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DRAFT



COMMUNITY CHARACTER

Visions and Places

Future Land Use Map

Character Districts

HOMEGROWN & HANDCRAFTED

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LIVE MUSIC

SOCIAL LOUNGE

LUNCH

Late Night

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VISIONS AND PLACES

Cities are collections of places. The character of each of these places is defined by how it looks, feels, is used, and functions. Does it have little activity or few people? Are there more activities and people? Are the buildings shorter, taller, or sprawling? Some of these places are dedicated to commerce, some to industry, and others are the residential areas where most people live. Other areas are defined by a mix of available goods and services, housing, job opportunities, public spaces, and recreation and entertainment opportunities.

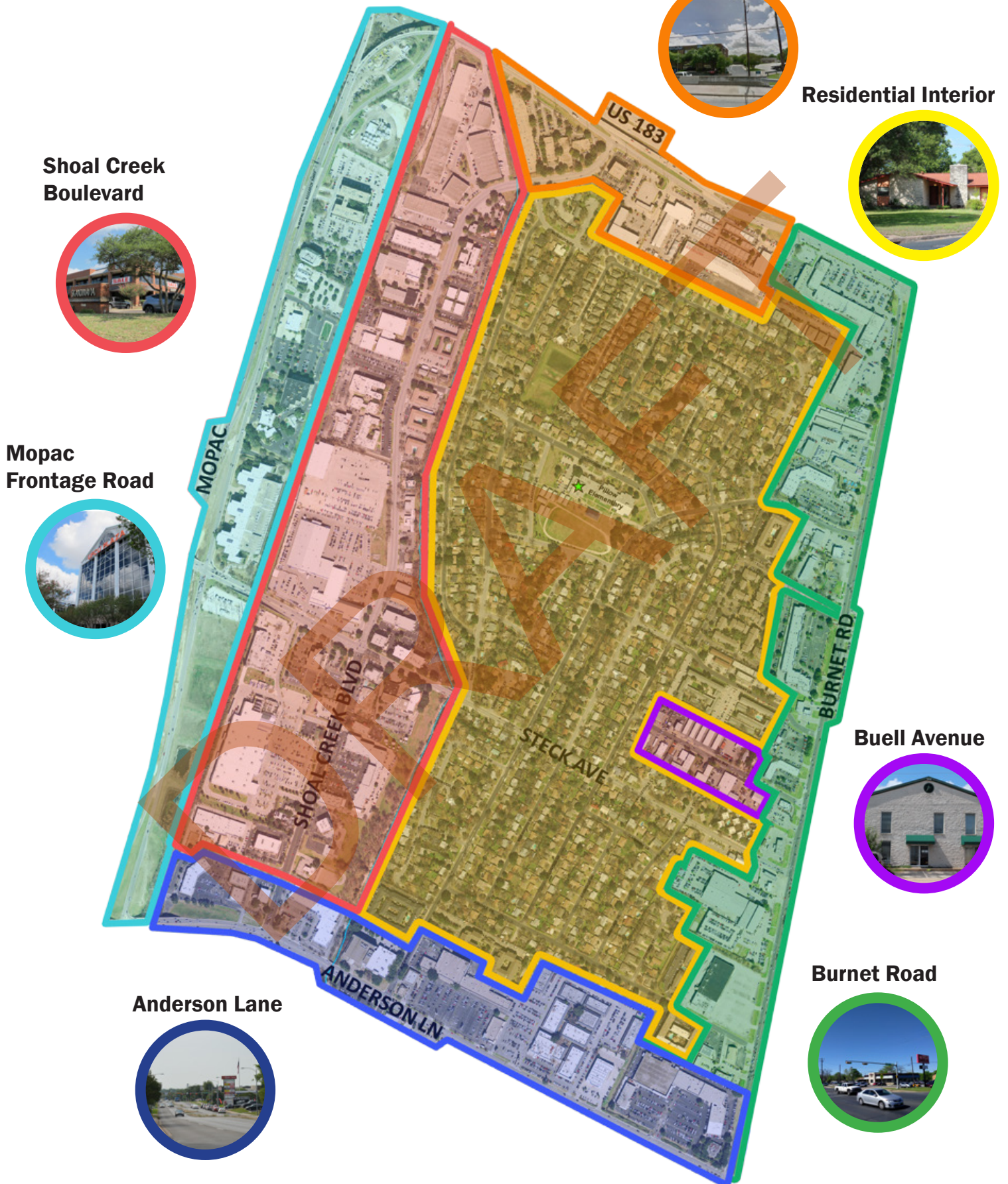
In the same way that cities are collections of places, so are neighborhoods. The North Shoal Creek Neighborhood Planning Area consists of seven “places.” Throughout the planning process, participants defined and refined the boundaries of these places. Participants also expressed a vision to imagine how each place may change over time. As change occurs in the planning area, this section will inform future land use and zoning decisions. These decisions should be considered in relationship to these policies, the Future Land Use Map, and other relevant plan sections, as well as other applicable City plans.

WHAT IS COMMUNITY CHARACTER?

Community Character is the image and perception of a community, as defined by its people, history, built environment, and natural features.



NEIGHBORHOOD PLACES





RESIDENTIAL INTERIOR

VISION: *The Residential Interior should remain a quiet residential district. In the future it should retain its residential character as a community of calm, tree-lined streets with sidewalks that safely and comfortably connect residents to their neighbors and nearby good, services, and recreation.*

North Shoal Creek's Residential Interior is calm and peaceful. It is characterized by quiet, tree-lined streets of well-maintained one and two-story, ranch-styled houses and duplexes mostly dating from the 1960s and 1970s. At the heart of the planning area sits Pillow Elementary School and Park. Along the edges are a number of apartment and condominium complexes. Beyond these are commercial areas providing goods, services, and employment opportunities. Where other districts abut single-family properties in the Residential Interior, they will take on compatible development standards and additional screening to provide a protective buffer.



COMMUNITY CHARACTER

The Residential Interior of the planning area is well-established and not likely to change its single-family character. In the short-term, the most likely changes will be significant remodels of and additions to existing houses. However, as the value of the land increase at a much greater rate than that of the structures, there could be an increase in demolitions and rebuilds. The resulting new houses will be larger, have more contemporary designs, and be significantly more expensive than the existing ones—a trend that is already occurring in residential areas adjacent to the planning area.

Existing Conditions

Accessory dwelling units (ADUs) could become an important component to promote more affordable housing in the Residential Interior. ADUs could be appropriate on larger lots with access to the rear (either corner lots, or lots with wide side yards). ADUs should be secondary to the primary house, with less height and square footage, and should not impinge on the privacy of neighbors.



Land Use Policies for Residential Interior

1. Retain single-family houses as the most dominant building type.
2. Encourage subordinate, secondary housing units in locations that provide access and respect privacy.

Related Policies

1. Continue to fill in missing sidewalks and add shade trees.
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BURNET ROAD

VISION: As one of Austin's "Main Streets," Burnet Road provides people from nearby residential areas, and those living in the Austin region, an assortment of services, retail, and entertainment opportunities in a variety of building sizes. As change occurs along Burnet Road, the character of the roadway will evolve from one favoring people driving their cars to one where pedestrians and bicyclists can shop, dine, and enjoy their time. As the corridor becomes more welcoming to people walking and biking, improved transit service will link the area to Central Austin and destinations to the north.

The buildings, parking lots, and wide curb cuts along Burnet Road exemplify the suburban commercial character of places built in the 1970s and 1980s. There are several older shopping centers, numerous stand-alone commercial buildings (i.e. fast food and sit-down restaurants, convenience stores/gas stations, self-storage facility), as well as several new and used automobile dealerships. These conditions, along with high traffic speeds and unshaded and narrow sidewalks, contribute to conditions unfavorable for people walking and biking. Austin, particularly its urban core, is experiencing unprecedented change. While Burnet Road remains a thriving commercial roadway, its business and built character is also evolving. As of the writing of this plan, this change is mainly focused south of Anderson Lane; however, redevelopment pressures are beginning to be felt in North Shoal Creek. As mentioned in the previous section, in fewer than 10 years, based on the zoning at the time of this plan's writing,



many of the properties with frontages on Burnet Road may be candidates for redevelopment.

As change comes to this segment of Burnet Road it should help achieve stakeholders' vision through design considerations. New development should be directed toward the commercial corridors to reduce redevelopment pressures in the Residential Interior. Although buildings will be oriented toward the street, there should be a variety of building heights and front setbacks to avoid a repetitive appearance. Multi-bedroom units should be encouraged to accommodate larger household sizes. Developments should contribute to making a better place to walk by providing shade and places where people want to shop, dine, and meet their neighbors and friends. As sites redevelop, the resulting projects should contribute to increased ridership for the MetroRapid service and contribute toward the transit-oriented development principles described on page ??.

