



North Shoal Creek

neighborhood plan



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North Shoal Creek Neighborhood Plan Partners

Abbreviation	Full Name
311	Austin 311 Information Service
ACT	Austin Community Trees Program
AE	Austin Energy
AISD	Austin Independent School District
APD	Austin Police Department
APH	Austin Public Health
APL	Austin Public Library
ARR	Austin Resource Recovery
ATC	Austin Tenant Council
ATD	Austin Transportation Department
Cap Metro	Capital Metropolitan Transportation Authority
Code	Austin Code Enforcement Department
CPO	Austin Corridor Program Office
DSD	Austin Development Services Department
EDD	Austin Economic Development Department
KAB	Keep Austin Beautiful
LATM	Austin Transportation Department - Local Area Traffic Management
NHCD	Austin Neighborhood Housing & Community Development Department
NPCT	Neighborhood Plan Contact Team
NPP	Neighborhood Partnering Program
NSCNA	North Shoal Creek Neighborhood Association
OoS	Office of Sustainability
PARD	Austin Parks and Recreation Department
PAZ	Austin Planning and Zoning Department
PTA	Pillow Elementary School Parent Teacher Association
PW	Austin Public Works Department
SCC	Shoal Creek Conservancy
SFC	Sustainable Food Center
TreeFolks	TreeFolks
TxDOT	Texas Department of Transportation
Urban Forestry	Austin DSD Urban Forestry Division
WPD	Austin Watershed Protection Department

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Disclaimer

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries. Maps within this plan are for informational purposes and may not have been prepared for or be suitable for legal, engineering, or surveying purposes. They do not represent an on-the-ground survey and represents only the approximate relative location of property boundaries. The maps have been produced by the Planning and Zoning Department for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.

CONTENTS

The Context.....	1
Neighborhood Planning in Austin	2
Imagine Austin Growth Concept Map.....	3
North Shoal Creek Background.....	4
Demographic Trends.....	6
Planning Process.....	8
Complete Community Needs and Values.....	9
Plan Organization: Goals, Policies, and Actions.....	10
Plan Implementation:.....	11

Core Elements

Community Character..... 13

Visions and Places.....	15
Places in the Planning Area.....	16
Visions for Places.....	17
Future Land Use Map (FLUM).....	34
Character Districts.....	36
Spectrum of Building Types.....	54
Creating Transition Between Land Uses.....	56
Transit Oriented Development.....	59

Cover photo by Mike Anderson

Mobility and Connectivity.....69

Current Conditions.....	70
Relationship to Imagine Austin.....	76
Goals, Priorities, and Actions.....	77

Housing Opportunity..... 83

Existing Housing Market.....	85
Trends & Impacts.....	88
Housing Affordability.....	89
Austin Strategic Housing Blueprint.....	91
Goals, Priorities, and Actions.....	92

Natural Environment.....95

Parks.....	97
Tree Canopy.....	99
Green Infrastructure.....	100
Shoal Creek.....	102
Goals, Priorities, and Actions.....	103

Quality of Life..... 107

Public Services and Facilities.....	110
Thriving Economy.....	112
Health and Food Access.....	114
Community Collaboration.....	118
Safety and Maintenance.....	120

CONTENTS

Appendix

Top Plan Actions.....	A2
Goals/Policies/Actions.....	A5
Character District (Future Land Use) Allowed Zones...	A15
Public Input Summary.....	A16

Maps and Figures

Figure 1 North Shoal Creek Location Map.....	1	Figure 16 Growth Concept Map.....	76
Figure 2 Growth Concept Map.....	3	Figure 17 Vision Zero.....	80
Figure 3 Subdivision Development Dates.....	4	Figure 18 Housing Mix.....	85
Graph 1 Population.....	6	Graph 4 Residential Unit Distribution.....	85
Graph 2 Household Size.....	6	Table 1 Average Monthly Rent.....	86
Graph 3 Age.....	7	Table 2 Average Condo Sale Price.....	86
Figure 4 Future Land Use Map.....	35	Table 3 Median House Sale Price.....	87
Figure 5 Development-Restricted Open Space.....	56	Graph 5 Zillow Home Value Index.....	87
Figure 6 Compatibility Areas.....	57	Figure 19 Location Affordability.....	89
Figure 7 Metro Rapid Bus Lines.....	60	Graph 6 10 year Affordable Housing Goals.....	91
Figure 8 Land Use Crossroads Station.....	63	Figure 20 Parks.....	97
Figure 9 Land Use Ohlen Station.....	63	Figure 21 Tree Canopy.....	99
Figure 10 FLUM and TOD Relationship.....	64	Figure 22 Floodplains.....	100
Figure 11 Public Transit Connectivity Network.....	71	Figure 23 Environmental Issues.....	101
Figure 12 Sidewalk Network.....	73	Figure 24 Public Facilities.....	109
Figure 13 Sidewalks Preferred Improvements.....	74	Figure 25 Jobs per Census Tract.....	113
Figure 14 Austin Bike Map.....	75	Figure 26 Healthy Food Access.....	115
Figure 15 Austin Bicycle Plan Map.....	75		



Plan Context and Overview

The Context

The North Shoal Creek neighborhood has evolved from the 1960s to today going from quiet suburban fringe to a fully-developed central neighborhood with vibrant commercial corridors. The North Shoal Creek Neighborhood Plan is a multi-stakeholder vision for establishing a more complete community for this portion of north central Austin. This plan balances the need to shape and guide change in a rapidly growing city and the need to identify aspects of the planning area that should be preserved and those that could be enhanced. The North Shoal Creek Neighborhood Planning Area (NSCNPA) is part of Austin urban core, bounded by US 183 on the north, MoPac on the west, Burnet Road on the east, and Anderson Lane on the south.



Figure 1 North Shoal Creek

Learn more about Imagine Austin at
[http://www.austintexas.gov/department/
imagine-austin](http://www.austintexas.gov/department/imagine-austin)

While North Shoal Creek is well on its way to becoming a complete community, the planning area is not immune to outside forces. As Austin continues to grow and change, North Shoal Creek will continue to evolve in terms of affordability, demographic composition and building form -- especially along the major commercial and transit corridors. Shaping eventual change to make it more equitable and ensuring that quality of life is improved is the purpose behind the *Imagine Austin* comprehensive plan and the neighborhood plans.

Imagine Austin calls for the establishment of Complete Communities across the city and its extraterritorial jurisdiction (ETJ). Complete Communities are places that meet people's needs and desires within a short trip of where they live or work. A community is "complete" when it provides easy access to jobs, shopping, learning, services, green spaces, and other amenities via walking, biking, driving, and transit. To greater and lesser degrees, all communities are complete and what constitutes "completeness" varies from place to place. There are several measures by which a community can be evaluated for its completeness:

- Its walkability
- The availability of green spaces,
- The presence of a variety of housing options for a range of households, ages, and incomes
- The availability of nearby places to shop, dine, recreate, and access services.

Neighborhood Planning in Austin

Neighborhood planning in Austin grew out of community initiatives seeking to guide development and to preserve quality of life and neighborhood character while accommodating change. The 1979 *Austin Tomorrow Comprehensive Plan* recommended that the City "develop and implement specific, detailed plans tailored to the needs of each neighborhood." This and the recommendations from the Citizens' Planning Committee from the mid-1990s lead to the creation of the Neighborhood Planning program by City Council in 1997. Over the next two decades, 30 neighborhood plans were initiated and adopted as amendments to the *Austin Tomorrow Comprehensive Plan* and later, to *Imagine Austin*.

Imagine Austin establishes a policy framework for small area plans (neighborhood, station area, corridor, etc.) to assess a area's "completeness" and develop the vision, goals, policies, and actions needed for a community to become more complete. These plans provide City departments with guidance on community priorities, capital improvement projects, and are reviewed for zoning cases.

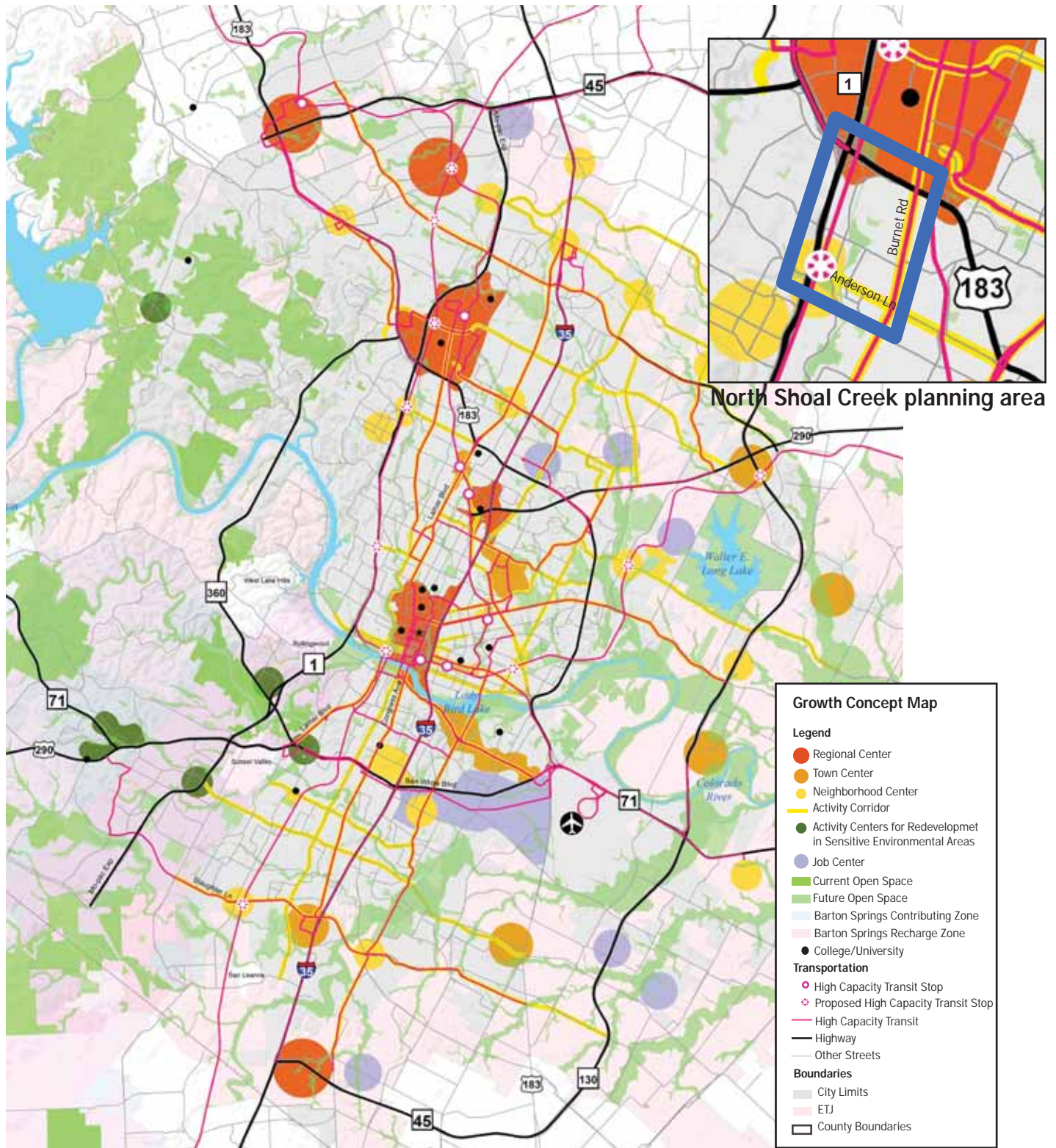


Figure 2 Imagine Austin Growth Concept Map

The Growth Concept Map applies the Imagine Austin vision statement to the city's physical development. Generated through a public scenario-building process, it defines how we plan to accommodate new residents, jobs, mixed use areas, open space, and transportation infrastructure over the next 30 years.

Imagine Austin's 'Growth Concept Map'

The North Shoal Creek Neighborhood Plan works within the policies and guidelines established by *Imagine Austin* by providing detailed land use, infrastructure, and service recommendations within the neighborhood planning area. The *Imagine Austin* Growth Concept Map (GCM) envisions how the city should grow over the next 30 years. The Growth Concept Map is conceptual and the categories are not parcel-specific, nor do they carry the legal weight of zoning designations or other land use regulations. Using a largely interconnected network of activity corridors, mixed-use centers, and job centers, the Growth Concept Map presents a strategy to accommodate the bulk of future population and job growth in Austin. These corridors and centers are important tools to create more complete communities across the city. The GCM also provides direction as to how development will occur outside of the centers and corridors, it illustrates an expanded open space network, and it provides a framework illustrating how people will move about the city and the region. Within the planning area, the GCM identifies Burnet Road and Anderson Lane as Mixed-Use Activity Corridors.

Figure 3 Subdivision Development



North Shoal Creek Geography, History and Natural Features

The North Shoal Creek Neighborhood Planning Area is a one square-mile section of North Central Austin bounded by Mopac, US 183, Burnet Road, and Anderson Lane. Located along these roadways there is a mix of commercial uses ranging from retail, restaurants, and entertainment venues to automobile dealerships, storage facilities, and offices. When the subdivisions that would become the planning area's residential interior were being built, they were at the very northern edge of Austin. Like the majority of suburban communities built at the edges of cities, North Shoal Creek has a hard line dividing the commercial uses—and even townhouses and apartments—from the single-family interior. Once past that line there are only houses and occasional duplexes. These structures reflect the ranch house designs of the 1960s and early 1970s. In the late 1990s the North Shoal Creek Estates subdivision—comprised of more contemporary suburban houses—was built on the remaining vacant land. The planning area is now completely built out. Consequently, any new construction will most likely appear in the form of significant residential remodels or tear downs, accessory dwelling units in backyards, or the redevelopment of existing commercial and multi-family sites.

Like most residential areas built during this time, most of the planning area's roadway network does not follow a simple grid and reflects the area's suburban orientation around the car. While areas south of Steck Avenue have a mostly gridded street layout, those to the north have more curved streets with fewer direct connections. This is largely due to the phased construction of the planning area's interior by different developers.



In terms of natural features, the planning area is located about a mile and a half from the headwaters of its namesake, Shoal Creek. The creek enters the planning area through a culvert underneath US 183 and flows along a narrow stream through the western third of the planning area. The planning area is located in a relatively flat area of the city, making it conducive to walking or bicycling given adequate sidewalks, bike routes, and shade trees. It gently slopes to the south from its highest point near US 183 and McCann Drive to its lowest point where Shoal Creek passes under Anderson Lane.

Throughout the planning process, participants emphasized the importance of trees and the shade they provide. The front yard tree canopy in the interior of the neighborhood varies from street to street, but overall it provides a fair amount of shade. While the single-family areas are shaded the commercial areas surrounding them are not. The commercial area's large parking lots are mostly unshaded and retain a significant amount of heat, particularly during summer months. Parking lots and dark roofs, along with heat generated by energy usage, contribute to higher urban temperatures relative to undeveloped areas.

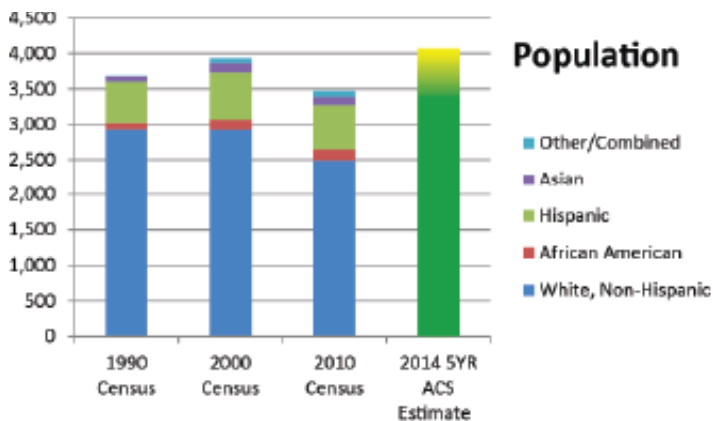


Photo courtesy
NSCNA

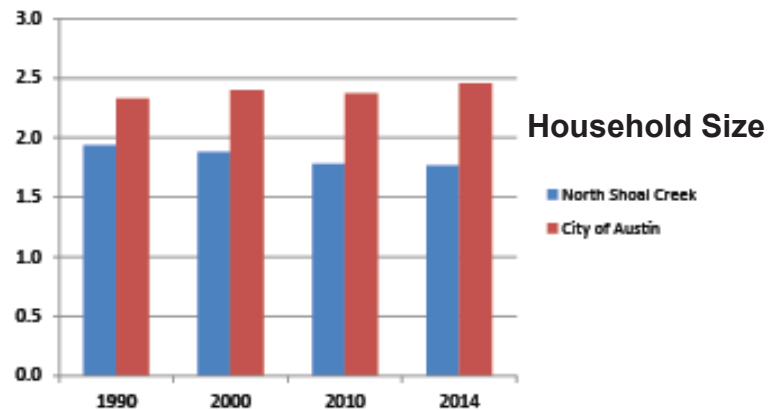


Demographic Trends

Over the last couple of decades, North Shoal Creek's population has become more diverse, a little older, and the number of people in each home has decreased. According to 2014 Census estimates, the planning area was home to an estimated 3,761 residents. This is a slight increase from the area's population in 2010 and about the same as in 2000. The population in North Shoal Creek is growing more diverse. The proportions of people who identify as African American, Hispanic, Asian, and Other/Two or More Races increasing in 2000 and again in 2010. While the area is diversifying, it is less diverse than the City of Austin as a whole.



Graph 1 Area Population

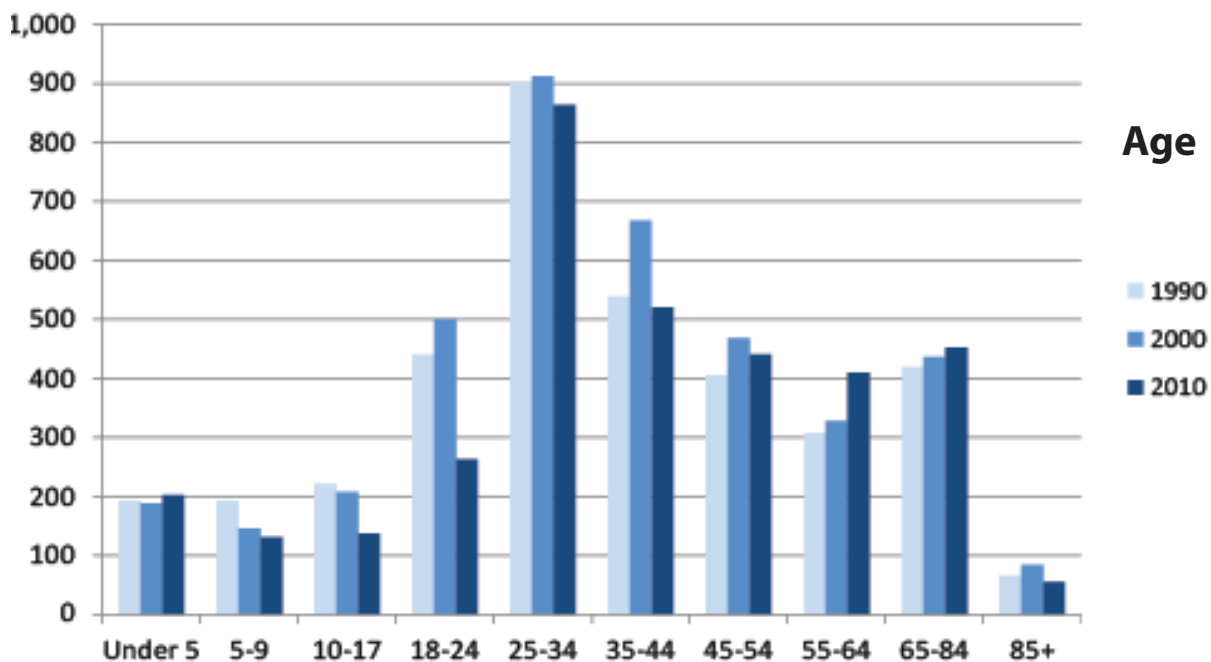


Graph 2 Area Household Size

As shown below, there have been declines over the past couple of decades in children, teens, and college-aged residents residing in the neighborhood, and increases in age groups from 55 to 64 and from 65 to 84 years old. This shift has presented itself in the declining number of residents living in each household, which is contrary to the trend for Austin as a whole. The most likely explanation is that aging residents enjoy living in the neighborhood and don't want to move away (into smaller homes or condominiums) as their children grow up and move out. The booming housing market is exacerbating this trend. Young families that previously could afford a home in the neighborhood are now priced out, and retirees have less incentive to sell, as the values of their homes (and nest eggs) continue to appreciate for the foreseeable future. On the rental side, there are many apartments for singles and couples, but once these families have children and seek more space, they will likely move to the suburban fringe, where larger units or houses are more affordable.



Photo courtesy
NSCNA



Graph 3 Area Age Range



The Planning Process

Formulation of the North Shoal Creek Neighborhood Plan involved extensive outreach to residents, property owners, businesses, institutions, and families of students at Pillow Elementary. Initial outreach included an emailed survey to all Austin utility account holders, a meeting with the North Shoal Creek Neighborhood Association, and postcards sent to almost 3,000 residents, property owners, and businesses. Following the initial survey, the City held six community workshops at Pillow Elementary School. Each workshop consisted of presentations, group discussions, and group exercises. Presentations, discussions, and exercises focused on topics that included:

- Complete Communities
- Mobility and Land Use Connections
- Food Access
- Community Character, Places & Visions
- Fair Housing
- Community Character Districts
- Watershed Protection
- Plan Implementation, Goals, Policies, and Actions
- Future Land Use Maps
- Neighborhood Plan Contact Teams
- Stakeholder Forum: Ideas and Concerns

In addition to the workshops, there was a Kickoff survey, a Visual Preference survey, outreach meetings for Pillow School families (in English and Spanish), a mid-process survey, and a stakeholder forum focusing on community concerns about the plan and the planning process. Following initial drafting of the main plan building blocks, each section was posted online for community comment. At the end of the process, a final draft was released for stakeholders to comment on, and a final Open House was held presenting the main plan outcomes. A final survey was then distributed to gauge participant satisfaction with the plan and the planning process.

Complete Community Needs and Values

At the start of the planning process, stakeholders were asked what they thought was needed to make their neighborhood feel more complete and what their top priorities were. The North Shoal Creek Neighborhood Plan aims to address these needs and values.

Complete Community Top Needs:

- A sidewalk network that makes it easy to walk to nearby goods and services
- Better overall access to open space and parks
- A network of bicycle lanes and/or trails linking homes to shopping and services, recreation, and transit
- Better access to transit stops
- Redevelopment of aging commercial sites that could provide more local-serving businesses
- Preserving the residential core and allowing more housing options in other areas
- Remodeling of existing commercial buildings to promote more local-serving businesses
- A greater variety of nearby community gathering spaces and recreational centers
- Better access to healthy foods and fresh produce
- A greater variety of nearby entertainment, arts and cultural facilities and amenities

Complete Community Top Values:

- Improving mobility for pedestrians and bicyclists, better access to transit
- Ensuring Pillow elementary students can safely walk and bike to school and back to their home
- Supporting new, small community gathering places such as “pocket” parks and plazas
- Making existing commercial areas more walkable
- Deciding how aging commercial and multi-family sites should be developed
- Improving access to and quality of parks



Plan Organization

The North Shoal Creek Neighborhood Plan is a working document designed to assist stakeholders in improving and/or maintaining the quality of life in their community. The plan is built around five building blocks based on stakeholder input throughout the planning process:

- Housing Opportunity
- Community Character
- Mobility and Connectivity
- Natural Environment
- Quality of Life

The steps needed to address each building block's issues—goals, policies, and actions—were developed through a public planning process consisting of meetings, workshops and surveys as described above. For a more detailed description of workshops and surveys see the Public Input Summary found in the Appendix.



Other than Community Character, each building block has the following three components:

Goals are aspirational and general statements about desired outcomes or end states. A goal requires policies and actions to be realized. Due to their broad nature, goals are difficult to measure.

Policies are more specific and usually address a specific aspect or facet of a goal. Their greater specificity makes them easier to measure; however, they do not include specific actions. Policies will guide decision-making around certain topics.

Actions are specific and are used to track a plan's implementation. Actions have potential partners listed, which are City departments and/or external groups who will be responsible for taking that action.

The Community Character building block is structured differently. It contains Visions for each of the seven sub-areas of the neighborhood. It also contains Policies for those areas, which are meant to help achieve each sub-area's vision.

Goals, policies, and actions are tracked by City staff. The responsible departments consult recommended actions when prioritizing their work plans. The presence of an action in this plan does not guarantee that it will be achieved, but it will ensure the responsible department or decision-making body is aware of the importance of that action for the neighborhood.



Plan Implementation: Neighborhood Plan Contact Team

In the City of Austin, the group of people who are charged with shepherding and implementing their neighborhood plan is called the Neighborhood Plan Contact Team. The NSCNP Contact Team will be the main group responsible for coordinating with applicable City of Austin departments, neighborhood associations, and other groups to prioritize and implement the plan's recommendations. Contact Teams are required for all neighborhood plans under City of Austin Land Development Code. Each contact team must have representation from a:

- Property owner
- Renter
- Business owner
- Neighborhood organization representative(s) who own or rent property within the planning area.

Contact Teams review and make recommendations for amendments to a neighborhood plan, including any changes to the Future Land Use Map (Character District). Contact Teams are also responsible for advocating for the implementation of all the recommendations contained in a neighborhood plan by working with the City of Austin, community volunteers, and other groups.

For more information on Neighborhood Plan Contact Teams, please visit: <http://www.austintexas.gov/departments/neighborhood-plan-contact-teams>

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Facing Page: A prominent local business that effectively uses outdoor space and large display windows to create a sense of vibrancy along Anderson Lane.



COMMUNITY CHARACTER

Visions and Places

Future Land Use Map

Character Districts

HOME GROWN & HANDCRAFTED

WAKE!

LIVE MUSIC



SOCIAL LOUNGE

OPEN

LUNCH



Late Night

VISIONS AND PLACES

A community's character is defined by the different places found within it and how those places look, feel, and function. Is it a quiet place with few people, or is it a vibrant one where people tend to gather? Are the buildings squat or tall? Some of these places are dedicated to commerce, some to industry, and others are the residential areas where most people live. Others are defined by a mix of available goods and services, housing, job opportunities, public spaces, 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 created a vision for how each place should retain its basic character or how it may change over time. In those areas where change is anticipated, this section will inform future land use and zoning decisions. These decisions should be considered in relationship to this section's land use policies, the Future Land Use Map, other relevant plan sections, as well as other applicable City of Austin 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

US 183
Frontage Road



Residential Interior



Shoal Creek
Boulevard



Mopac
Frontage Road



Buell Avenue



Burnet Road



Anderson Lane





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 goods, 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. Surrounding the Residential Interior are commercial areas providing goods, services, and employment opportunities. In places where other character districts abut single-family properties in the Residential Interior, considerations such as screening, fences, landscaping, and architectural designs should be employed to provide a protective buffer.

The Residential Interior of the planning area is well-established and not likely to substantially change from its current residential nature. In the short-term, the most likely changes will be significant remodels of, and additions to, existing houses. However, if the value of land increases at a much greater rate than that of the structures sitting on it, redevelopment pressures will likely increase. As redevelopment occurs along quiet residential streets, the built environment's character and the planning area's demographic profile



could markedly change. Based on observations in Austin neighborhoods where this has already occurred, the resulting new houses will be larger, likely have more contemporary designs, and be significantly more expensive than the existing ones. In the Crestview and Allandale neighborhoods - immediately to the southeast and south of the planning area - this is already happening.

Along Steck Avenue, significant projected traffic volume increases may hasten redevelopment of these houses. If redevelopment occurs along Steck Avenue, missing middle housing should be developed in appropriate locations. Missing middle housing is a range of denser housing options that are compatible in scale to single-family houses.

