza and will serve as stopping point along the trail as well as a place for neighborhood gathering and activities.

The combination of Clarkson and the Capital Metro Right-of-Ways provide many opportunities for pedestrian and bicycle improvements for casual users. Bike lanes on Airport Boulevard would serve experienced commuters and for direct access to commercial destinations.



Design Considerations

Importance of the corners
Streetscape improvements
Bringing buildings to the street
Parking at rear of buildings
Clearer distinction between the automobile and pedestrian zones
Neighborhood Urban Center

A key design consideration for this area is substantial improvements to the quality of the pedestrian environment through the creation of attractive walkways and interesting street front experiences. Sidewalks are the foundation of this environment and need to be wide, shaded, safe, and interesting to walk on. Sidewalks should also be viewed as part of a continuous network and not as isolated segments.

The safety and appeal of an area like Airport Boulevard could be significantly enhanced through improved lighting. Lighting that is not stark and intimidating but that illuminates walkways, ensures safety, highlights buildings, and provides direction to other destinations along the strip would help to transform this area into a more usable, vibrant area.

There are a number of other ways that the pedestrian and commercial environment of Airport could be enhanced. These include:

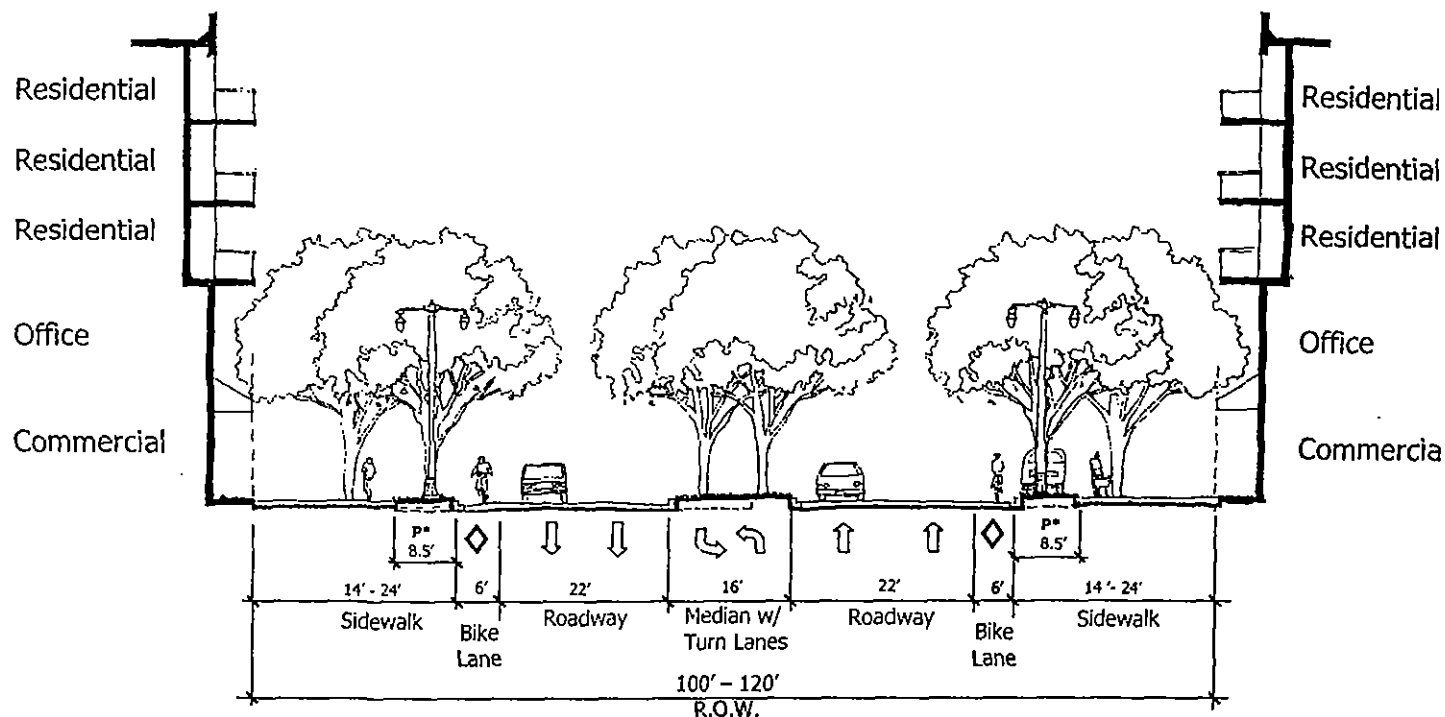
- Quality street furniture that is shaded and buffered from the roadway with landscaping
- Use of informative and consistent signage to help people find their way and to establish a clear message of where things are and how to get to them.
- Street trees to frame the street and to create a unified image along Airport.

The corners, particularly with 53 ½ St and 51st are important. Any development should recognize these locations are landmarks. Redevelopment should be of sufficient scale and design to reinforce this. In order to effectively "enclose" the street, the height of buildings at these corner locations should be approximately half the width of the total Right of Way width of Airport Blvd. Buildings in this location should frame and enclose these major corners. Development that is of a similar type to the mixed use development at Rio Grande and 29th St (with parking located at the rear) may be appropriate for this and other locations along this strip.

Safety and security will be enhanced by encouraging active uses along the street and ensuring that any multi-story buildings include balconies and windows that will provide informal surveillance of the street.

Parking should be placed to the rear of buildings and buildings designed to address the street and have minimum setbacks. Parking lots should be landscaped and include shade trees.

This Neighborhood Plan does not support the expansion of Airport Blvd to 6 lanes. However, if this unnecessary and potentially harmful expansion were to occur, the following requirements should be incorporated into any design and construction for the project: improved pedestrian crosswalks – marked, signalized intersections, refuge islands, landscaped raised median, different textured and colored surface treatment at intersections of 45th, 51st and 53 ½ Sts; wider (8 feet), continuous sidewalks with landscaped buffers between sidewalk and roadway; mature street trees planted on both sides of roadway; bicycle lanes that are a minimum of 6 feet wide and are painted a different color than vehicle travel lanes; and traffic calming on adjoining neighborhood streets to mitigate the impacts of additional vehicle traffic and speeds.

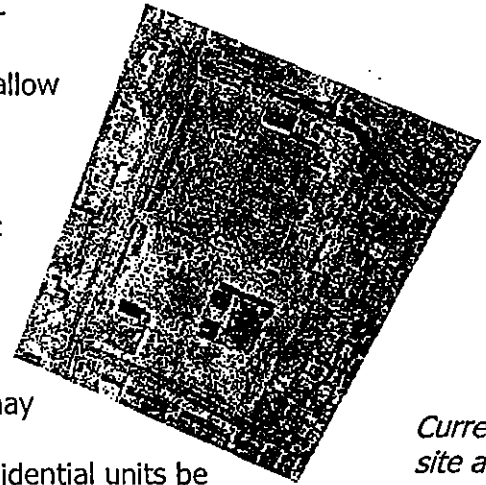


The Neighborhood Planning Team's vision for Airport Boulevard north of 53rd / 53 ½ is a 4 lane divided Main Street Corridor with Neighborhood Urban Centers on both sides.

Neighborhood Urban Center development along Airport Blvd

The Neighborhood Planning Team would like to encourage the following design suggestions for any future Neighborhood Urban Center developments along Airport Blvd (letters in brackets provide a key to the location of those features on the sketch on the next page):

- approximately 5 stories of commercial or commercial/mixed use fronting Airport Blvd; (A)
- maximum heights will be along Airport and will gradually decrease to ensure compatibility with any surrounding single family development; (B)
- buildings fronting Airport to be built to the property line with minimum setbacks; (C)
- ground floor commercial uses to be active and include retail, restaurants, and personal services; (D)
- upper floors to include office and residential; (E)
- upper floors to include balconies and windows to enable "informal surveillance" or "eyes on the street" of street and sidewalk below; (F)
- parking behind building; (G)
- restricted or prohibited vehicular access or egress on local neighborhood streets such as Helen and 53 ½; (H)
- a localized traffic calming study to be undertaken and traffic calming measures implemented that focus on restricting cut through and high speed vehicle traffic on local streets, particularly those in the Morningside-Ridgetop and Eye 35/Airport neighborhoods;
- building façade on Airport broken up regularly to allow pedestrian access into and through the site where possible; (I)
- incorporation of interior courtyards that will act as gathering places and places for outdoor eating etc but in an environment that is more buffered from Airport Blvd; (J)
- the residential component of the Neighborhood Urban Center will be a mixture of townhouse, condominium, and apartments. Live/work units may also be a possibility; (K)
- the neighborhood encourages that 10% of the residential units be dedicated as SMART Housing or other affordable units;
- Landscaping used to enhance the parking areas and to provide buffers where necessary between parking for commercial uses and the residential units; (L)
- Landscaping in parking lots should include shade trees; (M)
- Low impact development strategies should be incorporated into the site design where possible including reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc.
- Usable public space should be incorporated and located in areas on the site that allow for maximum public access and usage (N)



*Current
site aerial*

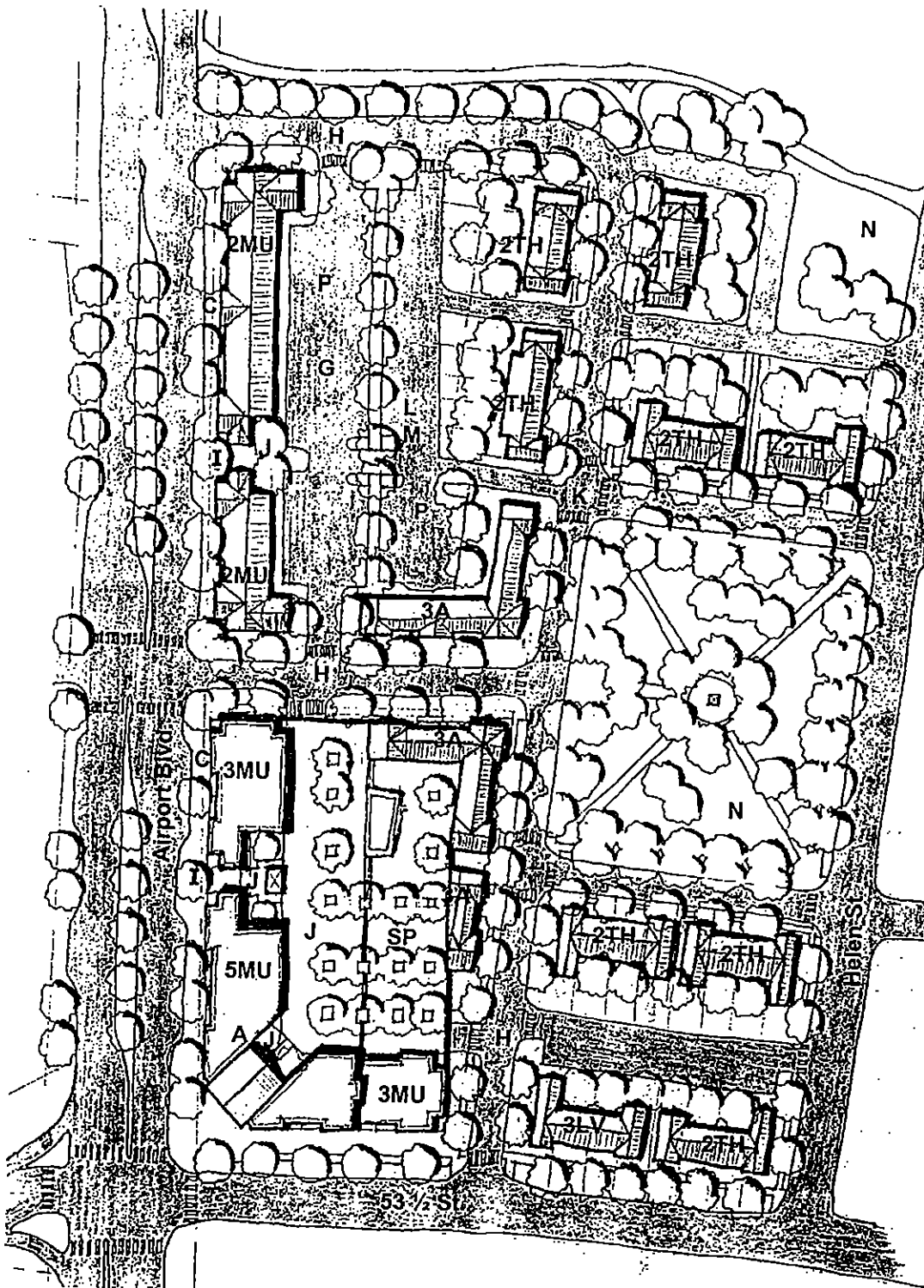
The Neighborhood Planning Team would be willing to work with any potential developers of these sites to consider variances regarding parking, floor space, etc. for a development which was consistent with the above design suggestions.

**Neighborhood
Urban Center
Design Concept
for Airport Blvd
(east side) north
of 53rd 1/2 St
(Builder's Square
and Chair King
site)**

Legend

#MU - Mixed Use
#TH - Townhouse
#A - Apartment
#LV - Live Work
P - Parking
SP - Structured Parking
with landscaped courtyard
on top deck

- approximate number of
floors



Land Use Actions for Airport Blvd

- Action 3.1. Rezone properties in the Airport Blvd District according to the following general principles:
- Maintain existing commercial base zoning but add the Airport Blvd Conditional Overlay (See Action 3.2 for details)
 - Add Mixed Use Building (Smart Growth) [Ordinance no. 000406-81] to all commercially zoned properties in the Airport Blvd District
 - Add the Smart Growth infill option Neighborhood Urban Center to the areas on either side of Airport Blvd north of 53rd St (i.e. Chair King and Builder's Square on the eastern side of Airport, and Leif Johnson property on western side)
 - Add the Airport Blvd conditional overlay (see Action 3.2).

- Action 3.2. The conditional overlay for the Airport Blvd District between the I-35 Frontage Road and US 290 (see map on page 42) prohibits the following uses (Please consult the zoning ordinance C14-02-0009 for precise details):

Adult Oriented Businesses
Pawn Shop Services
Residential Treatment
Transitional Housing

Also, the conditional overlay makes the following uses conditional¹: (NPZD)

Agricultural Sales and Services
Automotive Sales (between 51st and 56th Streets, east side of Airport, between 51st and 55th, west side of Airport)²
Campground
Commercial Blood Plasma Center

¹ Making a use conditional by a Conditional Overlay (CO) means that existing businesses in these categories can continue to operate; however their ability to expand would be affected by the CO. New businesses in these categories would be subject to the restrictions in the CO. Existing businesses can expand, improve, or alter their structures up to 20% of the value of the structure *annually* without having to submit a "conditional use permit" (CUP). This includes both exterior and interior work. If an expansion or improvement exceeds 20% in a given year, then a CUP would be required. A site plan would be required for an expansion (adding more than 1,000 sqft) even if the use were not conditional; however the difference is that most site plans are administratively approved. A CUP (site development) would require a public hearing and Planning Commission approval.