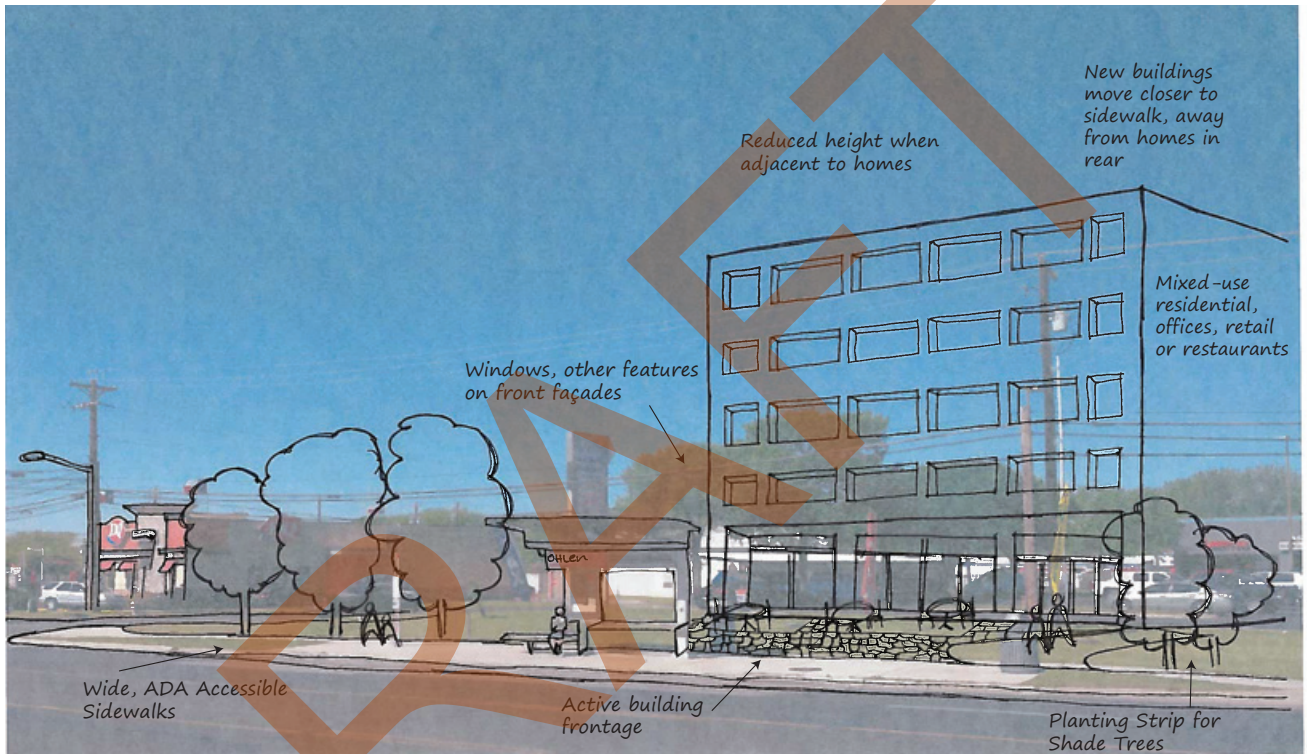
Existing Conditions



COMMUNITY CHARACTER

WHAT IS PEOPLE-FRIENDLY?

This means development that is at human scale and oriented to people rather than cars.



Enhanced street scape with tree shade and outdoor seating near sidewalks. Buildings are oriented closer to the street providing a lively experience.

Land Use Policies for Burnet Road

1. Foster people-friendly areas along Burnet road while attracting a wide range of goods and services.
2. Encourage redevelopment with a mix of uses, including multi-family components.
3. Encourage multi-bedroom apartment units.
4. Encourage sustainable, unique and accessible retail development.
5. Development immediately adjacent to the Residential Interior will be compatible, with enhanced landscape screening and building height step backs.
6. Look for opportunities to increase tree canopy while enhancing sidewalk and green space along Burnet road.
7. Leverage opportunities for development near high-capacity transit.

Related Policies

1. Create a safe environment for people walking, biking and driving.



ANDERSON LANE

VISION: Anderson Lane is a regionally-significant commercial roadway providing a variety of goods, services, entertainment, and housing. As the character of Anderson Lane transitions from automobile-dominated to one more supportive of people walking and biking, new buildings will be closer to the street and a lively people-oriented environment will emerge. Where there used to be drainage ditches and narrow sidewalks, coffee shops, and human-scaled public spaces will emerge to provide for social interaction places along a greener and pedestrian-friendly sidewalks.

Although Anderson Lane and Burnet Road are both major commercial roadways, the retail environment along Anderson Lane is much more robust and several shopping centers have had recent, significant improvements. The most significant difference between the two corridors is the number, size, and interconnected nature of the shopping centers. Along Anderson Lane, between Burnet Road and Shoal Creek Boulevard there is a continuous half mile row of retail establishments.



COMMUNITY CHARACTER

The shopping centers along Anderson Lane are representative of the automobile-oriented suburban design from the 1970s and 1980s. Most of the buildings are single-storied and are separated from the roadway by large parking lots mostly devoid of trees or significant landscaping.

As Austin continues to evolve, mixed-use activity corridors like Anderson Lane, with large, deep parcels, will be likely candidates for new retail and housing. When and if the decisions are made to redevelop shopping centers along Anderson Lane, more sustainable and urban development should replace the current buildings. The large lots provide opportunities to establish internal circulation for people arriving by foot, bicycle, or car. These new connections will make it easier to travel through these sites, as well as make future development feel less visually massive.

Existing Conditions



WHAT IS COMPATIBLE?

This means development that is of similar massing and respects the neighboring use. A commercial building next to a residential back yard should be set back a similar distance as other houses would be, and should not have windows peering down.



Land Use Policies for Anderson Lane

1. Foster people-friendly areas along Anderson Lane while attracting a range of goods and services.
2. Increase tree canopy while enhancing sidewalk and green space along Anderson Lane.
3. Encourage multi-family development as one component of a mixed-use environment.
4. Encourage multi-bedroom apartment units.
5. Encourage sustainable, unique and accessible retail development.
6. Development immediately adjacent to the Residential Interior will be compatible, with enhanced landscape screening and lower building heights.
7. Leverage opportunities for development near high-capacity transit.

Related Policies

1. Create a safe environment for people walking, biking and driving.

BUELL AVENUE

VISION: Buell Avenue is a unique part of the neighborhood that serves as a transition from Burnet Road to the Residential Interior, offering a variety of goods and services. This Special District will incorporate spaces for tradespeople, shop keepers, craftspeople, artists, and residents to interact while enjoying the calm live/work environment.

The current character of Buell Avenue is oriented towards services, storage, and contractor shops. As compared to the retail environments along Burnet Road and Anderson Lane, this mix of commercial services attracts less customer traffic. However, the commercial sites are largely paved over and have few trees. Buildings are utilitarian, with fenced-off parking lots or storage yards.