Existing Conditions



Land Use Policies for Residential Interior

RI P1 Retain single-family houses as the most dominant building type.

RI P2 Allow accessory dwelling units throughout the entire Residential Interior.

TEXT MODIFIED BY
PLANNING COMMISSION

Related Policies

EN P4 Establish a healthy and vibrant tree canopy.

MC P1 Complete the sidewalk network, starting with key connections.

WHAT IS MISSING MIDDLE HOUSING?

Missing middle housing is a range of multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living. Types include duplex, bungalow court, carriage house, courtyard apartments, live/work, and small multi-plex, to name a few.



WHAT ARE ACCESSORY DWELLING UNITS (ADUs)?

ADUs — a type of missing middle housing — are buildings containing additional dwelling units that are smaller than the primary residential buildings. They can be an apartment located over a garage or parking area or a small, stand-alone unit. While some of these are two stories, they should not intrude on the privacy of neighbors. These units are an important tool to promote more affordable housing options and can contribute to a more diverse community while providing private and public benefits.



Accessory Dwelling Units can:

- Provide more affordable housing options for people wishing to live in an established neighborhood
- Provide rental income for homeowners
- Provide additional space for caregivers, grown children, elderly parents, or overcrowded households
- Allow people wishing to downsize the opportunity to stay in their neighborhoods by renting the primary house and living in the accessory unit
- Gently increase the density of a neighborhood without altering its character



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 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, self-storage facility), as well as several new and used automobile dealerships. These conditions, along with heavy traffic and unshaded narrow sidewalks, contribute to conditions unfavorable for walking and biking.

Austin, particularly its urban core, is experiencing unprecedented change. Presently, the change along Burnet Road is focused south of Anderson Lane; however, redevelopment pressures are beginning to be felt in North Shoal Creek. In fewer than 10 years many of the properties with frontages on Burnet Road may be candidates for redevelopment. As change comes to North Shoal Creek's segment of Burnet Road it should help achieve the plan's vision for the roadway



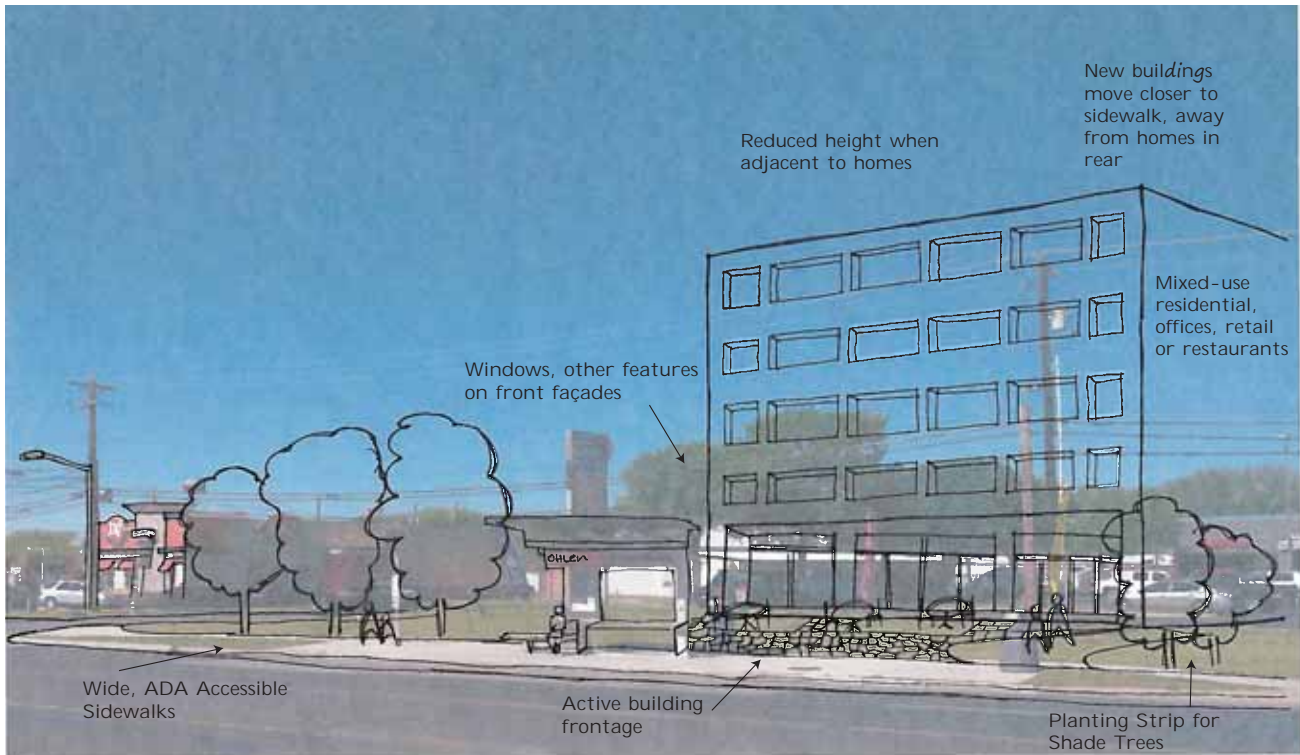
and support other plan elements. New development should be directed toward the commercial corridors to reduce redevelopment pressures in the Residential Interior. Although buildings will be oriented toward the street, there should be a variety of building heights and front setbacks to avoid a repetitive appearance. Multi-bedroom units should be encouraged to accommodate larger household sizes. Developments should contribute to making Burnet Road a better place to walk by providing shade and places where people want to shop, dine, and meet their friends and neighbors. 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 pages 59-68.

Existing Conditions



WHAT ARE PEOPLE-FRIENDLY PLACES?

These types of development are built at human scale and oriented to people rather than to cars.



Enhancing the streetscape by providing wider sidewalks, shade trees, amenities such as outdoor seating and moving buildings closer to the street create a more pleasant and safer walking experience.

Land Use Policies for Burnet Road

- BR P1 Foster people-friendly areas along Burnet Road while attracting a wide range of goods and services.
- BR P2 If redevelopment occurs, encourage a mix of uses, including multi-family components.
- BR P3 Encourage preservation of multi-bedroom apartment units and inclusion in new developments.
- BR P4 Encourage sustainable, unique and accessible retail development.
- BR P5 Development immediately adjacent to the Residential Interior will be compatible, with enhanced landscape screening and building height step backs.
- BR P6 Look for opportunities to increase tree canopy while enhancing sidewalk and green space along Burnet Road.
- BR P7 Leverage opportunities to harmonize land uses near high-capacity transit.

Related Policies

- MC P8 Make it safer for people to walk around the neighborhood and to nearby commercial areas..



ANDERSON LANE

VISION: *Anderson Lane is a major arterial, significant for its eclectic mix 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, providing opportunities for social interaction in places along 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 some shopping centers have had recent, significant improvements. The most striking difference between the two corridors is the number and size of the shopping centers. Along Anderson Lane, between Shoal Creek Boulevard and Burnet Road there is a continuous half mile row of retail establishments.



Like those along Burnet Road, the shopping centers along Anderson Lane are representative of an automobile-oriented suburban design. Most of the buildings are single-story and are separated from the roadway by large parking lots mostly devoid of sidewalks, trees, or significant landscaping.

Over time, mixed-use activity corridors like Anderson Lane, with their large, deep parcels, will likely be candidates for redevelopment, bringing new retail and housing opportunities. When and if decisions are made to redevelop these commercial sites, they should be replaced by more sustainable and urban development. As they redevelop, large commercial sites should provide internal circulation routes to make it easier to travel through these sites and make future development feel less visually massive.

Existing Conditions



WHAT IS COMPATIBLE?

This means development that has similar massing and uses that do not conflict with adjacent sites. A commercial building next to a house's back yard should

- Be set back from the property line
- Have landscaping, fencing and other buffers
- Should not loom over the adjacent house
- Should not have windows peering into the yard.



Land Use Policies for Anderson Lane

AL P1 Foster people-friendly areas along Anderson Lane while attracting a range of goods and services.

AL P2 Increase the tree canopy while enhancing sidewalks and green spaces along Anderson Lane.

AL P3 Encourage multi-family development as one component of a mixed-use environment.

AL P4 Encourage multi-bedroom apartment units.

AL P5 Encourage sustainable, unique and accessible retail development.

AL P6 Development immediately adjacent to the Residential Interior will be compatible, with enhanced landscape screening and lower building heights.

AL P7 Integrate land uses with the transportation system.

AL P8 Create shaded, well-maintained, and safe paths to walk and bike.

Related Policies

MC P8 Make it safer for people to walk around the neighborhood and to nearby commercial areas.



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.

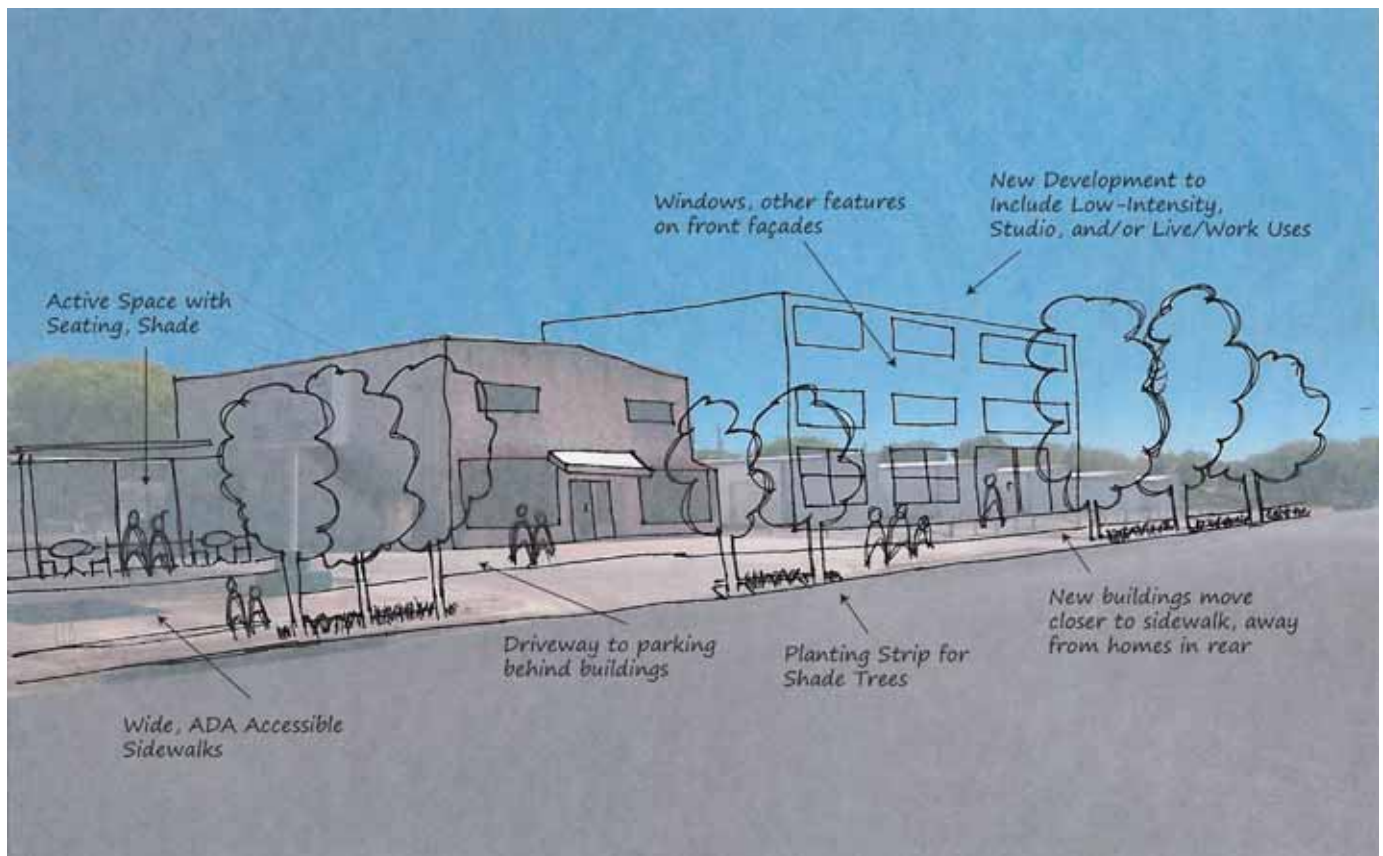
The current character of Buell Avenue is oriented towards services, storage, and contractor shops. As compared to the retail environments along Burnet Road and Anderson Lane, this mix of commercial services attracts less customer traffic. The commercial sites on Buell Avenue are largely paved over and have very few trees. The buildings in this district are currently 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 businesses. There will be more green spaces, and the buildings along Buell Avenue will move close to the street adding shade trees and creating a pleasant place to walk. Where adjacent to single-family homes, new development will have buffering and compatible heights.

Existing Conditions





Adding wider sidewalks, street trees, outdoor seating, and orienting buildings toward the street creates a pedestrian-friendly place that encourages walking and socializing.

Land Use Policies for Buell Avenue Special District

BA P1 Serve as a transitional place between Burnet Road and the Residential Interior, providing employment, live/work, and residential opportunities.

BA P2 Landscaping and green spaces should be used to soften the character of buildings along Buell Avenue.

BA P3 Development immediately adjacent to the Residential Interior will be compatible, with buffer yards, 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 diverse mix of uses and buildings creates a more varied character than the other commercial roadways in the planning area. Most of the buildings are one or two-stories, although there are a few taller buildings. The northern third of the roadway is a mixed use/industrial area with a collection of offices, light industrial uses, warehouses, and apartments. With the exception of the First Texas Honda dealership, the middle section (centered around the intersection with Steck Avenue) has smaller-scaled buildings containing retail, services, offices, and apartments. The southern third is more commercially-oriented and has a mix of retail and services and includes Lowe's Home Improvement store and the 8015 Shoal Creek medical/office/commercial center.



Shoal Creek Boulevard serves as a transition between the planning area's Residential Interior and the taller buildings along the MoPac frontage road. The actual Shoal Creek further serves as a buffer between the single-family homes on its east and the commercial and industrial uses to its west. As properties along Shoal Creek Boulevard redevelop, they should contribute to a more pedestrian-friendly environment. The parking lots and driveways lining the street should be replaced by building frontages, public spaces, and broad sidewalks shaded by street trees. Properties adjacent to the railroad tracks are more appropriate for taller buildings and non-residential uses.

Existing Conditions - North



Existing Conditions - Middle



Existing Conditions - South



Land Use Policies for Shoal Creek Boulevard

- SC P1 Maintain the northern portion uses with a balance of one- to three-story offices, apartments, warehouses, and live-work spaces.
- SC P2 Encourage development of a mixed-use district with local-serving shops and services near Steck Ave.
- SC P3 Continue to support more intensive uses near Anderson Lane, such as commercial and services, while providing opportunities to add residential components.

Related Policies & Actions

- MC P2 Improve and promote transit to connect to other areas of Austin.
 - MC P8 Make it safer for people to walk around the neighborhood and to nearby commercial areas.
 - MC A14 In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure.
-



MOPAC FRONTAGE ROAD

VISION: Mopac's frontage road hosts highway-scale office and commercial uses that cater to workers and customers from all across 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—Ergon Asphalt and Emulsions, Inc.

As sites along the frontage road redevelop, a mix of four to six-story 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

MF P1 Encourage a balance of offices and services, discourage residential.

MF P2 Allow building heights of four to six-stories and vehicular-oriented site design.

MF P3 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. While this provides excellent regional access for offices and businesses, it makes for a poor pedestrian environment and is not appropriate for residences.

Land Use Policies for US 183 Frontage Road

- US P1 Development immediately adjacent to the Residential Interior should be compatible, with enhanced landscape screening and lower building heights.
- US P2 Maintain a balance of regional-serving commercial uses, and discourage residential uses along the frontage road.
- US P3 Encourage private property owners along the frontage road to incorporate native planting to help diffuse traffic noise
- US P4 Integrate beautification of landscape areas and plant trees to provide shade along walk and bike paths.

Character Districts Typical Land Uses and Heights

Residential Core:
Single-family homes and
duplexes up to 2
stories

Neighborhood
Transition: up to 3
stories
Mostly apartments, con-
dos and townhomes.

Neighborhood Node:
Pedestrian-oriented
mixed-use or commer-
cial buildings. up to 3
stories

Mixed-Use
Activity Corridor:
Pedestrian-oriented
mixed-use, residential
or commercial buildings,
with a variety of heights up to 5
stories

Buell Live/Work District:
Commercial Services
and Live/Work units. up to 3
stories

Commerce:
Commercial services,
office, retail. up to 5
stories

Industry: Services and
storage, some offices. up to 3
stories

Open Space & Preserve:
Natural, drainage, and
park spaces. Limit
N/A

Future Land Use Map

Imagine Austin and small area plans (including neighborhood, corridor, center, and station area plans) provide policies for spending, regulations, and land use decisions and 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 extraterritorial jurisdiction (ETJ) should become more sustainable. The Growth Concept Map section of *Imagine Austin's* chapter four, "Shaping Austin: Building the Complete Community," identifies and defines 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. When used for land use decisions, it 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.

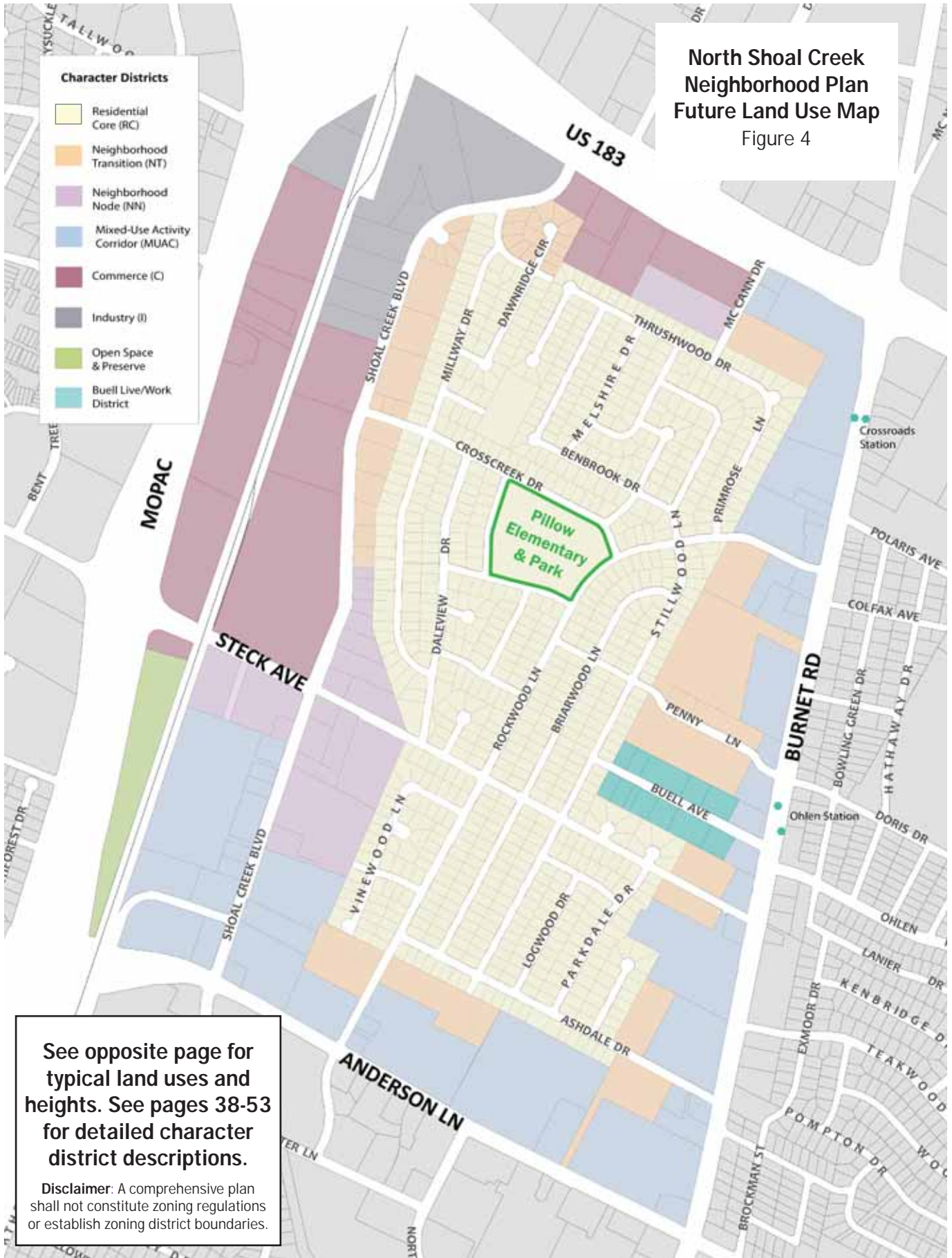
WHAT IS THE BUILT ENVIRONMENT?

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).



North Shoal Creek Neighborhood Plan Future Land Use Map

Figure 4



See opposite page for typical land uses and heights. See pages 38-53 for detailed character district descriptions.

Disclaimer: A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.

Character Districts

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

Intensity of uses and activities will range from quiet, with occasional visitors—to moderate, with some residents, visitors, customers, and 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 districts. 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 in this 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,” stakeholder input, existing land uses and zoning, and *Imagine Austin’s* “Growth Concept Map” as guiding principles.

The planning area’s future character as a whole is based upon eight different Character Districts. The first five districts found in the plan allow residential uses, and focus on the types of buildings and their massing. The final three districts are more focused on land uses.

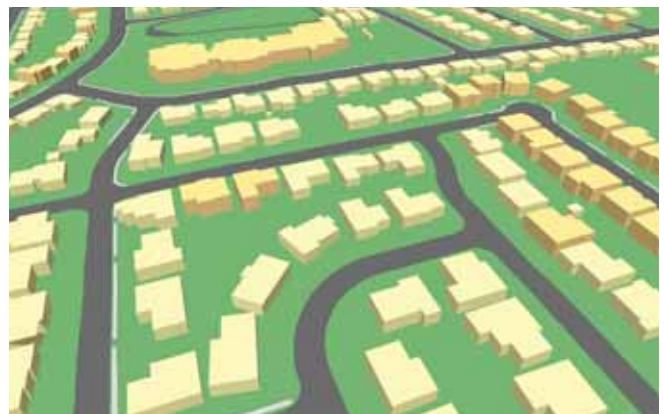
WHAT IS BUILDING MASSING?

Building massing is a relative quality based on the combination of the size, shape, and placement of buildings. A building with blank walls with few details or windows can be perceived as very massive. A building's massing can be changed through architectural details, windows, columns, and different building materials.



WHAT IS A BUILDING MASSING STUDY?

A building massing study, as demonstrated by the illustrations to the left, is an examination of what could be built based on the site's zoning. It uses the zoning setbacks and building heights, but is devoid of significant architectural designs.



RESIDENTIAL CORE (RC)

CHARACTER AND INTENT

Residential (with dispersed civic and institutional uses)

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

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

Related Policies

See Residential Interior Policies on page 19.

RESIDENTIAL CORE ILLUSTRATED



(Left), The character of North Shoal Creek's Residential Core is largely defined by 1960s and 1970s ranch-style 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 surrounding residential uses; (right), although built in the late 1990s, the houses 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)

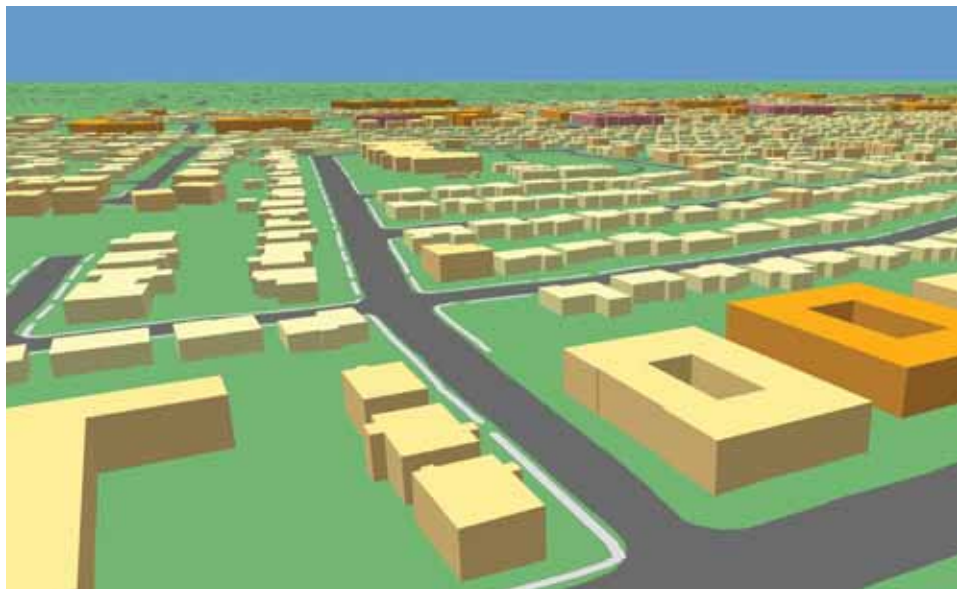
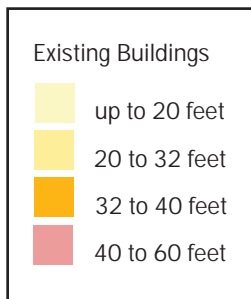
CHARACTER AND INTENT

Mostly residential with some low-intensity offices and retail

This character district serves as a transition between less and more intense areas, such as between 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.

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 massing study for the Neighborhood Transition shows that building massing and layout of this district will not change significantly as new buildings are moved closer to the sidewalk and street.

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, offices, 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; (right), 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 to 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.

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 should be located along minor commercial streets and at the intersections of these roadways. In the planning area, 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 offices, 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 oriented closer to sidewalks with parking behind.

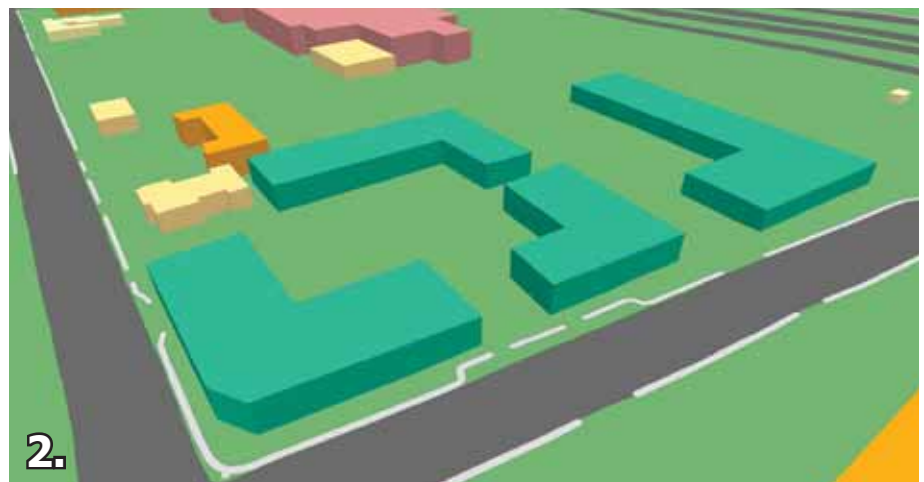


Existing Buildings

- 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 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
- Mostly mixed-use and commercial, some apartments, rowhouses, or townhouses
- Surface parking on the side of or behind buildings
- Parking structures hidden from street

Related Policies

See Shoal Creek Boulevard Place Policies on page 31.

NEIGHBORHOOD NODE ILLUSTRATED



(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.



(Above), Buildings typically should not exceed three or four stories.