Through the CUP process, specific criteria are used to determine if a new use or expansion is appropriate and ways to ensure that compatibility with the neighborhood is addressed. The review process and cost of CUPs vary by the size of the project and whether construction is required.

It is not the intent of the North Loop Neighborhood Planning Team to close down existing businesses but rather they view the CUP process as a way to give greater consideration to potential impacts and ensuring that any expansion of existing businesses, or the introduction of new businesses, is done in a way that considers neighborhood interests.

² Automotive Sales are permitted on the both sides of Airport, south of 51st St; on the east side of Airport, north of 56th St; and on the west side of Airport, north of 55th.

Construction Sales and Services
Convenience Storage
Equipment Repair Services
Equipment Sales
Kennels
Vehicle Storage

Please note that not all uses are permitted in all base districts. Please consult the zoning ordinance C14-02-0009 for details about permitted, prohibited, and conditioned uses on individual properties.

Also note that the conditional overlays proposed as part of this plan are not intended to replace, but are in addition to existing conditional overlays that existed prior to this plan's adoption. For Tract 31, the restrictions outlined in zoning ordinance C14-96-0081 will continue to apply. For Tract 23b, the restrictions outlined in zoning ordinance C14-88-0115 will continue to apply.

When considering the issuing of conditional use permits this Neighborhood Plan recommends consideration of the following factors:

- Compatibility with surrounding uses, particularly single family homes
- Potential for adverse impact on residential areas, especially in regard to traffic
- Compatibility of the proposed use with the Neighborhood Plan's vision for that area
- The existing number or concentration of a particular business type. (A key goal of the Neighborhood Plan is business diversity. It is hoped that no one type of business will dominate any particular section of the neighborhood).

- Action 3.3. Review the conditional overlays detailed in Action 3.2. two years after the ordinance is adopted to assess impact. (NPT)
- Action 3.4. Rezone the two lots on the east side of Airport Blvd immediately north of 53 ½ St that are locally known as 'Chair King' and 'Builder's Square' (currently Chick Packaging); and the lots on the west side of Airport immediately north of 53 ½ St (current location of Leif Johnson Ford (see map on page 42 for exact locations) to allow the Smart Growth infill option 'Neighborhood Urban Center'. The Neighborhood Urban Center option refers to the redevelopment of an existing retail or commercial center, or development of a vacant site, into a mixed-use, pedestrian and transit-oriented center. The Neighborhood Urban Center permits residential, multi-family, commercial and retail uses in commercial zoning districts. See Vision for Airport Blvd section (on page 43) for design considerations. (NPZD)
- Action 3.5. Request that the developments for the two areas on Airport Blvd recommended for Neighborhood Urban Center (the Builder's Square/Chair King on the east side of Airport Blvd just north of 53 ½ St. and the Leif Johnson site on the west side of Airport north

of 53 ½ St) include a minimum of 10% of residential units allocated for SMART Housing. (NPT)

- Action 3.6. Ensure that any future Neighborhood Urban Center developed includes at least the minimum requirement for community open space as part of the development, and that the open space is usable and accessible to all neighborhood residents. (NPZD, NPT)
- Action 3.7. Work with future developers of larger sites, such as Neighborhood Urban Centers, to encourage that low impact development strategies are incorporated into site design. Strategies include reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc. (NPT, WPDR)

Transportation Actions for Airport Blvd

- Action 3.8. Request that capital projects to improve the streetscape and pedestrian environment of Airport Blvd (between I-35 and US 290) be included in the next bond election package, and future packages as required. (NPT) These improvements should include:
- widening sidewalks and ensuring a continuous network of sidewalk with the use of different paving materials
 - paved crosswalks on Airport constructed of different textured and colored material than the roadway
 - landscaping improvements including street trees, landscaped buffers between the sidewalks and roadway, landscaped medians (with turning bays)
 - lighting
 - trash cans.
- Action 3.9. Include Airport Blvd between I-35 and US 290 in the next round of funding, and future rounds if necessary, available for the construction and/or improvement of sidewalks on arterial roads. (TPSD)
- Action 3.10. Work with the Texas Department of Transportation to ensure that the requirement to provide pedestrian facilities with major road construction projects is fulfilled for the US 290 overpass and Airport Blvd intersection. (NPT, TXDoT)
- Action 3.11. Install bicycle lanes along Airport Blvd between I-35 and US 290 (both sides) that are painted in a distinctive color. Ensure that these bike lanes are constructed to allow easy and safe passage of I-35 underpass and US 290 underpass. (TPSD)

- Action 3.12. Improve the coordination of bus stop locations with existing crosswalks by joint planning between Capital Metro and neighborhood associations, Ridgetop Elementary School, and Neighborhood Planning Team. (Capital Metro)
- Many bus stops along Airport, particularly on its western side, are located in the middle of the block and offer no safe options for crossing Airport Blvd. For example, The 350 bus stop on the western side of Airport Blvd opposite 49th St offers no safe crossing options. Locating bus stops closer to signalized cross walks will enhance safety.*
- Action 3.13. Improve transit stops by providing bus shelters, seating and trash cans (Capital Metro) at the following:
- East side of Airport Blvd
- Stop on 4600 block of Airport (located in front of Concorde Center)
 - Stop on 4800 block of Airport (located in front of Diamond Shamrock, near Airport and 49th St)
 - Stop at Airport and 52nd St (located in front of KFC)
 - Stop at Airport and 53rd ½ St (south eastern corner of intersection)
 - Stop on 5600 block of Airport Blvd (located in front of Eckerd's)
- West side of Airport Blvd
- Stop at Airport and 46th St
 - Stop on 5100 block of Airport (opposite KFC and 52nd St)
 - Stop on 5600 block of Airport (in front of Leif Johnson Ford)
- Action 3.14. Install a marked pedestrian crossing of Airport Blvd on northern side of intersection with 51st St. and link this with sidewalk on the northern side of 51st at Clarkson. (TPSD)
- Action 3.15. Study the signalization and timing at Airport and 51st St and Airport and 53 ½ St to determine the need for altered signal timing to provide more time for pedestrians to cross safely at these intersections. (TPSD)
- Action 3.16. Study the installation of 'No right turn on red' signage to enable protected crossings of Airport and 51st and Airport and 53 ½. (TPSD)
- Action 3.17. Ensure that there are marked or striped designation of pedestrian crossings at Airport and 51st, Airport and 53 ½, and Airport and 45th St; and ensure that these are regularly maintained to ensure their visibility. Investigate the possibility of the use of different color and pavement treatment of these intersections to improve their visibility as pedestrian crossing zones. (TPSD)

- Action 3.18. Study the construction of a median/pedestrian refuge island on Airport Blvd at intersection with 51st St. (TPSD)
- Action 3.19. Study the construction of right turn lanes and landscaped pedestrian islands at intersection of Airport Blvd and 51st St. (like the lanes and turning islands at South Lamar and Barton Springs Rd). (TPSD, PARD)
- Action 3.20. Landscape the turning islands at Airport Blvd and 53½ St (like the landscaped turning islands at South Lamar and Barton Springs Rd). (PARD, TPSD)
- Action 3.21. Conduct a corridor planning study of Airport Blvd between I-35 and US 290 and use the "Main Street" classification as the basis for the study (Refer to p. 34 for definition of Main Street). (TPSD)
- Action 3.22. Work with Capital Metro and other agencies to locate funds for transportation related enhancements to Airport Blvd. (Possible funding sources include Intermodal Surface Transportation Efficiency Act (ISTEA), EPA, and others). (NPT)

Other actions

- Action 3.23. Ensure the enforcement of relevant codes along Airport Blvd such as those relating to parking vehicles in the public right of way, soliciting, littering, speeding, yielding to pedestrians in the crosswalk etc. (APD, NPZD)
- Action 3.24. Plant street trees (in accordance with the Street Tree Ordinance) in the public right of way in the following locations along Airport Blvd (PARD):

Eastern side of Airport Blvd

- Along the 4500 block (in front of Morgan portable building site)
- Along the 4600 block (in front of Concorde Center)
- Along the 4900 block (in front of Alonzo's, Cobra CBs)
- 49th ½ block (in front of Mrs. Johnson's Donuts)
- 5100 block (in front of KFC)
- 5200 block (full length of block including in front of Holiday House)
- 5300 block (in front of Cash America Pawn, Payless Shoes)
- 53rd ½ block (in front of Chevron, Chair King, Builder's Square [Chick Packaging])

Western side of Airport Blvd

- 5300 block (in front of TL Auto Care and Generic Motors – utility lines could be an obstruction in this area)
- 5400 block (in front of Marin Motors)
- 5500 block (in front of Leif Johnson's Super Store)
- along the rail corridor between 45th and 53rd St

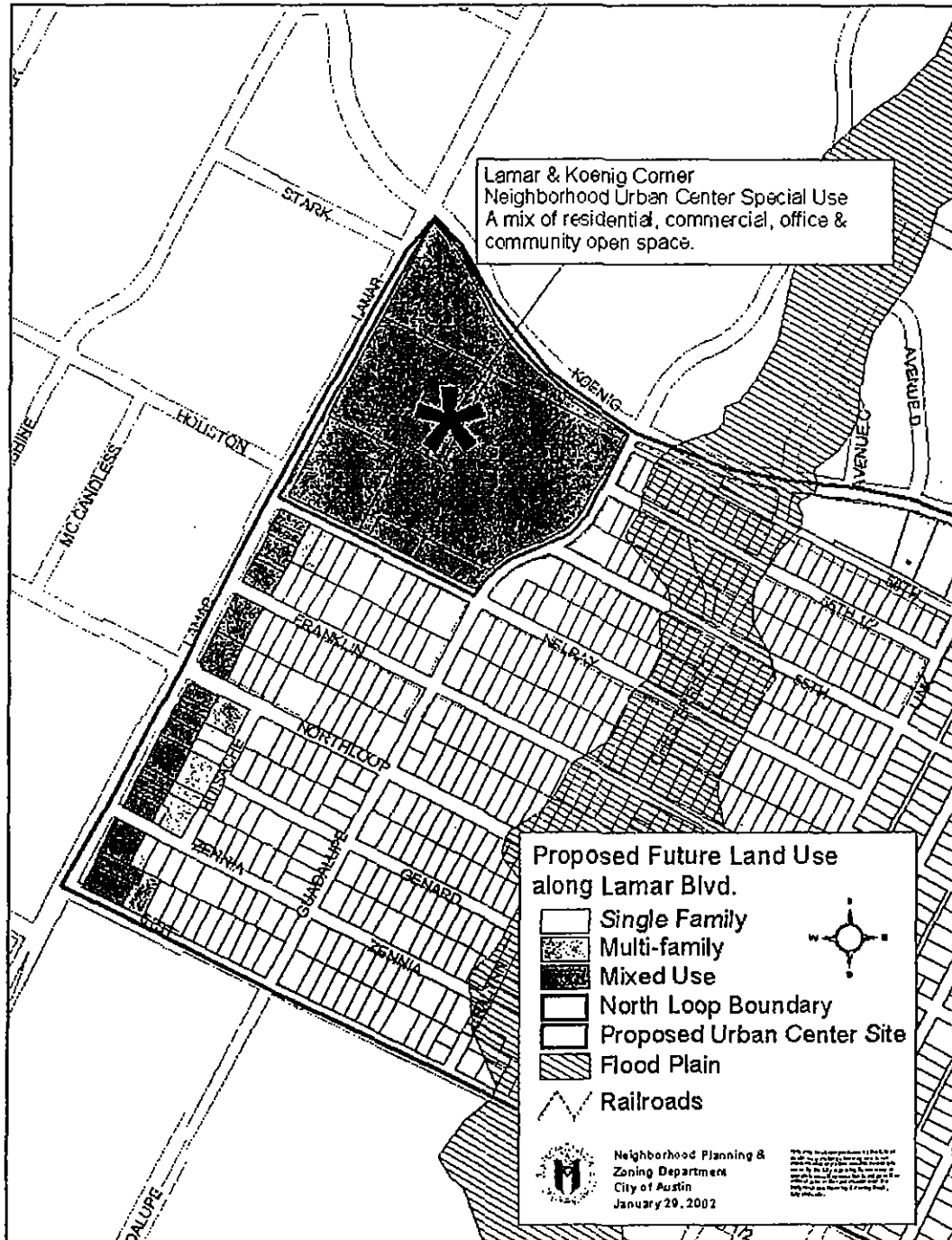
Tree species should be selected to create a unified image of the street and to provide a canopy. Lining streets with a selected species of tree can help to identify the area and will signify the boulevard as a pedestrian route.

Given a limited budget, the most effective expenditure of funds to improve a street would probably be on street trees. Assuming trees are appropriate in the first place and that someone will take care of them, trees can transform a street more easily than any other physical improvement. Moreover, for many people trees are the most important single characteristic of a good street.

Allan B. Jacobs, Great Streets, 1993

Lamar Blvd (between 51st St and Koenig Lane)

The map below shows the area referred to as the Lamar Blvd district. It extends from 51st St in the south, to Koenig Lane/RM 2222 in the north. The western boundary is defined by Lamar itself, while the eastern boundary is defined by the rear property lines of the commercial properties that front Lamar or are located on its adjoining streets (see map below for details). This map shows the proposed future land uses for this area.



Vision for Lamar Blvd

Key themes

Variety of commercial uses
Ground floor commercial with office or residential above
Neighborhood Urban Center at corner of Lamar and Koenig
Compatibility between commercial and adjacent residential
Improved pedestrian environment including wider continuous sidewalks, buffered from street, reduction of curb cuts
Landscaping

Lamar Blvd is recognized as a major arterial road, and the Neighborhood Planning Team does not recommend prohibiting uses along this strip. Some uses are proposed as conditional in an effort to ensure the compatibility of future development. A variety of commercial uses are envisioned for this section of the neighborhood including administrative and business offices, equipment repair, general retail, communications services, personal services and restaurants.

The major arterial and city-wide serving nature of Lamar Blvd is recognized. However, an objective of the Neighborhood Plan is to encourage and support smaller, independently owned businesses. This Neighborhood Plan recommends that one way to do this is to enhance the walkability of, and pedestrian access to, these areas in order to encourage neighborhood people to shop at neighborhood stores. The plan recommends sidewalk enhancements to Lamar and general streetscape improvements to the pedestrian environment through landscaping, street trees, the addition of street furniture, and other similar amenities. It is recognized that the public right-of-way is limited and the neighborhood hopes to work with the City and local property owners to explore options for the improvement of this area.

Retail, or other commercial uses, are seen as occupying ground floors, while offices and residential uses are on the upper floors of future mixed use buildings along this section of Lamar. An increase in residential units along this strip is anticipated to enhance the vitality of this strip and help to strengthen the customer base of local businesses.