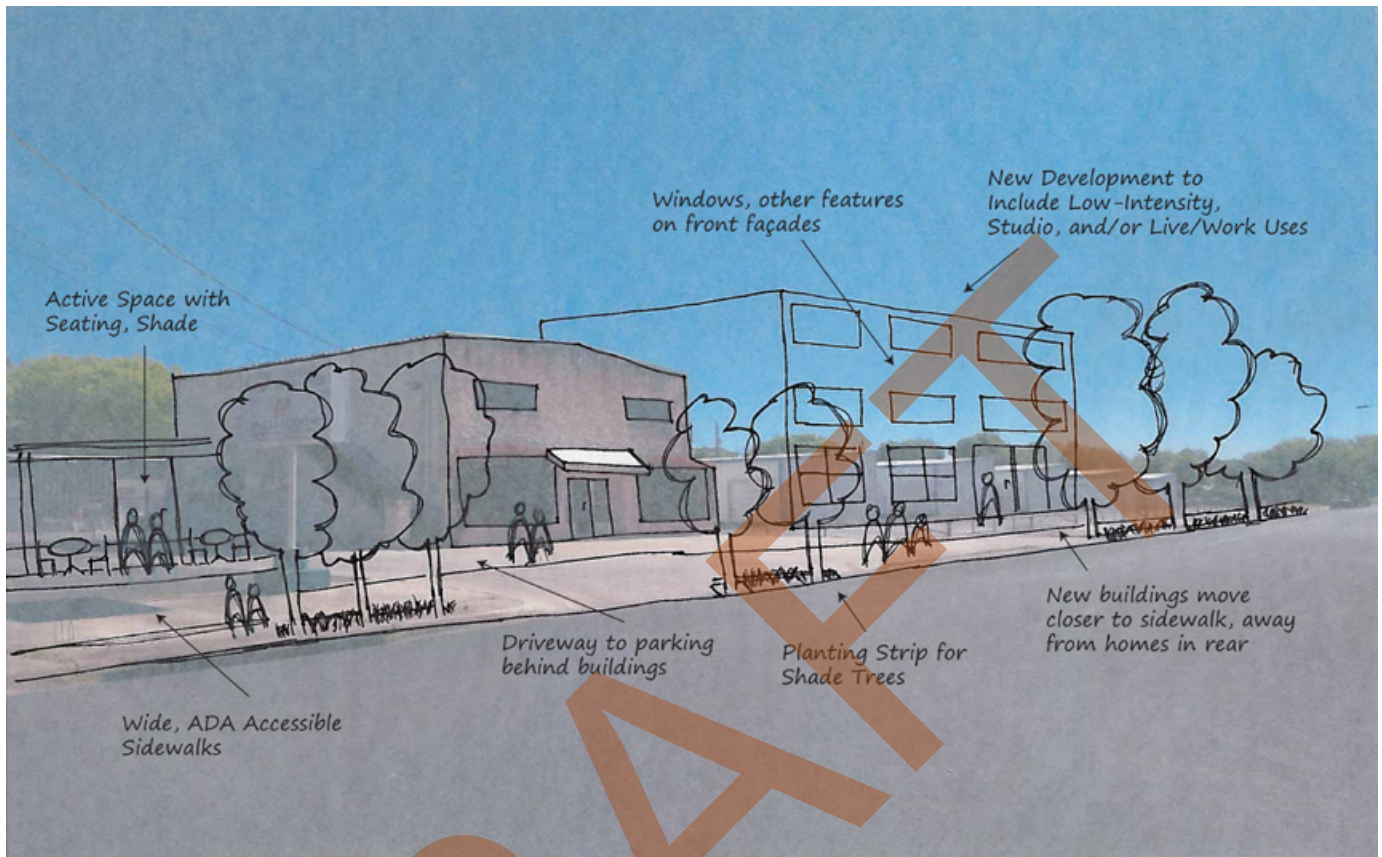


Stakeholders identified Buell Avenue as a place whose built character should change while continuing to provide spaces for existing businesses. Intermixed with the commercial uses will be new residential uses such as live-work spaces, townhouses, small apartment buildings, as well as long-time business. There will be more green spaces, and the buildings along Buell Avenue will move close to the street with shaded trees, creating a pleasant place to walk. Where adjacent to single-family homes, new development will have deep buffer yards and compatible heights.

Existing Conditions



COMMUNITY CHARACTER



Enhanced street scape with tree shade and outdoor seating near sidewalks. Buildings are oriented closer to the street providing a lively experience.

Land Use Policies for Buell Avenue

1. Serve as a transitional space between Burnet Road and the residential core, providing employment, live/work, and residential opportunities.
2. Landscaping and green spaces should be used to soften the character of buildings along Buell Avenue.
3. Development immediately adjacent to the Residential Interior will be compatible, with enhanced landscape screening and lower building heights.

SHOAL CREEK BLVD

VISION: Shoal Creek Boulevard is a tree-lined connection for vehicles, pedestrians, and bicyclists with several distinct places along its path through the planning area. Along its route there is a diverse mix of retail, services, large and small local businesses, as well as a variety of housing.

From north to south, Shoal Creek Boulevard's existing character noticeably changes much more than the other commercial roadways in the planning area. The boulevard accommodates a diverse mix of uses and building styles. Shoal Creek Boulevard can be divided into three general places. The northern third has a mix of offices, light industrial uses, and apartments and the buildings are generally one to three stories. The middle hosts a mix of retail, services, offices, and housing and the buildings are generally two to three stories. The southern third is more commercially-oriented and has a mix of retail and services.



COMMUNITY CHARACTER

Shoal Creek Boulevard serves as a transition between the Residential Interior of the planning area and the taller buildings along the Mopac frontage road. The creek further serves as a buffer between the single-family homes on its east and the mix of uses to its west. As properties along Shoal Creek Boulevard redevelop, they should provide a more pedestrian-friendly environment, with storefronts or public spaces lining the sidewalks instead of parking lots. Properties closer to the railroad tracks are more appropriate for access by vehicles, taller buildings and non-residential uses.

Existing Conditions - North**Existing Conditions - Middle**

Existing Conditions - South



Land Use Policies for Shoal Creek Boulevard

1. Maintain the northern portion uses with a balance of one to three story offices, apartments, warehouses, and live-work spaces.
2. Encourage mixed-use district with local-serving shops and services near Steck Ave.
3. Continue to support more intensive uses near Anderson Lane, such as commercial and services, while providing opportunities to add residential components.

Related Policies

1. Create a safe environment for people walking, biking and driving.
2. Accommodate the Shoal Creek Trail along the roadway on Shoal Creek Boulevard.



MOPAC FRONTAGE ROAD

VISION: Mopac's frontage road hosts highway-scale office and commercial uses that cater to workers and customers from all of Austin and Central Texas.

The Mopac Frontage Road is separated from the majority of the North Shoal Creek planning area by the Union-Pacific railroad tracks and is difficult to access other than by car. The Mopac Frontage Road, particularly north of Steck Avenue, is characterized by an increasing number of multi-story office buildings. The exception to this is at the northern edge of the frontage road where Mopac meets US 183 and there is a heavier industrial use.

As sites along the frontage road redevelop, a mix of four to six-stories office building heights would be appropriate. Residential uses are not compatible with the fast-moving highway traffic and loud and frequent railroad traffic.

Land Use Policies for Mopac Frontage Road

1. Encourage a balance of offices and services, discourage residential.
 2. Allow building heights up to six stories and vehicular-oriented site design.
 3. Integrate beautification of landscape areas and plant trees to provide shade along walk and bike paths.
-



US 183 FRONTAGE ROAD

VISION: Due to large traffic volumes and noise, the types of businesses along this frontage road will continue to be offices, industry, regional-serving commerce, and other non-residential uses. Development will be oriented toward the frontage road and buildings will scale down toward adjacent houses.

Similar to the MoPac frontage, this part of North Shoal Creek is dominated by an elevated freeway and access road with vehicles traveling at highway speeds. This provides excellent regional access for offices and businesses, but makes for a poor pedestrian environment as well as not being appropriate for residences.

Land Use Policies for US 183 Frontage Road

1. Development immediately adjacent to the Residential Interior will be compatible, with enhanced landscape screening and lower building heights.
2. Maintain a balance of regional -serving commercial uses, discourage residential uses along the frontage road.
3. Encourage private property owners along the frontage road to incorporate native planting to help diffuse traffic noise.