MIXED USE ACTIVITY CORRIDOR (MUAC)

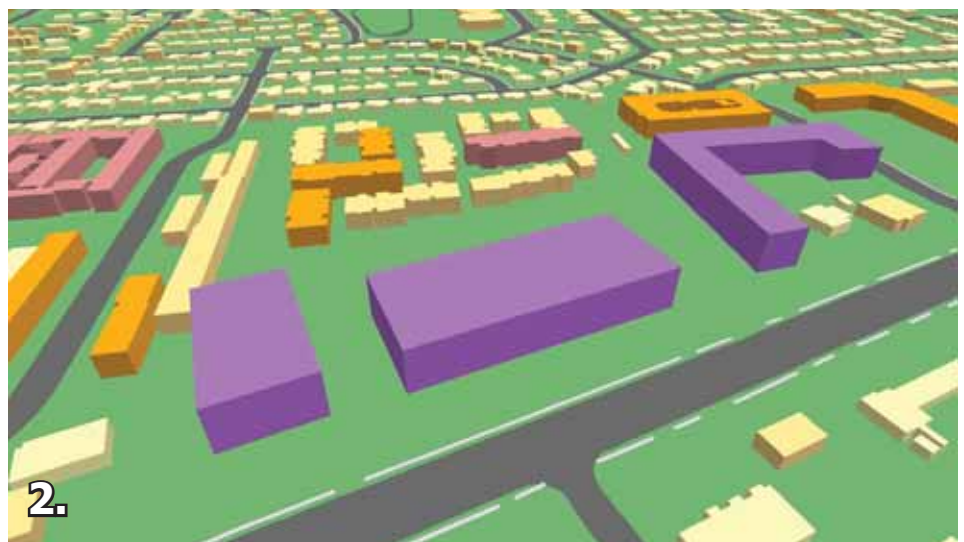
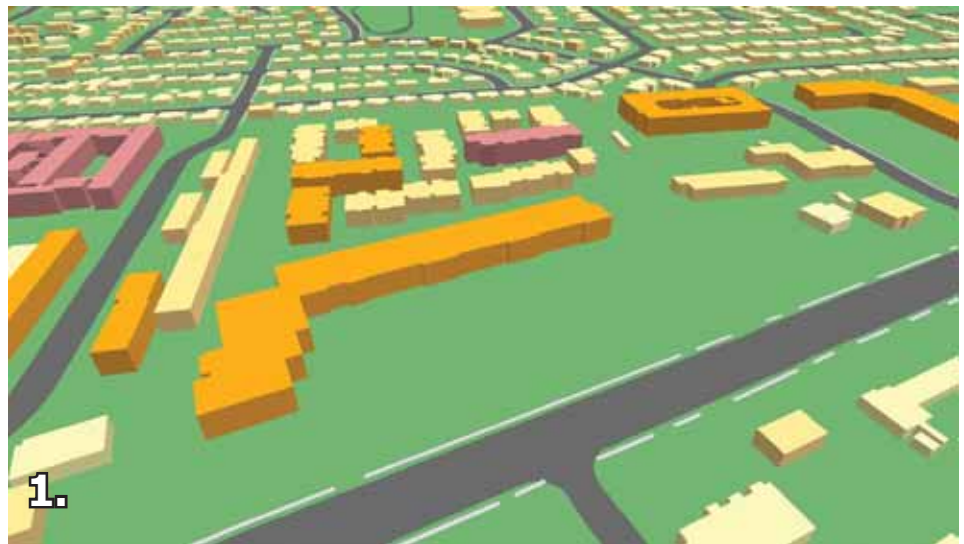
CHARACTER AND INTENT

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. This district offers residents along the corridor and in nearby neighborhoods convenient access to work, entertainment, shopping, and 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 near major roadways. If adjacent to single-family areas design considerations such as lower heights, architectural designs, and landscaping should be used to ensure compatibility with residential lots.

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 5 Stories

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 Road, Anderson Lane

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
- Buildings no taller than five stories, and heights should 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 should respect the privacy neighboring of 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
- Open and green space should be incorporated into developments

Related Policies

See Burnet Road Place Policies on page 22 and Anderson Lane Place Policies on page 25.

MIXED USE ACTIVITY CORRIDOR ILLUSTRATED



Along Mixed Use Activity Corridors there will be a mix of older and newer development. (Left), unless they are 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 ones; (center), shopping centers with significant recent investments and few or no vacancies are not generally short-term candidates for redevelopment. (Right) For those sites not likely to redevelop, creative solutions will be needed to make the sidewalks in front of them more conducive to walking.



Parcel sizes along a Mixed Use Activity Corridor will affect the type of redevelopment that occurs. (Left and middle), redevelopment of larger sites will often produce four to five-story mixed use buildings or multi-story commercial buildings with streetscape improvements to create a more pleasant environment for walking; (right), if redevelopment occurs, the buildings should be moved closer to the street and parking located to the side or rear.



The new buildings along a Mixed Use Activity Corridor should create places where people feel comfortable and want to spend time. (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.

Open Space & Preserve (OS/P)

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 Open Space & Preserve 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), publicly-owned land along creeks and within the 100-year flood plain.

BUELL LIVE/WORK DISTRICT

CHARACTER AND INTENT

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

The intensive commercial uses along Buell Avenue is reflective of businesses often found at the periphery of cities and is a reminder that this area was once Austin's northern edge. As market demand changes, Buell Avenue will become a place where a mix of live-work projects, residents, small-scale services, artisanal businesses, offices, and tradespeople coexist. The housing should include 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.

Related Policies

See Buell Avenue Place Policies on Page 28.

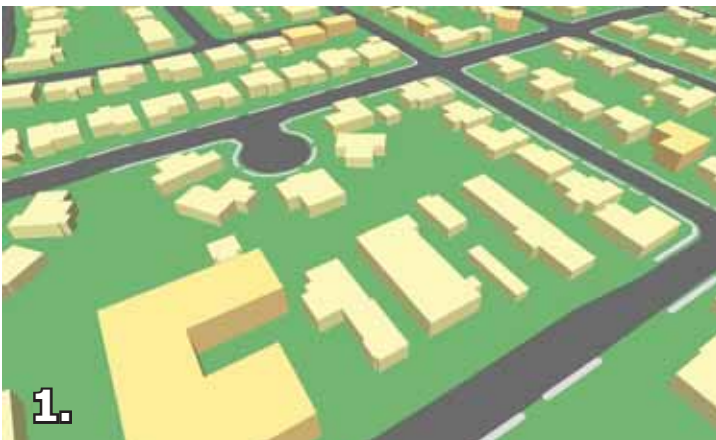
Existing Buildings

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

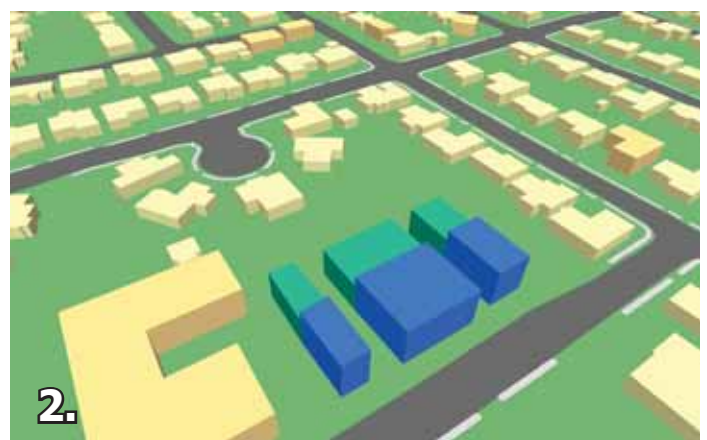
Potential Buildings

- Up to 2 Stories
- Up to 3 Stories

Building Massing: A Bird's Eye View



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



2. 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.

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 should respect the privacy of neighboring residences
- Landscaping and fences to buffer adjacent residences
- Parking should be on the side of or behind buildings, but not adjacent to residences

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 include 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 apartments, rowhouses, or townhouses.

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 should respect the privacy of neighboring residences
- Landscaping and fences to buffer adjacent residences
- Adequate parking, visible from street
- Multi-lane drive-thru facilities

Related Policies

See MoPac Frontage Road Policies on page 32 and US 183 Frontage Road Place Policies on page 33..

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 sites 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 should it 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: Commercial, office, civic, and institutional uses; 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

Related Policies

See MoPac Frontage Road Policies on page 32 and US 183 Frontage Road Place Policies on page 33.

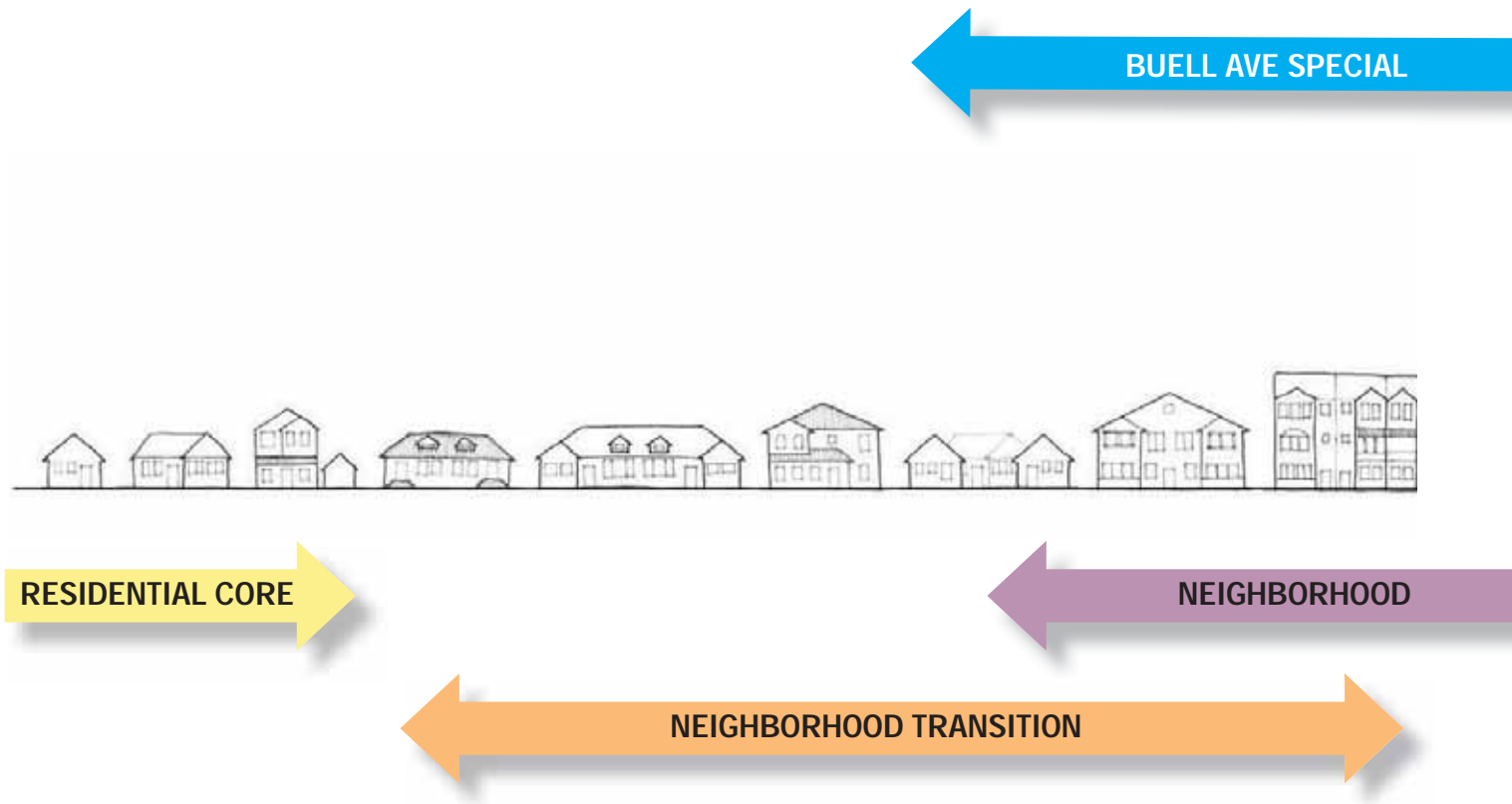
INDUSTRY ILLUSTRATED



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.



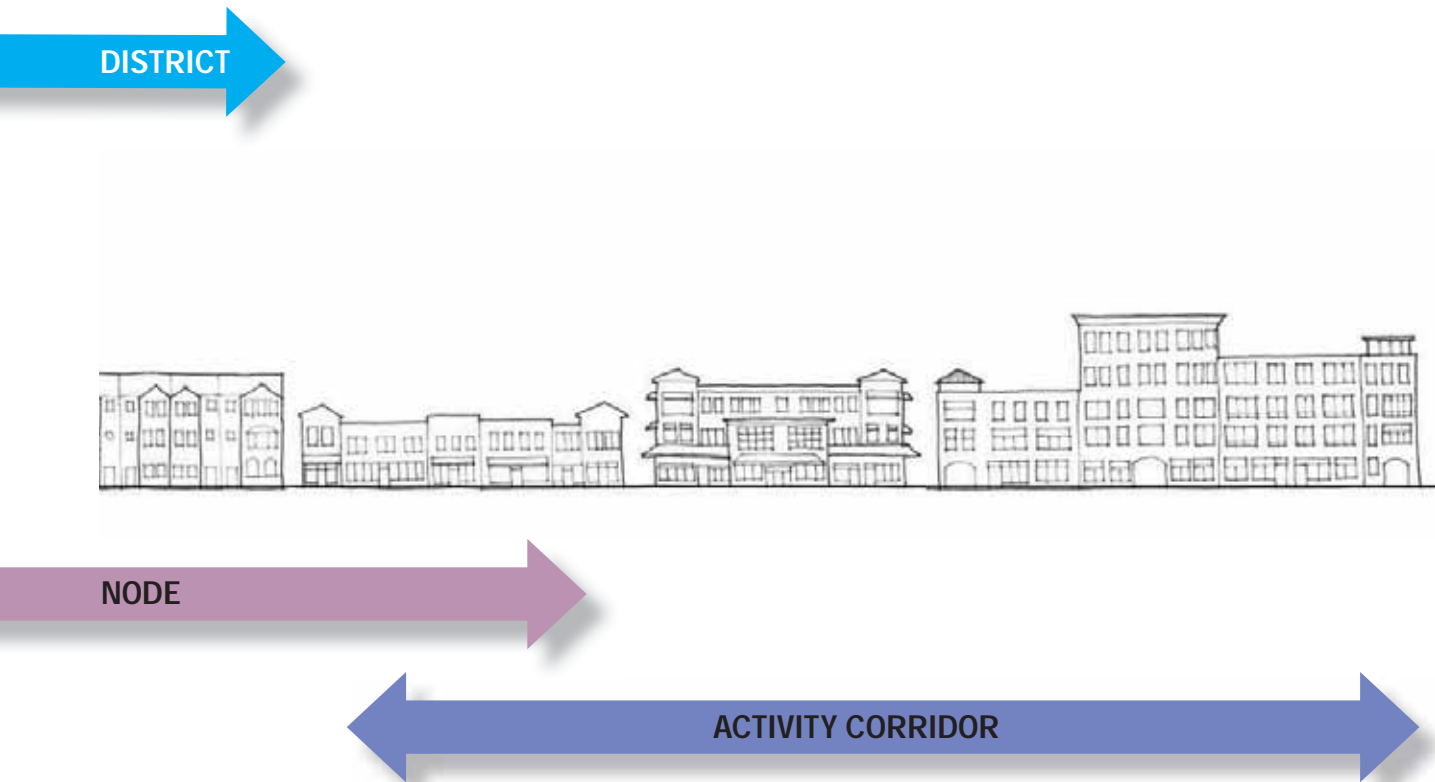
SPECTRUM OF BUILDING TYPES



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. Character districts without housing uses do not fall within the building type spectrum illustrated above. Those 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 where appropriate.

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 primarily a residential area.



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

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 similar heavy commercial/light industrial areas throughout the city. The future of the district should see a change in building type to live/work buildings with residential components mixed with offices, shops, and small maker spaces.

Creating Transitions Between Lower and More Intense Land Uses

Throughout the planning process, participants stressed the importance of minimizing the effects of taller buildings and higher-intensity uses on adjacent residential areas. Land use planning and development regulations offer approaches to address these concerns.

The plan's Future Land Use Map (FLUM) is a guide for future zoning and land use decisions. The map reflects stakeholder input, existing land use and zoning, the transportation network, and City of Austin policies. Due to the way the streets in North Shoal Creek were laid out and the way the land was subdivided and historically used there are a few locations on the FLUM where the Residential Core (RC) directly abuts the Mixed-Use Activity Corridors (MUAC). In areas where the two districts are not adjacent to one another, the Neighborhood Transition (NT) and Buell Live-Work Special Districts serve as a buffer/transition area to step down the intensity between the RC and MUAC. The NT district uses less intense land uses such as townhouses, cottage courts, apartments, and some office and retail to buffer the MUAC from the RC. The Buell district envisions shorter buildings and commercial uses that do not generate significant amounts of traffic. The Spectrum of Building Types on pages 54-55 and the descriptions within each character district profile illustrate how these intermediary districts are more compatible with Residential Core than with Mixed Use Activity Corridor.

There are several regulations that govern the transitions between commercial and multi-family uses and duplexes and houses. **Compatibility** standards are regulations that dictate setbacks, building heights, and building stepbacks for upper floors as a means to create transitions between less intense and more intense uses. Another regulation to promote more harmonious transitions between land uses is through **buffers**. These create a physical separation between different uses and might look like a required setback, an unbuildable floodplain along a creek, or a parcel with an intermediate sized development that physically separates a residence from an Activity Corridor scale building. In Austin, development is not allowed within 50 feet of designated creeks or in the 100-year floodplain (see the map to the left).

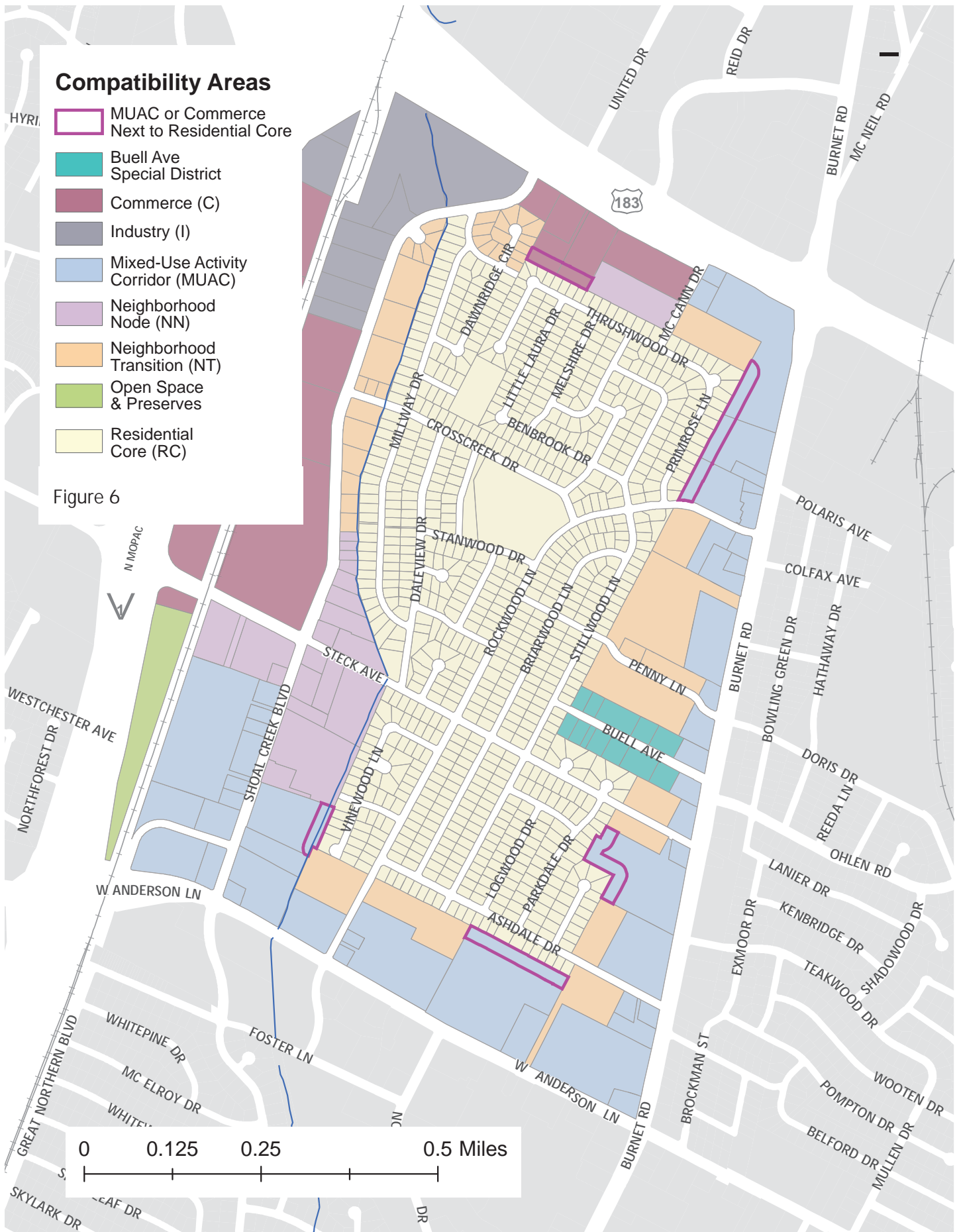
The Residential Core Buffer Map (right) illustrates where Activity Corridor and Commerce character districts are within 100 feet of single-family and duplex lots. Any development in this area should be designed to limit the project's impact on adjacent single-family homes or encroach upon the privacy of their yards, as spelled out in the Character District descriptions of this plan.



Figure 5

Development-Restricted Open Space Areas

- Creek Buffers
- Stormwater Basins



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Transit-Oriented Development

Linking Transportation and Land Use

Transit-Oriented Development, or TOD, is a type of community development mixing retail, services, residential, entertainment, and public uses such as libraries and government offices with convenient transit. Depending on the type of transit (bus, streetcar, light rail, subway, etc.) and the character of the area adjacent to and near the transit stop, the area appropriate for TOD can vary in size and intensity. The goal is to create compact, walkable, mixed use places within convenient walking distance of high-capacity transit stops.

High capacity transit is characterized by carrying more people using larger vehicles and/or more frequent service than standard bus transit. It can be rail (regional, commuter and urban rail) or bus rapid transit.

In the North Shoal Creek Planning Area there are several places along Burnet Road that could support Transit-Oriented Development in the future. This section of the plan will discuss how ready these areas are for TOD according to Capital Metro's TOD Priority Tool. A review of specific characteristics and elements that assist in creating successful TODs is also included in this section.

MetroRapid

The Capital Area Transportation Authority (Cap Metro) initiated two high-frequency bus lines linking North and South Austin through Downtown. The first line, the 801 MetroRapid, began operation in January 2014. Beginning at its northernmost station, Tech Ridge, it links North Lamar Boulevard, the Triangle and nearby State of Texas offices, Guadalupe Street, the University of Texas, Downtown, South Congress Avenue, and South Park Meadows. The second line, the 803 MetroRapid, began service in August 2014. It links the Domain in far north Austin, Burnet Road, the Triangle and nearby State of Texas offices, Guadalupe Street, the University of Texas, Downtown, and South Lamar.

Find MetroRapid info at
www.capmetro.org/



Transit-Oriented Development

Along the segment of Burnet Road serving as the eastern boundary of the planning area, there are two paired sets of stations for the 803 MetroRapid line: Crossroads and Ohlen Stations. The southbound stations are located in the planning area and the northbound stations are located on the east side of Burnet Road in the Wooten Neighborhood Planning Area. Within the North Shoal Creek Planning Area, Crossroads Station, is located adjacent to the Crossroads Shopping Center and the second area station is located a half mile away between Buell Avenue and Penny Lane.

Although not in the planning area, immediately to the south on Burnet Road is another MetroRapid stop: Northcross Station. (Please note, the Northcross Station is included in this discussion because of its adjacency to the planning area; however, recommendations in this section will only refer to the Crossroads and Ohlen Stations.) The three stations, spaced a little over a mile from one another, create a rich, high-capacity transit environment along this portion of Burnet Road. When considered in combination with the large commercial tracts that are projected to become candidates for redevelopment, this part of Austin could be a ideal location for transit oriented development.



Figure 7 MetroRapid Route Map
Source: CapMetro

Transit-Oriented Development

Looking at Austin's High-Capacity Transit Stations: Capital Metro's TOD Priority Tool

A 2016 Capital Metro study analyzed the MetroRapid and MetroRail stations resulting in the TOD Priority Tool. This tool assesses each station's potential for transit oriented development. The tool's framework examines each station based on the following three criteria: Place Type, Missing Elements and Needs, and TOD Readiness.

1. Place Type

Based on the surrounding built environment and the characteristics of the area around a station, the tool provides an aspirational goal as to the type of place the TOD could become in the future: Central Core, Regional Hub, TOD Village, Neighborhood TOD, or Special Destination.

2. Missing Elements/Needs

What improvements or changes could be made to facilitate these areas becoming more transit oriented?

3. TOD Readiness

Station areas are measured on a spectrum of TOD-readiness: Long Term, Emerging, Ready, and Arrived.



Find the TOD Priority Tool by visiting
www.capmetro.org/tod/



Transit-oriented development should include public spaces and art, pedestrian scaled lighting, comfortable walking paths and amenities such as bicycle parking.

Transit-Oriented Development

The Capital Metro TOD Priority Tool identifies all three stations in this plan as “emerging” TODs beginning to demonstrate some TOD characteristics.

The Crossroads and Northcross Stations are classified as TOD Villages. As they develop into fully functioning TODs, it is envisioned that these areas will become mixed-use urban places with more intense activity and development with visible and high-quality transit service. These are regional destinations providing access to entertainment, culture, and commerce, as well as providing local services for the surrounding residential areas.

Among the needs identified for Crossroads and Northcross Stations are: traffic calming, improvements to make it easier and safer to walk and bike to and from the stations, shade trees, and better lighting.

Ohlen Station (between Penny Lane and Buell Avenue) is classified as a Neighborhood TOD. This station type is an urban, mixed use place, similar to, but less intense than a TOD Village. Overall, a TOD Village or Neighborhood TOD is primarily residential, with apartments or mixed use buildings within and nearby the station. The commercial uses should meet the day-to-day needs of people living within the TOD and those of nearby residents.

Among the needs identified for Ohlen Station are: better lighting, improvements to make it easier and safer to walk and bike, shade trees, and a buffer between the sidewalk and Burnet Road.

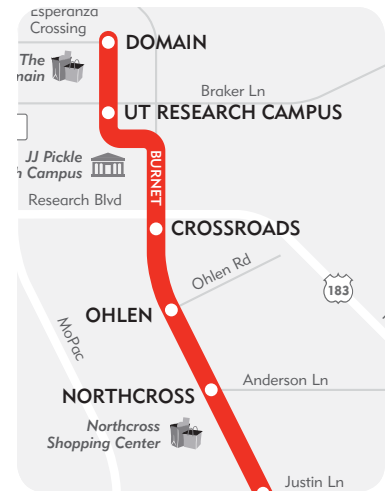


Figure ? MetroRapid Route Map
MetroRapid 801
Source: CapMetro



Narrow sidewalks and uneven bicycle lanes along busy corridors such as Burnet Road create an uncomfortable walking and biking environment. These conditions lead residents to rely on car usage to travel to nearby locations.

Transit-Oriented Development

Current Conditions: Land Use

The implementation of the 803 MetroRapid is a significant public transportation investment; however, the land uses and zoning along Burnet Road between US 183 and Anderson Lane do not currently support this investment. The buildings and uses are a reminder of this segment of Burnet Road's suburban origins. As discussed previously, along this segment of Burnet Road there are a number of aging shopping centers, a variety of freestanding commercial buildings, and a self-storage facility.