Retail / Office Mixed-Use buildings similar to this one at 6th and Lamar might be appropriate along this section of Lamar as well.



A variety of businesses are appropriate for the ground floor spaces along Lamar Blvd. While there is a preference for active uses that can be pedestrian-oriented such as restaurants, bookshops, laundry, beauty and barber shops; it is also recognized that an arterial road with over 30,000 vehicles passing a day is also an appropriate location for a wide range of commercial uses. However, the Neighborhood Planning team recommends that: close attention be paid to compatibility between the commercial premises and the adjacent residential lots; all development along this strip be strongly encouraged to comply with the design guidelines for this section of Lamar (as outlined in the design considerations noted on this page); and that consideration also be given to the Neighborhood Plan's objective of encouraging business diversity by ensuring that no one particular use comes to dominate this strip.

The intersection of Lamar and Koenig Lane/RM 2222 is envisioned as a future Neighborhood Urban Center. This center will include a mixture of commercial, office, residential and civic uses. Community open space is also an important requirement of the Neighborhood Urban Center option. This intersection is anticipated as a future option for a transit stop and neighborhood center that will support a mix of residential and commercial development.

While the development of a transit stop would enhance the prospects of the development of this mixed use center, the Neighborhood Planning Team believes that development of this type would be beneficial and viable, whether or not light rail or another type of transit stop locates there. (Design suggestions for this Neighborhood Urban Center are offered in the next section – Design considerations).

Design considerations

- Improved pedestrian environment
- Landscaping
- Bring buildings to the street with parking in rear
- Neighborhood Urban Center
- Importance of the corners

The Neighborhood Plan's vision for this section of Lamar is retail and other commercial activity along the corridor and pedestrian and transit improvements such as wide sidewalks, street trees, benches, and other amenities.

Neighborhood Urban Center

This center, to be located at the south-east corner of Koenig and Lamar, will serve as a community focal point and will support a variety of uses and activities. The design of this center will encourage residents, workers, and shoppers to drive their cars less and ride transit or walk more. The design, configuration, and mix of buildings and activities will emphasize a pedestrian orientation. Uses within this neighborhood urban center will be linked to each other and to the surrounding neighborhood by direct pedestrian pathways and bicycle routes.

A variety of housing opportunities should be provided within the neighborhood urban center. This could include apartments, condominiums and townhouses. The variety of housing types will help to promote a more compact community and will help to provide a diverse local market for businesses.

A variety of housing types, costs, and ownership will establish diversity in a community and will lead to more transit trips throughout the day. More people will be around and supporting local commercial establishments. Research indicates that 15 housing units per gross acre will support a high level of bus or rail service to a station area. High density single family, townhouses and apartments should be combined to achieve an adequate density. To maintain a good balance of activity, the number of jobs in the station area should not exceed the number of households by more than 3 to 1.

Creating Transit Station Communities, Puget Sound Regional Council, 1999

Commercial uses in the center could include food markets, restaurants, cafes, theatres, bookshops, and business offices. Open spaces in the form of small parks and plazas will provide a focus for community activity. The streets in and around the neighborhood urban center will be characterized by wide sidewalks that are shaded by street trees. These sidewalks, with the addition of street furniture, landscaping and public art, will help to provide a setting for neighborhood interaction and community activity.

Buildings within the neighborhood urban center should build as close as possible to their front property line and situate their parking at the rear. The 'heat island' effect is discouraging of pedestrian activity. Weather protection including awnings along buildings, trees with a continuous canopy, and free-standing shelters should be incorporated into the neighborhood urban center design.



The Neighborhood Urban Center at Koenig and Lamar should be pedestrian dominant and contain a broad mix of uses and housing types.

The Neighborhood Planning Team would like to encourage the following design suggestions for any future Neighborhood Urban Center development at the intersection of Lamar and Koenig:

- approximately 4 stories of commercial or commercial/mixed use fronting Lamar Blvd and Koenig Lane;
- maximum heights will be along Lamar and Koenig and will gradually decrease to ensure compatibility with any surrounding single family development;
- buildings fronting Lamar and Koenig to be built to the property line with minimum setbacks;
- ground floor commercial uses to be active and include retail, restaurants, and personal services;
- upper floors to include office and residential;
- upper floors to include balconies and windows to enable "informal surveillance" or "eyes on the street" of street and sidewalk below;
- parking situated behind building;
- restricted or prohibited vehicular access or egress on local neighborhood streets;
- a localized traffic calming study to be undertaken and traffic calming measures implemented that focus on restricting cut through and high speed vehicle traffic on local streets;
- building façades on Lamar and Koenig not in form of continuous blocks but broken up regularly to allow pedestrian access into and through the site where possible;
- incorporation of interior courtyards that will act as gathering places and places for outdoor eating etc but in an environment that is more buffered from the major arterials;
- the residential component of the Neighborhood Urban Center will be a mixture of townhouse, condominium, and apartments. Live/work units may also be a possibility;
- the neighborhood encourages that 10% of the residential units be dedicated as SMART Housing or other affordable units;
- Landscaping used to enhance the parking areas and to provide buffers where necessary between parking for commercial uses and the residential units;
- Landscaping in parking lots should include shade trees;
- Low impact development strategies should be incorporated into the site design where possible including reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc.
- Usable public space should be incorporated and located in areas on the site that allow for maximum public access and usage.

The Neighborhood Planning Team would be willing to work with any potential developers of these sites to consider variances regarding parking, floor space, etc. for a development which was consistent with the above design suggestions.

Land Use Actions for Lamar Blvd

- Action 4.1. Rezone properties in the Lamar Blvd District according to the following general principles:
- Maintain existing commercial base zoning but add the Lamar Blvd/Koenig Lane Conditional Overlay (See Action 4.2 for details)
 - Add Mixed Use Building (Smart Growth) [Ordinance no. 000406-81] to all commercially zoned properties in the Lamar Blvd District
 - Add the Smart Growth infill option Neighborhood Urban Center to the area bound by Koenig to the north, Guadalupe to the east, Nelray to the south and Lamar to the west. This is the area at the corner of Koenig and Lamar currently occupied by Randall's and the Business Park
 - Add the Lamar Blvd conditional overlay (see Action 4.2).
- Action 4.2. The conditional overlay for Lamar Blvd does not prohibit any uses, but makes the following uses conditional¹: (NPZD). (See map on page 57 for precise location. Please consult the zoning ordinance C14-02-0009 for precise details).
- Adult Oriented Businesses
Agricultural Sales and Services
Automotive Sales
Campground
Commercial Blood Plasma Center
Construction Sales and Services
Convenience Storage
Equipment Sales
Kennels
Vehicle Storage

¹ Making a use conditional by a Conditional Overlay (CO) means that existing businesses in these categories can continue to operate; however their ability to expand would be affected by the CO. New businesses in these categories would be subject to the restrictions in the CO. Existing businesses can expand, improve, or alter their structures up to 20% of the value of the structure *annually* without having to submit a "conditional use permit" (CUP). This includes both exterior and interior work. If an expansion or improvement exceeds 20% in a given year, then a CUP would be required. A site plan would be required for an expansion (adding more than 1,000 sq ft) even if the use were not conditional; however the difference is that most site plans are administratively approved. A CUP (site development) would require a public hearing and Planning Commission approval.

Through the CUP process, specific criteria are used to determine if a new use or expansion is appropriate and ways to ensure that compatibility with the neighborhood is addressed. The review process and cost of CUPs vary by the size of the project and whether construction is required.

It is not the intent of the North Loop Neighborhood Planning Team to close down existing businesses but rather they view the CUP process as a way to give greater consideration to potential impacts and ensuring that any expansion of existing businesses, or the introduction of new businesses, is done in a way that considers neighborhood interests.

Please note that not all uses are permitted in all base districts. Please consult the zoning ordinance C14-02-0009 for details about permitted, prohibited, and conditioned uses on individual properties.

Also note that the conditional overlays proposed as part of this plan are not intended to replace, but are in addition to any existing conditional overlays that existed prior to this plan's adoption.

When considering the issuing of conditional use permits this Neighborhood Plan recommends consideration of the following factors:

- Compatibility with surrounding uses, particularly single family homes
- Potential for adverse impact on residential areas, especially in regard to traffic
- Compatibility of the proposed use with the Neighborhood Plan's vision for that area and for the area as a whole
- The existing number or concentration of a particular business type. (A key goal of the Neighborhood Plan is business diversity. It is hoped that no one type of business will dominate any particular section of the neighborhood).

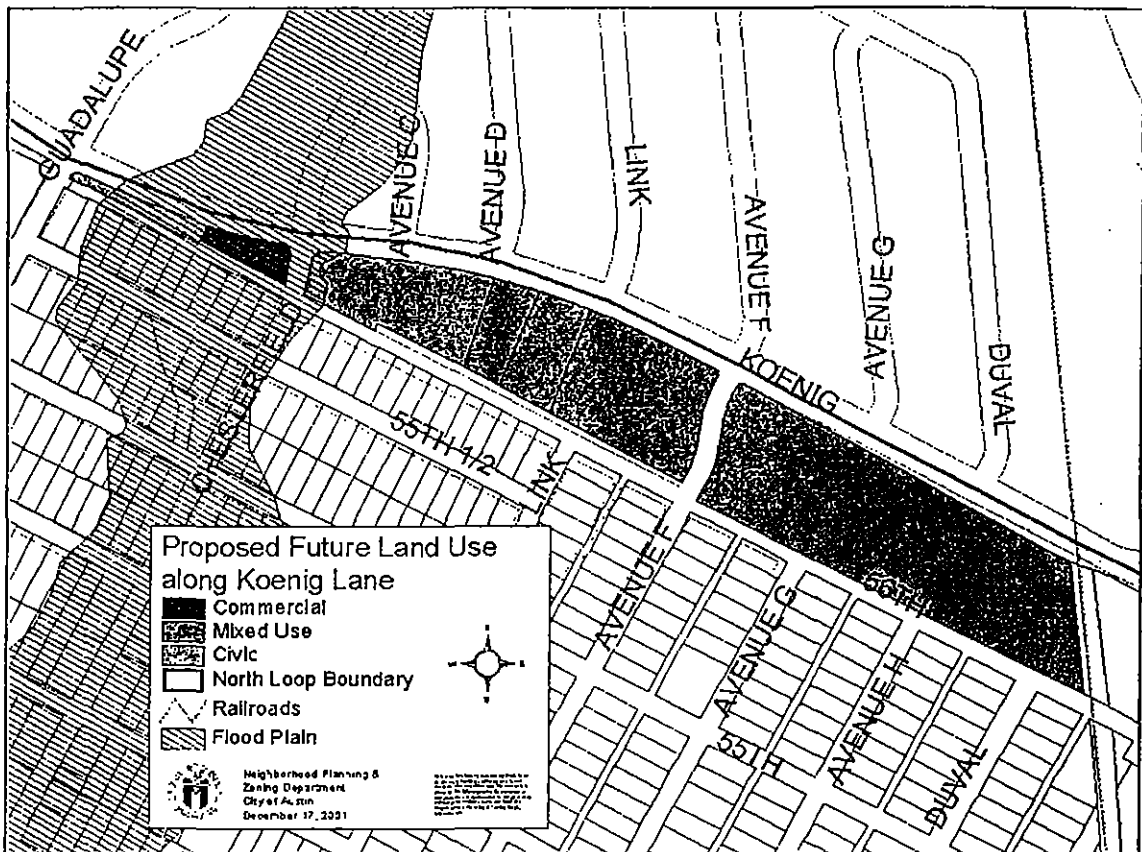
- Action 4.3. Review the conditional overlays detailed in Action 4.2. two years after the ordinance is adopted to assess impact (NPT).
- Action 4.4. Rezone the lots at the corner of Lamar and Koenig (see map on page 57 for exact locations) to allow the Smart Growth infill option 'Neighborhood Urban Center'. The Neighborhood Urban Center option refers to the redevelopment of an existing retail or commercial center, or development of a vacant site, into a mixed-use, pedestrian and transit-oriented center. The Neighborhood Urban Center permits residential, multi-family, commercial and retail uses in commercial zoning districts. (NPZD)
- Action 4.5. Encourage any future Neighborhood Urban Center developed at the Randall's site at the corner of Koenig and Lamar to include a minimum of 10% of residential units allocated for SMART Housing. (NPT)
- Action 4.6. Ensure that any future Neighborhood Urban Center developed includes at least the minimum requirement for community open space as part of development, and that the open space is usable and accessible to all neighborhood residents. (NPZD)
- Action 4.7. Work with future developers of larger sites, such as a Neighborhood Urban Center development, to ensure that low impact development strategies are incorporated into site design. Strategies include reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc. (NPT, WPDR)

Transportation Actions for Lamar Blvd

- Action 4.8. Include Lamar Blvd between 51st St and RM 2222 (Koenig Lane) in the next round of funding available (and future rounds if necessary) for the construction and/or improvement of sidewalks on arterial roads. (TPSD)
- Action 4.9. Request that capital projects to improve the streetscape and pedestrian environment of this section of Lamar Blvd be included in the next bond election package, and future packages as required (NPT). These improvements should include: wider, continuous sidewalks, landscaping improvements including street trees, landscaped buffers between the roadway and sidewalk, and improved lighting.
- Action 4.10. Improve transit stops by providing bus shelters and seating at the following locations on Lamar Blvd (Capital Metro):
- Nelray and Lamar (east side)
 - North Loop and Lamar (east side)
 - North Loop and Lamar (west side).
- Action 4.11. Support the burying of utility lines along Lamar Blvd (eastern side) between 51st St and Koenig Lane. The Neighborhood Planning Team recognizes the limits on funding for burying utilities but would like to see this area included in any future utility burying work. (Austin Energy)
- Action 4.12. Ensure the enforcement of relevant codes on Lamar Blvd such as those relating to parking vehicles in the public right of way on Lamar and adjoining streets (APD, NPZD).