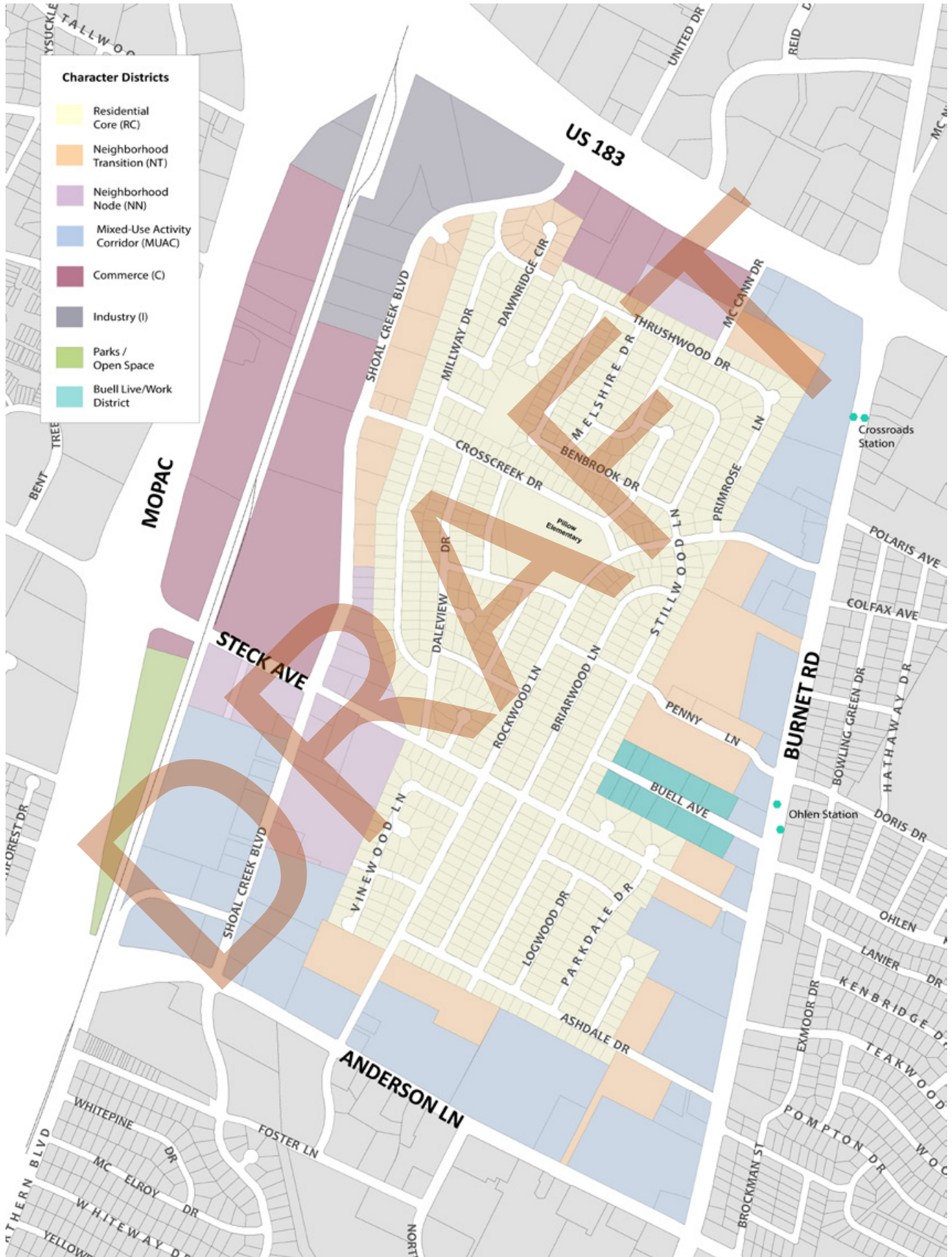
Future Land Use Map

Imagine Austin and small area plans (including neighborhood, corridor, center, station area plans) provide policies for spending, regulations, and land use decisions such as zoning changes. These plans work together by providing decision-makers with coordinated but different perspectives. For land use decisions, *Imagine Austin*'s "Growth Concept Map" and associated text provides high-level policy direction as to how Austin and its extrajurisdictional jurisdiction (ETJ) should become more sustainable in the future. These sections of *Imagine Austin* identify centers and corridors where much of our projected future growth—people and jobs—should occur. While the comprehensive plan articulates what the city-wide interest is at a broad scale, small area plans provide a detailed view based on local conditions.

The North Shoal Creek Neighborhood Plan's text, maps, photographs, illustrations, and future land use map (FLUM) provide local and detailed policy direction. The FLUM is a parcel-level land map illustrating how the plan's vision for each place in North Shoal Creek should evolve or be preserved. It is the plan's primary land use decision-making tool and balances the desires and rights of diverse stakeholders while implementing adopted City policies. Although it guides land use decisions, the FLUM is not a zoning map. It is not a stand-alone document, and should be used in conjunction with other plan elements to guide decisions on proposed zoning and development cases as well as the application of new development regulations.

WHAT IS THE BUILT ENVIRONMENT?

The built environment consists of buildings, sidewalks, parking lots, or anything that is built by humans. It is one of the main determinants of community character (along with land use).



Character Districts

The Future Land Use Map illustrates what different parts in the planning area could be like. The desired future characteristics of these areas is depicted by different colors representing individual “character districts.” They represent a spectrum of land uses, activity intensities, and the number, type and size of buildings you could expect to find in a given character district.

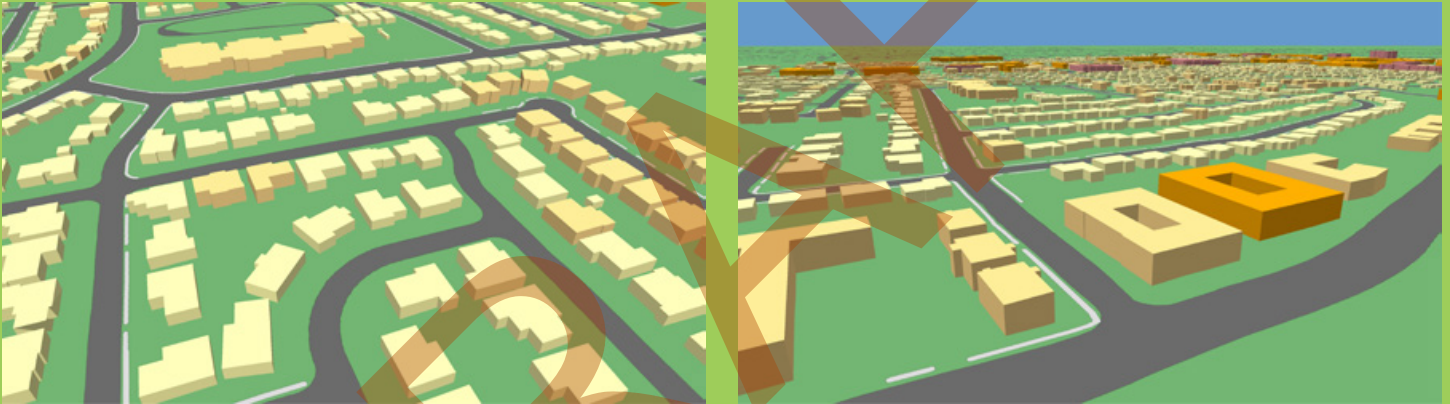
Intensity of uses and activities range from quiet, with occasional visitors—to moderate, with some residents, visitors, customers, few deliveries—to intense, with many residents, employees, visitors, and more deliveries. Intensity of use also captures the operating characteristics of different residential and commercial uses such as noise, vibrations, traffic, and emissions.

The number, types, and sizes of buildings vary by district. Less intensive districts will have fewer and smaller buildings than more intensive one. At the lower end of the spectrum, a less intense residential district could have one and two-story houses and duplexes, houses of worship, small parks, and elementary schools. At the upper end, in more intensive commercial and mixed use districts, there could be townhouses, multi-story apartment and mixed use buildings, single-story shopping centers, and stand-alone commercial buildings.

The proposed districts for this neighborhood plan are intended to preserve and enhance the character of some areas, while providing guidance as to how others might change in the future. The FLUM was developed using a variety of inputs. These include the “places In the Neighborhood Map,” participant input, existing land uses and zoning, and Imagine Austin’s “Growth Concept Map” and guiding principles. The planning areas future character is based upon the eight different Character Districts described in the following pages. The first five districts allow residential uses, and focus on built form and building massing. The final three districts are focused on land uses, with less emphasis on built form.

WHAT IS BUILDING MASSING?

Building massing is a relative quality based on the combination of the size, shape, and placement of buildings. A much taller building too close to the property line can seem imposing. A building of any size set back too far from the sidewalk can make a street appear less walkable.



RESIDENTIAL CORE (RC)

CHARACTER AND INTENT

Entirely residential

North Shoal Creeks' Residential Core is a lower density area characterized by detached single-family houses and duplexes. The intent of the district is to preserve this defining characteristic.

Neighborhood Examples: Northtowne, North Shoal Creek Estates subdivisions.

Typical Land Uses

Primary Uses: Single-family detached houses, duplexes.

Secondary Uses: Civic and institutional uses, parks, accessory dwelling units.

RESIDENTIAL CORE FEATURES

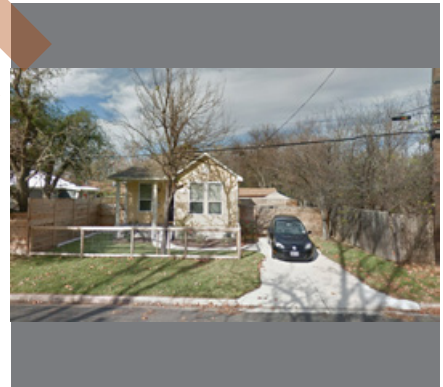
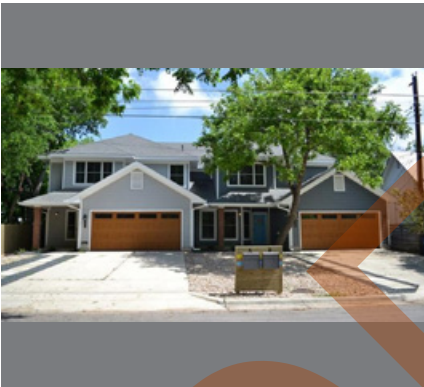
The following features were identified as characteristics that should be preserved within or added to the Residential Core:

- One to two story buildings (mostly one-story)
- Mostly detached single-family, some duplexes
- Architectural styles compatible with existing ranch homes
- Placement of windows and balconies that respects the privacy of neighboring residences
- When attached, garages are flush w/front façade
- Front yards w/shade trees
- ADUs where lot configuration allows

RESIDENTIAL CORE ILLUSTRATED



(Left), The character of North Shoal Creek's Residential Core is largely defined by 1960s and 1970s ranch-styled houses with shade trees and generous front yards; (middle), public uses such as elementary schools, parks, playgrounds, and fire stations and quasi-public institutions such as houses of worship can complement residential uses; (right), Although built in the late 1990s, the house in the North Shoal Creek Estates subdivision are characterized by more contemporary one and two-story ranch-style houses.