Current Conditions: Zoning

Along most of the major roadways served by the MetroRapid lines, the majority of current zoning allows for the possibility of transit oriented development. For the segment of Burnet Road along the eastern boundary of the planning area, this is not the case. Although the majority of the current zoning (CS -Commercial Services, as of 2017) provides generous development standards; it does not allow for a meaningful amount of residential uses and many of the allowed uses are unsupportive to more robust transit service.

Crossroads Station



Figure 8

Ohlen Station



Figure 9



Transit-Oriented Development

The same regulations and market forces that created the automobile-oriented, sprawling development along Burnet Road also created an environment where it is unpleasant to walk or bike. There are sidewalks, but they lack shade and are interrupted by numerous and often wide driveways. There are also few street connections leading into the Residential Core. On the west side of Burnet, between Anderson Lane and US 183 (approximately 1.2 miles) there are five such connections and seven on the east. The lack of connections into residential areas means people must walk or bike further along indirect routes to reach Metro Rapid stations, which in effect disincentivize transit use.



The Future Land Use Map and TOD

Depending on the local conditions, transit oriented development can extend from $\frac{1}{4}$ up to $\frac{1}{2}$ mile from a station. In the planning area, as illustrated by the adjacent map (Figure 10), the $\frac{1}{4}$ mile walking distance (shown in green) from the southbound station extends to the edge of the Residential Core (RC) and the $\frac{1}{2}$ mile distance would then extend well into the RC. Since the vision for RC district seeks to preserve its basic character, most of the area considered appropriate for TOD generally falls within the Mixed Use Activity Corridor (MUAC), Buell Live/Work, and Neighborhood Transition (NT) districts. Each of these districts allows for transit-supportive development. The Residential Core falls beyond the $\frac{1}{4}$ mile walking distance and allows for a mix of houses, accessory units, and duplexes.

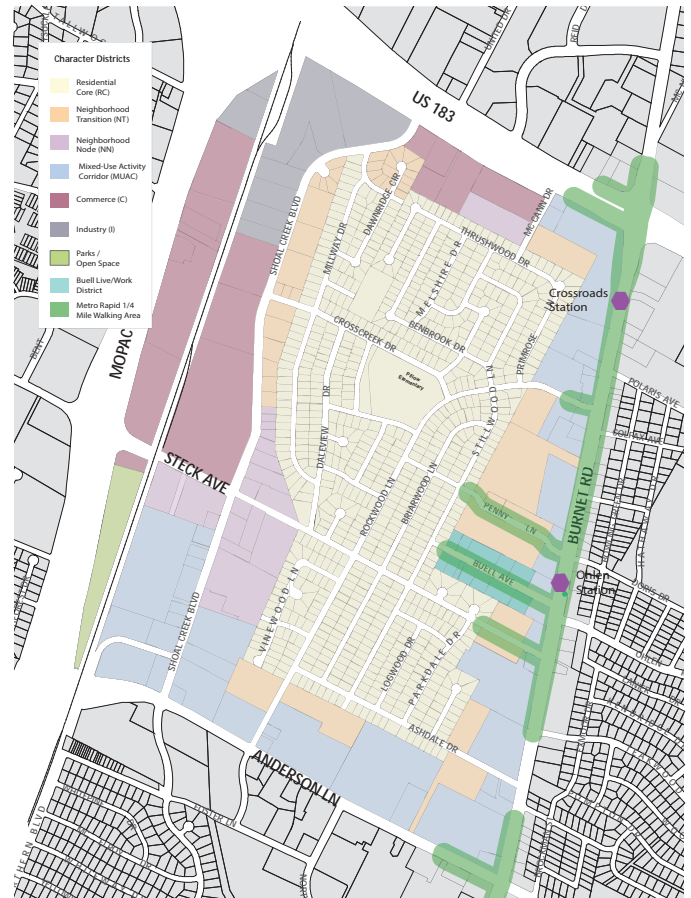


Figure 10 FLUM relation to TOD

Transit-Oriented Development

Creating a Transit Oriented Place

While high-capacity transit and an increase in urban development are the foundational elements of TOD, there are other important characteristics and elements that contribute to TOD's long-term success.

Shaded, continuous, and right-sized sidewalks

If TOD is to be successful, there must be places where people feel safe and comfortable walking. Central to creating inviting places for people to walk, particularly during the warmest months, are shade trees. As trees mature, they should create a continuous canopy and be placed 20' to 30' feet apart. Sidewalks connect people to the places where they want to be and should have no short gaps, longer missing segments, or broken and uneven pavement. Often sidewalks are too narrow for individuals, couples, people in wheelchairs, and/or people pushing strollers to comfortably pass one another. Sidewalks should be wide enough to accommodate foot traffic and the planting area for street trees. The tree planting area creates a more welcoming place to walk by establishing a buffer between traffic and people walking. At a minimum, sidewalks within TOD should be 12' to 15' wide.



Transit-Oriented Development

Pedestrian-scaled lighting — The lighting needs of people walking differ greatly from those driving their cars. To create a comfortable and safe place to walk at night the lighting needs to be closer to the sidewalk (12' to 15' versus 25' or taller for automobile traffic) and spaced closer together. The lighting should also be directed downward to illuminate the sidewalk. If the adjacent roadway is sufficiently narrow, these lights can also illuminate its travel lanes.



Safe Crossings — Besides being shaded from the sun and feeling safe at night, people walking need to feel and be safe when crossing the street. Depending on the street, pedestrian crossings should be no more than 300 feet apart so that a person does not have to walk more than 150 feet to reach a safe crossing. Highly-visible crosswalk markings and changes in paving materials inform motorists that they are approaching a street crossing and need to watch for pedestrians.



Public spaces and public art — In addition to the goods and services available in TOD, public spaces provide another destination that people can reach by foot. Parks, plazas, and playgrounds provide additional opportunities for social interactions or spaces to just enjoy the outdoors. Though not essential to creating a safe area for people to walk or socialize, public art can make a place feel special and memorable. It can create connections with the past, memorialize people and events, and bring a smile to those who experience it.



Transit-Oriented Development

Building design and orientation — Creating a vibrant and safe place for walking is only part of the solution to creating successful TODs. Another equally important aspect is the design and orientation of buildings. As new development replaces aging suburban buildings, the new structures should orient their front facades and entrances towards the street—this applies to commercial and residential development. An important element in the design of these new buildings is the reduction of “dead spaces.” Such spaces include parking lots, fences, and long, blank walls. Instead, buildings and their uses should foster a pleasant walking experience by providing visually interesting and engaging sights and experiences. This can be done through building details, large windows for retail, outdoor seating, and pedestrian-scaled signage.



Transit Oriented Development and Household Affordability

Focusing employment, residences, and access to goods and services near high-capacity transit stations can lower household transportation costs by reducing the need for a car for many trips. This applies to people living within the TOD and those living in adjacent residential areas. Lower income households, many of which might not have a car, and households who choose to not own a vehicle, could benefit from living and/or working near high-capacity transit and the amenities provided by TOD.

Steps should be taken to preserve existing apartments and other denser housing within a $\frac{1}{4}$ and $\frac{1}{2}$ mile from high capacity transit stations. Although new housing in TODs tends to be more expensive, regulations and incentives can provide housing opportunities for lower income households.

Transit-Oriented Development

TOD Policies

TOD P1 The zoning within a quarter mile of MetroRapid stations should promote transit-supportive densities, designs, and mix of land uses.

TOD P2 New development within a quarter mile of MetroRapid stations should orient buildings to the street and create an environment conducive to walking.

TOD P3 New development within a quarter mile of MetroRapid stations should provide a variety of easily accessible public spaces such as parks, playgrounds, and plazas to promote social interactions and to invite individuals to enjoy the outdoors.

TOD P4 New development within a quarter mile of MetroRapid stations should provide public art to create a unique sense of place.

TOD P5 Sidewalks within a quarter mile of MetroRapid stations should be wide enough to allow couples, strollers, or people in wheelchairs to comfortably pass one another.





MOBILITY AND CONNECTIVITY

Current Conditions

Relationship to Comprehensive Plan

Goals, Priorities, and Actions



Mobility is the ability and level of ease of moving through the transportation system.

Connectivity is the measure of directness of links between origins and destinations.

Transportation is a vital part of daily life. People walk children to school, drive to work, take the bus to see the doctor, first responders work to keep us safe, and food and goods get delivered, all while sharing city streets and highways.

Mobility and Connectivity are key elements in Imagine Austin's charge to create more complete communities throughout the city. Providing a wide range of transportation options allows residents and visitors to move through the city safely and freely, while working to improve air quality and reduce congestion.

People in the North Shoal Creek Neighborhood Planning Area desire improved transportation options. They want to be able to walk to local services and amenities using a complete sidewalk network. They want to ride their bicycles safely on the street while avoiding conflicts with traffic. They want increased access to reliable public transit and they want to reduce the time it takes to drive to destinations both near and far.

Current Conditions

The planning area is well served by major roads, freeways, and has relatively good access to transit. Two highways and two major arterial streets form the boundaries of the planning area: Mopac to the west, US 183 to the north, Anderson Lane to the south, and Burnet Road to the east.



Steck Avenue runs through the center of the planning area, serving as an east/west connector street. In addition to vehicle traffic lanes, a striped bicycle lane and a continuous sidewalk (on the south side of the street) provide multiple transportation options.

There are two major commercial roadways in the area, Anderson Lane and Burnet Road. Both are home to small businesses, restaurants, retailers, automobile dealerships, and national chains. In addition to the retail environment along Burnet and Anderson, the planning area has a large employment cluster made up of several office parks concentrated on the western edge of the planning area along the Mopac Service Road and Shoal Creek Boulevard. This employment cluster and the goods and services available along the aforementioned corridors contribute to the area's regional draw.

The suburban style development of the single-family part of the planning area established a local transportation network where few streets directly connect with Burnet Road and Anderson Lane. This limited connectivity funnels local traffic to Steck Avenue, Crosscreek Drive, Rockwood Lane, and to a lesser degree McCann Drive. Although the majority of people who reside in the planning area use their cars for most trips, many residents would like to walk to local destinations, ride their bicycle through the neighborhood, and use public transit for trips outside of the planning area.

Since the current roadway network is firmly established and not likely to change, other opportunities for improved connectivity should be considered. As redevelopment occurs along the major roadways, every effort should be made to improve connectivity between the corridor and the planning area's interior.

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PLANNING COMMISSION

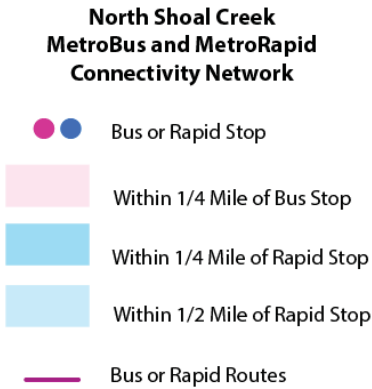
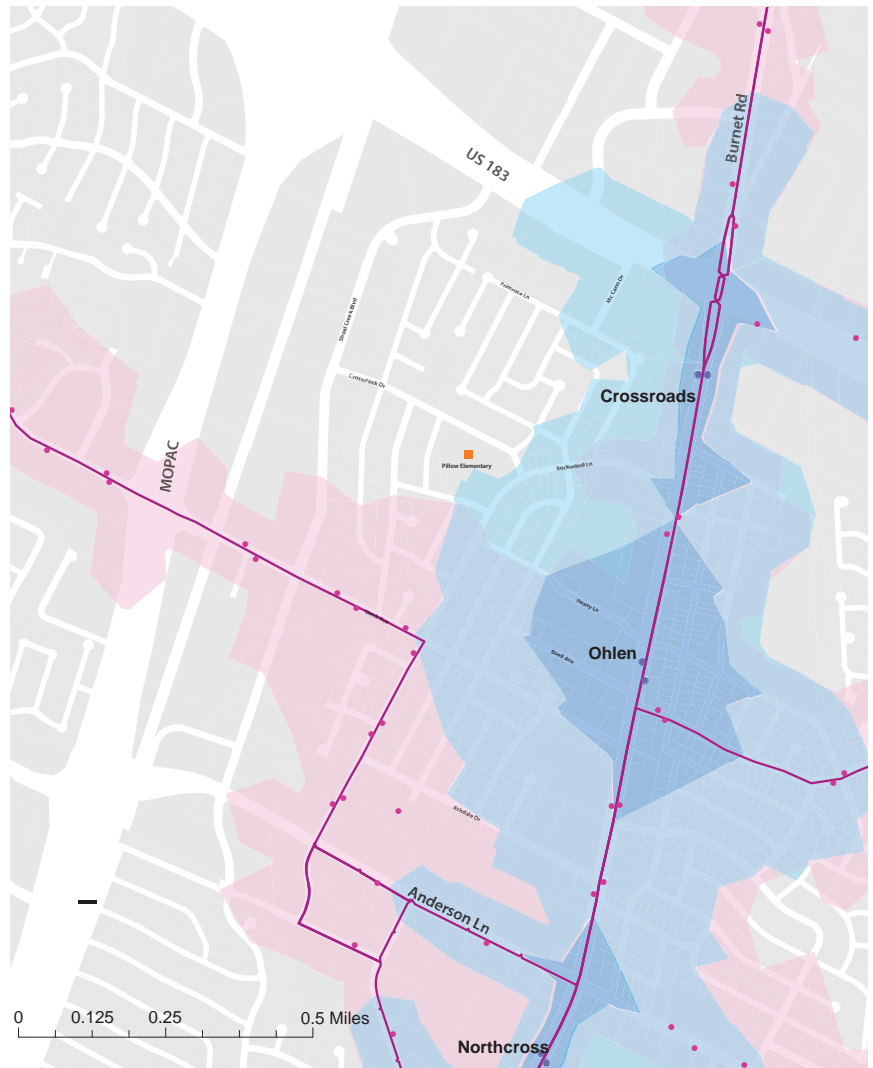


Figure 11



Visit CapMetro's web site:
<https://capmetro.org/>



The CapMetro 491 bus line makes a stop inside the Village Christian Apartments complex.

Public Transit

Several transit lines run along the edge of the planning area. The Capital Metropolitan Transportation Authority (Cap Metro) provides the seven transit routes that serve the community: three local routes (#3, #5, and #19), two cross-town routes (#323 and #325), one special service route (#491), and one Rapid route (#803). Cap Metro's recently adopted Connections 2025 Plan would reduce service on route #491 and eventually eliminate route #19, but would establish a Mobility Innovation Zone, which will meet the service gap with a solution yet to be determined.

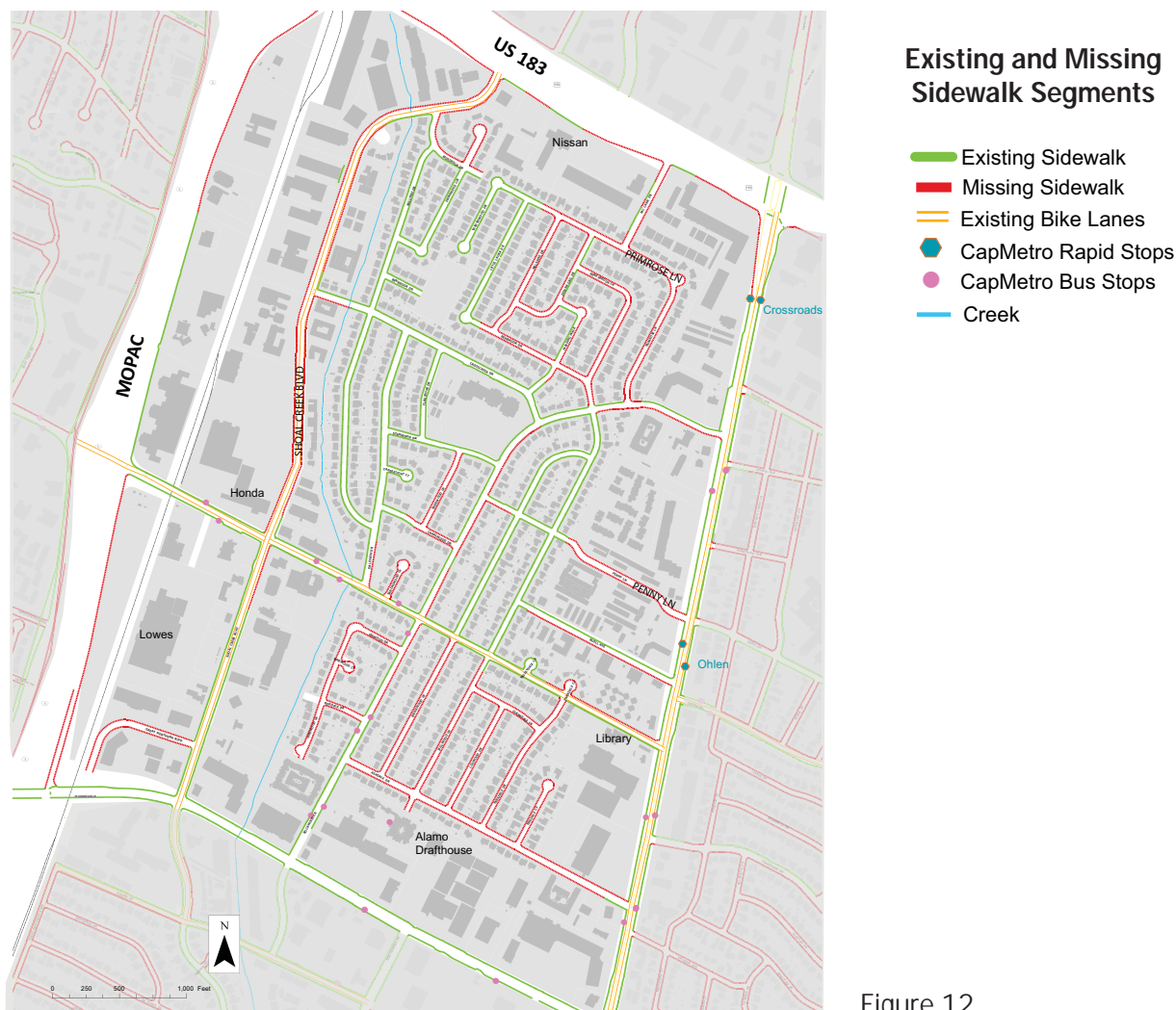


Figure 12

Sidewalks

As of 2016, 49% of sidewalks were missing city-wide in Austin. The need for an improved sidewalk network was a consistent point of discussion throughout the public input process. The sidewalk network in the planning area is incomplete with less than half of its streets having sidewalks on at least one side. As illustrated in the map above, Ashdale Drive, Penny Lane, and Buell Avenue link the residential core to Burnet Road, but have incomplete or no sidewalks. The lack of sidewalks increases the difficulty for people, particularly mobility-impaired residents, to walk to access goods and services along Anderson Lane and Burnet Road.

In 2017 the North Shoal Creek Neighborhood Association applied for and was awarded a Neighborhood Partnering Program grant from the City which approved the construction of four sidewalk segments in the planning area: Thrushwood/McCann, Rockwood (from Primrose to business segment), Penny Lane (Rockwood to Briarwood), and Crosscreek Road (mid-block from Shoal Creek Boulevard to Millway Drive).

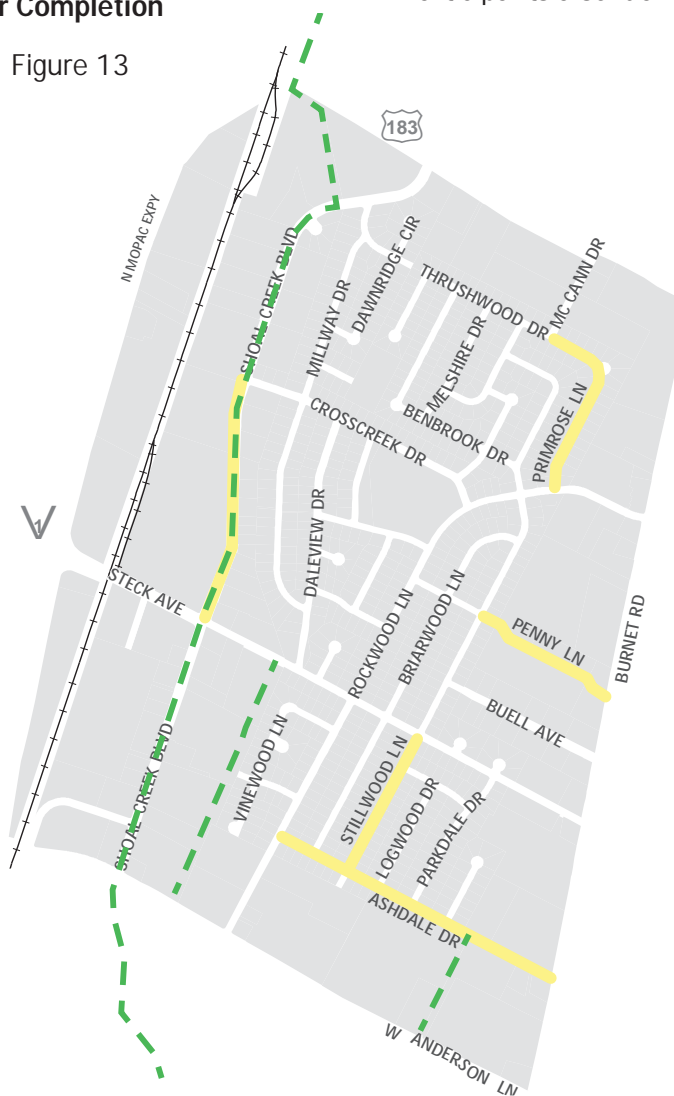
Learn about Austin's
Sidewalk Program at
<https://austintexas.gov/sidewalks>

An incomplete sidewalk network and a poor-quality pedestrian environment could also discourage transit usage. Within a half-mile walking radius of transit stops many streets are lacking sidewalks. While Anderson Lane and Burnet Road have sidewalks and are well-served by transit, factors such as open bar ditches, high traffic volumes and speeds, narrow sidewalks, lack of shade trees, numerous and wide driveways, and substantial distances between safe crossings along both roadways present a less than welcoming built environment for walking or bicycling.

Stakeholders identified the following sidewalks as priorities for construction in the plan area (shown on map in yellow): Ashdale Drive (north side); Stillwood Lane (west side); Penny Lane (south side); Thrushwood Drive/ Primrose Lane (south and west sides); Shoal Creek Boulevard (east side). Participants also identified potential trail connections (shown in green).

Priority Sidewalk Segments for Completion

Figure 13



Missing sidewalk segments force people to walk on the road, putting them in danger and impairing the flow of traffic.



Narrow sidewalks, open bar ditches and high speed traffic create an uncomfortable walking experience.

Biking

The Austin, Texas Bike Map categorizes streets with bicycle facilities based on perceived rider comfort levels. In the planning area, Anderson Lane and Research Boulevard are classified as having low-comfort riding conditions, while Shoal Creek Boulevard, Steck Avenue, and a large stretch of Burnet Road are classified as having medium-comfort conditions. Medium- and low-comfort level roads may limit the type of bicycle riders who use bicycle lanes to more experienced riders and people who feel comfortable riding alongside faster moving traffic.

The 2014 Austin Bicycle Plan proposes a city-wide upgrade to the bicycle network. Planned improvements in North Shoal Creek include protected and buffered bike lanes which will increase safety for bicyclists and provide a more comfortable traveling experience for riders of all ages.

Austin, Texas Bike Map



Figure 14



Find the Bicycle Master Plan and other biking resources:
<https://austintexas.gov/bicycle>

2014 Austin Bicycle Plan Map

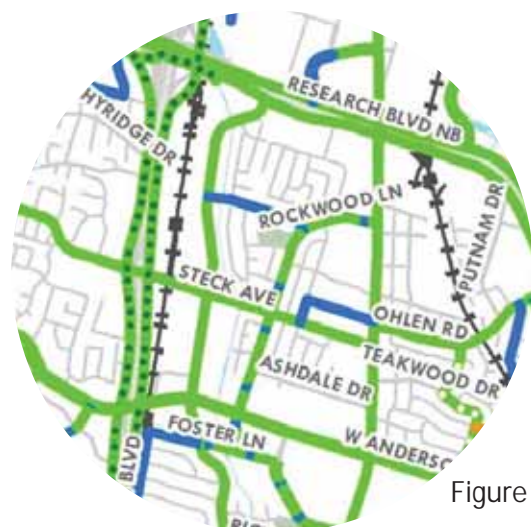


Figure 15



The Austin, Texas Bike Map and the 2014 Austin Bicycle Plan Map are provided courtesy of the Austin Transportation Department Active Transportation Program. They illustrate existing bicycle facilities and proposed improvements.

Relationship to Imagine Austin

Within the planning area, Burnet Road and Anderson Lane are both designated as Activity Corridors on Imagine Austin's "Growth Concept Map." As noted earlier, this map illustrates the desired development pattern of compact and walkable activity centers and activity corridors, as well as job centers within the city and its extraterritorial jurisdiction (ETJ). Activity Corridors link many mixed-use centers to one another and will allow people to more easily travel through the city using different modes of transportation.

The high-capacity Metro Rapid route on Burnet Road helps establish conditions that can support additional development that can incorporate housing, services, commercial, open space, walkable destinations, and street improvements that can be accessed easier by local residents by walking and biking. Anderson Lane is also an appropriate place for new housing opportunities and services due to its geographic location connecting major transportation features, running east from MoPac past Burnet Road and on to US 183.

In addition to highlighting areas of preferred growth, Imagine Austin includes a vision to transform all major roadways into vibrant, multi-functional, pedestrian-friendly places. In 2014, Austin City Council adopted a Complete Streets Policy to help realize the comprehensive plan's vision for a healthy, green, vibrant, compact and connected community.

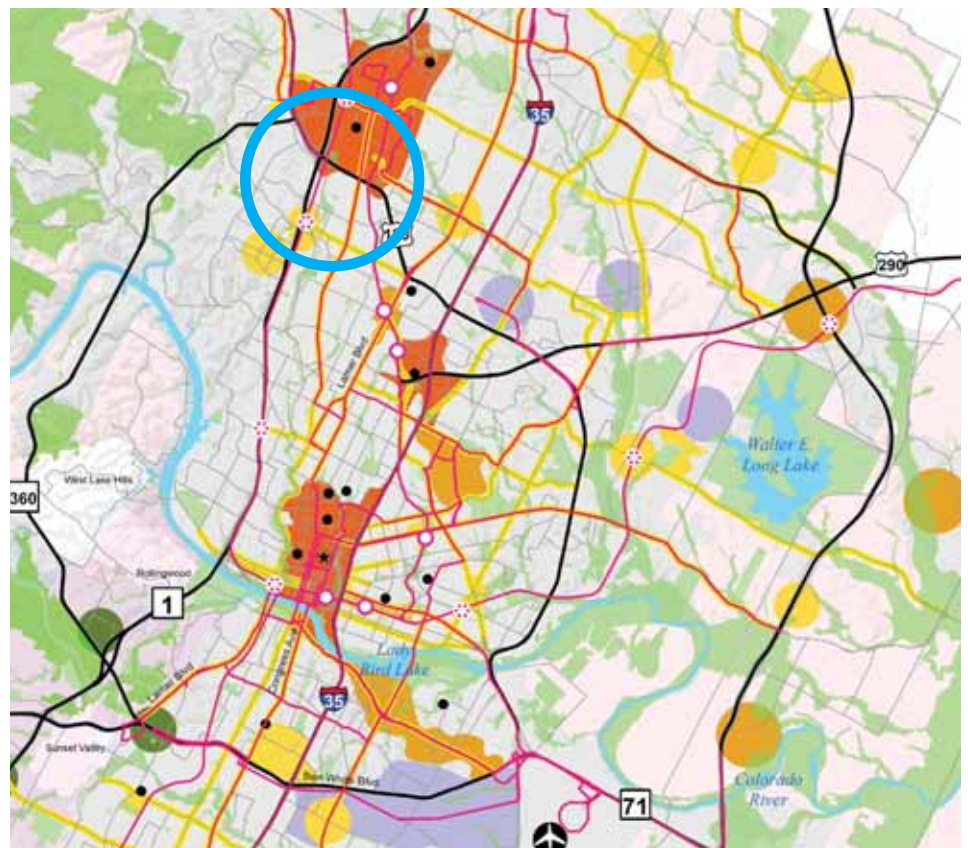


Figure 16

Complete Streets

Complete Streets are for everyone. They are designed and function in ways that allow safe access for all users, which include pedestrians, bicyclists, motorists and transit riders of all ages and abilities. The Complete Streets Policy adopted by Austin City Council provides clear direction for the implementation of new healthy, green, and vibrant communities. Complete Streets will look different in every community and part of town. These streets improve equity, safety, and public health, while reducing transportation costs and traffic issues.

austintexas.gov/complete-streets

smartgrowthamerica.org/program/national-complete-streets-coalition/what-are-complete-streets/



The goals and policies found below should be followed when private development or public investments are proposed and when zoning changes are being considered by the City. The subsequent actions should be undertaken by City departments and neighborhood stakeholders in order to achieve the plan goals and policy objectives.