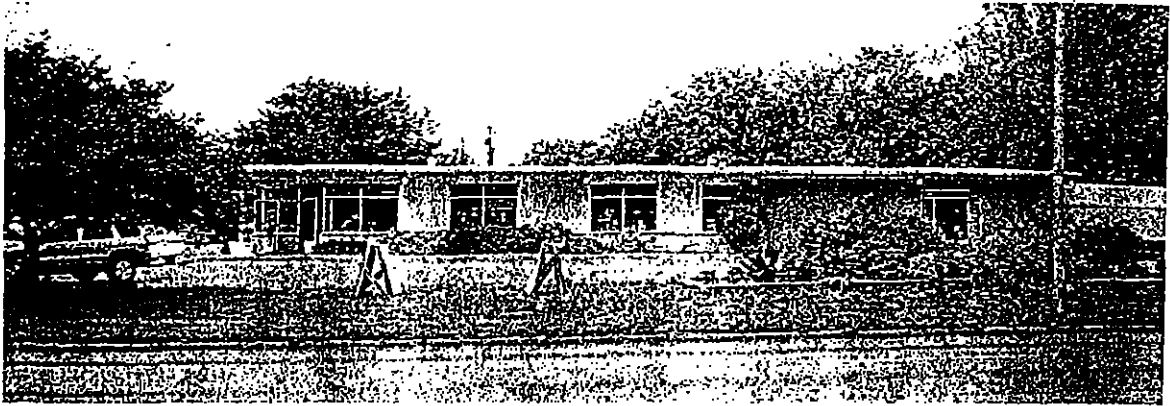
Koenig Lane/RM 2222/US 290 between I-35 and Lamar Blvd

The map below shows the area referred to as the Koenig Lane district. It extends from Guadalupe in the west to the rail corridor in the east. The northern boundary is Koenig itself, while the southern boundary is 56th St (see map below for details). This map shows the proposed future land uses for this area.



Vision for Koenig

The vision for Koenig is for more trees and greenspace. Koenig is seen as a greener corridor than Lamar and Airport. It may be an area where larger setbacks are appropriate.



Howard's Nursery is a valued local business and typifies the character of Koenig with greater setbacks and plenty of greenery.

Awnings, windows and other similar features should be incorporated into the design of the buildings fronting Koenig. Wider sidewalks with appropriate landscaping to buffer from the roadway are also necessary improvements to this area.

The current range of uses (service station, multi-family apartments, church, plant nursery, etc.) is considered appropriate for this roadway. The neighborhood has stated a preference for preserving the churches of the area, so the continued presence of Skyview Baptist is seen as beneficial.

Mixed use has been added as an option for these properties, if property owners choose to pursue this in the future.

If redevelopment were to occur along Koenig, the neighborhood sees the Southern Union Gas site as a possible location. If the owners of the property currently occupied by Southern Union Gas were to redevelop, this Neighborhood Plan envisions this site being a mixed use development with an emphasis on office and commercial uses fronting Koenig. From this Koenig frontage the development could transition into residential with townhouses. Pathways for pedestrians through the site to provide pedestrian access from Avenues G and H, and Duval St., through the site to the commercial uses on Koenig and beyond. This could also be a future thoroughfare for the Upper Boggy Creek Hike and Bike Trail that will link north Lamar with downtown. Safe pedestrian and bicycle crossing of Koenig is therefore, a critical aspect of any future for its future.

It should also be noted that Southern Union Gas, in its current form, is not considered to significantly detract from the neighborhood, although the neighborhood would be

interested in working with the company on any aesthetic improvements that may be undertaken in the future.

The relationship and connectivity between the North Loop neighborhood and the Skyview neighborhood to the north is important. Pedestrian and bicycle access is encouraged. Safe crossings of Koenig/2222 is essential. This is particularly for the safety of neighborhood children traveling to Reilly Elementary School by foot or bike.

Any expansion of Koenig Lane beyond its current 4 lanes is not supported by this Neighborhood Plan. Landscaping and sidewalk improvements are encouraged, as are measures to increase safe crossings by pedestrians and bicyclists. This Neighborhood Plan also supports traffic calming on streets adjoining Koenig, such as Chesterfield and Avenue F, to mitigate the effects of high volume and high speed cut-through traffic from Koenig. See Appendix C for more information on this and other neighborhood transportation issues.

Land use Actions for Koenig

- Action 5.1. Rezone properties in the Koenig Lane District according to the following general principles:
- Maintain existing commercial base zoning but add the Lamar Blvd/Koenig Lane Conditional Overlay (See Action 5.2 for details)
 - Add Mixed Use Combining District to all commercially zoned properties in the Koenig Lane District
 - Add Mixed Use Building (Smart Growth) [Ordinance no. 000406-81] to all commercially zoned properties in the Koenig Lane District
 - Add Koenig Lane conditional overlay (see Action 5.2).
- Action 5.2. The conditional overlay for Koenig Lane/RM 2222 does not prohibit any uses, but makes the following uses conditional¹: (NPZD). (See map on page 65 for location. Please refer to zoning ordinance C14-02-0009 for precise details).
- Adult Oriented Businesses
Agricultural Sales and Services
Automotive Sales
Campground
Commercial Blood Plasma Center
Construction Sales and Services
Convenience Storage
Equipment Sales
Equipment Repair Services
Kennels
Vehicle Storage

¹ Making a use conditional by a Conditional Overlay (CO) means that existing businesses in these categories can continue to operate; however their ability to expand would be affected by the CO. New businesses in these categories would be subject to the restrictions in the CO. Existing businesses can expand, improve, or alter their structures up to 20% of the value of the structure *annually* without having to submit a "conditional use permit" (CUP). This includes both exterior and interior work. If an expansion or improvement exceeds 20% in a given year, then a CUP would be required. A site plan would be required for an expansion (adding more than 1,000 sqft) even if the use were not conditional; however the difference is that most site plans are administratively approved. A CUP (site development) would require a public hearing and Planning Commission approval.

Through the CUP process, specific criteria are used to determine if a new use or expansion is appropriate and ways to ensure that compatibility with the neighborhood is addressed. The review process and cost of CUPs vary by the size of the project and whether construction is required.

It is not the intent of the North Loop Neighborhood Planning Team to close down existing businesses but rather they view the CUP process as a way to give greater consideration to potential impacts and ensuring that any expansion of existing businesses, or the introduction of new businesses, is done in a way that considers neighborhood interests.

Please note that not all uses are permitted in all base districts. Please consult the zoning ordinance C14-02-0009 for details about permitted, prohibited, and conditioned uses on individual properties.

Also note that the conditional overlays proposed as part of this plan are not intended to replace, but are in addition to existing conditional overlays that existed prior to this plan's adoption. For tract 88b, the conditions outlined in zoning ordinance number C14-94-0035 will continue to apply. For portions of tract 95b, the conditions outlined in zoning ordinances C14-94-0032 and C14-94-0012 will continue to apply.

When considering the issuing of conditional use permits this Neighborhood Plan recommends consideration of the following factors:

- Compatibility with surrounding uses, particularly single family homes
- Potential for adverse impact on residential areas, especially in regard to traffic
- Compatibility of the proposed use with the Neighborhood Plan's vision for that area
- The existing number or concentration of a particular business type. (A key goal of the Neighborhood Plan is business diversity. It is hoped that no one type of business will dominate any particular section of the neighborhood).

Action 5.3. Review the conditional overlays detailed in Action 5.2 two years after the ordinance is adopted to assess impact (NPT).

Action 5.4. Work with future developers of larger sites to encourage that low impact development strategies are incorporated into site design. Strategies include reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc. (Refer to Action 3.4 regarding the Neighborhood Urban Center proposal for the corner of Koenig and Lamar). (NPT, WPD)

Transportation actions for Koenig

Action 5.5. Construct sidewalk along Koenig Lane between Guadalupe and Airport Blvd (south side). (TPSD)

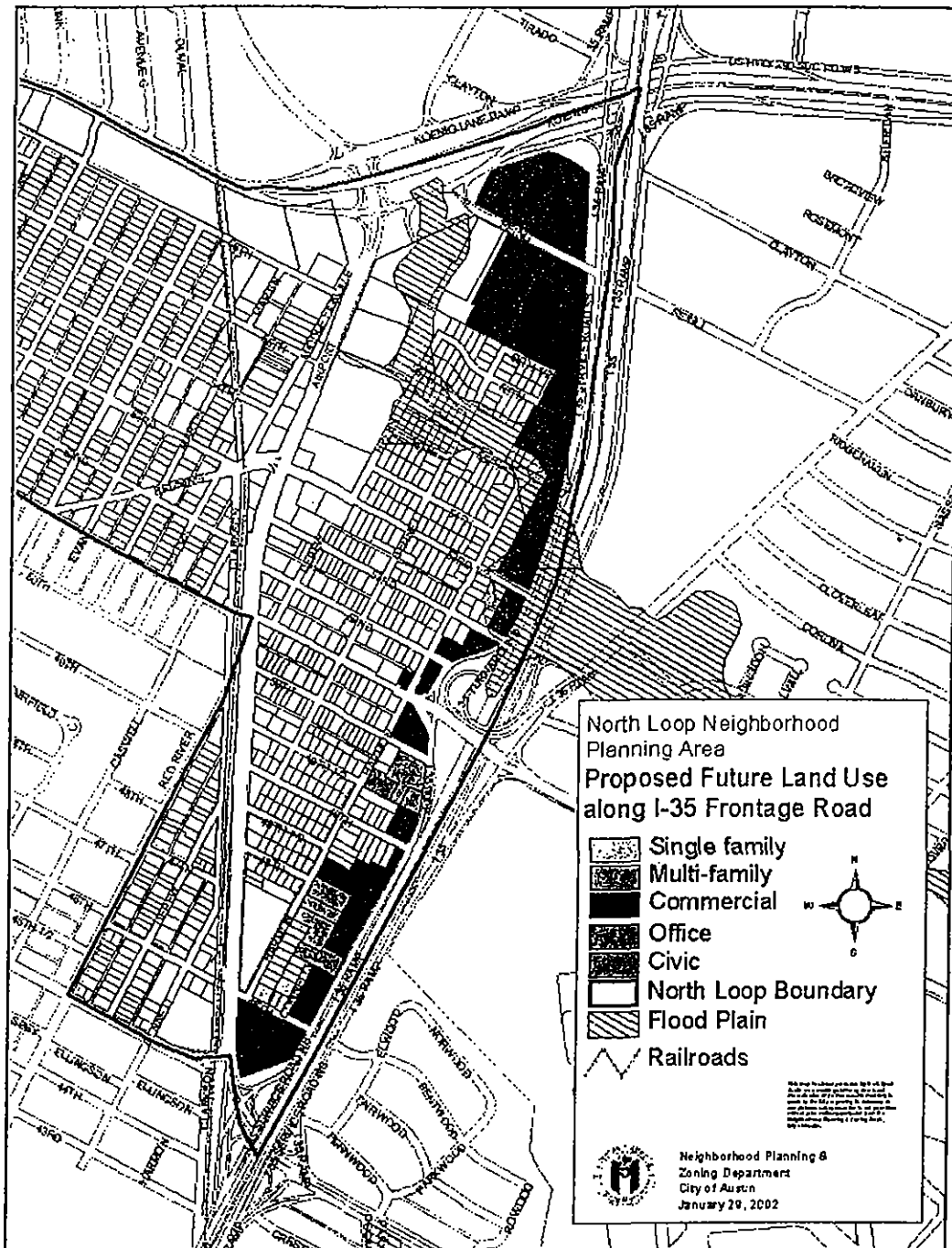
Action 5.6. Work with the Texas Department of Transportation to ensure that the requirement to provide pedestrian facilities with major road construction projects is fulfilled for the RM 2222/Koenig Lane project. (NPT, TXDoT)

Action 5.7. Improve transit stops by providing bus shelters and seating at the following locations on Koenig: (Capital Metro)

- Construct a bus shelter on Koenig Lane near Ave F (south side)
- Locate a new bus stop on Koenig Lane (south side) near intersection with Chesterfield Ave

IH-35 Frontage Road

The map below shows the area referred to as the IH-35 Frontage Road district. As the map below shows, it extends from Airport Blvd in the south, to US 290 in the north. The eastern boundary is defined by the frontage road itself, while the western boundary is defined by the rear property lines of the commercial properties that front the frontage road or are located on its adjoining streets (see map below for details). This map shows the proposed future land uses for this area.



Vision for the frontage road

This plan recognizes that the IH-35 Frontage Road is exactly that – the frontage road to a major interstate freeway. It is an appropriate location for a variety of commercial uses that serve wider needs than those of its immediate neighborhood. However, this plan also recognizes that much of this commercial property abuts directly with single family homes. The plan strongly supports the strict application and enforcement of compatibility standards in the future, and encourages the use of appropriate sound barriers, fencing, and landscape buffers between any future commercial development and single family homes.

Noise from the frontage road is currently a problem. The future is envisioned as including a sound barrier/acoustic wall and the plan is recommending that TxDOT (Texas Department of Transportation) work with the neighborhood on that issue.

Other ways to mitigate the impacts of the frontage road on the adjacent residential neighborhoods include restricting heavy vehicle traffic on local streets. The current use of signs appears insufficient to achieve this goal.

These and other issues are summed up by a local resident, who submitted these comments at a Community Workshop held in September, 2001:

We recognize that many residents located here for convenient, central access and I-35 is a big part of that. However, our quality of life is usually only harmed by the freeway – noise, cut-through traffic, and business not related to the neighborhood.

We recognize the need for relatively heavy-duty, regional land uses along this roadway. The neighbors simply ask that we be protected and buffered from the uses, traffic, and the noise of the freeway.

We would like to see an acoustic wall and the closure or half closure of some of the through streets. Essentially, if we can block off the problems of the highway, we're happy to co-exist in close proximity (but not direct connection) with a wide range of businesses and uses.

Note the long-term fear of the neighborhood (Morningside-Ridgetop and Eye 35/Airport Blvd) is that we will some day be "swallowed" by the highway and its attendant land uses (commercial etc.).

There is also the feeling held by some neighbors that, in the southern part of this area, defined by the Eye 35/Airport Blvd Neighborhood Association, there is a concentration of uses that have negative impacts on the immediate neighborhood. These uses include the First Workers' Site, Rio Motel, and Elán Modeling. These, and other uses in the immediate area, have impacted the character of the neighborhood.

There is a feeling from some that this section of the neighborhood is at risk of attracting more uses that are thought by some neighbors to have a negative impact on their immediate neighborhood. Part of the vision for this section of the neighborhood is for it not to be an area where social services are concentrated but an area with a diversity of businesses like other parts of the neighborhood planning area.

Land Use Actions for the 1-35 Frontage Road

- Action 6.1. Rezone properties in the IH-35 Frontage Road District according to the following general principle:
- Maintain existing commercial base zoning but add the IH-35 Frontage Road Conditional Overlay (See Action 6.2 for details)
- Action 6.2. The conditional overlay for the IH-35 Frontage Road between Airport Blvd and US 290 prohibits the following uses: (NPZD). (See map on page 70 for precise location. Please refer to zoning ordinance C14-02-0009 for precise details).
- Adult Oriented Businesses
Pawn Shop Services
Residential Treatment
Transitional Housing
- In addition, the conditional overlay also makes the following uses conditional²:
- Campground
Commercial Blood Plasma Center
Convenience Storage
Equipment Sales
Kennels
Vehicle Storage

² Making a use conditional by a Conditional Overlay (CO) means that existing businesses in these categories can continue to operate; however their ability to expand would be affected by the CO. New businesses in these categories would be subject to the restrictions in the CO. Existing businesses can expand, improve, or alter their structures up to 20% of the value of the structure *annually* without having to submit a "conditional use permit" (CUP). This includes both exterior and interior work. If an expansion or improvement exceeds 20% in a given year, then a CUP would be required. A site plan would be required for an expansion (adding more than 1,000 sq ft) even if the use were not conditional; however the difference is that most site plans are administratively approved. A CUP (site development) would require a public hearing and Planning Commission approval.