(Left and middle), New construction often reflects the styles and trends of the period in which it is built; however, when existing housing is replaced, the new dwellings should acknowledge the architectural styles and building heights and massing of existing houses and duplexes; (right), accessory dwelling units (ADUs) can provide new housing options without altering the single-family character of the residential core.

NEIGHBORHOOD TRANSITION (NT)

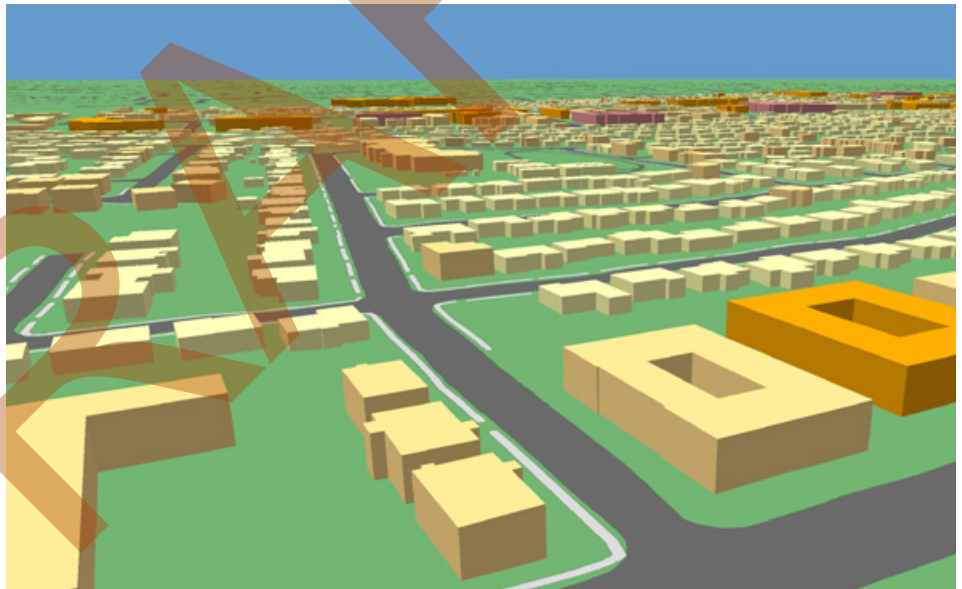
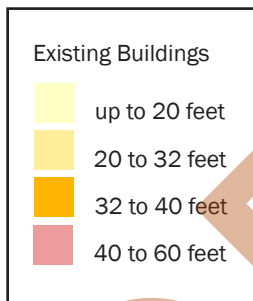
CHARACTER AND INTENT

Mostly residential with some low-intensity offices and retail

This character district serves as a transition between less and more intense areas, such as single-family and mixed-use or commercial. In the North Shoal Creek Neighborhood Planning Area this district can include a variety of different sized multi-family buildings, duplexes and scattered small-scale offices and small-scale commercial buildings. This district also provides an opportunity for housing types such as townhouses, rowhouses, smaller-scale apartments, and cottage courts (a number of small houses arranged to define a common open space.)

Neighborhood Examples – Royal Orleans North, Village Christian Apartments, Ashdale Gardens Condos, North Village Branch Austin Public Library, Crossroads Apartments, Arabella Apartment Homes.

Building Massing: A Bird's Eye View



This illustration shows the existing massing for the Neighborhood Transition. The massing and layout of this district will not change significantly, with new buildings moved closer to the sidewalk.

Typical Land Uses

Primary Uses: Townhouses, multi-family apartments or condos, mixed use with limited commercial space.

Secondary Uses: Duplexes, civic and institutional uses, parks, community buildings, community-serving commercial, office, live-work spaces.

NEIGHBORHOOD TRANSITION FEATURES

The following features were identified as characteristics that should be typical in the Neighborhood Transition District:

- One to three stories in height
- Building heights should step down to be compatible with adjacent houses
- Placement of windows and balconies that respects the privacy neighboring residences
- Landscaping and architectural designs to buffer adjacent residences
- Commercial uses generally limited to ground floor
- Surface parking lots behind or to side of main building

NEIGHBORHOOD TRANSITION ILLUSTRATED



(Left), the windows and balconies of new apartment buildings should not infringe on the privacy of adjacent residents. These complexes should be two to three-stories and relate to the street; (middle), limited office and commercial uses (e.g., professional offices, small-scale retail, etc.) should not generate excessive traffic; (left), new and existing smaller-scaled apartments serve as a transition between more intense character districts and the Residential Core.



(Left), Two-story townhouses and rowhouses should be located closer to the street to foster an environment conducive to walking and improve public safety by promoting “eyes on the street”; (center), adaptive reuse, or using a building for something other than it was originally intended, can extend the life of those structures; (right), Civic uses such as libraries, police substations, and schools are appropriate for the Neighborhood Transition district.

NEIGHBORHOOD NODE (NN)

CHARACTER AND INTENT

Mostly mixed-use or commercial, with some residential sites.

This character district will allow for a mix of residential and commercial development within walking distance of transit. The Neighborhood Node will be located along commercial streets and clustered around the intersection of these roadways. In NSC, this development should focus on neighborhood-scaled mixed-use and commercial buildings (one to four stories) offering goods and services for nearby residents.

Neighborhood Examples – office/commercial area located at the intersection of Steck Ave with Shoal Creek Blvd

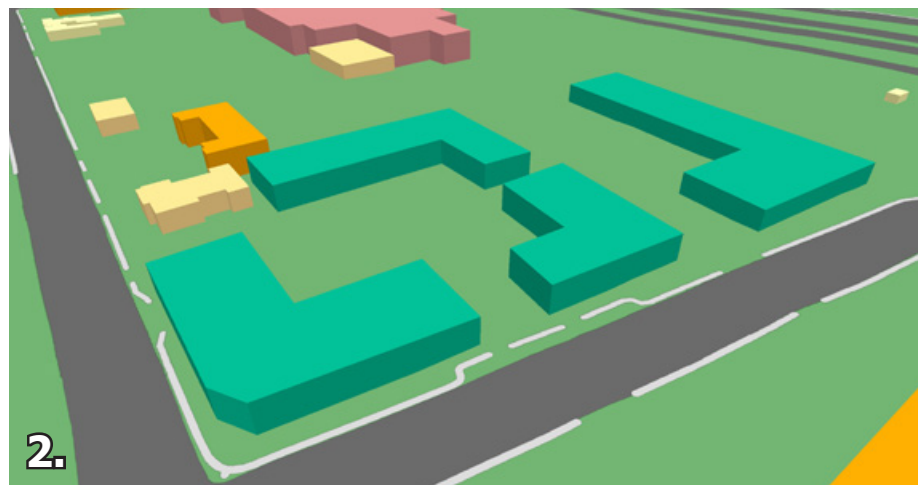
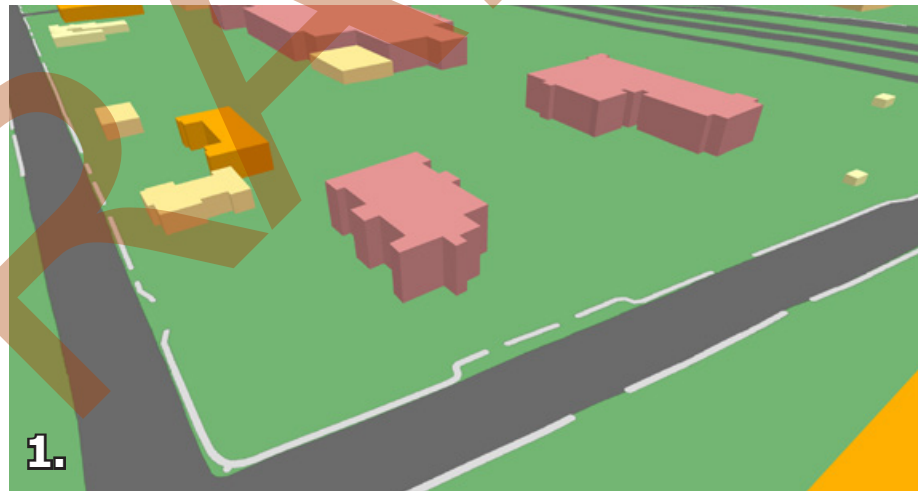
Typical Land Uses

Primary Uses: Neighborhood-serving commercial/retail, restaurants, professional/corporate office, mixed use buildings.

Secondary Uses: Multi-family buildings, civic and institutional uses, parks, community buildings.

Building Massing: A Bird's Eye View

1. This illustration shows the existing massing for the Neighborhood Node.
2. The massing and layout of the Neighborhood Node will shift from encouraging tall buildings surrounded by parking to pedestrian-scale buildings along the sidewalk with parking behind.