Goal #1: Improve connectivity for pedestrians and bicyclists.

Policies:

MC P1 Complete the sidewalk network starting with key connections.

MC P2 Improve and promote transit to connect to other areas of Austin.

MC P3 Complete the bicycle lane network starting with key connections.

MC P4 Establish paths to connect the residential core to nearby shops and services.

MC P5 Enhance the pedestrian environment along commercial corridors.



The lack of sidewalks connecting residents to goods and services makes driving a more practical option.

Actions (with Potential Partners):



A new sidewalk segment is completed as part of the Public works Neighborhood Partnering Program.

MC A1 Construct sidewalks on Ashdale Drive (preferably the north side) from Rockwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors. (Austin Public Works Department (PW))

MC A2 Construct sidewalks on Penny Lane (preferably the south side) from Stillwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors. (PW)

MC A3 Construct sidewalks on Thrushwood Drive (preferably the south side) and Primrose Lane (west side) from McCann Drive to Rockwood Lane to allow people to walk to the commercial corridor. (PW)

MC A4 Construct sidewalks on Stillwood Lane (preferably the west side) from Steck Avenue to Ashdale Drive. (PW)

MC A5 Construct sidewalks on Shoal Creek Boulevard (preferably the east side) from Steck Avenue to Crosscreek Drive. (PW)

MC A6 Determine the feasibility of extending the #325 Ohlen bus route through Rockwood Lane and down to Anderson Lane. (Capital Metropolitan Transportation Authority (Cap Metro))

MC A7 Conduct a study on how to accommodate a safe pedestrian crossing at the intersection of Burnet Road at Penny Lane/Doris Drive. (Austin Transportation Department (ATD), Austin Corridor Program Office (CPO))

MC A8 Determine the feasibility of installing a crosswalk on the north side of the intersection of Burnet Road and Buell Avenue to connect people to the 803 rapid bus stop. (ATD, CPO)

MC A9 Improve bicycle facilities on Rockwood Lane from Steck Avenue to Burnet Road to facilitate movement through the neighborhood and out to activity corridors. (ATD)

MC A10 Resolve the conflict between bicycle lanes and the chicanes, which currently serve as on-street parking and interrupt the bicycle lanes on Rockwood Lane from Anderson Lane to Steck Avenue. (ATD)

MC A11 Establish an east/west bicycle corridor into and through North Shoal Creek:

- MC A11a Install protected bicycle lanes along Steck Avenue from Mopac to Burnet Road. (ATD)
- MC A11b Provide an east/west connection across Burnet Road for bicycles traveling between Steck Avenue and Ohlen Road. (ATD)

MC A12 Construct a safe crossing for walking and bicycling from Shoal Creek Boulevard to the sidewalk and bicycle network north of US 183. (Texas Department of Transportation (TxDOT) - Mopac Improvement Project, ATD)

MC A13 Explore the possibility of acquiring an easement for the property behind Office Depot and West Anderson Plaza to build a pedestrian and bicycle path connecting Anderson Lane to Ashdale Drive. (Neighborhood Partnering Program (NPP), PW, Austin Watershed Protection Department (WPD), North Shoal Creek Neighborhood Association (NSCNA), Neighborhood Plan Contact Team (NPCT))

MC A14 In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (Shoal Creek Conservancy (SCC))

MC A15 Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue. (PW - Austin Urban Trails, WPD, NPP, NSCNA, NPCT, SCC, Property Owners)

MC A16 Determine the feasibility of adding a crosswalk or other improvements on Burnet Road and Rockwood Lane. (ATD, CPO)

MC A17 Install benches on Burnet Road to break up the walking distance between destinations and enhance the walking experience. (CPO, PW, NPP)

MC A18 Plant shade trees on Burnet Road in areas near transit stops and local shops. (Tree folks, CPO)

MC A19 Install benches on Anderson Lane to break up the walking distance between destinations and enhance the walking experience. (PW, NPP, CPO)



Residents near Ashdale desire a more official direct access route to Anderson Lane. This well worn goat path currently serves as a cut-through connecting residents to the commercial corridor.

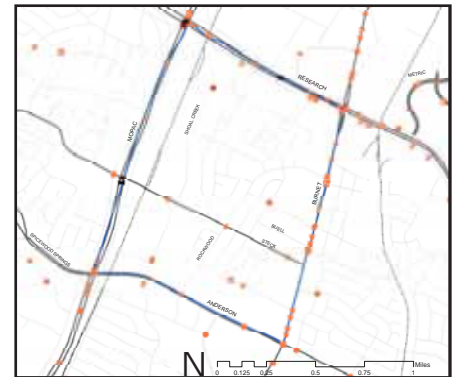
Vision Zero

Vision Zero is an international movement that aspires to reduce the number of people who die or are seriously injured in traffic crashes to zero. The City of Austin adopted a Vision Zero Action Plan in May 2016. By partnering with multiple City Departments, transportation agencies, and community based organizations the Action Plan and it's programs aim to reduce traffic deaths and severe injuries in Austin to zero by 2025.

Vision Zero looks at crashes not as "accidents" but as a preventable public health problem. Solutions to prevent car crashes will involve a combination of street design, enforcement measures, community education, and policy change.

Cities with higher transit ridership and lower vehicle miles travelled per person have fewer traffic deaths per capita. By reducing the distances that people are required to drive, and the duration of their trips, city planners and policy makers can help reduce car crashes in the future.

austintexas.gov/visionzero



Fatal and Injury Crashes

Figure 17

Crashes within the North Shoal Creek Neighborhood Planning Area(2010-2014). Map courtesy of Austin Vision Zero Action Plan.

Legend		
Deaths by mode		
	driving	
	walking	
	motorcycling	
	bicycling	
Factor	Fatal or Incapacitating	Other Severity
Failure to Stop	0	13
Speed	2	33
Failure to Yield	1	34
Impairment	1	18
Distraction	1	48
Improper Maneuvers	1	34



MC A20 Install pedestrian-scale lighting around public transit and local shopping. (Austin Energy (AE), Property Owners)

MC A21 Construct an off-street path along Research Boulevard for bicyclists and pedestrians from Shoal Creek Boulevard to Burnet Road. (TxDOT, ATD)

Goal #2: Make streets safer for all

Policies:

MC P6 Work to reduce traffic speed and volume within the residential core.

Shoal Creek Boulevard will see enhancements to the pedestrian and bicycle elements as part of the Shoal Creek Conservancy trail project.

MC P7 Enhance safety for bicyclists.

MC P8 Make it safer for people to walk around the neighborhood and to nearby commercial areas.

MC P9 Reduce conflicts between vehicular and non-vehicular traffic.

Actions (with Potential Partners):

MC A22 Study the feasibility of reducing traffic speeds on Steck Avenue between Shoal Creek Boulevard and Burnet Road, potentially through reclassification from arterial to collector street. (ATD)

MC A23 Improve pedestrian crossings on Steck Avenue near Briarwood Lane and Stillwood Lane to calm traffic and add a safe place for crossing. (ATD)

MC A24 Study the possibility of calming traffic speeds on Crosscreek Drive within the school zone. (ATD - Local Area Traffic Management (LATM), PW - Safe Routes to School)

MC A25 Study the possibility of calming traffic speeds on Shoal Creek Boulevard near multifamily complexes from Steck Avenue to Research Boulevard. (ATD - LATM)

MC A26 Complete the installation of the traffic roundabout at Rockwood Lane and Stillwood Lane. (ATD)

MC A27 Install a protected bike lane on Shoal Creek Boulevard from Anderson Lane to Research Boulevard. (ATD)

MC A28 Install a Pedestrian Hybrid Beacon at the intersection of Burnet Road and Ashdale Drive as listed in the Burnet Corridor Improvement Plan. (CPO)

MC A29 Determine the feasibility of installing a Pedestrian Hybrid Beacon near the intersection of Burnet Road and Penny Lane. (CPO)

MC A30 Install bicycle lanes and signage on Primrose Lane from McCann Drive to Rockwood Lane. (ATD - LATM application has been submitted)



Steck Avenue runs through the entirety of the planning area. Smaller intersections from Shoal Creek Boulevard to Burnet Road can use better pedestrian crossings and traffic calming measures.

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Photo Courtesy of Sharon Justice

HOUSING OPPORTUNITY

Housing Market
Trends & Impacts
Housing Affordability



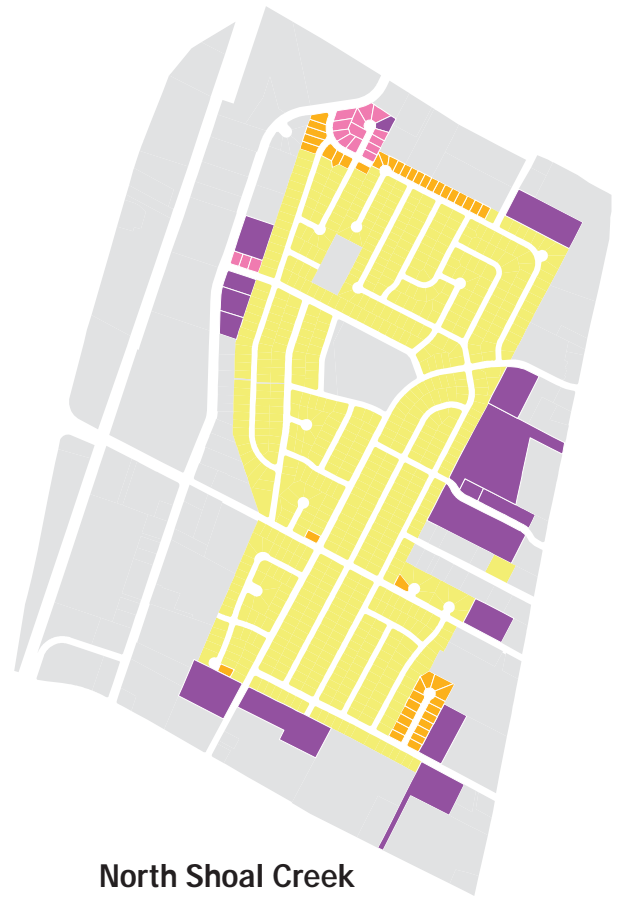
While Imagine Austin and the City's Strategic Housing Blueprint provide housing policy guidance for the City as a whole, the North Shoal Creek Neighborhood Plan reflects the existing conditions and preferred outcomes on the neighborhood and corridor levels. Throughout the planning process stakeholders credited the existing aspects of the neighborhood that contribute toward a complete community, including the varied mix of housing types for both renters and owners. Stakeholders also acknowledged the changing conditions in Austin's real estate market and expressed a desire to protect vulnerable residents from being displaced. Becoming a more complete community would provide more opportunities to meet daily needs near where one lives. To become more complete, a community must provide a range of housing opportunities for all residents. Though a neighborhood plan cannot solve the broader problems of gentrification and displacement, it can guide the application of tools the City is using to overcome those challenges.

Existing Housing Market

In Austin, like many fast growing cities across the country, housing costs are consuming an ever larger share of household incomes as rental and for-sale housing prices continue to increase. Rising housing costs and the increase of other household expenses such as taxes, utilities, childcare, and transportation can place a financial burden on many households. As housing becomes more expensive, individuals and households who could once afford to rent or buy in many neighborhoods are no longer able to do so. Like the rest of Austin, North Shoal Creek housing prices are increasing; however, depending on the type of housing, the planning area is both more and less expensive than the citywide average. Apartments and condominiums in North Shoal Creek provide more affordable options relative to much of Austin, while single-family homes are less affordable than the citywide average.

Housing Mix

North Shoal Creek exemplifies a diversity of housing types for both homeowners and renters. Apartments comprise the majority of units in the area, accounting for 57% of total units. Detached single-family houses account for 37.3% of units in the planning area. The remaining 5.7% of housing consists of duplex, triplex or fourplex units. As of the 2010 Census, 44.1% of North Shoal Creek's dwelling units were owner-occupied (mostly houses and condos) as compared to 45.1% citywide. North Shoal Creek has a smaller portion of single-family homes than the city as a whole; 37% of housing units in the plan area are single family houses, compared to 56% citywide.

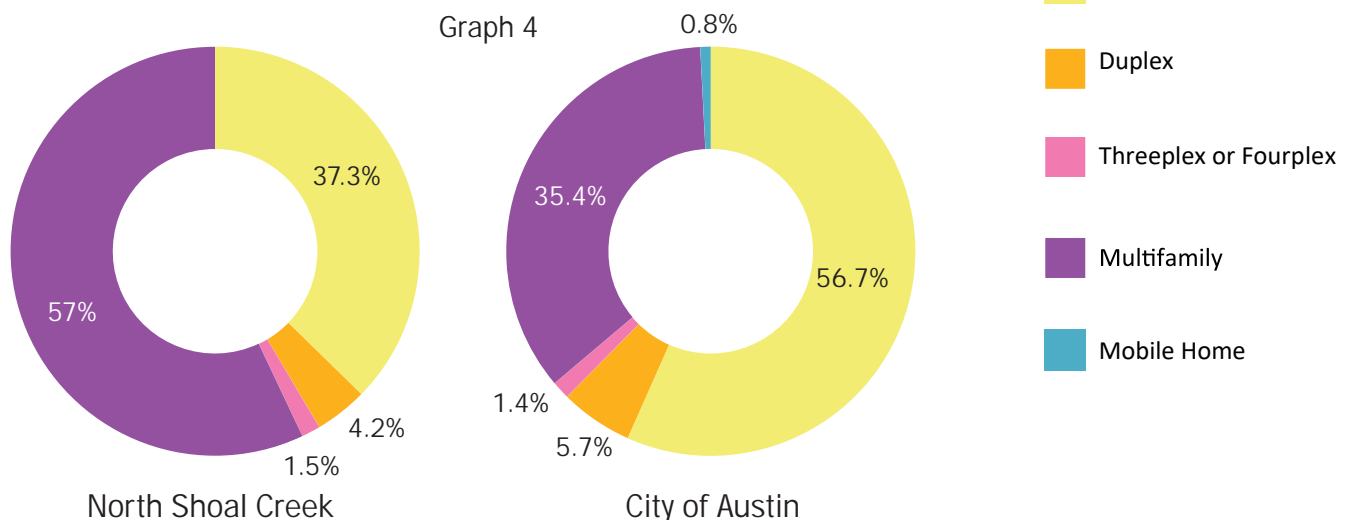


North Shoal Creek Housing Mix

Figure 18

Residential Unit Distribution

Graph 4





Multi-Family Rentals

North Shoal Creek contains eight apartment complexes built in the 1970s and 1980s. This existing inventory represents an opportunity for affordability that should be maintained. There are 1,229 multi-family units in North Shoal Creek and an additional 32 triplex or fourplex units. On average, multi-family rental rates in the planning area for one, two, and three-bedroom units are more affordable than Austin as a whole. Summer 2017 data from online real estate companies, Zillow and Trulia, indicated that the average of all multi-family rents for the planning area was \$1,202. According to rentcafe.com, Austin’s city-wide June 2017 average multi-family rent was \$1,215. When broken down by number of bedrooms, the average rental rates in North Shoal Creek were lower than the citywide average. For one and two-bedroom units, the average monthly rent in the planning area was almost \$100 a month lower. The average rent for three-bedroom units was \$172 less than Austin’s average.

Table 1

Unit Size	Average Monthly Rent	
	NSCNPA	Austin
All Apartments	\$1,202	\$1,215
1 Bedroom	\$988	\$1,084
2 Bedroom	\$1,268	\$1,364
3 Bedroom	\$1,587	\$1,760

(Zillow.com, Trulia.com, Rentcafe.com)



Condominiums

Condominium prices in the planning area offer relatively affordable ownership possibilities. In North Shoal Creek, condominium developments consist of multi-family complexes, with a handful of townhouses zoned for multi-family. When comparing average prices, condominiums in the planning area are almost \$160,000 less than the rest of Austin. The average price difference for one-bedrooms and the citywide average is about \$133,000 and the difference between two-bedrooms is \$221,063. Like rental units in the area, this price differential is likely due to older building stock and smaller unit sizes. Although less expensive than the citywide average, many of these condominium complexes were built in the mid to late 1960s. As these units age, residents may be held responsible for major repairs, which could affect the affordability.

Table 2

Unit Size	Average Condo Sale Price	
	NSCNPA	Austin
All Condominiums	\$190,532	\$349,000
1 Bedroom	\$162,569	\$295,440
2 Bedroom	\$212,903	\$433,966

(Zillow.com)

Single-Family Houses and Duplexes

There are 804 single-family houses and 45 duplexes (90 units) in the planning area. Most of the single-family homes in North Shoal Creek were built from the mid-1960s to 1970s, and have been well-maintained. In the residential core, houses are typically one-story ranch-style homes on large lots. The final single-family subdivision in the planning area was developed in the late 1990s, and has a mix of one and two-story houses on smaller lots.



The median single-family house prices in the planning area continue to be greater than most of Austin. According to Trulia and Zillow, the median listed sales price in the planning area for July 2017 for single-family houses was \$452,450. The Austin Board of Realtors' (ABoR) June 2017 Market Report (abor.com) shows that the median sales price for single-family houses in Austin was \$393,500. The previous year, in June 2016, the single-family median sales listing price in the planning area was \$419,000. According to ABoR, for June 2016, the median sales price inside the City of Austin was \$350,000.

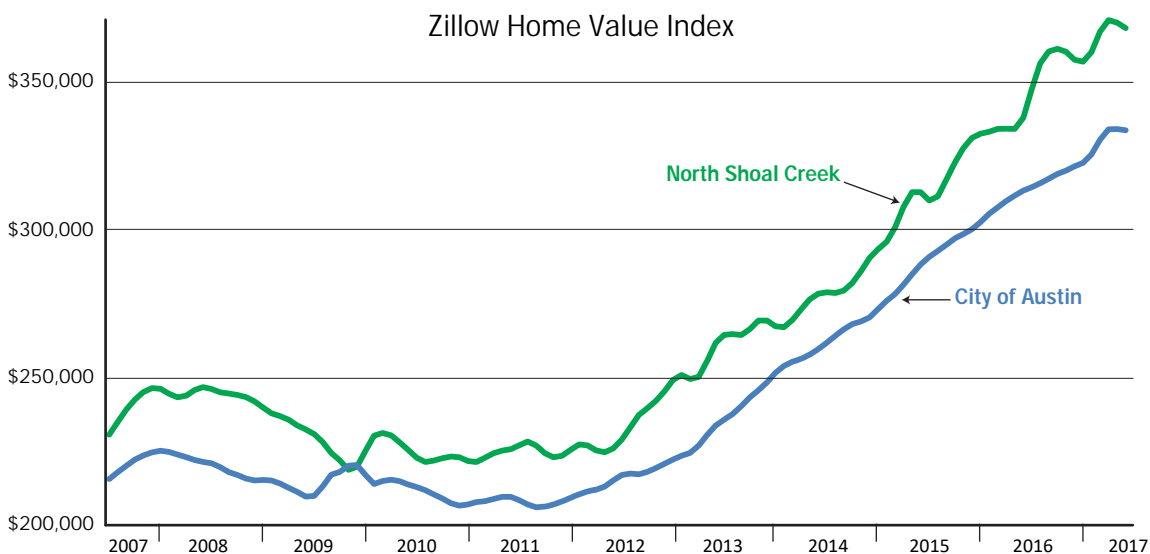
Year	Median House Sale Price	
	NSCNPA	Austin
Summer 2016	\$419,000	\$350,000
Summer 2017	\$452,450	\$393,500

Table 3

(Zillow.com, Austin Board of Realtors)



In addition to recent sales, the trend of price increases can be seen in the Zillow Home Value Index (ZHVI) for single-family homes in North Shoal Creek (<https://www.zillow.com/north-shoal-creek-austin-tx/home-values/>). The ZHVI is Zillow's proprietary estimate of the median house value in an area, and is a less volatile measure than monthly median sales price. The following chart shows a trend of increasing single-family house values in North Shoal Creek and in the City of Austin dating back to the year 2011.



Graph 5



Aging apartment complexes provide affordable housing options, but could face market pressure to redevelop.



Retirees and young families at the North Shoal Creek 4th of July Celebration. (Courtesy of NSCNA)

Trends & Impacts

Since the end of the Great Recession in 2008, prices of single-family houses in the planning area have continued to increase. Based on this trend, the most recently available median house prices, and the planning area's median household incomes, many long-term residents could not afford to buy into the neighborhood today. Over time, increased house prices can lead to long-term demographic and socio-economic shifts in the planning area. Two other factors could further accelerate this demographic change. As older apartment complexes continue to age they will face redevelopment pressure and new units will likely be more expensive than the ones they replace. As the population ages, generational change can alter the population profile of the planning area.

As illustrated in the Demographics section on p. 7, the number of households with children within North Shoal Creek has been declining over the last three decades, and is significantly lower than the citywide average. The 2010 Census indicated that 26% of North Shoal Creek's population was 55 years or older, compared to 16% for the rest of Austin. Although the age distribution is heavily influenced by residents of Village Christian Apartments, many other residents in this age group reside in single-family homes. The percentage of residents who are 55 years and older could increase as residents in their late forties and early fifties age in place. As older residents leave the workforce, property taxes and other household expenses may create cost burdens for households on fixed incomes.

Over time, these factors could lead to changes in the planning area's social character. The expense and effort of maintaining a house and yard could lead to downsizing on the part of some older residents. Some cost-burdened households may be forced to sell and seek more affordable accommodations. As current residents sell their houses, they will be replaced by more affluent households. If the current trend continues, increased house prices will make the planning area more and more unattainable for many prospective buyers, particularly those with younger children. While Pillow Elementary may be an attractor for some households, nationwide and citywide trends point to fewer households with children. This is important to note, as the majority of Pillow students live outside of the North Shoal Creek planning area according to the school administration. Such shifting demographics could have long-term effects for the school. However, it should be noted that the 25 to 34 year-old age group is the largest age group in North Shoal Creek, with 4% more residents in this age group than in Austin as a whole. Providing opportunities for these residents to stay in place could counterbalance the loss of school-age children in the neighborhood.

Housing Affordability

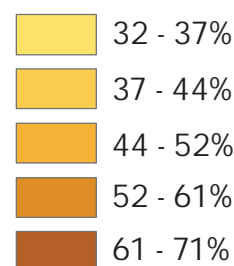
Housing affordability is relative to income. Conventionally, housing is considered affordable if monthly housing costs (rent, mortgage, property taxes, and utilities) are equal to or less than 30% of household income. A more comprehensive look at affordability includes both housing and transportation costs. Housing experts recommend spending less than 45% of gross income on these two expenses. Transportation costs include expenses such as car payments, fuel, repairs, insurance, and public transit costs. The most recent census data from 2014 shows that within the three census block groups that make up North Shoal Creek the housing and transportation costs combined were 38.9%, 48.7%, and 48.9% of average household income for those block groups. For the City of Austin as a whole, the average housing plus transportation cost was 47.8% of household income. The adjacent Location Affordability map shows this metric for the area around North Shoal Creek. There are two subsidized housing developments in North Shoal Creek. One development, Foundation Community's Crossroad Apartments, is a 92-unit development that targets households earning 80% or less of Austin's Median Family Income (MFI). In 2017, the U.S. Department of Housing and Urban Development (HUD) MFI for the Austin-Round Rock area was set at \$81,400 for a household of four. City records indicate that 14 units in this complex are required to be leased to households earning 30% or less than the region's MFI. There is also a 105-unit Village Christian Apartments retirement community within the neighborhood that receives HUD funding. This apartment complex is a Section 202 project-based rental assistance property for residents 62 years and older. These two developments account for 9% of the planning area's total housing. It is difficult to compare this figure to Austin as a whole, as the City only tracks subsidized units with affordability requirements. For example, only 14 of 92 units at the Crossroads Apartments are publicly subsidized. The remaining 78 units are considered affordable housing, but not included in official tallies.



Figure 19

Location Affordability

Housing + Transportation as a percentage of household income
(U.S. Census Bureau)



Village Christian Apartments

Maintaining existing affordable units and increasing housing supply are important steps to expand housing opportunities. While newer units generally cost more to buy or rent, they provide housing opportunities for wealthier households that would, in the absence of newer housing, buy or rent older units. This has contributed to growing housing costs and has made many older units increasingly unaffordable for less affluent Austinites. The North Shoal Creek Neighborhood Plan supports increased housing along Activity Corridors, especially along and near the 803 MetroRapid transit line. Directing change and redevelopment along major roadways and away from the residential core will help maintain its quiet and tree-lined character. As new units are built, a variety of unit sizes should be offered to expand housing choice for households needing more than one bedroom. The City of Austin's Fair Housing Action Plan notes that regulatory changes and a wider variety of unit sizes and affordability levels could provide more opportunity for racial/ethnic minority households and other protected classes to have access to the opportunities in the North Shoal Creek neighborhood. While unit size and number of bedrooms is largely market-driven, it can be influenced by city-wide policies such as parking requirements and other development regulations. Additionally, accessory dwelling units could allow for more housing choices and reduce the housing cost burden for homeowners.



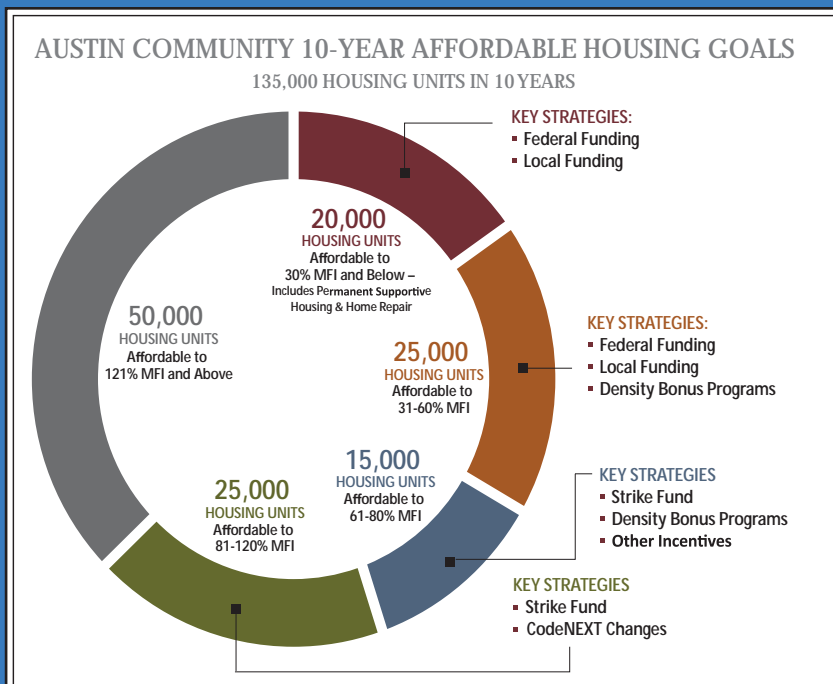
Apartments and condos remain the most affordable housing options within Austin.