Through the CUP process, specific criteria are used to determine if a new use or expansion is appropriate and ways to ensure that compatibility with the neighborhood is addressed. The review process and cost of CUPs vary by the size of the project and whether construction is required.

It is not the intent of the North Loop Neighborhood Planning Team to close down existing businesses but rather they view the CUP process as a way to give greater consideration to potential impacts and ensuring that any expansion of existing businesses, or the introduction of new businesses, is done in a way that considers neighborhood interests.

Please note that not all uses are permitted in all base districts. Please consult the zoning ordinance C14-02-0009 for details about permitted, prohibited, and conditioned uses on individual properties.

Also note that the conditional overlays proposed as part of this plan are not intended to replace, but are in addition to any existing conditional overlays that existed prior to this plan's adoption.

When considering the issuing of conditional use permits this Neighborhood Plan recommends consideration of the following factors:

- Compatibility with surrounding uses, particularly single family homes
- Potential for adverse impact on residential areas, especially in regard to traffic
- Compatibility of the proposed use with the Neighborhood Plan's vision for that area
- The existing number or concentration of a particular business type. (A key goal of the Neighborhood Plan is business diversity. It is hoped that no one type of business will dominate any particular section of the neighborhood).

Action 6.3. Review the conditional overlay outlined in Action 6.2. two years after the ordinance is adopted to assess its impact. (NPT)

Action 6.4. Work with future developers to encourage that low impact development strategies are incorporated into site design. Strategies include reduction of impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc. (NPT, WPDR)

Transportation actions

Action 6.5. Undertake a study on pedestrian improvements for the 51st St. and IH-35 overpass area. (TPSD)

Action 6.6. Construct a bus shelter at the stop located on the IH-35 frontage road in front of the First Workers Site. (Capital Metro)

Action 6.7. Work with TxDOT regarding the construction of sound barrier devices (i.e. a wall) between the businesses on the frontage road and the residences behind them. (NPT, TxDOT)

General Recommendations

- Action 7.1. Provide this Neighborhood Plan to developers to encourage future residential and commercial development that complements the neighborhood. (WPDR)
- Action 7.2. Provide information on the Neighborhood Commercial Management Program to businesses in the neighborhood. (NPT)
- Action 7.3. Investigate the formation of a Community Based Development Organization or similar entity. (NPT)

A Community Based Development Organization is a non-profit, locally based organization working to improve the physical, economic, or social environment of a specific geographic area.

Transportation

- Action 7.4. Apply for transportation enhancement funds to construct the second segment of the Upper Boggy Creek Hike/Bike Trail starting at Hancock Center and extending along Clarkson Ave., across Koenig Lane to link with Highland Mall. (NPT, TPSD)
- Action 7.5. As part of the transportation enhancement funding proposal (in the previous action) include funding to develop/construct a small plaza/interchange/meeting space on the trail at 51st and Airport or 53rd and Airport. (NPT)

Neighborhood Character

- Action 7.6. Create a 'no open containers of alcohol' zone for the entire North Loop Neighborhood Planning Area. (APD, NPZD)
- Action 7.7. Work with Austin State Hospital and Keep Austin Beautiful to coordinate a volunteer-led annual planting of wildflower seeds on the State Cemetery property on North Loop Boulevard. (NPT, Keep Austin Beautiful)
- Action 7.8. Work with Capital Metro and Keep Austin Beautiful to coordinate a volunteer-led annual planting of wildflower seeds in the rail right of way along Airport/Clarkson. (NPT, Capital Metro, Keep Austin Beautiful)
- Action 7.9. Organize regular neighborhood graffiti clean ups. (NPT)
- Action 7.10. Implement an Adopt a Street Program in cooperation with Keep Austin Beautiful. (NPT, Keep Austin Beautiful)

- Action 7.11. Allocate code enforcement staff to work in the neighborhood for 8 hours per month to focus on the enforcement of current City codes and ordinances particularly in relation to (APD, NPZD):
- Trash overflowing from dumpsters at multi-family complexes;
 - Positioning of dumpsters to block sidewalks; and
 - The parking of vehicles on the public right of way.

Information

- Action 7.12. For local Neighborhood Associations to work together on the production of a regular joint newsletter. (Neighborhood Associations)
- Action 7.13. Develop a neighborhood web site for the Northfield, Morningside-Ridgetop, and Eye 35/Airport Blvd Neighborhood Associations. (Neighborhood Associations)

Environmental

- Action 7.14. Work with future developers to encourage that low impact development strategies are incorporated into site design for future development. Strategies include reduction in impervious cover, use of bio-retention/filtration landscapes, drainage swales, etc. (NPT, WPDR)
- Action 7.15. Distribute information to all households and/or organize for a representative to speak to the neighborhood on issues such as xeriscaping, household recycling, energy efficiency. (NPT)
- Action 7.16. Work with the City of Austin Watershed Protection Department on how the neighborhood can help to implement the Watershed Protection Master Plan recommendations regarding creeks in the planning area. (NPT, WPDR)
- Action 7.17: Consider the construction and promotion of water quality and flood controls for Tannehill Branch and Waller Creeks. (WPDR)

This Neighborhood Plan strongly supports efforts by the City of Austin and by developers to improve the condition of the creeks in the area. This plan encourages 'greener' developments and redevelopment, and is especially supportive of on-site controls rather than 'fees in lieu'. The neighborhoods in this area would welcome the opportunity to work with the City of Austin on retro-fitting the neighborhood should funds from the Urban Watersheds Structural Control Fund be allocated to this area.

- Action 7.18. Work with Keep Austin Beautiful to organize regular creek clean up days for Waller Creek. (NPT, Keep Austin Beautiful, WPDR)
- Action 7.19. Distribute information to all households regarding the use of pesticides and fertilizers. (NPT)
- Action 7.20. Incorporate a section on energy efficient design into the Neighborhood Plan Design Guidelines. (NPT and NPZD)

Implementation

By adopting the plan, the City Council will demonstrate the City's commitment to the implementation of the plan. However, every action item listed in this plan will require separate and specific implementation. Adoption of the plan does not begin the implementation of any item. Approval of the plan does not legally obligate the City to implement any particular action item. The implementation will require specific actions by the neighborhood, the City and by other agencies. The Neighborhood Plan will be supported and implemented by:

- City Boards, Commissions and Staff
- City Departmental Budgets
- Capital Improvement Projects
- Other Agencies and Organizations
- Direct Neighborhood Action

City Boards, Commissions and Staff

The numerous boards and commissions of the City will look to the North Loop Neighborhood Plan when they need guidance about the neighborhood. The Parks and Recreation Board will have a guide available stating the neighborhood's priorities for parks and open space. The Planning Commission will already know if a proposed zoning change in North Loop would be appropriate and supported by the residents and businesses of the neighborhood. Additionally, City staff will use the plan as a guidance document for review of projects and programs.

Department Budgets

Each year every City department puts together a budget that states the department's priorities for the coming year. By bringing the strengths and desires of the neighborhood to the attention of City departments, the North Loop Neighborhood Plan will help them prioritize those projects that help safeguard the neighborhood's assets while addressing its needs.

Capital Improvement Projects

There may be issues in the neighborhood that require a major capital expenditure. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long-term interests of the neighborhood.

Other Agencies and Organizations

Other agencies and organizations outside City government will play a key role in the implementation of the North Loop Neighborhood Plan. As these agencies look for public input, the North Loop Neighborhood Plan will be available as a clearly articulated vision of the direction the neighborhood desires to go.

Direct Neighborhood Action

Some of the elements of the North Loop Neighborhood Plan will be implemented by direct neighborhood action, possibly with some City support. Tree plantings and creek clean-ups are a few examples of projects that might best be coordinated by the neighborhood.

Implementation Schedule and Tracking

The implementation of the North Loop Neighborhood Plan will be monitored. Some items are expected to be completed quickly. For others, especially those items that need additional funding, it may be harder to schedule a firm completion date.

Nevertheless, the status of every item proposed in the North Loop Neighborhood Plan, the status will be tracked. The North Loop Neighborhood Plan Implementation Tracking Chart provides an easy way to check the status of the implementation of the plan. For each action proposed in the plan, the chart lists the contact, the estimated cost, the current status and comments that include the next needed action. A check date, if not a completion date, will be set for each item. This tracking chart will be updated regularly as more information becomes available and as the status of projects change. The Tracking Chart will be available upon request from the City of Austin, Neighborhood Planning staff.

Updating the North Loop Neighborhood Plan

Neighborhoods are dynamic. To be effective, a neighborhood plan must be periodically updated to reflect changes in the neighborhood. The North Loop Neighborhood Plan will undergo regular review every 12 months. The Neighborhood Planning Team will conduct this review, updating the status of the action items and considering additions or amendments. The Neighborhood Planning Team may also designate subcommittees to assist in this review however, just as the full Team represents the diverse interests of the neighborhood, the updating subcommittee should include representatives of homeowner, renters, businesses and non-resident property owners.

Over time, a neighborhood plan may need more changes to stay current than would be appropriate for a small subcommittee to make. How often this will be necessary depends on how much the conditions have changed in the neighborhood. Overall, it seems that a neighborhood plan, with any needed changes, should be re-approved and re-adopted every 5-7 years.

Appendices

Appendix A: Items requested by Neighborhood Planning Team but not recommended after departmental review

Some requested items were not recommended for implementation at the present time by City departments or other agencies. It may be appropriate to revisit these items in the future, and for that reason they are included in this appendix.

Action item numbers shown are previous draft plan numbers.

Action 1.9. Install bicycle-activated traffic signal detector loops at the following locations (TPSD):

- 51st and Guadalupe
- Koenig and Guadalupe
- Koenig and Ave F
- 53rd ½ and Airport Blvd.

Action 1.16. Investigate strategies to address the following traffic and pedestrian safety issues identified in and around Ridgetop Elementary School (TPSD):

- Dangerous pedestrian crossings, fast traffic, heavy traffic at Airport Blvd's intersections with 51st St and 53rd/53rd ½ St
- Dangerous pedestrian crossing at Bruning, Clarkson, Eilers, 53rd St intersection (Children who live in the Elms Apartment complex on 53rd St and attend Ridgetop have to cross this intersection to get to and from school)
- Need for calming of traffic on Caswell in front of school.

Action 3.9. Undertake studies on pedestrian and bicycle improvements for this section of Airport Blvd (between I-35 and US 290) (TPSD) with particular attention to the following areas:

- Airport Blvd and 51st St intersection
- Airport Blvd and 53 ½ St intersection
- Airport Blvd and US 290 interchange area
- Airport Blvd and I-35 and
- Airport Blvd and 45th St.

Action 3.10. Conduct a study to investigate the installation of a pedestrian crossing with stop lights on Airport Blvd at an appropriate location between 45th and 51st St (highest priority); and also between 53 ½ St and US 290. (TPSD)

- Action 3.14. Investigate the construction of off-road turn-ins at bus stops along both sides of Airport Blvd. (Capital Metro, TPSD)
- Action 4.9. Undertake a study on pedestrian improvements for Lamar Blvd between 51st St and RM 2222 (Koenig Lane). (TPSD)
- Action 5.6. Undertake a study on pedestrian improvements for the intersection of RM 2222 (Koenig Lane) and Guadalupe. (TPSD)

Appendix B: North Loop Public Meeting and Events Summary

| Meeting Date | Purpose | Location | Attendees |
|---------------------|--|---|------------------|
| Sat 08/26/00 | Kick Off Meeting | Ridgetop Elementary | 75 |
| Wed 09/06/00 | First Team Meeting | Ridgetop Elementary | 26 |
| Wed 09/20/00 | Ground Rules, Key Issues | Ridgetop Elementary | 31 |
| Sat 09/07/00 | Vision Workshop | Day Spring Chapel | 30 |
| Wed 10/18/00 | Planning Team, Consensus Decisions | Ridgetop Elementary | 22 |
| Wed 11/01/00 | Survey Distribution, Team Chair, Outreach, Draft Vision | Ridgetop Elementary | 25 |
| Sat 11/11/00 | Survey distribution | Whole neighborhood | 50 |
| Wed 11/15/00 | Survey recap, Outreach strategies | Ridgetop Elementary | 20 |
| Wed 12/06/00 | Developing Goals | Korean First Gospel Church | 20 |
| Wed 12/20/00 | Review of Outreach, Goal setting | Ridgetop Elementary | 13 |
| Wed 01/10/01 | Intro to Urban Design, Smart Growth Infill and Redevelopment Options | Ridgetop Elementary | 22 |
| Wed 01/24/01 | Land Use and Zoning overview, SMART Housing | Ridgetop Elementary | 19 |
| Wed 02/07/01 | Transportation Overview | Ridgetop Elementary | 25 |
| Wed 02/21/01 | Visual Character Survey | Ridgetop Elementary | 24 |
| Wed 03/07/01 | North Loop Design Session | North Loop Commercial Center shops | 27 |
| Sat 03/17/01 | Goals Workshop | Martha Ward's house | 12 |
| Wed 03/21/01 | North Loop Commercial Center | Ridgetop Elementary | 19 |
| Wed 04/04/01 | Rezoning for North Loop Commercial | Ridgetop Elementary | 17 |
| Wed 04/11/01 | Finalize rezonings for North Loop/53 rd St | Ridgetop Elementary | 9 |
| Wed 04/18/01 | Lamar Blvd and Koenig Lane | Ridgetop Elementary | 12 |

| Meeting Date | Purpose | Location | Attendees |
|---------------------|--|---------------------------|------------------|
| Wed 05/02/01 | Trees, parks and trails | Ridgetop Elementary | 14 |
| Wed 05/16/01 | Core questions, Smart Growth | Ridgetop Elementary | 16 |
| Wed 05/30/01 | Airport Blvd Work Session | Child Inc | 30 |
| Wed 06/13/01 | Affordable housing, Development proposal for North Loop Blvd | Child Inc | 16 |
| Wed 06/27/01 | Sidewalk priorities, Smart Growth infill options | Ridgetop Elementary | 16 |
| Wed 07/11/01 | Conditional overlay/s | Child Inc | 26 |
| Wed 07/25/01 | Conditional overlay/s | Child Inc | 23 |
| Wed 08/08/01 | Sidewalks, Stop Signs, Bus Stops | Child Inc | 23 |
| Wed 08/15/01 | I-35 Frontage Road Zoning Session | Child Inc | 24 |
| Wed 08/29/01 | I-35 Frontage Road Conditional O'lay | Child Inc | 18 |
| Sat 09/08/01 | Community Workshop | Day Spring Chapel | 50 |
| Wed 09/12/01 | Review of Workshop, Secondary Apartment Discussion | Ridgetop Elementary | 15 |
| Wed 09/26/01 | Plan Editing | Ridgetop Elementary | 14 |
| Wed 10/03/01 | Plan Review | First Workers Site | 8 |
| Wed 10/10/01 | Urban Design | First Workers Site | 16 |
| Wed 10/17/01 | I-35 Frontage Road Zoning and Conditional Overlay | First Workers Site | 20 |
| Wed 10/24/01 | Finalizing plan details | First Workers Site | 12 |
| Wed 12/05/01 | Rezoning meeting | First Workers Site | 22 |
| Wed 01/23/02 | Final Survey preliminary results, Departmental Review | Child Inc. | 18 |
| Wed 01/30/02 | Prioritizing Actions | Child Inc | 12 |

- **Bold indicates additional notice was provided to affected property and business owners in the general area by direct mail or distributing flyers.**

• Shaded indicates neighborhood wide mail out for notification.