Existing Buildings

- up to 20 feet
- 20 to 32 feet
- 32 to 40 feet
- 40 to 60 feet

Potential Buildings

- up to 3 stories

NEIGHBORHOOD NODE FEATURES

The following features were identified as characteristics that should be typical to the Neighborhood Node:

- Buildings located close to the street
- Wider sidewalks, street furniture, and street trees
- Sidewalk cafe seating allowed
- Façades with display windows along sidewalk
- Pedestrian-scaled lighting
- One to four stories in height
- Building heights should step down to be compatible with adjacent houses
- Placement of windows and balconies that respects the privacy neighboring residences
- Landscaping and architectural designs to buffer adjacent residences.
- Mostly mixed-use and commercial, some apartments, row-houses, or townhouses
- Surface parking on the side of or behind buildings
- Parking structures hidden from street

NEIGHBORHOOD NODE ILLUSTRATED

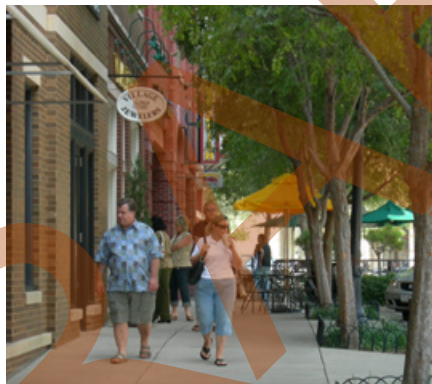


PHOTO TBD

(Left), wider and well-lit sidewalks, street trees, street furniture (planters, benches, trash bins, etc.), sidewalk seating, person-scaled signage, large display windows, and buildings closer to the street create an environment that supports walking, strolling, and chance encounters; (middle), parking should either be on-street or to the side or rear of buildings; (right), buildings should typically not exceed three or four stories.

MIXED USE ACTIVITY CORRIDOR (MUAC)

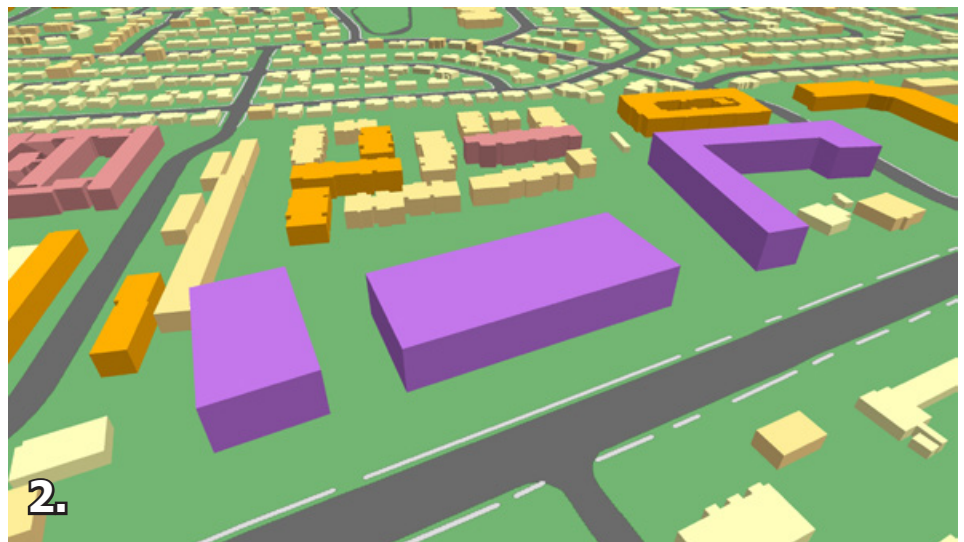
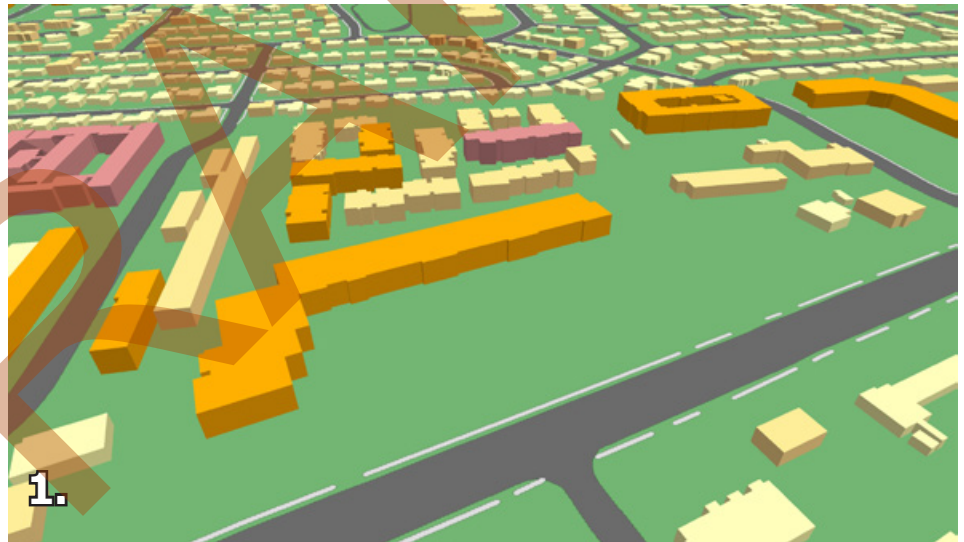
CHARACTER AND INTENT

Mostly mixed-use or commercial, some residential parcels.

This character district is applied along major commercial roadways well-served by transit, designated as Activity Corridors on Imagine Austin's "Growth Concept Map" and other roads identified through the planning process. Access to frequent transit makes these corridors good locations for a mix of housing and commercial uses. These corridors offer residents along the corridor and in nearby neighborhoods convenient access to work, entertainment, shopping, and access services. Although they provide access to local residents, these corridors can be destinations for people across Austin and the region. Buildings along these corridors will be taller nearer major roadways. If adjacent to single-family areas design considerations such as as lower heights, architectural designs, and landscaping should be used to those areas.

Building Massing: A Bird's Eye View

1. This illustration shows the typical existing massing for the Mixed-Use Activity Corridor, a large flat big box or strip mall behind a large surface parking lot.
2. The massing and layout of the Mixed-Use Activity Corridor will shift to walkable, urban buildings of varying heights, oriented toward the street and pedestrians, with parking lots or decks behind.



Existing Buildings

- up to 20 feet
- 20 to 32 feet
- 32 to 40 feet
- 40 to 60 feet

Potential Buildings

- up to 60 Feet

Typical Land Uses

Primary Uses: Mixed-use, commercial, retail, restaurants, transit-oriented development.

Secondary Uses: Multi-family, office, civic and institutional uses, community buildings.

Neighborhood Examples – Burnet Rd, Anderson Ln

MIXED USE ACTIVITY CORRIDOR FEATURES

The following features were identified as characteristics that should be typical to the Mixed Use Activity Corridor:

- Buildings located close to the street
- Wider sidewalks, street furniture, and street trees
- Sidewalk cafe seating allowed
- Façades with display windows along sidewalk
- Pedestrian-scaled lighting
- Most buildings no taller than five stories, and heights can vary from lot to lot
- Development should support increased transit ridership
- Building heights should step down to be compatible with adjacent houses
- Placement of windows and balconies that respects the privacy neighboring residences
- Landscaping and architectural designs to buffer adjacent residences
- Mostly mixed-use, neighborhood and region-serving commercial, some apartment buildings
- Parking structures hidden from the street or adjacent houses
- Surface parking on the side of or behind buildings
- Limited drive-thru facilities

MIXED USE ACTIVITY CORRIDOR ILLUSTRATED

PHOTO TBD



Along a Mixed Use Activity Corridor there will be a mix of older and newer development. (Left), unless they can be combined with larger tracts of land, smaller commercial sites (e.g., convenience stores, free-standing commercial buildings, restaurants, etc.) are less likely to redevelop than larger commercial sites; (middle/right), Shopping centers with significant recent investments and few or no vacancies are not generally candidates for redevelopment, for those sites not likely to redevelop, creative solutions will be needed to make the sidewalks in front of them more conducive to walking.



PHOTO TBD

The size of parcels along a Mixed Use Activity Corridor will affect the type of redevelopment that occurs. (Left), Redevelopment of larger sites will often produce four to five-story mixed use buildings; (middle), if redevelopment occurs on small sites, the buildings should be moved closer to the street and parking located to the side or rear (right).



The new buildings along a Mixed Use Activity Corridor should create places where people feel comfortable and want to be. (Left), wider, shaded, and well-lit sidewalks are the foundation of a walkable place; (middle), large storefront windows and sidewalk cafes create a pedestrian-friendly retail environment; (right), creating places where it is easy and enjoyable to walk can support better-quality transit service since people do not need a car to access goods and services.

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BUELL LIVE/WORK DISTRICT

CHARACTER AND INTENT

Balance of commercial services and live-work, some residential uses.