Development along transit corridors provides households with more transportation options, allowing for fewer private vehicles and reduced household costs.

AUSTIN STRATEGIC HOUSING BLUEPRINT

Graph 6



In spring of 2017, the Austin City Council adopted the Strategic Housing Blueprint (<http://www.austintexas.gov/housingblueprint>). The Blueprint lays out a comprehensive approach for meeting Austin's housing challenges over the next decade. It aims to preserve existing affordable housing and construct new housing to meet projected demand. Its ten-year goal is to create 135,000 new housing units, both for rental and ownership, at a variety of affordability levels. The following city-wide goals and actions are of importance to the North Shoal Creek planning area:

Preserve 10,000 affordable units: North Shoal Creek stakeholders identified preserving existing affordable housing, including condos and apartments, as a priority for the neighborhood plan.

At least 25% of ownership units should be affordable to households at or below 120% MFI: Since there is no room for new affordable single-family housing in North Shoal Creek, this goal would need to be met through the preservation and creation of condominium units.

25% of affordable units should have 2 or more bedrooms: The North Shoal Creek Neighborhood Plan stresses the importance of building new units for a variety of household sizes, not just one-bedroom units.

At least 75% of new housing should be within ½ mile of Imagine Austin Centers and Corridors;
75% of affordable housing created or preserved should be within ¾ mile of fixed route transit (bus routes);
25% of affordable housing created or preserved should be within ¼ mile of high-frequency transit:
 Most of NSC's existing stock of affordable housing is within ¼ mile of the 803 Metro Rapid line, and all of it is within ¾ mile of a bus route. The NSC Neighborhood Plan calls for new housing to be located along Activity Corridors instead of within the Residential Core. These Strategic Housing Blueprint goals can be met in NSC by preserving existing affordable units and including affordable units with new development along the transit corridors, particularly near 803 Metro Rapid stops. The Residential Core will not be affected.

The North Shoal Creek Neighborhood Plan aims to increase housing options along activity corridors while preserving the single-family character of the residential core. The definitions and locations of the Activity Corridor and Residential Core character districts are shown on the Future Land Use Map (page 35), and will be implemented through future zoning changes. Policies found below should be followed when private development or public investment are proposed and when zoning changes are being considered by the City. The subsequent actions should be undertaken by City departments and neighborhood stakeholders in order to achieve the plan goals and policy objectives.

Goal:

Maintain a balance of housing types for a variety household sizes and incomes.

Housing Opportunity Policies:

H P1 Meet the housing needs of people of all races/ethnicities, ages, abilities, and other protected classes with a variety of housing options within North Shoal Creek.

H P2 Encourage and support a range of affordable housing in appropriate locations.

H P3 Encourage location of residential units near transit to improve overall housing and transportation affordability.

H P4 Create opportunities for more families to live in North Shoal Creek through preservation of existing multiple bedroom apartments and condos, and promotion of two and three bedroom units in new construction.

H P5 Support implementation of Austin's Strategic Housing Blueprint and the City's affirmatively furthering fair housing policies as consistent with Community Character goals and policies.

H P6 Allow for accessory dwelling units to help homeowners reduce burden of mortgage payments and property taxes.

Housing Opportunity Actions:

H A1 Adopt more robust affordable housing density bonus provisions into the Land Development Code to allow more affordable units in new developments as consistent with Community Character goals and policies. (Austin Planning and Zoning Department (PAZ))

H A2 Educate residents about house repair and down payment assistance programs currently available to low to moderate-income households through neighborhood association newsletter or web site. (Austin Neighborhood Housing and Community Development Department (NHCD), NSCNA)

H A3 Work with Code Compliance and Austin Tenant's Council to ensure existing multi-family units are well-maintained to extend their life. (Austin Code Enforcement Department (Code), Austin Tenant Council (ATC))

H A4 Coordinate with NHCD to identify and implement actions from the Strategic Housing Blueprint as consistent with Community Character goals and policies. (NSCNA, NHCD)

H A5 Educate residents about housing issues and how to advocate for housing-supportive laws and policies. (NHCD, ATC, NSCNA)

Related Policies:

BR P5 Development immediately adjacent to the Residential Core will be compatible, with enhanced landscape screening and lower building heights.

BR P7 Leverage opportunities to harmonize land uses near high-capacity transit.

Facing Page: A view of Shoal Creek,
which exclusively runs along private
property within the planning area.



NATURAL ENVIRONMENT

Parks

Tree Canopy

Green Infrastructure

Shoal Creek



The North Shoal Creek planning area is home to trees and vegetation, a beautiful creek, and a few open spaces that allow for active and passive recreation. The natural environment section of the North Shoal Creek Neighborhood Plan contains actions that aim to promote a more accessible, vibrant, and natural environment in the planning area. The stakeholders of the neighborhood plan placed a high value on parks and the natural environment. The desire is to protect these resources for future generations by focusing on area specific factors including but not limited to:

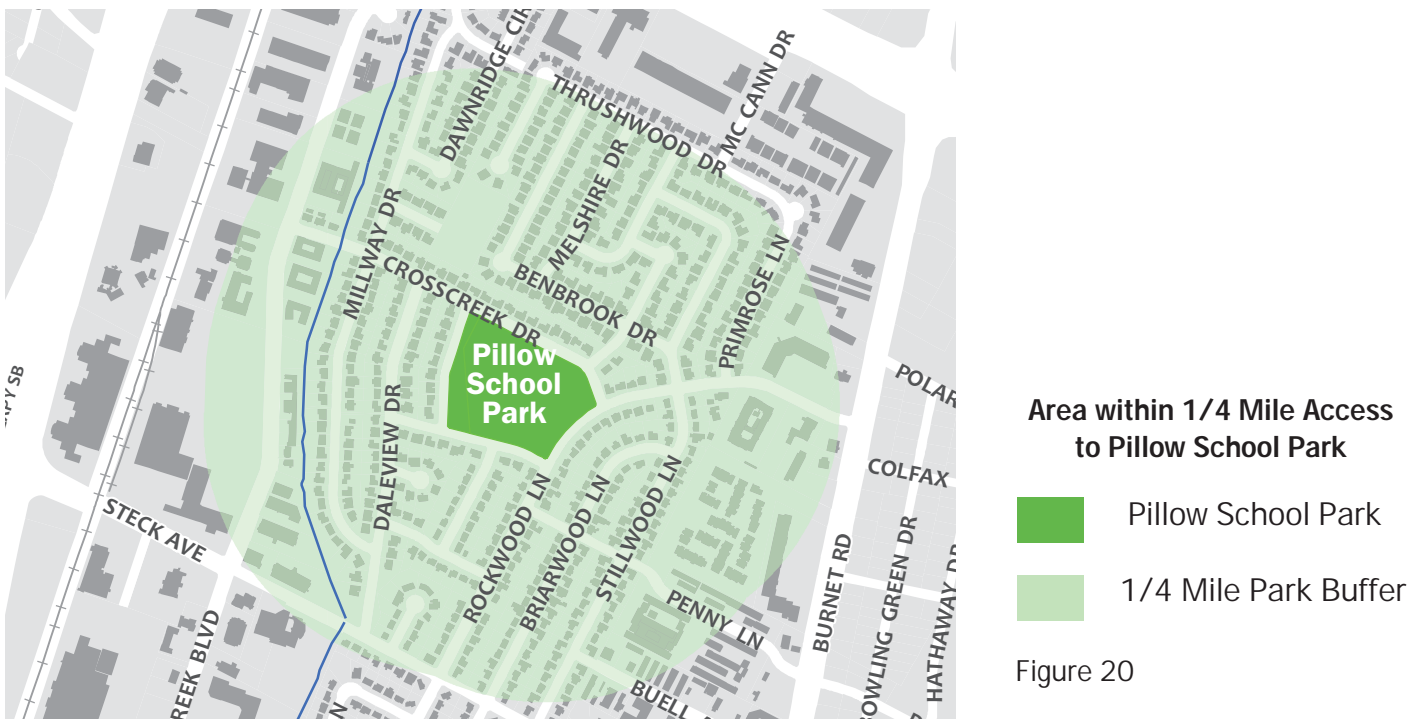
- Trees and vegetation
- Shoal Creek
- Public parks
- Landscaping on public rights-of-way and on private property

During the planning process stakeholders identified the need for a denser tree canopy, increased access to parks and natural spaces, and improved stormwater and water quality controls. Achieving these goals will require collaboration between the Neighborhood Plan Contact Team, the Shoal Creek Neighborhood Association, residents, property owners, non-profit organizations, and City departments.

Parks

One of the major issues identified during the planning process was the lack of parks and publicly-accessible natural space. The Austin Parks and Recreation Department (PARD) has a goal to locate a publicly-accessible and child-friendly park or green space within a quarter mile of all residents within the city's urban core. As illustrated by the map below, a good portion of the planning area's residential core is covered within that 1/4 mile buffer, but the residences below Steck Avenue fall outside of the PARD measurement for good open space access. This goal is made difficult due to the fact that the plan area is completely developed and there is no vacant land available to construct new parks. An additional constraint to opportunities for new publically accessible open space is found along Shoal Creek, where access to the creek is desired, but most of the creek in this area is located entirely on privately owned parcels of land.

The fully built out conditions that are found in North Shoal Creek are not unique to solely this area. Other parts of Austin are also parks and open space deficient and have little to no vacant land. In these areas PARD is working with developers to create public or publically accessible open space in new projects. As sites redevelop along the planning area's major corridors, this same approach could be used to create the parks and open spaces desired by the community.



Pillow School Park is centrally located and is the only park in the planning area. Throughout the planning process, stakeholders expressed interest in adding amenities to Pillow School Park. The City of Austin shares ownership of this land with Austin Independent School District (AISD) and recognizes that the District has priority over the use of the site during school hours. This can constrain park design, development, and general public access. PARD acknowledges the need for additional park features, however, only limited recreational opportunities can be added to the Park.

Current amenities and features of Pillow School Park:

- 7.2 Acres
- 1 multipurpose field
- 4 basketball goals
- ¼ mile track
- Playground
- Picnic table
- Parking lot (during non-school hours)



Pillow School Park is shared with Pillow Elementary School.

Tree Canopy

During the planning process stakeholders expressed their desire to make the area greener. They voiced the desire for large shade trees and more landscaping, particularly in the public right-of-way and along commercial areas. According to a 2010 analysis, 20.3% of the planning area is covered by tree canopy. This is a 1.5% decrease from the 21.8% coverage found in 2006, and below the city-wide average of 32% canopy coverage. The Tree Canopy Coverage map to the right illustrates a lack of tree canopy at the edge of the planning area where commercial, multi-family, and industrial areas exist and a fairly robust tree canopy inside the planning area where the majority of parcels are zoned single family.

As in many Austin neighborhoods built during the 1960s and 1970s, the Arizona Ash trees used as landscaping are reaching the end of their lifespans. Although some trees have been replaced with longer-living hardwood trees and faster-growing ornamental trees, there continue to be gaps in the overall tree canopy. As the aging Arizona Ash trees die or are removed due to illness, the area's tree canopy will continue to shrink. Local non-profits and the City of Austin have programs to help replace these aging and dying trees. They provide educational resources and tools that allow residents to take an active role in preserving and enhancing the natural environment in the area.

Tree Canopy Coverage



Figure 21

LOCAL TREE PROGRAMS



The addition of trees can cool daytime temperatures in neighborhoods. There are several resources that can help neighborhoods plant trees in different locations, reducing the Urban Heat Island effect. TreeFolks is one group that helps with educational materials, classes, tree planting events, and tree giveaways. Grants are available from the City of Austin's Urban Forest Grant Program, the Austin Parks Foundation, or Keep Austin Beautiful to preserve and replenish the urban tree canopy. There are also resources to provide free mulch to help maintain newly planted trees.





Figure 22

Floodplains in North Shoal Creek

-  25-Year Floodplain
-  100-Year Floodplain



An example of a rain garden found in North Shoal Creek.

Green Infrastructure

Green infrastructure is an approach to stormwater management that uses natural and natural-like approaches and systems to manage rainfall runoff. The planning area’s current green infrastructure consists of natural areas like Shoal Creek, Pillow School Park, and permeable surfaces surrounding houses and duplexes.

Participants in the North Shoal Creek Neighborhood Plan process identified potential improvements for the neighborhood’s green infrastructure, including improvements to storm water systems and areas where the tree canopy could be enhanced.

A number of properties in the planning area fall within the 25 and 100 year floodplain as illustrated by the map to the left. Most of these parcels are immediately adjacent to Shoal Creek. Approximately 290 parcels are somehow affected by the flood plain, 261 are residential and 29 are non-residential. Although a parcel is affected by the flood plain, it does not necessarily mean any structures fall within it. Based on a mapping analysis, 69 single-family houses are within the 100-year floodplain. Localized solutions such as rain gardens can minimize the impact of frequent rain events. However, these solutions are not meant to handle extreme events such as 100-year floods.

In addition to helping control the flow of stormwater, green infrastructure can provide benefits to both wildlife and to people.

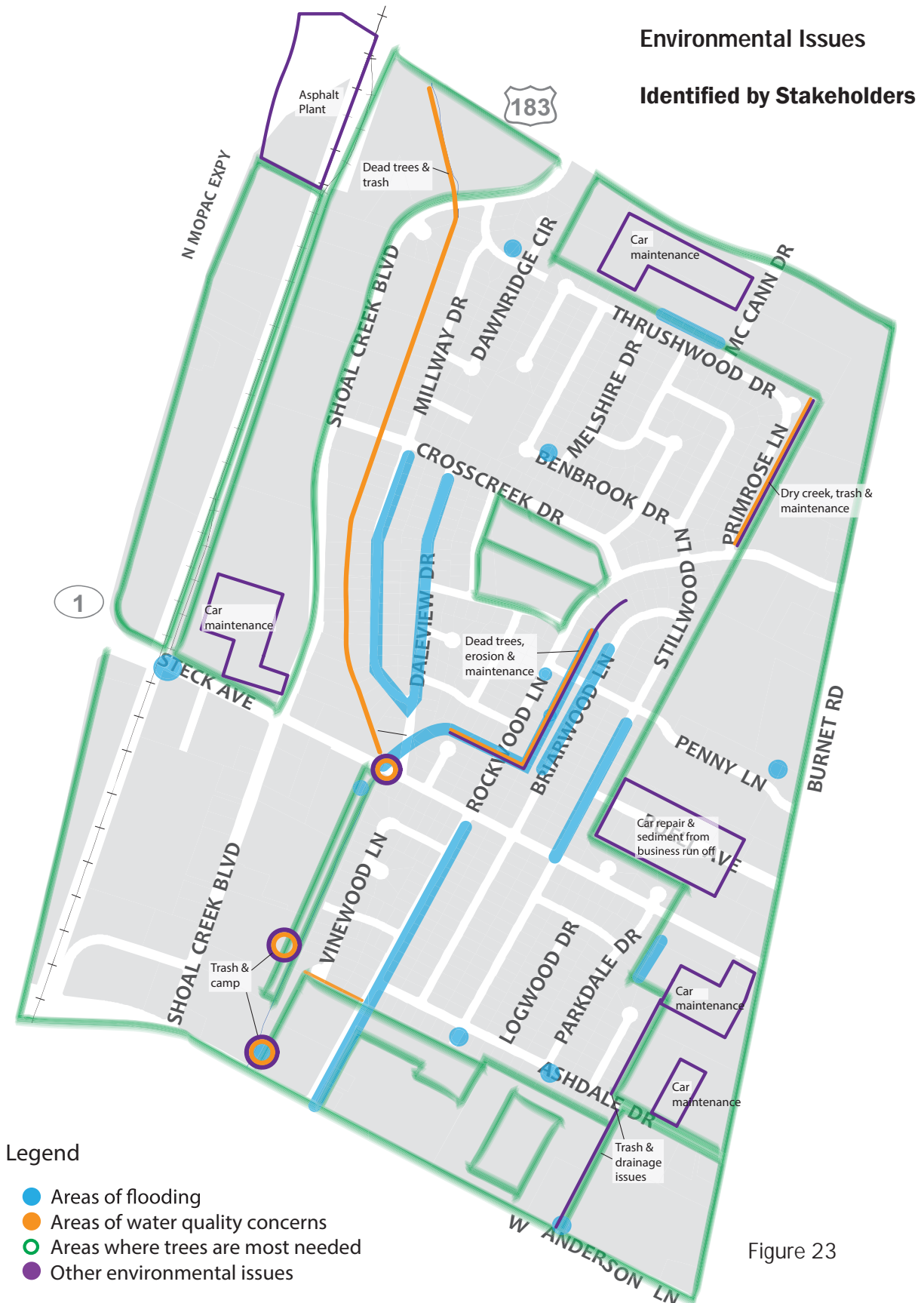


Figure 23



Shoal Creek

Shoal Creek enters the planning area through a culvert located under US 183. It flows over a channelized stream bed for 1.25 miles through the western third of the planning area and continues 10 miles to the south until it reaches Lady Bird Lake.

Throughout the neighborhood planning process, community members expressed interest in gaining public access to Shoal Creek. Unfortunately, the creek runs exclusively through private properties within the planning area, including many single family homes. Lack of funds to acquire new parkland and a concern for homeowner privacy and rights pose a challenge to establishment of a trail along the creek itself. A potential solution is to work with commercial property owners along the creek between Anderson Lane and Steck Avenue to obtain easements for creek access.

The Shoal Creek Conservancy, a nonprofit organization, has partnered with the City and other stakeholders to plan an urban trail that follows Shoal Creek from the Colorado River to the Domain. The trail plan would provide dedicated space for pedestrians and bicyclists both on and off the creek where feasible. In the North Shoal Creek plan area the trail would more than likely run along Shoal Creek Boulevard, rather than through and alongside the creek itself. The trail would connect to existing publicly accessible sections of the creek both to the north and to the south of the plan area.

The goals and policies found below should be followed when private development or public investments are proposed and when zoning changes are being considered by the City. The subsequent actions should be undertaken by City departments and neighborhood stakeholders in order to achieve the plan goals and policy objectives.

Goal #1: Enhance and increase open space and greenery throughout the neighborhood.

Policies:

EN P1 Increase publicly accessible parks and plazas within redevelopment and new development.

EN P2 Investigate opportunities to provide increased public access along Shoal Creek.

EN P3 Improve access to and expand the amenities at Pillow Elementary Park.

EN P4 Establish a healthy and vibrant tree canopy

Actions (with potential partners):

EN A1 Encourage commercial property owners to accommodate public space and walkable areas in existing and future developments/ redevelopments. (PW, NSCNA, NPCT, Austin Development Service Department (DSD), PAZ)

EN A2 Require on-site parkland dedication for new redevelopment projects in park-deficient areas where the land meets City standards.. (PARD, DSD, PAZ)

EN A3 Encourage parkland dedication through redevelopment on Shoal Creek Boulevard to provide public access to Shoal Creek. (PARD, PW - Urban Trails, WPD, NSCNA, NPCT)

Related Actions:

MC A13 Explore the possibility of acquiring an easement for the property behind Office Depot and West Anderson Plaza to build a pedestrian and bicycle path connecting Anderson Lane to Ashdale Drive. (NPP, PW, WP, NSCNA, NPCT)

MC A15 Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue. PW - Urban Trails, WPD, NPP, NSCNA, NPCT, SCC, Property Owners)

EN A4 Continue to engage and collaborate with Pillow Elementary to enhance and improve future community garden participation, public park access improvements, and installation of covered shade, tree planting. (PARD, Austin Independent School District (AISD), NSCNA, NPCT, Office of Sustainability (OoS), DSD, NPP, Austin Parks Foundation)

EN A5 Work with PARD and Pillow Elementary to continue park improvements with more recreational use and to maximize neighborhood park amenities for all. (PW, PARD, AISD, NSCNA, NPCT, NPP)

EN A6 Install clear signage for Pillow Elementary School Park distinguishing when the park is open to the general public and when it is strictly for elementary school use.(PARD, AISD)

EN A7 Use the neighborhood association newsletter and website to publicize resources available for small businesses to encourage the planting and/or replacement of trees in parking lots and around businesses. (Austin Community Trees Program (ACT), NSCNA, NPCT, Austin DSD Urban Forestry Division (Urban Forestry), TreeFolks, DSD, NeighborWoods)

EN A8 Plant shade trees and native landscaping in the right of way and in public areas on:

- EN A8a Buell Avenue
- EN A8b Burnet Road between US 183 and Anderson Lane
- EN A8c Anderson Lane between MoPac and Burnet Road
- EN A8d Shoal Creek Boulevard between US 183 and Anderson Lane
- EN A8e Steck Avenue between MoPac and Burnet Road

(ATD, PWD, ACT, NSCNA, NPCT, Urban Forestry, TreeFolks, DSD, Neighbor Woods)

EN A9 Work with TxDOT to plant shade trees and native landscaping on US 183 frontage road between Mopac and Burnet Road. (TxDOT, NSCNA, NPCT)

EN A10 Work with TxDOT to plant shade trees and native landscaping on MoPac frontage road between Anderson Lane and US 183. (TxDOT, NSCNA, NPCT)

EN A11 Share resources with homeowners about proper tree planting and tree maintenance including presentations at community meetings and community events. (ACT, NSCNA, NPCT, TreeFolks)

EN A12 Acquire and plant trees in residential areas by working with non-profit organizations such as TreeFolks, Inc. (www.treefolks.org) to participate in the free tree enhancement program. (NSCNA, NPCT, TreeFolks)

EN A13 Apply for the City of Austin Urban Forest Grant Program to enhance the urban forest through projects such as tree planting, education, public service announcements, award programs, disease control, inventory, and other related efforts. (NSCNA, DSD)

Goal #2: Protect environmental quality and reduce the effects of flooding

Policies:

EN P5 Maintain Shoal Creek as an amenity that provides for storm water management and habitat for wildlife.

EN P6 Integrate natural storm water abatement techniques and green infrastructure into developments and public projects.

EN P7 Design green infrastructure that does not inhibit pedestrian walkways and bicycle lanes.

Actions (with potential partners):

EN A14 Promote the Adopt-a-Creek program for North Shoal Creek. (NSCNA, NPCT, Keep Austin Beautiful)

EN A15 Work with area residents and businesses to reduce trash from entering North Shoal Creek. (WPD)

EN A16 Encourage participation in the environmental programs with the Watershed Protection Department. (WPD, NSCNA)

EN A17 Work with neighborhood groups and organizations to educate residents and businesses about water conservation strategies and resources such as discounts on rain barrels. (NSCNA, NPCT, Austin water conservation programs)

EN A18 Incorporate stormwater solutions whenever possible into the right-of-way to assist with flood mitigation, traffic calming, the creation of safer pedestrian and bicycle routes. (PW, WPD, NSCNA, NPCT)

EN A19 Mitigate flooding in the following identified priority areas:

- EN A19a Intersection of Penny Lane with Rockwood Lane,
- EN A19b Area abutted by homes in between Little Laura Drive and Benbrook Drive,
- EN A19c On Steck Avenue and railroad crossing,
- EN A19d Intersection of Buell Avenue with Stillwood Lane,
- EN A19e Millway Drive from Crosscreek Drive to Daleview Drive,
- EN A19f Rockwood Lane from Steck Avenue to Anderson Lane,
- EN A19g Dead end street of Stillwood Lane
- EN A19h Area abutted by homes in between Rockwood Lane and Briarwood Lane,
- EN A19i Area abutted by homes in between Charlwood Drive and Steck Avenue,
- EN A19j Parking lot of Playland Skate Center on McCann Drive,
- EN A19k Apartments/condos on Mossrock Drive and Shoal Creek Boulevard,
- EN A19l Along Shoal Creek and Daleview Drive, and;
- EN A19m Stillwood Lane in between Steck Avenue and Penny Lane.
- EN A19n Parkdale Drive & Ashdale Drive

(PW, WPD)

EN A20 Incorporate green infrastructure along the right-of-way on Shoal Creek Blvd. (PW, WPD)

EN A21 Incorporate green infrastructure along the right-of-way on Anderson Lane. (PW, WPD)

EN A22 Incorporate green infrastructure along the right-of-way on Burnet Road. (PW, WPD)

EN A23 Work with TxDOT to incorporate green infrastructure in the right-of-way on the Mopac frontage road. (TxDOT, PW, WPD)

EN A24 Work with TxDOT to incorporate green infrastructure in the right-of-way on the US 183 frontage road. (TxDOT, PW, WPD)

EN A25 Promote storm water management techniques to property owners. (PW, NSCNA, NPCT)

EN A26 Promote energy efficiency strategies and resources. (AE (green building), WPD, NSCNA, NPCT)



QUALITY OF LIFE

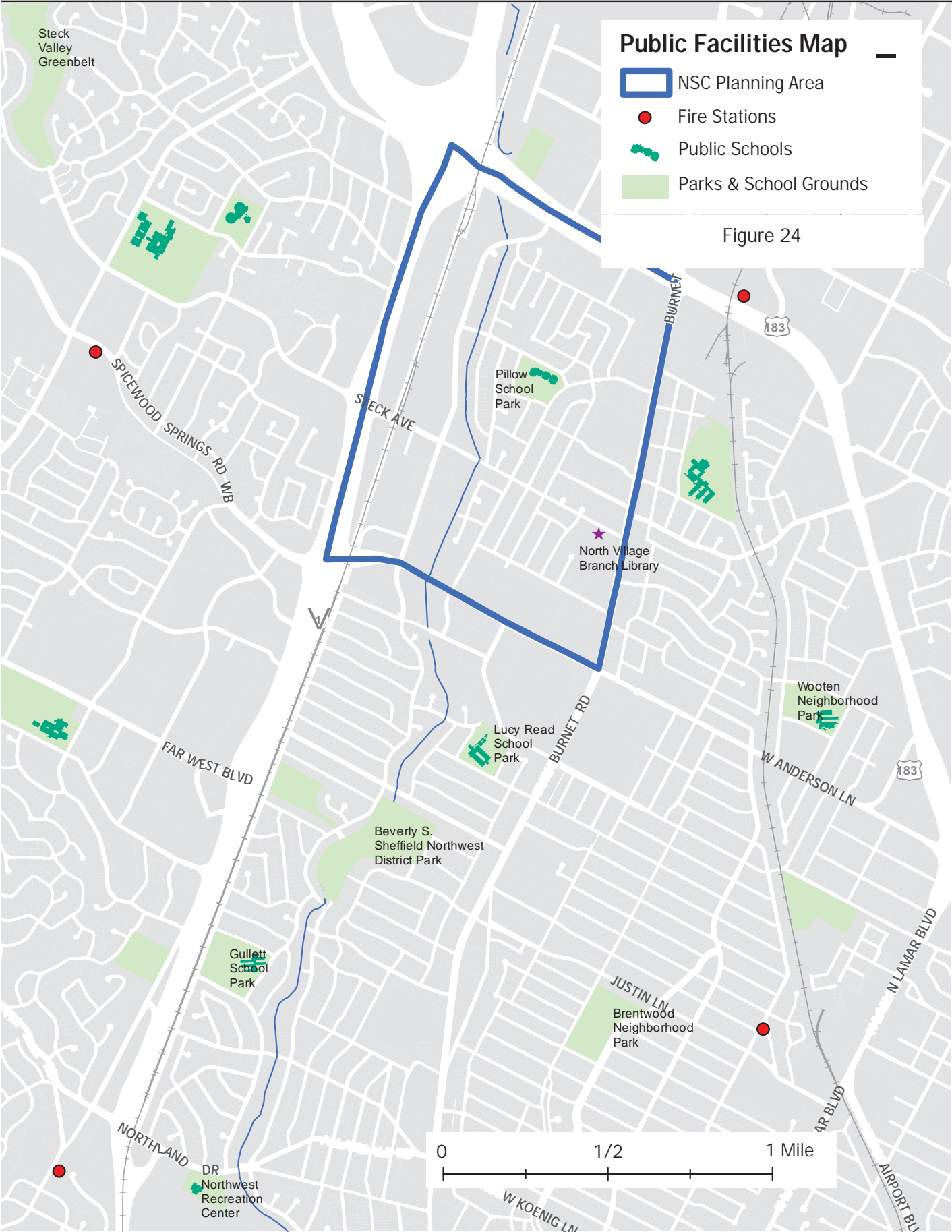
Public Services & Facilities
Thriving Economy
Health & Food Access
Community Collaboration
Safety & Maintenance



Quality of Life encompasses many topics, including public facilities and services, a thriving economy with quality jobs, shops and services, healthy living, a safe and attractive neighborhood, and a collaborative community network. Many of these are not directly related to land use, mobility, or environment, but are still important aspects of community life. Throughout the planning process, over 300 survey respondents and over 100 workshop attendees came together to identify the neighborhood's strengths, assets, needs and concerns, many of which revolve around quality of life. The North Shoal Creek neighborhood plan aims to improve quality of life for a multitude of stakeholders including residents, property owners, businesses, workers, students, and visitors to the area.