- All other meetings were notified using established contact list of over 240 residents, businesses and property owners.

Appendix C: Neighborhood Transportation Issues

The following text is an overview of transportation issues in the North Loop Planning Area. It is based on the observations of a number of residents and offers a first hand account of the impacts of transportation problems. It has been written with a focus on the Morningside-Ridgetop and Eye 35/Airport Blvd neighborhood association areas, but raises many issues that are characteristic of the Neighborhood Planning Area as a whole.

This information is included to offer a long-term view of transportation related issues in the North Loop area. Their implementation would not only support the Neighborhood Plan's vision but form an integral part of it. The Planning Team recognizes that there are resource and other limitations to what transportation actions will be supported by the City. Nonetheless the Planning Team feels it is important that the full range of issues be documented and encourages that responsible bodies act on these problems.

Traffic Improvements

The ideas presented here are a composite of many discussions between neighbors across the Neighborhood Planning Area. The nature of the representation has meant there is more emphasis on the neighborhoods east of Airport Blvd, but the problems highlighted are common to areas of the Northfield and Red River neighborhoods also. Consistently in these discussions the number one issue is TRAFFIC. It's too heavy and too fast. This has a terrible and damaging impact on personal safety, discourages walking and bicycling, is noisy and pollutive, and makes it harder for us to have an interactive community. Fast, heavy traffic creates a temporary, ugly environment where people think "I'll put up with this for a while and then move on when I'm ready for a better home."

Why we need traffic improvements. Basically, we have a neighborhood which has been here since the 1940s and is quite charming. The fact that we have so many interested people who all know and like each other--despite our small size--speaks for itself. It is exactly the type of neighborhood that the City leaders keep talking about wanting to encourage with Smart Growth: close to the center of town, relatively densely populated (more residences per unit of infrastructure cost for the City), diverse, affordable (relative to the crazy market), walkable streets, etc.—the list goes on. But by the hand of fate, this neighborhood has gotten treated pretty shabbily by past transportation decisions. We started as a sleepy, dirt-road subdivision on the outskirts of Austin in the mid-1940s. Then the City put in Airport Blvd. and TxDOT put in I-35 and kept expanding its size. Later the City widened 53rd-1/2 presumably to alleviate its "east-west" traffic problems. These were decisions based on regional transportation needs (which often means shaving a matter of seconds off journeys to work) and did not consider neighborhood or local impacts. The fact that purely residential streets like 46th, 49th, 50th, 52nd and 53rd Streets connect directly with I-35's access road has nothing to do with conscious urban design (the access road used to be East Ave., just another City street that was part of the established grid pattern in this area).

Over a period of 50 years, these incremental and piecemeal changes have transformed the character of our neighborhood for the worse. The cut-through traffic which erodes

the quality of life in our neighborhoods is just "part of life" for us (as was the old airport). Something to put up with. But it also makes this an area many find hard to justify staying in because of the transitory feeling you get when you have so much fast-moving traffic. It's hard, for instance, for our kids to walk safely just a block or two to Ridgetop and Reilly Elementary Schools. Our situation is the direct result of past decision-makers "putting cars first" over people. We recognize that the Neighborhood Planning and Traffic Calming programs are designed to counteract these sorts of problems, but we also recognize their limitations.

That's why we are justified in pursuing the traffic calming measures outlined in this plan. In a real sense, we are re-designing our neighborhood streets the way that any reasonable urban planner would do if they had it to do from scratch. You just wouldn't have the degree of interface with heavy streets and heavy commercial areas that we do if you designed it intentionally. And we'll still have plenty of interface—even if all of our desired changes take place. We'd have access AND livable streets—and what a great combination that would be!

None of the most attractive neighborhoods in Austin have hard-core cut-through traffic like we do, even those near I-35 or MoPac (e.g, Travis Heights, Tarrytown, etc.). *We should not allow this to continue: our Neighborhood Plan should make this among its highest priorities and we should seek consideration in the City's Traffic Calming Program.* In those areas of the neighborhood which are shielded from cut-through traffic, it is easy to see how much improved and relaxed is the quality of life as compared to areas afflicted with thru-access from I-35 to Airport Blvd and Koenig Lane to North Loop and 51st Street. For example, to the east of Airport Blvd. 54th, 55th, and 56th Streets are relatively protected and have an entirely different and improved character than do 46th, 49th, 50th, 52nd, 53rd, and 53rd 1/2 Streets, which are open to heavy cut-through traffic. We need to create the peaceful safety of these quieter streets while still allowing reasonable access and communication within our area and avoid an unfair shifting of problems to others.

Possible Transportation Measures

The following steps should be considered:

1. *Airport Boulevard.* Airport Blvd. is the central roadway of the North Loop Planning Area. It carries approximately 30,000 trips per day and connects East Austin with North Central Austin. It runs along the southern boundary of the Mueller Airport site, currently undergoing conversion to urban use under the guidance of the Roma Master Plan. Once complete, the Mueller tract will be home to hundreds of new homes and businesses. This transformation from airport to urban use has been anticipated and welcomed enthusiastically by virtually all citizens within the North Loop Planning Area. However, the transportation impacts resulting from this change are as yet unknown and could be very negative for all four neighborhoods with the NLPA as increased traffic trips generated by the new development inevitably spill into the adjacent streets: primarily Airport Blvd. and 51st Street.

We are very concerned about how our efforts and our quality of life will be affected by the proposed expansion of Airport Blvd. between Koenig Lane and IH-35 included in the CAMPO 2025 Plan. This document calls for a change in designation from MAD 4 (major arterial divided with 4 lanes) to MAD 6 (major arterial divided with 6 lanes) meaning that the street may be expanded from four to six lanes in size. Airport Blvd. is a central and integral part of the comprehensive planning for the four neighborhoods contained in the North Loop Planning Area. The needs of the new

Mueller development should be met with mass transit and better roadway intersections (e.g., at 51st and Airport) rather than by widening entire stretches of Airport Blvd. *We strongly support that Airport Blvd. be maintained in its current MAD4 configuration.* We welcome needed transportation and urban design improvements on this road that could be accomplished within this roadway size. *We strongly oppose the proposed expansion to six lanes as unnecessary and harmful for the following reasons:*

- *PUBLIC SAFETY: A wider Airport Blvd. will decrease the safety of the road for school children and other pedestrians and cyclists.* A large portion of our population walks daily to work, bus service, school, and shopping. In particular, during the school year, our children, in kindergarten through 6th grades, cross Airport Blvd., already over four lanes wide, twice daily, often in the dark and without assistance of safety guards, school zone speed limits, or lit or marked crosswalks. Consider the increased danger to this vulnerable population, crossing 6 lanes, with likely increases in vehicle speed. A number of our Neighborhood Plan action items have been directed at making these pedestrian crossings safer. A six-lane-wide Airport Blvd. would negate any of these gains.
- *EXISTING CAPACITY: A wider Airport Blvd. is not necessary from a traffic flow perspective.* Traffic tests of Airport Blvd. between Koenig Lane and IH-35 indicate that the roadway's traffic capacity has not been met, in its current form, MAD 4. Any federal enhancement funds should be used to make Airport Blvd. a safe, well operating MAD 4 arterial.
- *LOCAL BUSINESS DISRUPTION: A wider Airport Blvd. would be detrimental to local businesses.* Most of the businesses along this portion of Airport could be best described as "family owned and operated" or "mom and pop", whose services are utilized daily by the neighborhoods. These businesses are currently constrained by a narrow site footprint along the road and shallow depths to the lot boundaries behind. Further encroachment to provide a wider right-of-way for Airport Blvd. would seriously compromise these businesses. Loss of neighborhood services and the economic disabling of local business would create a devastating impact on the area.
- *ISOLATION OF NEIGHBORHOODS. A wider Airport Blvd. will further split the homes and activities of residents between Airport Blvd. and IH-35 from neighboring communities.* Many of our homes were built in the late 1940's, and since then our neighborhoods have been steadily eroded in size and in well being, by a continuous expansion of IH-35 and Airport Blvd. The North Loop Neighborhood Plan seeks to strengthen the connections with our neighbors in Northfield Neighborhood Association across the existing large roadways. Hence, a widening of Airport Blvd. with its concomitant increase in traffic volume, noise, and incompatibility with pedestrians, would effectively negate our efforts and risk the isolation and decline of two of our neighborhoods, housing hundreds of residents.

In sum, changing Airport to a six-lane throughway would undermine the planning effort and quality of life of 3,000 households and numerous businesses. We ask that the City of Austin and all future CAMPO participants support us in improving, not widening, this important stretch of Airport Blvd.

2. *Koenig Lane.* Koenig Lane from I-35 to Lamar Blvd. is currently scheduled to be redesigned and reconstructed by TxDOT as a larger roadway with greater access to

the Northfield neighborhood (e.g., longer left turn bays, etc.). The object of this project is to increase the volume and speed of traffic through this portion of the roadway. These improvements will likely decrease the safety and comfort for pedestrians and bicyclists to cross Koenig, although it may, at least for a time, encourage motorists to continue westward on Koenig rather than turn south to Northfield (generally via Avenue F or Chesterfield) to cut-through and avoid the Lamar Blvd. intersection.

It is not anticipated that any "improvements" resulting from this project will have long-term positive impacts on cut-through traffic for Northfield residents. Over time, such projects historically *increase* the volume of traffic which ultimately cuts through. For example, assume that on most days (good days), traffic flows normally and quickly through the new Koenig. More motorists in a rapidly growing Austin are encouraged to use this route as it "suddenly" provides better east-west access. Traffic therefore increases, and perhaps with no spillover cut-through traffic on normal days. But were an accident or other "unusual" event to occur, these same motorists would look for any available outlet to keep moving. And eventually, with continued growth in automobile traffic, all days would be formerly unusual days, and we'll be back to consistent cut-through traffic. It is probably the intersection of Lamar, not the full length of Koenig (from I-35 to Lamar) which is the bottleneck which encourages drivers to turn off Koenig into Northfield residential streets. Our planning team supports the conversion of Koenig Lane to a more aesthetic, better functioning tree-lined boulevard. It does not, however, support a road widening project whose sole function is to increase the volume and speed of traffic on Koenig Lane.

3. *52nd and 53rd Streets along the I-35 Access Road.* There is no justification for having these short (two-block) residential streets connected to the freeway. They both suffer from tremendous cut-through traffic and the sight lines for traffic turning south from these streets onto the access road is very limited and dangerous due to the curvature of the access road (especially with the recent introduction of a privacy fence just north of the 53rd Street intersection). They should both be blocked off. We could extend the businesses (Sky's, Cothron's, etc.) across these blocked streets to use this roadway land along the highway, while houses east of Harmon could be on newly created cul-de-sacs still connected to the neighborhood. An attractive wall or hedge row of trees (or both) could further mask off the highway, serving as both a visual and noise barrier as well. 52nd should be fairly straightforward to block off: Sky's and Cothron's could use the land and no residential access would be affected. 53rd may be more difficult given the City's requirements for cul-de-sac turning radii—could consider a land swap by which Sky's gets the 52nd Street land and gives up a little along 53rd to create the cul-de-sac. An alternative to blocking off the streets would be to build traffic circles at the intersections of 52nd and 53rd and Harmon. This would serve to create a visual barrier to screen the highway for the residents west of Harmon and would thereby create a more tranquil atmosphere. Multiple auto collisions have occurred at the corners of 52nd and 53rd and Harmon (the house at 52nd and Harmon has been struck several times!), and traffic circles would greatly help to reduce speeds and prevent problems.
4. *46th Street at the IH-35 Access Road.* This street suffers from cut-through traffic from IH-35 Access Road and Airport Blvd. Prohibiting a right turn from the IH-35 Access Road onto 46th Street (prohibiting eastbound traffic from the highway) would

help to address this problem. A concrete wedge and a "Do Not Enter" sign should be placed at this existing entrance as a physical barrier to traffic. This will eliminate the dangerous practice of diving across three lanes of traffic when exiting IH-35 to get into the neighborhood at 46th. Many accidents have occurred at this intersection. Traffic exiting the IH-35 Access Road is better served by Airport Blvd.(at 45th St) because of the higher speed limit and safer access to the neighborhood.

5. *Harmon Street at 49th Street.* This is a dangerous intersection featuring fast traffic along Harmon Ave and cut-through from the IH-35 Access Road and Airport Blvd. This location is also near the Day Labor Site and a Church and has a higher level of pedestrian traffic. A traffic circle (roundabout) should be installed at Harmon and 49th street. The City has studied this intersection and concluded that there is not enough traffic to warrant a 4-way stop. However, high velocity, not high volume, traffic is the main concern along Harmon south of 51st and the intersection with 49th is a logical place (about the halfway point) for speed control of some type. A traffic circle would also provide an aesthetic visual barrier to screen the view to IH-35. It is also confusing that 4-way stops are placed at other intersections that do not seem as busy – such as those along Ave H in the Hyde Park neighborhood.
6. *Harmon Street at 51st Street.* This is a very dangerous intersection (with traffic coming off the access road at high speeds) and should be shut down or access significantly controlled.
 - (a) *Block of Street at 51st.* Harmon could be blocked off for southbound and/or northbound Harmon at 51st Street. A logical point for the closure would need to be studied to maintain proper access for existing businesses from the residential properties. Pedestrian and bicycle access could be maintained.
 - (b) *No left turns onto 51st from Harmon.* Traffic could be prevented from making left turns from Harmon onto 51st from the north and/or south sides of 51st. A concrete wedge and a "No Left Turn" sign could be positioned in an appropriate place.

With either scenario, motorists could enter our neighborhood further down at Bennett, a much safer location. This would also combine with the 52nd and 53rd Street closures to maintain these improvements (otherwise, people could cut through Harmon to 52nd and still cut through going west; if they had to wait until Bennett, it wouldn't gain them as much and might not be worth it).

