

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

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

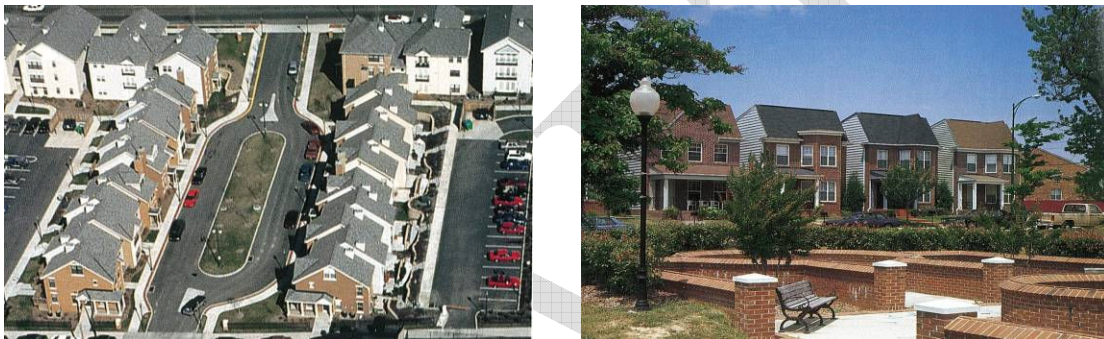
- Recommendation 130** Encourage developers to take advantage of the incentives to provide affordable housing in new mixed use developments throughout the NLCNPA.

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

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

Infill development on these parcels should be largely residential and offer a variety of housing options such as single-family houses, duplexes, and townhouses and even a limited amount of apartments. Regardless of the eventual housing mix, the intent is to increase the homeownership opportunities for people of more modest incomes.

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



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

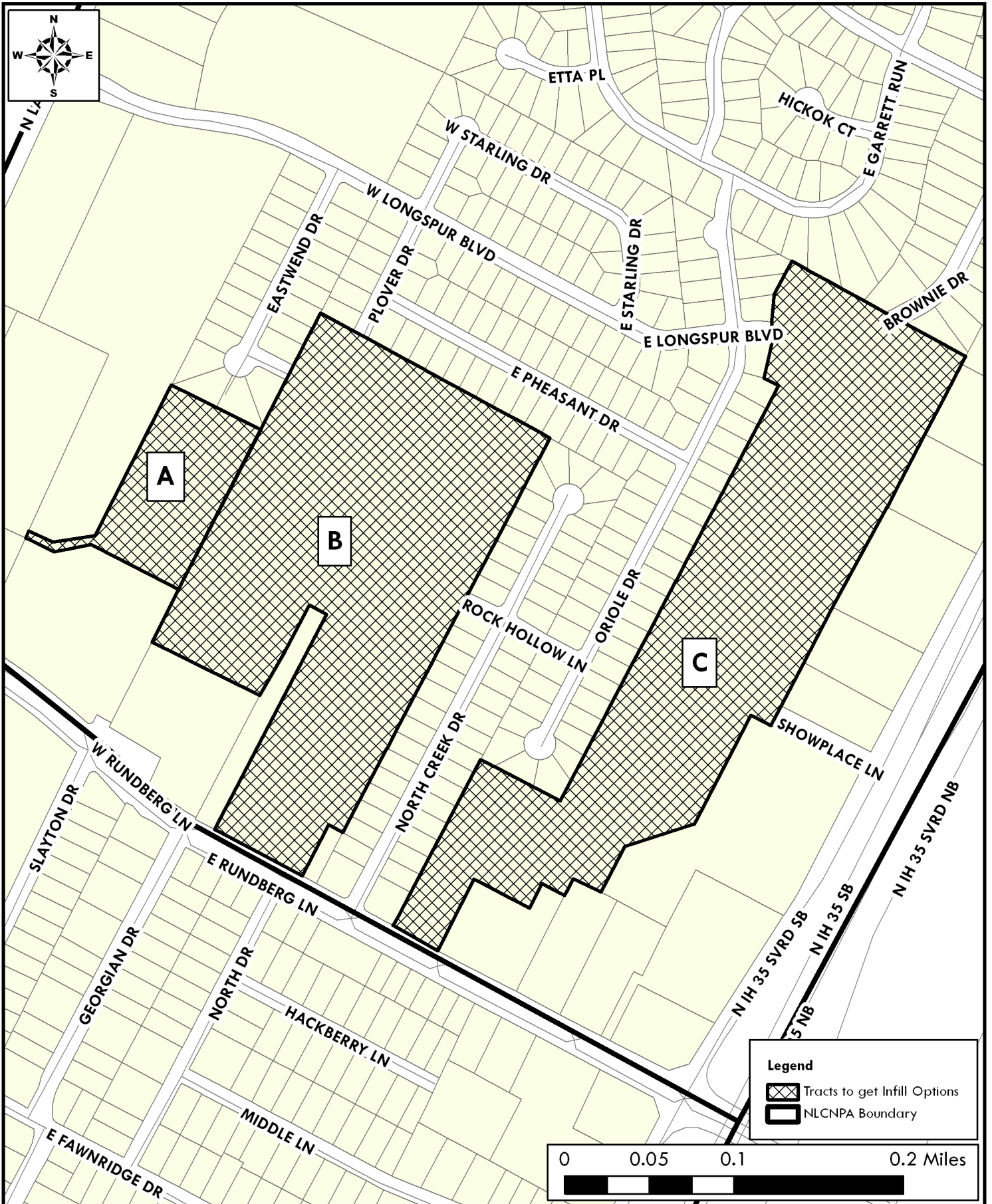
Tracts B and C have frontage along Rundberg Lane. Recognizing the commercial nature of this busy roadway, stakeholders recommended the development of small-scale, local-serving commercial or mixed use establishments for those portions of Tracts B and C fronting Rundberg Lane.

Table M. Requirements for a Residential Infill Development

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

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

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



North Lamar Combined Neighborhood Planning Area

Special Use Infill Tracts

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

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

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

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

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

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



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

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

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

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

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

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

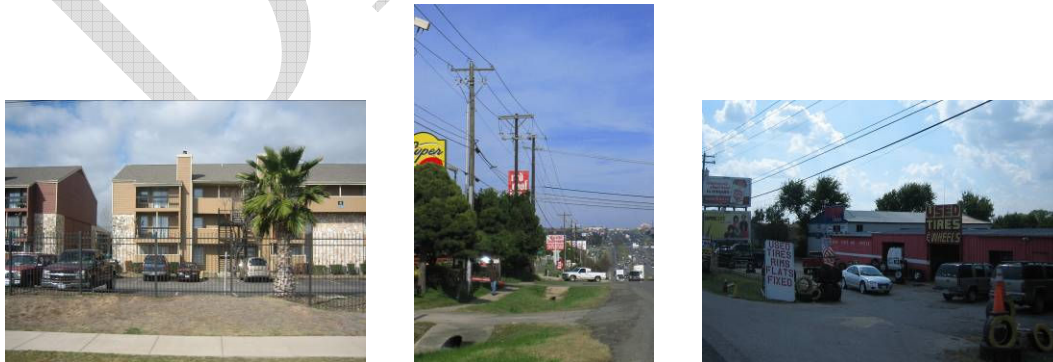
Recommendation 136 Limit the types and intensities of the uses allowed along Ferguson Drive.

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

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

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

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



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

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

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

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

❖ **Preserve the commercial/industrial area in the northeastern corner of the NLCNPA.**

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

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



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

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

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

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

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

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



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

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

Recommendation 140

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

CONCLUSION

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

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

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

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



Slayton Drive