North Shoal Creek is a desirable neighborhood with a strong sense of community and a variety of amenities. Maintaining and improving upon that quality of life will depend on the continued actions of residents, property owners, businesses, City departments and public agencies. North Shoal Creek faces some major challenges common to Austin as a whole, such as traffic congestion and housing affordability. Some of the area's challenges are unique, such as a deficiency of parks and natural spaces, and an aging population with fewer families with school-age children. Stakeholders also expressed concerns for safety and property maintenance. These issues should be monitored to ensure they do not become significant challenges.

The topics listed in this section were identified as priorities through the neighborhood planning process. Many of these topics align with goals and policies in the Imagine Austin Comprehensive plan. Imagine Austin identifies many city-wide policies and programs that address quality of life issues which will have a positive impact on North Shoal Creek. Where applicable, those policies are cross-referenced.





Public Services & Facilities

North Shoal Creek's major public facilities are North Village Branch Library and Pillow Elementary School and Park. There are no houses of worship within the neighborhood (although one congregation often meets at the elementary school). North Shoal Creek has one public park, at Pillow Elementary School, which is not accessible during school hours. However, there are regional parks and recreation centers not too far from the neighborhood, such as Sheffield Northwest District Park or the Northwest Recreation Center (see map on previous page). Providing safe access to these regional amenities and expanding access to the park at Pillow Elementary should be priorities.

Visit Pillow Elementary School's web site for more info:

www.austinisd.org/schools/pillow

North Shoal Creek's two major public facilities are well used, with the potential for more use. The field at Pillow Elementary/Park is home to a youth soccer program (the North Austin Soccer Alliance). The school's cafeteria hosts large group meetings, including the North Shoal Creek Neighborhood Association general meetings and a church congregation. The school's new library and remodeled gym are also available for community functions. AISD has planned a major upgrade for Pillow Elementary in the medium term (around 2020 or later). North Village Branch Library is a relatively new facility, opened in 2009, and hosts several events and meetings in its meeting space.

North Shoal Creek is not home to any police or fire stations, but there is a fire station just outside the planning area. This nearby station allows for low response times, with 87.5% of calls responded to in less than 8 minutes in 2016. The City's target for service is to respond to 90% of calls within 8 minutes or less. Other city services, such as waste recovery, electric or water utilities were not brought up by participants during the planning process.

City services that residents identified as high priority during the planning process are covered in the Mobility & Connectivity and Natural Environment Elements. These include pedestrian safety; filling in gaps in the neighborhood's sidewalk network; excessive traffic volume and speed along with stepped up enforcement of speed limits on neighborhood streets, and better maintenance of drainage ditches.

The Imagine Austin Comprehensive Plan contains relevant policies regarding public facilities and services. The following policies in Imagine Austin (CFS P34, CFS P40, and CFS P42) seek to improve library access and promote library events, to upgrade and maintain public parks, and to increase connectivity to green space inside and outside neighborhood boundaries.

Goal #1: Maintain and add quality public facilities and services.

Policies:

QL P1 Promote resources such as the North Village Branch Library and Pillow Elementary.

Actions (with Potential Partners):

QL A1 Promote North Village Branch Library events and resources through flyers, online presence, and traditional media for large events. (Austin Public Library (APL))

QL A2 Complete needed maintenance of Pillow Elementary School, including replacement of roof. (AISD)

QL A3 Resurface and improve Pillow Elementary School track. (AISD)

QL A4 Promote use of Pillow School facilities such as cafeteria, new library and remodeled gym. (NSCNA, Pillow Elementary School Parent Teacher Association (PTA))

QL A5 Explore potential to partner with Pillow Elementary School to apply for Cities Connecting Children to Nature Pilot Program. (NSCNA, AISD, PARD)

Related Actions:

MC A14 In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (SCC)

MC A15 Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue. (PW, Austin Urban Trails, WPD, NPP, NSCNA, NPCT, SCC)



Visit the North Village Branch Library web site for more info: <http://library.austintexas.gov/north-village-branch>





Businesses in North Shoal Creek

Thriving Economy

North Shoal Creek is bordered by two highways (Mopac and US 183) and two major roadways (Burnet Road and Anderson Lane). All of these host businesses that serve the larger region, along with smaller retail, service and industrial concerns. In total, there are roughly 7,000 jobs in the planning area. There are financial services, health services, and lots of offices. Many uniquely Austin businesses, as well as a few national chains, can be found in North Shoal Creek. During the planning process, stakeholders voiced support for local and small businesses. Participants also expressed concerns about being able to access those businesses, wanting better pedestrian connections and adequate parking for those arriving by car. Here are some examples of ideas from the public input process:

- “Promote diversity of business types to ensure the sustainability of the local economy.”
- “Smaller business along Burnet, Anderson and Shoal Creek”
- “We have plenty of big retail space... more small + medium.”

Imagine Austin contains related policies to promote small businesses, and to make it easier to access businesses by improving infrastructure that connects people and business. Section E (Economy) of Imagine Austin highlights how to improve our city’s economy. E P1, E P2, E P4, E P6, and E P14 are some of the most relevant policies.

Goal #2: Provide a diverse range of shops and services for area residents and visitors.

Policies:

- QL P2 Ensure businesses can be adequately accessed by pedestrians, bicycles, and vehicles.*
- QL P3 Support and encourage local businesses.*
- QL P4 Encourage new and renovated spaces for businesses of all sizes.*
- QL P5 Seek innovative solutions to potential business challenges (such as parking).*

Goal #3: Provide quality jobs in commercial areas so residents can walk or bike to work; continue to provide job opportunities along Shoal Creek Boulevard

Policies:

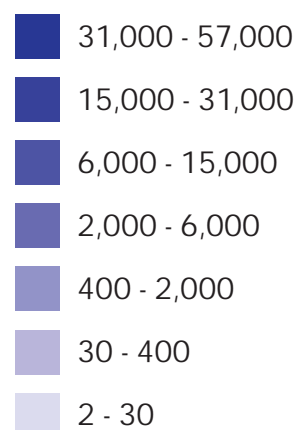
- QL P6 Retain the strong base of office and low-intensity industrial jobs.*

Actions (with Potential Partners):

- QL A6 Conduct an economic development strategy study based on market analysis and robust input from existing businesses and residents. (Austin Economic Development Department (EDD), NPCT)*
- QL A7 Implement actions identified in the economic development strategy study.*
- QL A8 Inform property owners and businesses about the North Shoal Creek Neighborhood Plan, zoning regulations, and opportunities for redevelopment. (NPCT, PAZ, NSCNA)*
- QL A9 Inform business owners of programs designed to assist in retaining and promoting their business. (NPCT, EDD)*
- QL A10 Inform property owners and businesses of local incentives available for redevelopment, including SMART housing incentives, or other economic development incentives. (NPCT, EDD, NHCD)*
- QL A11 Assist property owners in providing affordable housing as part of their development and providing funding information. (NHCD)*



Figure 25
Jobs per Census Tract



<https://onthemap.ces.census.gov/>

For more info about City programs for small businesses, visit:
<http://www.austintexas.gov/department/small-business-program>



Health & Food Access

North Shoal Creek stakeholders understand the importance of healthy lifestyles and support improving the walkability of the area along with providing convenient access to nutritional food and to health care. Being active, eating right, and access to care are all aspects of being healthy. Here are some examples of ideas from the public input process:

- “Walkability is key!”
- “To improve [the]pleasantness of neighborhood walking – complete sidewalks and develop a dense tree canopy”
- “Promote clean, clear and beautiful walking areas.”

Residents, students at Pillow Elementary School, workers, shoppers and other visitors to the area should have opportunities to improve their health. Health could be measured by physical fitness, maintaining mental acuity, access to nutritional foods, and access to care. In order to support health outcomes, the City and it’s partners provide a variety of facilities, programs, and services to the public.

Although there is no full service grocery store within the planning area, there are two just south of Anderson Lane, plus several supermarkets within two miles of the neighborhood (see map below). There are some specialty physicians and dentists within the neighborhood, but no urgent care center. The planning area contains only one pharmacy, on the southern border of the neighborhood, but two additional pharmacies are located across the street on the south side of Anderson Lane. Residents need safe and convenient access by foot or by bike to these facilities; elderly and disabled residents need safe and convenient access via public transit.

The North Shoal Creek Neighborhood Plan and Imagine Austin both include policies and actions to help make quality healthcare more accessible and easy to get to. The following Imagine Austin policies (S P1, S P2, S P3, S P6, and S P7) are found in the Society: Health and Human Service section and aim to improve the health of Austin and its communities.

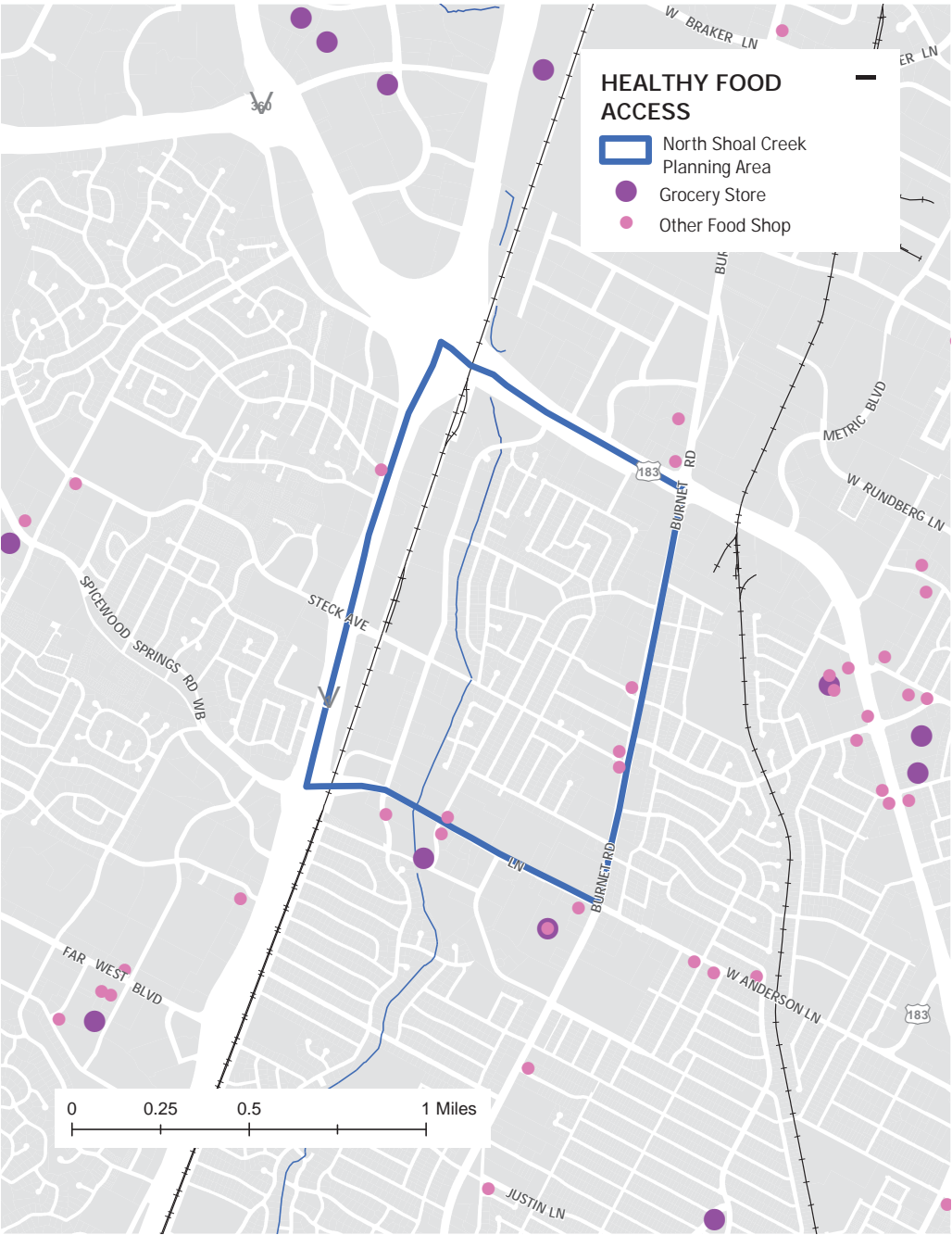


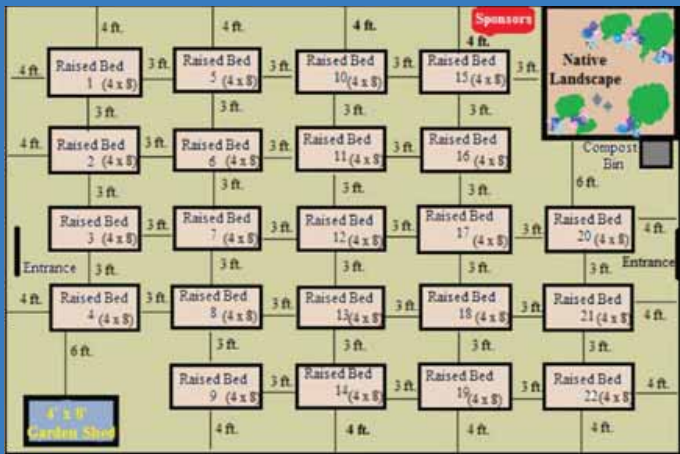
Figure 26

NORTH SHOAL CREEK COMMUNITY GARDEN



Photo Courtesy of NSCNA.

In 2016, the North Shoal Creek Neighborhood Association received a grant from the Austin Parks Foundation to install a community garden at Pillow Elementary Park. In 2017 the association also received Neighborhood Partnering Program funds for the project. The community garden, opening fall of 2017, will include 22 raised planting beds, a native landscaped area, a shed and compost bin. Three planting beds will be devoted to education and food production for Pillow students.



Goal #4: Promote health throughout the neighborhood by promoting active lifestyles, improving access to recreational spaces and opportunities, and increasing the safety of pedestrians and bicyclists.

Policies:

QL P7 Make it more pleasant to walk to nearby commercial and recreational spaces.

QL P8 Provide more healthy food options within the neighborhood.

QL P9 Promote active lifestyles and provide recreational spaces and opportunities.

Actions (with Potential Partners):

QL A12 Complete construction of the community garden at Pillow Elementary School. (NSCNA, NPP)

QL A13 Coordinate workshops on organic gardening at the new community garden. (NSCNA, Sustainable Food Center (SFC), Texas A&M AgriLife Extension Service)

QL A14 Encourage composting through education and a compost cooperative/exchange. (NSCNA, Austin Resource Recovery (ARR))

QL A15 Coordinate with Pillow School to use the Community Garden for food production and education (NSCNA, AISD)

QL A16 Encourage parent or faculty participation in the Austin Area School Garden Collaborative (greeningyourschoolyard.com). (AISD, Pillow PTA, OoS)

QL A17 Promote programs to provide healthy food to seniors. (APH)

QL A18 Explore options to provide healthy foods and produce within the neighborhood, such as a farmer's market, through the Fresh For Less programs. (APH, OoS, NSCNA)

QL A19 Explore ways to educate families about healthy cooking through outreach and student curricula (SFC Happy Kitchen, AISD CATCH, Common Threads)

QL A20 Explore potential community events related to promotion of health, such as bike rides, tai-chi, etc. (NSCNA, local fitness groups)

QL A21 Coordinate with PARD to promote programs and activities for healthier youth, adults and seniors. (NSCNA, PARD)

QL A22 Coordinate with neighborhood partners to promote fitness and recreational facilities in the areas surrounding North Shoal Creek.. (PARD, NSCNA)

Related Actions

MC P5 Enhance the comfort and pedestrian environment along commercial corridors.

MC A14 In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (SCC)

MC A9 Improve bicycle facilities on Rockwood Lane from Steck Avenue to Burnet Road to facilitate movement through the neighborhood and out to the activity corridors. (ATD)

QL A5 Explore potential to partner with Pillow Elementary School to apply for Cities Connecting Children to Nature Pilot Program. (NSCNA, AISD, PARD)



Photo Courtesy of NSCNA

Community Collaboration

Many opportunities exist for residents and other stakeholders to interact with each other in North Shoal Creek. The North Shoal Creek Neighborhood Association (NSCNA) is an active group that holds social events and organizes projects to improve the neighborhood, such as the new community garden.

Neighborhood Links:

<https://nextdoor.com/neighborhood/nshoalcreek-austin-tx/>

www.nscna.org/

In addition, both the North Village Library and Pillow Elementary School have volunteer programs that neighborhood residents can participate in. Pillow Elementary School also recruits mentors, presenters, and sponsors from neighborhood residents and businesses. There is an active Next Door North Shoal Creek social media site where residents post alerts, classified items, events, lost-and-found, and local fund-raising efforts. Currently, some 880 residents are members.

Imagine Austin policies found in sections for Creativity (C P9) and Land Use and Transportation (LUT P35) are relevant to Community Collaboration.

Goal #5: Encourage a sense of community.**Policies:**

QL P10 Encourage interaction and collaboration among community stakeholders.

QL P11 Expand opportunities for interaction among the community.

Actions (with Potential Partners):

QL A23 Continue to promote diverse participation in North Shoal Creek Neighborhood Association meetings and events through increased outreach. (NSCNA)

QL A24 Continue to organize community-wide celebrations and events to encourage neighbors to meet each other. (NSCNA)

QL A25 Continue to keep residents informed of City projects and zoning/FLUM amendment requests (NPCT, NSCNA).

QL A26 Continue to support informal community-building interactions such as block parties through neighborhood association and online platforms. (NSCNA)

QL A27 Continue to promote social support programs and life-long learning opportunities to residents through neighborhood association and online platforms. (NSCNA)

QL A28 Create a sense of place/identity around the neighborhood through unique public art on the Steck bridge over Shoal Creek. (NSCNA, NPP)

NORTH SHOAL CREEK NEIGHBORHOOD ASSOCIATION

The North Shoal Creek Neighborhood Association (NSCNA) is a non-partisan, non-profit corporation whose purpose is to promote and protect the quality of life, safety, residential characteristics, and property values of the North Shoal Creek neighborhood primarily and all neighborhoods generally. Originally formed in 1979/1980, NSCNA was incorporated in 1998 as a Texas corporation. It holds 5 membership meetings annually on the first Tuesday of January, March, May, September, and November with additional membership meetings called as needed. The Association has an active Executive Board and committees addressing various topics of importance to residents.

In 2016, the Association applied for and received an Austin Parks Foundation grant to build a community garden. In January 2017, the Association was approved for a Neighborhood Partnering Program (NPP) project by Austin Public Works. In addition to partially funding the community garden, the NPP project funds filling in some gaps in the neighborhood's sidewalk network and beautifying areas of the neighborhood, including adding a tile mosaic to the Steck Avenue bridge.



Safety & Maintenance

North Shoal Creek is a safe and well-maintained neighborhood, but safety is still a high-ranking concern for many participants in the planning process. The planning area's crime rate is low compared to the rest of the city. For example, in 2012 there were 29 burglaries in the neighborhood out of 7,237 city-wide. Violent-crime rates have been very low. The city's struggle with homelessness affects North Shoal Creek. Stakeholders identified spots along Anderson Lane and Burnet Road, and to some extent near the Steck Avenue bridge, as areas where they feel unsafe due to loitering and panhandling.

In terms of property maintenance, the Austin Code Department has received fewer complaints from North Shoal Creek than many other neighborhoods. The most cited issues include accumulation of excess trash or failure to abate weeds. The only issue of note in commercial areas is the tendency for illegal signs to crop up along arterial and frontage roads.

The North Shoal Creek Neighborhood Plan's Safety and Maintenance actions are supported by Imagine Austin policies found in sections for Society (S P5) and in City Facilities and Services (CFS P30).

Goal #6: Promote safety and maintenance

Policies:

QL P12 Increase awareness of safety and maintenance issues and prevention.

Actions (with Potential Partners):

QL A29 Invite speakers from APD, Code, or other departments to address the neighborhood association about programs and reporting issues. (NSCNA, APD, Code)

QL A30 Alert neighborhood association and/or Nextdoor web site when a pattern of crime or vandalism is detected in the area. (APD, Code)

QL A31 Promote reporting of code violations via 311 to ensure minor issues don't become major problems. (NSCNA, Austin 311 Information Service (311))

QL A32 Explore re-activation of Neighborhood Watch program, reaching out to residents of apartment and condominium properties. (NSCNA, APD).

QL A33 Explore partnership opportunities for Adopt-a-street program (KAB)

QL A34 Participate in public safety events such as National Night Out. (NSCNA, APD)

QL A35 Educate residents about resources for homelessness. (NSCNA, APH)



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APPENDICES

Top Plan Actions

Policy & Action Matrix

Character District (Future Land Use) Allowed Zones

Public Input Summary

TOP PLAN ACTIONS

The following actions received the most votes for prioritization at the Final Open House on December 9, 2017. These actions should serve as a guide for the Neighborhood Plan Contact Team during the initial years of plan implementation. Actions are separated into Capital Improvement Program and non-CIP categories.

TOP CAPITAL IMPROVEMENT PROGRAM ACTIONS

RANK	ACTION	# of VOTES
1	MC A15 Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue.	36
2	MC A1 Construct sidewalks on Ashdale Drive from Rockwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors.	23
3	MC A13 Explore the possibility of acquiring an easement for the property behind and in between Office Depot and West Anderson Plaza to build a pedestrian and bicycle path connecting Anderson Lane to Ashdale Drive.	35
4	MC A10 Resolve conflict between bicycle lane and chicanes on Rockwood Lane from Anderson Lane to Steck Avenue.	13
5	MC A29 Install a Pedestrian Hybrid Beacon at the intersection of Ashdale Drive and Burnet Road as listed on the Burnet Corridor Improvement Plan.	12
6	MC A12 Construct a safe crossing for walking and bicycling from Shoal Creek Boulevard to the sidewalk and bicycle network north of US 183.	9
7	MC A14 In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure.	9
8	MC A3 Construct sidewalks on Primrose Lane from McCann Drive to Rockwood Lane to allow people to walk to the commercial corridor.	8
9	MC A21 Construct an off-street path for bicyclists from Shoal Creek Boulevard to Burnet Road along Research Boulevard.	8
10	EN A8b Plant shade trees and landscape green features within the public realm on Burnet Rd between US 183 and Anderson Ln.	7
11	EN A18 Incorporate rain gardens whenever possible into the right-of-way to help in traffic calming and allowing for bike/pedestrian routes.	7
12	MC A23 Improve pedestrian crossings on Steck Avenue near Briarwood Lane and Stillwood Lane to calm traffic and add a safe place for crossing.	7
13	MC A26 Complete the installation of the traffic roundabout at Rockwood Lane and Stillwood Lane.	7
14	EN A5 Work with PARD and Pillow Elementary to continue park improvements with more recreational use and to maximize neighborhood park amenities for all.	6

TOP CAPITAL IMPROVEMENT PROGRAM ACTIONS

RANK	ACTION	# of VOTES
15	EN A21 Incorporate green infrastructure along the right-of-way on Anderson Ln.	6
16	MC A5 Construct sidewalks on Shoal Creek Boulevard from Steck Avenue to Crosscreek Drive.	6
17	MC A8 Determine the feasibility of installing a crosswalk on the north side of the intersection of Burnet Road and Buell Avenue to connect people to the 803 rapid bus stations.	6
18	MC A18 Plant shade trees on Burnet Road in areas near transit stops and local shops.	6
19	EN A9 Work with TxDOT to plant shade trees and landscape green features on US 183 front-age road between Mopac and Burnet Road an identified priority area by residents.	5
20	QL A3 Resurface and improve Pillow Elementary School track.	5
21	QL A4 Promote use of Pillow School facilities such as cafeteria, new library and remodeled gym.	5
22	QL A32 Explore re-activation of Neighborhood Watch program, reaching out to residents of apartment and condominium properties.	5

TOP NON-CAPITAL IMPROVEMENT PROGRAM ACTIONS

RANK	ACTION	# of VOTES
1	EN A3 Encourage parkland dedication through redevelopment on Shoal Creek Blvd to provide public access to Shoal Creek.	36
2	H A1 Adopt more robust affordable housing density bonus provisions into the Land Development Code to allow more affordable units in new developments as consistent with Community Character goals and policies	23
3	QL A28 Create a sense of place/identity around the neighborhood through unique public art on the Steck bridge over Shoal Creek.	35
4	EN A1 Encourage commercial property owners to accommodate public space and walkable areas in existing and future developments/redevelopments.	13
5	EN A2 Require on-site parkland dedication for new redevelopment projects in park-deficient areas where the land meets City standards.	12
6	EN A4 Continue to engage and collaborate with Pillow Elementary to enhance/improve future community garden participation, public park access improvements, and installation of covered shade, tree planting.	9
7	EN A14 Promote Adopt-a-Creek program for North Shoal Creek.	9
8	H A4 Continue to engage and collaborate with Pillow Elementary to enhance/improve future community garden participation, public park access improvements, and installation of covered shade, tree planting.	8
9	QL A18 Explore options to provide healthy foods and produce within the neighborhood, such as a farmer's market, through the Fresh For Less programs.	8
10	MC A6 Determine the feasibility of extending 325 Ohlen bus through Rockwood Lane and down to Anderson Lane.	7
11	QL A4 Promote use of Pillow School facilities such as cafeteria, new library and remodeled gym.	7
12	QL A32 Explore re-activation of Neighborhood Watch program, reaching out to residents of apartment and condominium properties.	7

GOALS/POLICIES/ ACTIONS

The following goals, policies, and actions were generated by participants of the neighborhood planning process, which included various stakeholders and city staff. The following list serves as a reference guide to goals, policies, and actions that are contained within the plan. Actions that can potentially be funded through the Capital Improvement Program are marked with a *.