7. *Traffic calming for 53rd-1/2 Street.* At some point, 53rd-1/2 Street was widened to a 45-foot width. We need MUCH slower traffic for 53rd-1/2 Street—it's among the worst in our planning area. Note the traffic is at times heavy during rush hour, but at all other times, the great width of this street serves to encourage excessive speeding. The fact that many residents along the street have had their parked cars hit by speeding motorists has discouraged them from parallel parking, which only serves to make the road feel even wider and more appropriate for high speeds. This results in a street very dangerous for pedestrians; it lacks sidewalks and has a feeling of vulnerability, even as it is used heavily for cut-through foot traffic from frontage road businesses. The volume of automotive traffic does not warrant the road widening and should be addressed.

But E. 53rd-1/2 Street is also a logical through-street since it joins with North Loop to the west and is obviously a City priority as an east-west connection. It would not be advisable to block it off at IH-35: the City will not likely allow it and we need

access ourselves to our own neighborhood and this is the most logical street to provide this as it is centrally located among the streets in this neighborhood, is connected to the west, and has the safest entryway. But this doesn't mean it has to be so industrial looking (and acting) in our residential area. Therefore we should: put sidewalks in on one or both sides of the street (taken from existing street width) from the commercial areas to the west all the way to IH-35 (providing safe walking paths, narrowing the street, and thereby slowing traffic); put a "traffic circle" at Bennett and Harmon, and/or put in or stop signs, speed bumps, or "speed cushions". Residents on 53rd 1/2 Street have already seen their yards eroded by excessive street widening, therefore future sidewalk construction should be taken from the roadway.

Note that this street is analogous to Red River Street near us: Red River is wide and carries much traffic south of 45th Street. This makes sense given that it serves Hancock Center and is a significant connection to UT and downtown. However, the residential neighborhood along Red River north of 45th Street does NOT feature a wide road (like our E. 53rd 1/2). Although some form of traffic calming should also be introduced on Red River, at least its narrower width does serve to lower vehicle speeds. For both Red River and E. 53rd 1/2, the majority of cars turn onto 45th and Airport Blvd. rather than continue on Red River and E. 53rd-1/2 respectively. 53rd-1/2 should therefore be correspondingly recognized as a residential roadway by design.

8. *51st Street Intersection with IH-35.* This intersection is very dangerous for pedestrians and bicycles, although use by both here is heavy. It is also very unaesthetic and should be improved as a dignified and attractive gateway between our neighborhood, Windsor Park and the new Mueller Airport development.
9. *51st Street between Airport & IH-35.* Improvements are needed both now for existing congestion and for future when 51st Street serves as a principle arterial for the RMMA redevelopment. It is dangerous to cross for pedestrians and bicyclists. Traffic along 51st Street backs up at Airport and cuts off access to Depew. Potential Solutions include:
 - (a) *4-way stop at Bennett.* Traffic already moves slowly through here during rush hour. A 4 way stop would not greatly slow movement but would create a safe crossing for Morningside-Ridgetop and Eye 35/Airport residents travelling from Bennett onto 51st Street.
 - (b) *Makeover of intersection of 51st and Airport Blvd.* With improved pedestrian crossings (see below), and adding extra right turn lanes, etc. to improve the flow.
 - (c) *Continuous sidewalks along 51st.* This portion of 51st Street needs better sidewalks (a City Council promise during the Day Labor debate): existing sidewalks are intermittent or absent.

NOTE: While we recognize the poor traffic flow along this portion of 51st Street, we do NOT want to widen the road, excepting targeted areas at intersections, like at Airport Blvd. Widening any length of road beyond that short stretch needed for an intersection would compromise the goals of a pedestrian-friendly environment and further decrease the quality of life and property values of those residents who live along 51st Street. (A past expansion of 51st from two (2) to four (4) lanes has already negatively impacted these properties significantly.)

10. *51st Street between Duval & Guadalupe.* Traffic moves much too fast to allow safe pedestrian or even vehicle crossings along the small intersecting streets. It is especially bad along the cemetery and state land area due to steep grade of hill; the curve in the road also creates a blind corner for pedestrians—impossible to see fast-moving cars approaching. Intersections at Ave. F, G, and Leralynn were all cited for multiple complaints in the initial neighborhood survey. Some form of traffic calming, or an additional 4-way stop, is required.
11. *Pedestrian Crossings for Airport Blvd.* For Airport Blvd., major pedestrian improvements are needed for basic safety reasons and for aesthetics. Aesthetic improvements could also have real impacts by narrowing the appearance of the roadway. At present, Airport Blvd. looks like an industrial thoroughfare, not a street only a half block from many of our homes. Brick-surfaced crosswalks or some equivalent design could clearly delineate its purpose, lending visibility and legitimacy, which would improve safety for the following intersections:
 - (a) *51st and Airport Blvd.* This intersection was one of the most frequently cited problem areas in the initial neighborhood survey. It is dangerous for cars, bicycles, and pedestrians alike. Confusion is created not only by the Airport and 51st intersection but also by the railroad crossing and Clarkson (Red River) intersection, and Ridgetop Elementary School. Pedestrian crossings are poorly marked and pedestrians must cross Airport Blvd. on the south side of 51st Street. No crossing is provided on the north side of 51st, which links directly to a local church and is adjacent to Ridgetop Elementary School. This area also has very poor visibility at night. This intersection should be improved to allow pedestrians to cross on both sides, providing better safety, better convenience, and sending out the message that pedestrians are a priority.
 - (b) *53rd/53rd-1/2 and Airport Blvd.* This crossing has similar problems to those cited for 51st and Airport. Many children use this intersection in route to Ridgetop Elementary School. The intersection may well be one of the ugliest intersections in Austin. The light has an extremely short cycle during many portions of the day and is dangerous to pedestrians and cyclists trying to cross.
 - (c) *Crossing between 45th and 51st along Airport Blvd.* A new pedestrian crossing should be considered for this area. It is currently too great a distance between these intersections and many adults and schoolchildren illegally cut across traffic to get to the other side. The southbound Airport Blvd. bus stop at 49th Street should be removed or place a traffic light for an on-demand pedestrian crossing (such as was placed on 45th street by Shipe Park). This protected crossing should be built at 48-1/2 or 49th and Airport. Both positions are good "midway points" between 51st and 45th. A new pedestrian crossing could be installed and timed with the other lights to minimize disruption to the flow of Airport traffic while providing a safe crossing for pedestrians.
 - (d) *45th Street and Airport Blvd.* Dangerous crossing for pedestrians. Poorly marked. Signals not currently present?
12. *Helen Street.* Helen Street is very wide and features dangerously fast traffic. A redevelopment of the Builder's Square/Chair King tracts per a Neighborhood Urban

Center plan should consider narrowing Helen from its current industrial configuration.

13. *5-Way Intersection at 51st Street, Duval, and Bruning Ave.* One of most frequently cited problem areas in survey. This intersection is confusing to motorists. The design of the intersection is poor. Traffic along 51st St experiences delay as several roads meet at odd angles and alignments. Also, the positioning of stop signs prevents proper view of which vehicle has "next turn to go." This intersection has caused many accidents and near-misses are a daily occurrence. The City Public Works & Transportation Department noted that *they* no longer approve of 5-way intersections in new road plans—this undoubtedly stems from the fact that they are more dangerous (more accidents), less efficient (more time waiting to figure out "who's next"), and generally frustrating (hence the survey results). Possible Solutions:

(a) *Close off Bruning Avenue.* Bruning Ave. creates challenging angles and intersections as it crosses from Duval at 51st over to 53rd and Clarkson. The five-way intersections at these end points were among those most frequently cited in our neighborhood survey as problem areas. Meanwhile, the residential areas in between these major intersections are also chopped up by the diagonal lines created by Bruning. Many of the lots are of such odd dimensions that they are effectively not used—or cared for. Bruning also lacks the standard curb-and-gutter edge definition of most of our other streets, and the combination creates a poorly maintained appearance as well as drainage problems. If we close off Bruning, we simultaneously eliminate two of our worst intersections, recreate a working neighborhood grid street system with plenty of access for all, and may even have enough room to create a small park at Bruning and Evans. To imagine what the value of this move would be, think of the opposite: imagine that Bruning did NOT exist and that the City proposed buying up this land, fragmenting the parcels along the way, eliminating a public gathering space, and encouraging cut-through traffic to use this route, all at considerable cost to acquire land for the street right-of-way. This value is effectively given back to the residents and businesses with a conversion of Bruning into residences, businesses, and possibly a park. A plan could be devised to ensure that from access to the few residences fronting Bruning would not be "cut off" and the entire area would experience an improved and more livable neighborhood environment.

14. *53rd Street Intersection at Clarkson, Middle Fiskville, & RR tracks.* Many problems cited in survey. Possible solution:

(a) *Close off Bruning Ave.* See above.
(b) *We would like to see a thorough study done of this intersection with the closure of Bruning as one of the options considered.* Traffic circles or other forms of controls may also help to address the problems.

15. *Chesterfield Ave.* Chesterfield Ave. is subject to among the worst cut-through traffic in the Northfield Neighborhood. Traffic from Koenig Ln. turns south onto Chesterfield to connect with North Loop. A possible solution would be to convert the street into a one-way street going north only. A portion of the right-of-way could also be used as a pedestrian path or a hike & bike trail along Waller Creek.

16. *Guadalupe Street.* Sidewalks are badly needed between 51st Street and Koenig Lane. These improvements have apparently been scheduled by the City.

Collectively, these traffic improvements would dramatically improve the quality of life in our entire neighborhood. These improvements are needed in combination, not piecemeal, because they all interact to prevent one problem from creating another. Let's work together to make these important changes a reality and transform our neighborhood into a first-class place to live!

Appendix D: North Loop Neighborhood Planning Area Survey Results

On Saturday November 11, 2000 over 50 neighborhood volunteers hand delivered 2,355 residential surveys to every household in the North Loop Neighborhood Planning Area. 396 of these surveys were returned, giving a response rate of 17%. The average percentage response rate for Neighborhood Planning residential surveys is below 10%.

In addition to this, 100 surveys were also returned from business owners and non-resident property owners. The business/property owner survey is an abridged version of the residential survey.

2. What Austin Park do you use most frequently?

The parks most frequently used by survey respondents were Zilker (with 85 responses), Shippe Park (77 responses), Pease (39), Town Lake (13), and Bartholomew (10).

3. How often do you use this park on average?

The most common response for how often respondents use parks was **monthly** with **39%**. This was followed by **weekly** with **30%**.

4. What do you do most often at the park?

The most common responses to this question were: walking, swimming, playscape or jungle gym, walk dog and run.

5. If a nearby park were to be developed, what would your priorities be?

Trees (with 215 responses) were identified as the highest neighborhood priority, if a park were to be developed in the area. This was followed by **open space** (159 responses), **picnic area** (84), and **community garden** (81).

6. Were a new neighborhood park to be established, would you be willing to donate time and/or money to maintain it?

180 people responded that they would be willing to donate **time** to maintain a neighborhood park were one to be established. The table also shows that **133** respondents were **not sure**; **65** identified that they would be willing to donate **money**; while **57** people identified they would donate **neither** time nor money.

7. How often would you visit a park if it were within 4 blocks of your home?

Of the 386 respondents to this question: **48%** indicated that they would use a park that was located within 4 blocks of their home on a **weekly** basis; **24%** indicated they would do so on a **daily** basis; **20%** monthly; **6% never**; and **3% yearly**.

8. Which area of the neighborhood do you think would be the best location for a neighborhood park?

Of the 306 respondents to this question, **27%** identified **Area 3** (the area bound by North Loop to the north, Avenue F in the east, 51st in the south, and Guadalupe in the west). The next highest response was **Area 6** (bound by Koenig to the north, I-35 frontage road to the east, 51st to the south, and Airport Blvd to the west) with **24%**. **Area 4** (bounded by Koenig to the north, Airport to the east, North Loop/53rd to the south, and Avenue F to the west) was the next highest with **19%**.

9. To what extent do you support the following:

- a) A greenbelt trail along Waller Creek between North Loop and 51st adjacent to the State Hospital Cemetery land?
- b) A hike and bike path in the rail corridor along Airport Boulevard?

Table 1: Level of support for Waller Creek greenbelt trail and hike and bike path in rail corridor

| location | strongl y suppor t | suppor t | neutral | oppose | strongl y oppose |
|--------------------------------------|-----------------------------|-------------|---------|--------|------------------------|
| Waller Creek greenbelt trail | 52% | 27% | 15% | 3% | 3% |
| Hike and bike trail in rail corridor | 52% | 25% | 14% | 5% | 4% |

n = 480 for Waller Creek; n=484 for rail corridor

[Note: Results for this questions are based on responses from both the residential survey (n=385) and the business/property owner (n=95 for a and 99 for b)]

Table 1 shows that for a) the **Waller Creek greenbelt trail proposal**, **79%** of the 480 respondents identified that they **either strongly support, or support**, the idea of a greenbelt trail.

Table 1 also shows that for b) the **hike and bike trail in the rail corridor along Airport Boulevard proposal**, **77%** of the 484 respondents identified that they **either strongly support, or support**, the idea of a hike and bike trail in the rail corridor along Airport Blvd.

10. I think cut-through vehicular traffic is a problem in my neighborhood.

30% of the 483 respondents to this question **strongly agreed** that **cut-through traffic was a problem** in their neighborhood. **26%** **agreed**.

56% of respondents either **strongly agreed or agreed** that cut-through vehicular traffic was a problem in the neighborhood; while **17%** of respondents either **strongly disagreed or disagreed**.

When asked what street/s were the biggest problem for cut-through traffic, the most common responses from the residential survey were:

- 53 ½ St (between Airport Blvd and the I-35 frontage road) with 37 responses;
- Chesterfield Ave with 22 responses;
- 51st St with 22 responses;
- 53rd St with 21 responses; and
- Ave F with 19 responses.

Other local streets nominated were Harmon Ave (15 responses), 52nd St (14 responses), Leralynn (11 responses), Red River (10), and Franklin (10).

11. I think that high speed traffic is a problem in my neighborhood.

29% of the 487 respondents to this question **strongly agreed** that cut-through traffic was a problem in their neighborhood. **29%** also **agreed** with this statement.

58% of respondents either **strongly agreed or agreed** that high speed traffic was a problem in the neighborhood; while **16%** of respondents either **strongly disagreed or disagreed**.

When asked what street/s were the biggest problem for high speed traffic, the most common responses from the residential survey were:

- 53 ½ St (between Airport Blvd and the I-35 frontage road) with 37 responses;
- 51st St (37 responses);
- North Loop/53rd St (32 responses);
- Ave F (17 responses); and
- Guadalupe (17 responses).

12. Do the existing traffic controls and crossings make it safe for neighborhood children to walk or bicycle to their school?

41% of the 484 respondents believe that existing traffic controls and crossings **do not make it safe** for neighborhood children to walk or bicycle to their school. In contrast, **19%** believe that existing traffic controls and crossings **do make it safe**, while **40%** were **not sure**.