Buell Avenue intensive commercial character's is a reminder that this area was once Austin's northern edge; however, as Buell Avenue evolves it will be a place where a mix of live-work projects, residents, small-scale services, artisanal businesses, offices, and tradespeople coexist. The housing includes a mix of townhouses, rowhouses, and small apartment buildings.

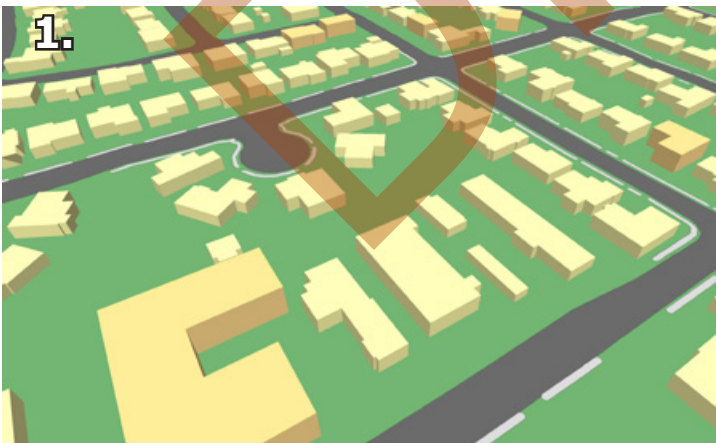
Neighborhood Examples – Buell Ave

Typical Land Uses

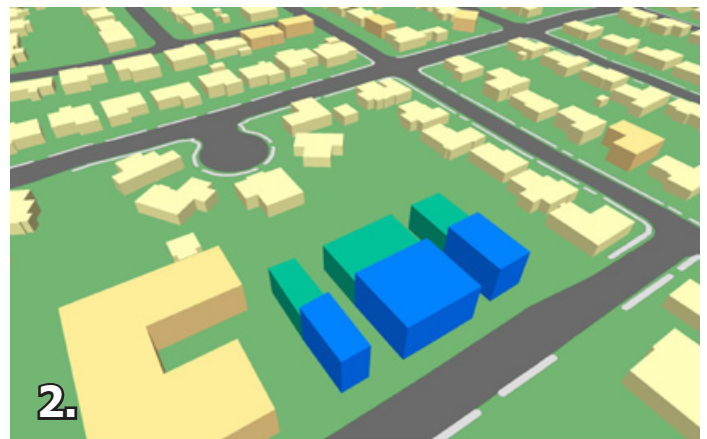
Primary Uses: Live/work units, artist and craft spaces, professional offices.

Secondary Uses: Storage spaces, contractor shops, civic and institutional uses, parks, community buildings.

Building Massing: A Bird's Eye View



This illustration shows the typical existing massing for the Buell Special District.



The massing and layout of the Buell Special District will shift to walkable, live-work buildings and creative spaces, oriented toward the street and pedestrians, with parking lots behind and increased setbacks from adjacent residences.

Existing Buildings

- up to 20 feet
- 20 to 32 feet
- 32 to 40 feet
- 40 to 60 feet

Potential Buildings

- 30 to 40 Feet
- 40 to 60 Feet

BUELL LIVE/WORK DISTRICT FEATURES

The following features were identified as characteristics that should be typical to the Buell Live/Work District:

- Walkable, urban built form
- Enhanced public realm and/or outdoor seating
- Neighborhood-serving uses, specialty commercial and craftspeople, live-work units
- Building heights of one to three stories
- Heights should step down to be compatible with adjacent residences
- Placement of windows and balconies that respects the privacy neighboring residences
- Landscaping and fences to buffer adjacent residences
- Parking on the side of or behind buildings

BUELL LIVE/WORK DISTRICT ILLUSTRATED

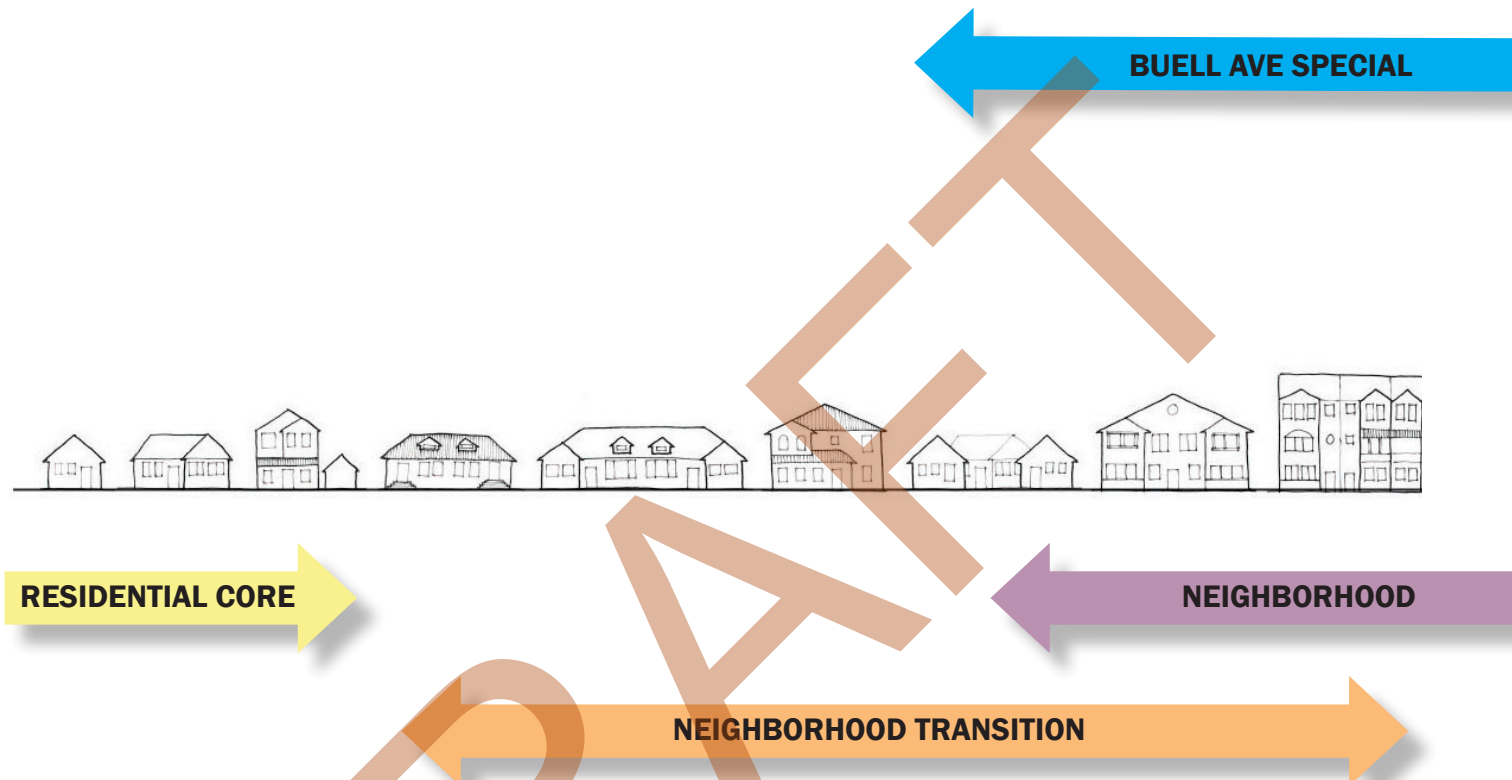


(Left), the scale and height of new buildings along Buell Avenue should be one to three-stories to transition between the taller buildings along Burnet Road and the single-family houses and duplexes in the Residential Core; (middle), as sites redevelop, they will introduce building elements and sidewalk improvements to make it easier to walk; (right), new development should amenities to improve the public realm such as seating, street trees, and public space.



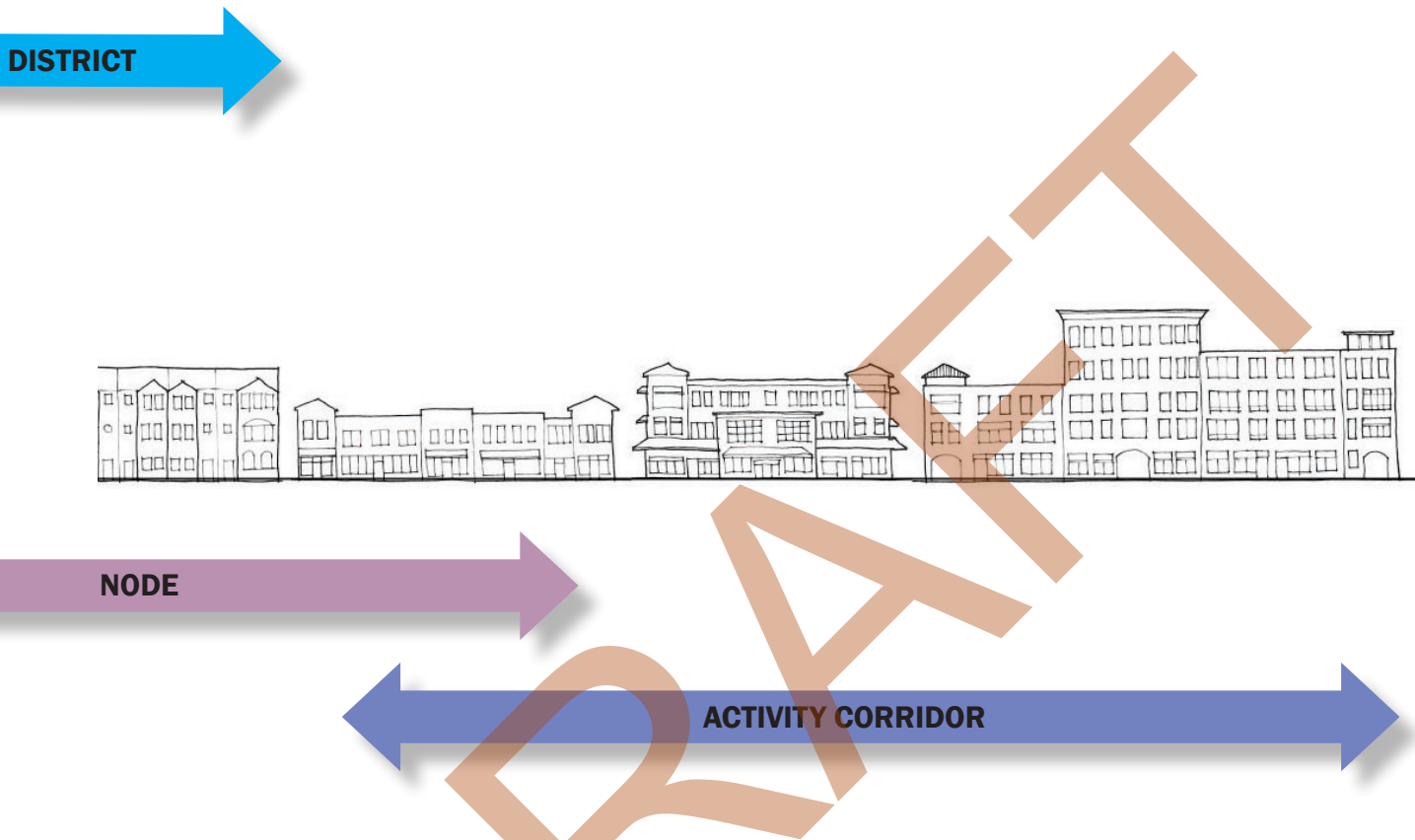
(Left), As Buell Avenue changes, the buildings lining the roadway will become a mix of existing structures, (middle) live-work buildings, and (right), small-scale multi-family residential buildings.

SPECTRUM OF BUILDING TYPES



The Spectrum of Building Types illustrates the typical range of size and massing for buildings in North Shoal Creek's primary character districts and their relationship to other character districts. Additional character districts on the following pages do not fall within the building type spectrum. These districts focus on how the site is used and the uses operating characteristics.

The Residential Core is comprised primarily of single family stand-alone homes and duplexes with the possibility of accessory dwelling units and attached rowhouses on the peripheries. The Neighborhood Transition can have a mix of attached rowhouses and different sized apartment complexes, and although some small office and commercial buildings are allowed, it is a primarily residential area.



A Neighborhood Node will have a greater mix of commercial uses and residences and be a hub of activity found near busier intersections and along segments of some roadways.

Activity Corridors serve dual purposes. They are transportation links connecting people walking, biking, driving, and taking transit to citywide opportunities for work, entertainment, goods, and services. They also serve a land use function and will have the greatest concentration of commercial and multi-family uses.

The Buell Special District is particular to North Shoal Creek and the building types that exist there are found primarily in other light industrial areas. The future of the district should see a change to a live/work building with residential components mixed with open offices, shops, and small maker spaces.

COMMERCE (C)

CHARACTER AND INTENT

Entirely commercial, no residential uses.

This character district accommodates commercial activities such as retail shopping centers, hotels, car dealerships, multi-story office buildings, entertainment venues, or campuses located mostly along highway frontage roads. Although these sites should allow for internal pedestrian connectivity, their overall design is fashioned to the needs of people arriving by car. Residential uses are inappropriate due to a lack of external connectivity.

Neighborhood Examples – Atrium Office Centre, Chancellor Centre, First Texas Honda, Texas North Nissan

Typical Land Uses

Primary Uses: Office, retail, restaurants, services, car dealerships and multi-tenant commercial.

Secondary Uses: Entertainment, recreation, institutional uses, ponds and storm water facilities.

COMMERCE DISTRICT FEATURES

The following features were identified as characteristics that should be typical to the Commerce District:

- Auto-oriented, region-serving commercial with frontage road access
- Building heights up to six stories where not adjacent to Residential Core
- Heights should step down to be compatible with adjacent residences
- Placement of windows that respects the privacy neighboring residences
- Landscaping and fences to buffer adjacent residences
- Adequate parking, visible from street
- Multi-lane drive-thru facilities

COMMERCE ILLUSTRATED



There are a number of commercial sites and uses that have operational characteristics (e.g., adjacency to freeways or busy railroad tracks, traffic generation, sound and vibrations, truck traffic, etc.) that are not well-suited for or adjacent to residential uses. These can include such commercial uses as warehouses, small-scale manufacturing, large automobile dealerships, large corporate campuses, automobile repair, motels, and kennels.



INDUSTRY(I)

CHARACTER AND INTENT

Entirely industrial/office/services, no residential uses.

The Industry district is found in areas with established light industrial and office uses or in areas where those uses may be appropriate in the future. The district is generally not compatible with nor be located adjacent to residential uses. Residential uses are not allowed in this district due to noise, vibrations, truck traffic, emissions, and storage of hazardous materials. This district is appropriate for individual sites or smaller groupings of industrial uses.

In the planning area, the Industry district is found along Mopac and US 183, with access to highways and rail. It is also on the most northern segment of Shoal Creek Boulevard on the west side of the roadway. It includes light industrial uses, such as manufacturing centers, technology/data centers, and other uses that would typically occupy flex space in commercial buildings.

Neighborhood Examples –Shoal Creek Business Park, Hammill Center

Typical Land Uses

Primary Uses: Light manufacturing centers, distribution and warehousing, technology/data centers, flexible industrial spaces, contractor yards.

Secondary Uses: Offices, civic and institutional uses, commercial, ponds and storm water facilities .

INDUSTRY DISTRICT FEATURES

The following features were identified as characteristics that should be typical to the Industry District:

- Offices, warehouses, industrial parks with truck loading facilities
- Building heights generally one to three stories
- Adequate parking, visible from street
- Storage yards or containers screened from view of street
- Deep front setbacks
- Landscaping along street frontages

INDUSTRY ILLUSTRATED



While an essential element of a healthy urban economy, the operating characteristics of industrial uses such as outdoor storage of materials, sound, vibrations, odors, and heavy truck traffic may necessitate additional steps to mitigate. This can be accomplished through screening (plant and non-plant materials), increased setbacks, and locating these uses away from residences.



Parks and Open Space (P/OS)

CHARACTER AND INTENT

No residences or businesses.

This character district is for larger tracts of undeveloped land. It can apply to publically-owned land and privately-held lands where a conservancy or government owns the development rights.

Structures are mostly used for storage, administration, recreation, or educational purposes. This district excludes smaller, neighborhood parks and open spaces which are often defining attributes of the character district in which they are located.

The water retention ponds along MoPac, under the control of the Watershed Protection Department, are the only areas of Parks & Open Space in North Shoal Creek.

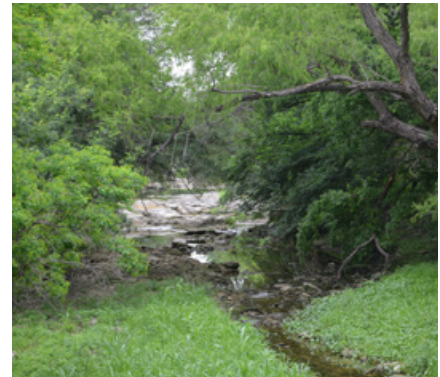
Typical Land Uses

Primary Uses: Public open space and park sites, creek corridors and natural detention storm water areas.

Secondary Uses: Undeveloped areas; wildlife and native plant habitat, watershed lands; passive, low-impact activities; no land disturbance; and/or trails for non-motorized activities.

Neighborhood Examples – MoPac Storm Water Detention Fields

PARKS AND OPEN SPACE ILLUSTRATED



The parks/Open Space character district includes a variety of different types of uses and places: (left), natural or native-planting areas used for stormwater and flood control; (middle), wilderness areas used for preservation and/or recreational purposes; (right), publically-owned land along creeks and within the 100-year flood plain.