When asked to identify the unsafe areas, the most common responses from the residential survey were grouped into streets and intersections and are reported below:

Streets

- 51st St (23 responses);
- Airport Blvd (17 responses);
- North Loop/53rd St. (16 responses); and
- Guadalupe (12 responses).

Intersections

- Airport Blvd and 51st St (25 responses); and
- Airport Blvd and 53rd/53 ½ St intersection (11 responses).

13. Are there parts of the neighborhood planning area that are not safe for pedestrians, cyclists, or drivers?

54% of the 349 respondents to this question identified that there are parts of the neighborhood that are **not safe** for pedestrians, cyclists, or drivers. 40% of respondents to this question were not sure.

These responses have been categorized as intersections and roadways in the following tables.

Intersections

| Intersection | Number of responses | Comments |
|--|---------------------|--|
| 53 rd , Clarkson, Middle Fiskville, & railroad tracks | 23 | Confusing intersection. 'Too many streets and rail crossing coming together at same point'. Not clear who has right of way. |
| 51 st , Duval and Bruning | 23 | Confusing 5-way intersection. Also difficult for pedestrians to cross. |
| 51 st & Airport | 21 | Difficulties with pedestrian crossing of Airport due to turning traffic, short pedestrian crossing time, long distance to cross. Also speeding cars. |
| 53 ½ & Airport | 11 | Unsafe pedestrian crossing. Short pedestrian crossing time. |
| 51 st & Harmon | 9 | Blind corner. Speeding cars (from I-35) make it difficult to turn. |
| 51 st & Leralynn | 7 | Speeding traffic and blind corner |

Roadways

| Roadway | Number of responses | Comments |
|--|---------------------|---|
| Airport Blvd (between 45 th & Koenig) | 33 | Difficult for pedestrians to cross. Lack of sidewalks, bike lanes. High speed traffic. |
| 51 st St | 21 | No sidewalks, no crosswalks, high speed traffic, poor visibility (blind corners) when turning from Ave's. |
| Red River | 17 | No sidewalks, speeding cars |
| 53 ½ between Airport and I-35 | 16 | Speeding, cut through traffic, no sidewalks |
| Guadalupe | 13 | No sidewalks, high speed traffic |
| Koenig Lane | 13 | Dangerous for pedestrians to cross, speeding cars, no sidewalks |

14. Are there streets in the neighborhood that need sidewalks?

Of the 430 respondents to this question, **56% agreed** that there are streets in the neighborhood that **need sidewalks**. **33%** of respondents were **not sure**, while **12% disagreed** that sidewalks were needed.

When asked what streets need sidewalks the most, the five top locations identified in the residential survey were:

1. **Guadalupe Street between 51st and Koenig** (identified by 47 respondents);
2. **53rd ½ Street between Airport Boulevard and the I-35 frontage road** (identified by 21 respondents);
3. **51st Street between Airport Boulevard and the I-35 frontage road** (identified by 19 respondents).
4. **45th Street** (identified by 19 respondents). Various areas were identified including between Red River and Airport, between Guadalupe and Red River, between Duval and Red River, and between Duval and Bennett.
5. **Red River Street between 45th and 51st** (identified by 18 respondents).

15. Are there streets in the neighborhood that need streetlight improvements?

Of the 344 respondents to this question, **56%** were **not sure** if there were streets in the neighborhood that needed streetlights. **24% disagreed** that streetlights were needed, while **20% agreed**.

16. Do you support the future expansion of Airport Boulevard, from I-35 to Koenig Lane (RM 2222), from its current 4 lanes to 6 lanes?

Of the 383 respondents to this question, **60% do not support** the future expansion of Airport Boulevard. **27%** of respondents **do support** future expansion.

(Q. 17) The most common reasons identified by people who oppose the future expansion of Airport Boulevard were **traffic** (with 222 responses), **general pedestrian safety** (176 responses), and **barrier across neighborhood** (164 responses). **Safety for children travelling to school** was also identified as a major concern by 150 respondents.

Land use and zoning

Secondary apartments

18. The required lot size for new garage apartments and/or granny flats should be reduced to 5,750 square feet for this neighborhood.

Of the 469 respondents to this question, **31% strongly agreed** that the required lot size for new garage apartments and/or granny flats should be reduced to 5,750 square feet for this

Apartments

20. New apartments in the following parts of the neighborhood would be acceptable to me:

Table 3: Acceptable locations for new apartments

| location | yes | no | not sure |
|--|-----|-----|----------|
| The I-35 frontage road between Airport and Koenig | 51% | 38% | 12% |
| Both sides of Airport Blvd. between I-35 and Koenig | 37% | 50% | 13% |
| The east side of Lamar between 51 st and Koenig | 41% | 46% | 13% |
| The south side of Koenig between Lamar and I-35 | 36% | 52% | 14% |
| In all other areas | 12% | 44% | 40% |

[Note: Results for this question are based on responses from both the residential survey and the business/property owner].

Table 3 shows that:

- The I-35 frontage road between Airport and Koenig was an **acceptable** location for apartments for **51%** of respondents, while it was **not acceptable** to **38%**. (There were 448 responses to this question – 360 residential; and 88 business/property owner).
- Both sides of Airport Blvd. between I-35 and Koenig was an **acceptable** location for apartments for **37%** of respondents, while it was **not acceptable** to **50%**. (There were 447 responses to this question – 359 residential; and 88 business/property owner).
- The east side of Lamar between 51st and Koenig was an **acceptable** location for apartments for **41%** of respondents, while it was **not acceptable** to **46%**. (There were 448 responses to this question – residential 359; and 89 business/property owner).
- The south side of Koenig between Lamar and I-35 was an **acceptable** location for apartments for **36%** of respondents, while it was **not acceptable** to **52%**. (There were 455 responses to this question – residential 365; and 90 business/property owner).
- In all other areas was an **acceptable** location for apartments for **12%** of respondents, while it was **not acceptable** for **44%**. (There were 428 responses to this question – residential 343; and 85 business/property owner).

Therefore, this table shows that the only area that more respondents favoring apartments, than not favoring them was the I-35 frontage road between Airport Blvd in the south and Koenig/290 in the north.

Mixed use development

21. Mixed use development is appropriate for the following parts of the neighborhood:

Table 4: Appropriate locations for mixed use development

| location | yes | no | not sure |
|--|-----|-----|----------|
| North Loop/53 rd from Ave F to Airport | 80% | 11% | 10% |
| Both sides of Airport Blvd. between I-35 and Koenig | 72% | 18% | 11% |
| The east side of Lamar between 51 st and Koenig | 71% | 18% | 12% |
| The south side of Koenig between Lamar and I-35 | 61% | 25% | 14% |
| In all other areas | 38% | 23% | 34% |

[Note: Results for this question are based on responses from both the residential survey and the business/property owner].

Table 4 shows that:

- North Loop/53rd was an **appropriate** location for mixed use development for **80%** of respondents, while it was **not appropriate** to **11%**. (There were 452 responses to this question – residential 355; and 86 business/property owner).
- Both sides of Airport Blvd. between I-35 and Koenig was an **appropriate** location for mixed use development for **72%** of respondents, while it was **not appropriate** to **18%**. (There were 455 responses to this question – residential 367; and 88 business/property owner).
- The east side of Lamar between 51st and Koenig was an **acceptable** location for mixed use development for **71%** of respondents, while it was **not acceptable** to **18%**. (There were 450 responses to this question – 363 residential; and 87 business/property owner).
- The south side of Koenig between Lamar and I-35 was an **acceptable** location for mixed use development for **61%** of respondents, while it was **not acceptable** to **25%**. (There were 450 responses to this question – 363 residential; and 87 business/property owner).
- In all other areas was an **acceptable** location for mixed use development for **38%** of respondents, while it was **not acceptable** for **23%**. (There were 426 responses to this question – 344 residential; and 82 business/property owner).

Therefore, this table shows that respondents to this survey favored mixed use development along North Loop/53rd; both sides of Airport between I-35 and Koenig Lane; the east side of Lamar between 51st and Koenig; and the south side of Koenig between Lamar and I-35. Mixed use development was most strongly favored along North Loop/53rd, followed by both sides of Airport Blvd and the east side of Lamar.

Redevelopment along Airport Blvd

22. If property owners along Airport Blvd between I-35 and Koenig Lane were to redevelop, what kinds of new development would you like to see?

If property owners along Airport Blvd between I-35 and Koenig Lane were to redevelop the preferences of survey respondents would be:

- a **restaurant** (with 321 responses);
- **small neighborhood retail** (292 responses);
- **mixed use buildings** (288 responses);
- a **community center** (214 responses);
- a **mix of residential** (206 responses);
- a **grocery store** (221 responses); and
- **offices** (155 responses).

Redevelopment along North Loop/53rd

23. If property owners along North Loop/53rd between Ave F and Airport Blvd were to redevelop, what kinds of new development would you like to see?

If property owners along North Loop/53rd were to redevelop the preferences of survey respondents would be:

- a **neighborhood restaurant** (with 325 responses);
- **small neighborhood retail** (316 responses);
- **mixed use buildings** (274 responses);
- a **neighborhood grocery** (274 responses); and
- a **mix of residential** (209 responses).

Redevelopment along I-35 frontage road

24. If property owners along the frontage road of I-35 between Koenig and Airport Blvd. were to redevelop, what kinds of new development would you like to see?

If property owners along the I-35 frontage road were to redevelop the preferences of survey respondents would be:

- **mixed use buildings** (228 responses);
- a **park or plaza** (with 223 responses);

- **neighborhood restaurant** (195 responses);
- **offices** (179 responses);
- **neighborhood grocery** (167 responses); and
- **small neighborhood retail** (169 responses).

Redevelopment of Builder's Square/HQ site

- 25. The old Builder's Square/HQ building along Airport Blvd. is vacant. If the property owner were to redevelop, what would you like to see at this location?**

If property owners along the I-35 frontage road were to redevelop the preferences of survey respondents would be:

- **neighborhood grocery** (with 233 responses);
- **neighborhood restaurant** (195 responses);
- **park or plaza** (193 responses);
- **community center** (190 responses);
- **mixed use buildings** (188 responses).

Redevelopment of Jim's Auto on 53rd St.

- 26. If the site of Jim's Auto at 706 East 53rd St. were to be redeveloped, what type of development would you support for that location?**

When asked about redevelopment preferences for the Jim's Auto site, the five top responses were:

- **neighborhood restaurant** or restaurant with 86 responses;
- **mixed use or mixed use building** with 77 responses;
- **neighborhood retail** with 71 responses;
- **park or plaza** with 68 responses; and
- **neighborhood grocery** with 36 responses.

Most people answered this question with multiple responses, such as 'neighborhood business, community center, mixed use, office'. For these answers each use was tallied separately, meaning that in this example neighborhood business was counted as one, community center as one, mixed use as one, and office as one.

Appendix E: Final Neighborhood Survey Results

269 valid surveys were returned. Valid surveys are those that included a neighborhood address. Only one survey per address was counted.

269 surveys represents a response rate of 8.2% (based on 3,281 total surveys.)

Support for the Plan

| <u>Level of Support</u> | <u>Number</u> | <u>Percentage</u> |
|----------------------------|---------------|-------------------|
| Support or overall support | 237 * | 88.1 |
| Do not support | 23 | 8.6 |
| Other # | 9 | 3.3 |
| Total | 269 | |

* Composed of 148 support and 89 overall support

Composed of no comment, some support, and no box checked responses

Secondary Apartments – Do you support the inclusion of the Secondary Apartment infill amendment in the North Loop Neighborhood Plan?

| <u>Level of Support</u> | <u>Number</u> | <u>Percentage</u> |
|-------------------------|---------------|-------------------|
| Yes | 170 | 63.2 |
| Neutral | 41 | 15.2 |
| No | 45 | 16.7 |
| Other | 13 | 4.8 |
| Total | 269 | |

Of the 215 respondents who expressed an opinion on this question (i.e. answered yes or no), 79% were in favor of the secondary apartment amendment.



The North Loop Neighborhood Plan

An amendment to the City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5

Section 5-11

Exhibit A

May 23, 2002



CITY COUNCIL

Mayor Gus Garcia

Mayor Pro Tem Jackie Goodman

CITY COUNCIL MEMBERS

Raul Alvarez
Beverly Griffith
Daryl Slusher
Danny Thomas
Will Wynn

CITY MANAGER

Toby Futrell

ASSISTANT CITY MANAGER

Lisa Y. Gordon

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

By adopting the plan, the City Council demonstrates the City's commitment to the implementation of the plan. However, every action item listed in the plan will require separate and specific implementation. Adoption of the plan does not begin the implementation of any item. Approval of the plan does not obligate the City to implement any particular action item. The implementation will require specific actions by the neighborhood, the City, and by other agencies. The Neighborhood Plan will be supported and implemented by:

- City Boards, Commissions and staff
- City Departmental budgets
- Capital Improvement Projects
- Other agencies and organizations
- Direct neighborhood action.

See the section on Implementation on page 76 for more information.

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The following volunteers acted as the Neighborhood Planning Team and dedicated many hours to the development of this plan through their regular participation in Neighborhood Planning meetings:

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Bill Yoder

Vice Chair
Matt Hollon

Teresa Anderson
Kirsten Bartel
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Henry Stone
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Terrell Timmerman
Martha Ward

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The following institutions and businesses supported the Neighborhood Planning effort by providing venues for meetings:

Ridgetop Elementary School
First Workers Site
Child Inc
Day Spring Chapel

Korean First Gospel Church
Forbidden Fruit
Room Service

Dedications

Members of the North Loop Neighborhood Planning Team would like to remember Sylvia A. Volz, who passed away on February 7, 2001. Sylvia was a valued member of the team who was involved in all aspects of the planning process. She not only gave up many weeknights to attend meetings, but also was always available for weekend duties delivering surveys, or walking the neighborhood for field work. Sylvia had great plans for the neighborhood and we hope that this plan will play a part in helping to achieve some of her dreams.

The Team also remembers Kurt Jobe another neighborhood resident who participated in the process. Kurt challenged the team to produce a stronger, more inclusive plan. His perspective was valuable and his contributions to the process are missed.

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Lead City (NPZD) Staff for this plan were:

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Adam Smith, Senior Planner
Lisa Kocich, Neighborhood Planner
Greg Kiloh, Urban Designer (TPSD)
Sherri Gager, Zoning Planner

Other staff who lent assistance and support to the process included:

| | |
|---|----------------|
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| Cora Wright, Assistant Director | NPZD |
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| Scott Whiteman, Neighborhood Planner | NPZD |
| Meghan Wieters, Principal Planner | TPSD |
| Cecilia Williams, Senior Planner | NPZD |

NPZD – Neighborhood Planning and Zoning Department

TPSD – Transportation Planning and Sustainability Department

PARD – Parks and Recreation Department

NHCD – Neighborhood Housing and Community Development

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