COMMUNITY CHARACTER

Land Use Policies for Residential Interior

- | | |
|-------|--|
| RI P1 | Retain single-family houses as the most dominant building type. |
| RI P2 | Allow accessory dwelling units throughout the entire Residential Interior. |

Actions/Policies Related to Residential Interior

- | | |
|-------|---|
| EN P4 | Establish a healthy and vibrant tree canopy. |
| MC P1 | Complete the sidewalk network, starting with key connections. |

Land Use Policies for Burnet Road

- | | |
|-------|--|
| BR P1 | Foster people-friendly areas along Burnet road while attracting a wide range of goods and services. |
| BR P2 | If redevelopment occurs, encourage a mix of uses, including multi-family components. |
| BR P3 | Encourage preservation of as multi-bedroom apartment units and inclusion in new developments. |
| BR P4 | Encourage sustainable, unique and accessible retail development. |
| BR P5 | Development immediately adjacent to the Residential Core will be compatible, with enhanced landscape screening and lower building heights. |
| BR P6 | Look for opportunities to increase tree canopy while enhancing sidewalk and green space along Burnet road. |
| BR P7 | Leverage opportunities to harmonize land uses near high-capacity transit. |

Actions/Policies Related to Burnet Road

- | | |
|-------|--|
| MC P8 | Make it safer for people to walk around the neighborhood and to nearby commercial areas. |
|-------|--|

Land Use Policies for Anderson Lane

- | | |
|-------|--|
| AL P1 | Foster people-friendly areas along Anderson Lane while attracting a range of goods and services. |
| AL P2 | Increase tree canopy while enhancing sidewalk and green space along Anderson Lane. |
| AL P3 | Encourage multi-family development as one component of a mixed-use environment. |
| AL P4 | Encourage multi-bedroom apartment units. |
| AL P5 | Encourage sustainable, unique and accessible retail development. |
| AL P6 | Development immediately adjacent to the Residential Core will be compatible, with enhanced landscape screening and lower building heights. |
| AL P7 | Integrate land uses with the transportation system. |
| AL P8 | Create shaded, well-maintained and safe paths to walk and bike. |

Actions/Policies Related to Anderson Lane:

- | | |
|-------|--|
| MC P8 | Make it safer for people to walk around the neighborhood and to nearby commercial areas. |
|-------|--|

Land Use Policies for Buell Avenue Special District

BA P1	Serve as a transitional space between Burnet Road and the residential core, providing employment, live/work, and residential opportunities.
BA P2	Landscaping and green spaces should be used to soften the character of buildings along Buell Avenue.
BA P3	Development immediately adjacent to the Residential Core will be compatible, with enhanced landscape screening and lower building heights.

Land Use Policies for Shoal Creek Boulevard

SC P1	Maintain the northern portion uses with a balance of one to three story offices, apartments, warehouses, and live-work spaces.
SC P2	Encourage mixed-use district with local-serving shops and services near Steck Ave.
SC P3	Continue to support more intensive uses near Anderson Lane, such as commercial and services, while providing opportunities to add residential components.

Actions/Policies Related to Shoal Creek Boulevard:

MC P8	Make it safer for people to walk around the neighborhood and to nearby commercial areas.
MC A14	In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (Shoal Creek Conservancy)
MC P2	Improve and promote transit to connect to other areas of Austin.

Land Use Policies for Mopac Frontage Road

MF P1	Encourage a balance of offices and services, discourage residential.
MF P2	Allow building heights of four to six-stories and vehicular-oriented site design.
MF P3	Integrate beautification of landscape areas and plant trees to provide shade along walk and bike paths.

Land Use Policies for US 183 Frontage Road

US P1	Development immediately adjacent to the Residential Core will be compatible, with enhanced landscape screening and lower building heights.
US P2	Maintain a balance of regional -serving commercial uses; discourage residential uses along the frontage road.
US P3	Encourage private property owners along the frontage road to incorporate native planting to help diffuse traffic noise.
US P4	Integrate beautification of landscape areas and plant trees to provide shade along walk and bike paths.

TRANSIT-ORIENTED DEVELOPMENT

Policies:

TOD P1	The zoning within a quarter mile of MetroRapid stations should promote transit-supportive densities, designs, and mix of land uses.
TOD P2	New development within a quarter mile of MetroRapid stations should orient buildings to the street and create an environment conducive to walking.
TOD P3	New development within a quarter mile of MetroRapid stations should provide a variety of easily accessible public spaces such as parks, playgrounds, and plazas to promote social interactions and to invite individuals to enjoy the outdoors.

TOD P4	New development within a quarter mile of MetroRapid stations should provide public art to create a unique sense of place.
TOD P5	Sidewalks within a quarter mile of MetroRapid stations should be wide enough to allow couples, strollers, or people in wheelchairs to comfortably pass one another.

MOBILITY AND CONNECTIVITY

Goal #1: Improve connectivity for pedestrians and bicyclists.

Policies:

MC P1	Complete the sidewalk network starting with key connections.
MC P2	Improve and promote transit to connect to other areas of Austin.
MC P3	Complete the bicycle lane network starting with key connections.
MC P4	Establish paths to connect the residential core to nearby shops and services.
MC P5	Enhance the comfort and pedestrian environment along commercial corridors.

Actions:

* MC A1	Construct sidewalks on Ashdale Drive (north side) from Rockwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors. (Austin Public Works Department (PW))
* MC A2	Construct sidewalks on Penny Lane (south side) from Stillwood Lane to Burnet Road to allow people to walk from within the neighborhood to the commercial corridors. (PW)
* MC A3	Construct sidewalks on Thrushwood Drive (south side) Primrose Lane (west side) from McCann Drive to Rockwood Lane to allow people to walk to the commercial corridor. (PW)
* MC A4	Construct sidewalks on Stillwood Lane (west side) from Steck Avenue to Ashdale Drive. (PW)
* MC A5	Construct sidewalks on Shoal Creek Boulevard (east side) from Steck Avenue to Crosscreek Drive. (PW)
MC A6	Determine the feasibility of extending the #325 Ohlen bus route through Rockwood Lane and down to Anderson Lane. (Capital Metropolitan Transportation Authority (Cap Metro))
MC A7	Conduct a study on how to accommodate safe pedestrian crossing at the intersection of Burnet Road at Penny Lane/Doris Drive. (Austin Transportation Department (ATD), Austin Corridor Program Office (CPO))
* MC A8	Determine the feasibility of installing a crosswalk on the north side of the intersection of Burnet Road and Buell Avenue to connect people to the 803 rapid bus stations. (ATD, CPO)
* MC A9	Improve bicycle facilities on Rockwood Lane from Steck Avenue to Burnet Road to facilitate movement through the neighborhood and out to activity corridors. (ATD)
* MC A10	Resolve the conflict between bicycle lanes and chicanes, which currently serve as on-street parking and interrupt the bicycle lanes on Rockwood Lane from Anderson Lane to Steck Avenue. (ATD)
* MC A11	Establish an east/west bicycle corridor into and through North Shoal Creek. (ATD)
* MC A11a	Install protected bicycle lanes along Steck Avenue from Mopac to Burnet Road. (ATD)
* MC A11b	Provide an east/west connection across Burnet Road for bicycles traveling between Steck Avenue and Ohlen Road. (ATD)
MC A12	Construct a safe crossing for walking and bicycling from Shoal Creek Boulevard to the sidewalk and bicycle network north of US 183. (Texas Department of Transportation (TxDOT) - Mopac Improvement Project, ATD)

Appendix

*	MC A13	Explore the possibility of acquiring an easement for the property behind Office Depot and West Anderson Plaza to build a pedestrian and bicycle path connecting Anderson Lane to Ashdale Drive. (PW, Neighborhood Partnering Program (NPP), Austin Watershed Protection Department (WPD), North Shoal Creek Neighborhood Association (NSCNA), Neighborhood Plan Contact Team (NPCT))
	MC A14	In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (Shoal Creek Conservancy (SCC))
	MC A15	Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue. (PW - Austin Urban Trails, WPD, NPP, NSCNA, NPCT, SCC, Property Owners)
*	MC A16	Determine the feasibility of adding a crosswalk on Burnet Road and Rockwood Lane. (ATD, CPO)
*	MC A17	Install benches on Burnet Road to break up the walking distance between destinations and enhance the walking experience. (CPO, PW, NPP)
*	MC A18	Plant shade trees on Burnet Road in areas near transit stops and local shops. (TreeFolks, CPO)
*	MC A19	Install benches on Anderson Lane to break up the walking distance between destinations and enhance the walking experience. (PW, NPP, CPO)
*	MC A20	Install pedestrian-scale lighting around public transit and local shopping. (Austin Energy (AE), Property Owners)
	MC A21	Construct an off-street path along Research Boulevard for bicyclists and pedestrians from Shoal Creek Boulevard to Burnet Road. (TxDOT, ATD)
Goal #2: Make streets safer for all		
<i>Policies:</i>		
	MC P6	Work to reduce traffic speed and volume within the residential core.
	MC P7	Enhance safety for bicyclists.
	MC P8	Make it safer for people to walk around the neighborhood and to nearby commercial areas.
	MC P9	Reduce conflicts between vehicular and non-vehicular traffic.
<i>Actions:</i>		
*	MC A22	Study the feasibility of reducing traffic speeds on Steck Avenue between Shoal Creek Boulevard and Burnet Road, potentially through reclassification from arterial to collector street. (ATD)
*	MC A23	Improve pedestrian crossings on Steck Avenue near Briarwood Lane and Stillwood Lane to calm traffic and add a safe place for crossing. (ATD)
*	MC A24	Study the possibility of calming traffic speeds on Crosscreek Drive within the school zone. (ATD - Local Area Traffic Management (LATM), PW - Safe Routes to School)
*	MC A25	Study the possibility of calming traffic speeds on Shoal Creek Boulevard near multifamily complexes from Steck Avenue to Research Boulevard. (ATD - LATM)
*	MC A26	Complete the installation of the traffic roundabout at Rockwood Lane and Stillwood Lane. (ATD)
*	MC A27	Install a protected bike lane on Shoal Creek Boulevard from Anderson Lane to Research Boulevard. (ATD)
*	MC A28	Install a Pedestrian Hybrid Beacon at the intersection of Burnet Road and Ashdale Drive as listed in the Burnet Corridor Improvement Plan. (CPO)
*	MC A29	Determine the feasibility of installing a Pedestrian Hybrid Beacon near the intersection of Penny Lane and Burnet Road. (CPO)
*	MC A30	Install bicycle lanes and signage on Primrose Lane from McCann Drive to Rockwood Lane. (ATD - LATM application has been submitted)

HOUSING OPPORTUNITY

Goal #1: Maintain a balance of housing types for a variety household sizes and incomes.

Policies:

H P1	Meet the housing needs of people of all races/ethnicities, ages, abilities, and other protected classes with a variety of housing options within North Shoal Creek.
H P2	Encourage and support a range of affordable housing in appropriate locations.
H P3	Encourage location of residential units near transit to improve overall housing and transportation affordability.
H P4	Create opportunities for more families to live in North Shoal Creek through preservation of existing multiple bedroom apartments and condos, and promotion of two and three bedroom units in new construction.
H P5	Support implementation of Austin's Strategic Housing Blueprint and the City's affirmatively furthering fair housing policies as consistent with Community Character goals and policies.
H P6	Allow for accessory dwelling units to help homeowners reduce burden of mortgage payments and property taxes.

Actions:

H A1	Adopt more robust affordable housing density bonus provisions into the Land Development Code to allow more affordable units in new developments as consistent with Community Character goals and policies. (Austin Planning and Zoning Department (PAZ))
H A2	Educate residents about house repair and down payment assistance programs currently available to low to moderate-income households through neighborhood association newsletter or web site. (Austin Neighborhood Housing and Community Development Department (NHCD), NSCNA)
H A3	Work with Code Compliance and Austin Tenant's Council to ensure existing multi-family units are well-maintained to extend their life. (Austin Code Enforcement Department (Code), Austin Tenant Council (ATC))
H A4	Coordinate with NHCD to identify and implement actions from the Strategic Housing Blueprint as consistent with Community Character goals and policies.(NSCNA, NCHD)
H A5	Educate residents about housing issues and how to advocate for housing-supportive laws and policies. (NHCD, ATC, NSCNA)

Related Actions/Policies to Housing Opportunity

BR P5	Development immediately adjacent to the Residential Core will be compatible, with enhanced landscape screening and lower building heights.
BR P7	Leverage opportunities to harmonize land uses near high-capacity transit.

ENVIRONMENT

Goal#1: Enhance and increase open space and greenery throughout the neighborhood.

Policies:

EN P1	Increase publicly-accessible park and plazas within redevelopment and new development.
EN P2	Investigate opportunities to provide increased access along Shoal Creek.
EN P3	Improve access to and expand the amenities at Pillow Elementary Park.
EN P4	Establish a healthy and vibrant tree canopy

Actions:	
EN A1	Encourage commercial property owners to accommodate public space and walkable areas in existing and future developments/redevelopments. (PW, NSCNA, NPCT, Austin Development Service Department (DSD), Austin Parks and Recreation Department (PARD), PAZ)
EN A2	Require on-site parkland dedication for new redevelopment projects in park-deficient areas where the land meets City standards.(PARD, DSD, PAZ)
EN A3	Encourage parkland dedication through redevelopment on Shoal Creek Blvd to provide public access to Shoal Creek. (PARD, PW - Austin Urban Trails , WPD, NSCNA, NPCT)
EN A4	Continue to engage and collaborate with Pillow Elementary to enhance/improve future community garden participation, public park access improvements, and installation of covered shade, tree planting. (PARD, Austin Independent School District (AISD), NSCNA, NPCT, Office of Sustainability (OoS), DSD, NPP, Austin Parks Foundation)
* EN A5	Work with PARD and Pillow Elementary to continue park improvements with more recreational use and to maximize neighborhood park amenities for all. (PW, PARD, AISD, NSCNA, NPCT, NPP)
* EN A6	Install clear signage indicating hours when Pillow Elementary School Park and areas are in use by school students and when it is open to the public. (PARD, AISD)
EN A7	Use the neighborhood association newsletter and website to publicize resources available for small businesses to encourage the planting and/or replacement of trees in parking lots and around businesses. (Austin Community Trees Program (ACT), NSCNA, NPCT, Austin DSD Urban Forestry Division (Urban Forestry), TreeFolks, DSD, NeighborWoods)
* EN A8	Plant shade trees and native landscaping in the right of way and in public areas on:
* EN A8a	Buell Avenue
* EN A8b	Burnet Road between US 183 and Anderson Lane
* EN A8c	Anderson Lane between MoPac and Burnet Road
* EN A8d	Shoal Creek Boulevard between US 183 and Anderson Lane
* EN A8e	Steck Avenue between MoPac and Burnet Road (ATD, PWD, ACT, NSCNA, NPCT, Urban Forestry, TreeFolks, DSD, Neighbor Woods)
* EN A9	Work with TxDOT to plant shade trees and native landscaping on US 183 frontage road between Mopac and Burnet Road an identified priority area by residents. (TxDOT, NSCNA, NPCT)
* EN A10	Work with TxDOT to plant shade trees and native landscaping on MoPac frontage road between Anderson Lane and US 183 an identified priority area by residents. (TxDOT, NSCNA, NPCT)
EN A11	Share resources with homeowners about proper tree planting and tree maintenance including presentations at community meetings and community events. (ACT, NSCNA, NPCT, TreeFolks)
EN A12	Acquire and plant trees in residential areas by working with non-profit organizations such as TreeFolks, Inc. (www.treefolks.org) to participate in the free tree enhancement program. (NSCNA, NPCT, TreeFolks)
EN A13	Apply for the City of Austin Urban Forest Grant Program to enhance the urban forest through projects such as with tree planting, education, public service announcements, award programs, disease control, inventory, and other related efforts. (NSCNA, DSD)

Related Actions/Policies to Environment goal #1:

- | | |
|--------|--|
| MC A13 | Explore the possibility of acquiring an easement for the property behind and in between Office Depot and West Anderson Plaza to build a pedestrian and bicycle path connecting Anderson Lane to Ashdale Drive. (NPP, PW, WPD, NSCNA, NPCT) |
| MC A15 | Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue. (PW, Austin Urban Trails, WPD, NPP, NSCNA, NPCT, SCC, Property Owners) |

Goal #2: Protect environmental quality and reduce the effects of flooding
Policies:

- | | |
|-------|--|
| EN P5 | Maintain Shoal Creek as an amenity that provides for storm water management and habitat for wildlife. |
| EN P6 | Integrate natural storm water abatement techniques and green infrastructure into developments and public projects. |
| EN P7 | Design green infrastructure that does not inhibit pedestrian walkways and bicycle lanes. |

Actions:

- | | |
|-----------|--|
| EN A14 | Promote Adopt-a-Creek program for North Shoal Creek. (NSCNA, NPCT, Keep Austin Beautiful (KAB)) |
| EN A15 | Work with area residents and businesses to reduce trash from entering North Shoal Creek. (WPD) |
| EN A16 | Encourage participation in the environmental programs with the Watershed Protection Department. (WPD, NSCNA) |
| EN A17 | Work with neighborhood groups and organizations to educate neighborhood residents and businesses about water conservation strategies and resources (e.g. discounts for rain barrel purchases). (NSCNA, NPCT, Austin water conservation programs) |
| EN A18 | Incorporate stormwater solutions whenever possible into the right-of-way to assist with flood mitigation, traffic calming, and the creation of safer pedestrian and bicycle routes. (PW, WPD, NSCNA, NPCT) |
| * EN A19 | Mitigate flooding in identified priority areas: |
| * EN A19a | Intersection of Penny Lane with Rockwood Lane, |
| * EN A19b | Area abutted by homes in between Little Laura Drive and Benbrook Drive, |
| * EN A19c | On Steck Avenue and railroad crossing, |
| * EN A19d | Intersection of Buell Avenue with Stillwood Lane, |
| * EN A19e | Millway Drive from Crosscreek Drive to Daleview Drive, |
| * EN A19f | Rockwood Lane from Steck Avenue to Anderson Lane, |
| * EN A19g | Dead end street of Stillwood Lane, |
| * EN A19h | Area abutted by homes in between Rockwood Lane and Briarwood Lane, |
| * EN A19i | Area abutted by homes in between Charlwood Drive and Steck Avenue, |
| * EN A19j | Parking lot of Playland Skate Center on McCann Drive, |
| * EN A19k | Apartments/condos on Mossrock Drive and Shoal Creek Boulevard, |

Appendix

*	EN A19l	Along Shoal Creek and Daleview Drive, and;
*	EN A19m	Stillwood in between Steck Avenue and Penny Lane.
*	EN A19n	Parkdale Drive and Ashdale Drive
	EN A20	Incorporate green infrastructure along the right-of-way on Shoal Creek Blvd. (PW, WPD)
	EN A21	Incorporate green infrastructure along the right-of-way on Anderson Lane. (PW, WPD)
	EN A22	Incorporate green infrastructure along the right-of-way on Burnet Road. (PW, WPD)
	EN A23	Work with TxDOT to incorporate green infrastructure in the right-of-way on the Mopac frontage road. (TxDOT, PW, WPD)
	EN A24	Work with TxDOT to incorporate green infrastructure in the right-of-way on the US 183 frontage road. (TxDOT, PW, WPD)
	EN A25	Promote storm water management techniques to property owners. (PW, NSCNA, NPCT)
	EN A26	Promote energy efficiency strategies and resources. (AE (green building), WPD, NSCNA, NPCT)

QUALITY OF LIFE

Goal#1: Maintain and add quality public facilities and services.

Policies:

QL P1 Promote resources such as the North Village Branch Library and Pillow Elementary.

Actions:

QL A1 Promote North Village Branch Library events and resources through flyers, online presence, and traditional media for large events. (Austin Public Library (APL))

QL A2 Complete needed maintenance of Pillow Elementary School, including replacement of roof. (AISD)

QL A3 Resurface and improve Pillow Elementary School track. (AISD)

QL A4 Promote use of Pillow School facilities such as cafeteria, new library and remodeled gym. (NSCNA, Pillow Elementary School Parent Teacher Association (PTA))

QL A5 Explore potential to partner with Pillow Elementary School to apply for Cities Connecting Children to Nature Pilot Program. (NSCNA, AISD, PARD)

Related Actions/Policies to Quality of Life goal #1:

MC A14 In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (SCC)

MC A15 Create a public greenbelt along the west side of Shoal Creek from Anderson Lane to Steck Avenue. (PW, Austin Urban Trails, WPD, NPP, NSCNA, NPCT, SCC, Property Owners)

Goal#2: Provide a diverse range of shops and services for area residents and visitors.

Policies:

QL P2 Ensure businesses can be adequately accessed by pedestrians, bicycles, and vehicles.

QL P3 Support and encourage local businesses.

QL P4 Encourage new and renovated spaces for businesses of all sizes.

QL P5	Seek innovative solutions to potential business challenges (such as parking).
Goal #3: Provide quality jobs in commercial areas so residents can walk or bike to work; continue to provide job opportunities along Shoal Creek Boulevard.	
QL P6	Retain the strong base of office and low-intensity industrial jobs.
Actions:	
QL A6	Conduct an economic development strategy study based on market analysis and robust input from existing businesses and residents. (Austin Economic Development Department (EDD), NPCT)
QL A7	Implement actions identified in the economic development strategy study.
QL A8	Inform property owners and businesses about the North Shoal Creek Neighborhood Plan, zoning regulations, and opportunities for redevelopment. (NPCT, PAZ, NSCNA)
QL A9	Inform business owners of programs designed to assist in retaining and promoting their business. (NPCT, EDD)
QL A10	Inform property owners and businesses of any other local incentives available for redevelopment, including SMART housing incentives, or other economic development incentives. (NPCT, EDD, NHCD)
QL A11	Assist property owners in providing affordable housing as part of their development and providing funding information. (NHCD)
Goal#4: Promote health throughout the neighborhood by promoting active lifestyles, improving access to recreational spaces and opportunities, and increasing the safety of pedestrians and bicyclists.	
Policies:	
QL P7	Make it more pleasant to walk to nearby commercial and recreational spaces.
QL P8	Provide more healthy food options within the neighborhood.
QL P9	Promote active lifestyles and provide recreational spaces and opportunities.
Actions:	
QL A12	Complete construction of the community garden at Pillow Elementary School. (NSCNA, NPP)
QL A13	Coordinate workshops on organic gardening at the new community garden. (NSCNA, Sustainable Food Center (SFC), Texas A&M AgriLife Extension Service)
QL A14	Encourage composting through education and a compost cooperative/exchange. (NSCNA, Austin Resource Recovery (ARR))
QL A15	Coordinate with Pillow School to use the Community Garden for food production and education (NSCNA, AISD)
QL A16	Encourage parent or faculty participation in the Austin Area School Garden Collaborative (greeningyourschoolyard.com). (AISD, Pillow PTA, OoS)
QL A17	Promote programs to provide healthy food to seniors. (APH)
QL A18	Explore options to provide healthy foods and produce within the neighborhood, such as a farmer's market, through the Fresh For Less programs. (APH, OoS, NSCNA)
QL A19	Explore ways to educate families about healthy cooking through outreach and student curricula (SFC Happy Kitchen, AISD CATCH, Common Threads)
QL A20	Explore potential community events related to promotion of health, such as bike rides, tai-chi, etc. (NSCNA, local fitness groups)
QL A21	Coordinate with PARD to promote programs and activities for healthier youth, adults and seniors. (NSCNA, PARD)

QL A22	Coordinate with neighborhood partners to promote fitness and recreational facilities in the areas surrounding North Shoal Creek. (PARD & NSCNA)
Related Actions/Policies to Quality of Life goal #3:	
MC P5	Enhance the comfort and pedestrian environment along commercial corridors.
MC A14	In partnership with the Shoal Creek Conservancy, connect the Shoal Creek Trail through the planning area with enhanced pedestrian and bicycle infrastructure. (SCC)
MC A9	Improve bicycle facilities on Rockwood Lane from Steck Avenue to Burnet Road to facilitate movement through the neighborhood and out to activity corridors. (ATD)
QL A5	Explore potential to partner with Pillow Elementary School to apply for Cities Connecting Children to Nature Pilot Program. (NSCNA, AISD, PARD)
Goal#5: Encourage a sense of community.	
<i>Policies:</i>	
QL P10	Encourage interaction and collaboration among community stakeholders.
QL P11	Expand opportunities for interaction among the community.
<i>Actions:</i>	
QL A23	Continue to promote diverse participation in NSCNA meetings and events through increased outreach. (NSCNA)
QL A24	Continue to organize community-wide celebrations and events to encourage neighbors to meet each other. (NSCNA)
QL A25	Continue to keep residents informed of City projects and zoning/FLUM amendment requests. (NPCT, NSCNA)
QL A26	Continue to support informal community-building interactions such as block parties through neighborhood association and online platforms. (NSCNA)
QL A27	Continue to promote social support programs and life-long learning opportunities to residents through neighborhood association and online platforms. (NSCNA)
QL A28	Create a sense of place/identity around the neighborhood through unique public art on the Steck bridge over Shoal Creek. (NSCNA, NPP)
Goal#6: Promote safety and maintenance.	
<i>Policies:</i>	
QL P12	Increase awareness of safety and maintenance issues and prevention.
<i>Actions:</i>	
QL A29	Invite speakers from APD, Code, or other departments to address the neighborhood association about programs and reporting issues. (NSCNA, APD, Code)
QL A30	Alert neighborhood association and/or Nextdoor web site when a pattern of crime or vandalism is detected in the area. (APD, Code)
QL A31	Promote reporting of code violations via 311 to ensure minor issues don't become major problems. (NSCNA, Austin 311 Information Service (311))
QL A32	Explore re-activation of Neighborhood Watch program, reaching out to residents of apartment and condominium properties. (NSCNA, APD).
QL A33	Explore partnership opportunities for Adopt-a-street program. (KAB)
QL A34	Participate in public safety events such as National Night Out. (NSCNA, APD)
QL A35	Educate residents about resources for homelessness. (NSCNA, APH)

Character District (Future Land Use) <i>Allowed Zones</i>									
	Residential Core	Neighborhood Transition	Neighborhood Node	Mixed-use Activity Corridor	Activity Center	Buell Ave Special District	Commerce	Industry	Open Space & Preserve
SF-1	SF-1								
SF-2	SF-2				SF-2*				
SF-3	SF-3		SF-3	SF-3*	SF-3*				
SF-4A	SF-4A*	SF-4A	SF-4A	SF-4A*	SF-4A*				
SF-4B		SF-4B	SF-4B	SF-4B*	SF-4B*				
SF-5		SF-5	SF-5	SF-5	SF-5	SF-5			
SF-6		SF-6	SF-6	SF-6	SF-6	SF-6			
MF-1		MF-1	MF-1	MF-1	MF-1	MF-1			
MF-2		MF-2	MF-2	MF-2	MF-2	MF-2			
MF-3		MF-3	MF-3	MF-3	MF-3	MF-3			
MF-4			MF-4	MF-4	MF-4	MF-4			
MF-5			MF-5	MF-5	MF-5				
MF-6			MF-6	MF-6	MF-6				
MH	MH								
NO		NO	NO	NO	NO	NO	NO		
LO		LO	LO	LO	LO	LO	LO		
LR		LR*	LR	LR	LR	LR	LR		
GO			GO	GO	GO	GO	GO		
GR				GR	GR	GR	GR		
CS				CS	CS	CS	CS		
CS-1			CS-1*	CS-1	CS-1*		CS-1		
CH				CH*	CH*		CH*		
LI				LI*	LI*	LI*		LI	
IP								IP	
W/LO						W/LO*	W/LO*	W/LO	
MI								MI	
R&D								R&D	
P	P	P	P	P	P	P	P	P	P
AG	AG	AG	AG	AG		AG	AG	AG	AG
PUD			PUD*	PUD	PUD	PUD	PUD		
PDA				PDA	PDA	PDA	PDA	PDA	
TOD			TOD	TOD	TOD				
NBG					NBG				
-MU		-MU	-MU	-MU	-MU				
-VMU		-VMU	-VMU	-VMU	-VMU				

* Allowed, but not preferred in North Shoal Creek Neighborhood Planning Area

PUBLIC INPUT SUMMARY

The public input process was designed to be a collaborative effort between identified stakeholders, city planning staff, and various city departments to determine local assets and problem areas that would then inform the creation of a shared vision for the future of the planning area.

PUBLIC INPUT	
Event, Date, Participation numbers	Details
Initial Survey Closed on October 1, 2016 325 Respondents	This consisted of two surveys: an invitation-only survey to households with Austin Energy accounts, and an open survey for anyone to take. The survey asked participants how complete their neighborhood was, what would make it more complete, and what they liked best about the neighborhood.
Kickoff Workshop Held on October 1, 2016 49 Attendees	At the meeting there was a presentation on the neighborhood planning process and how it relates to Imagine Austin, an explanation of the process for the North Shoal Creek plan, and a brief overview of physical conditions and demographic trends for the area. Exercise topics and discussions for the first community workshop focused on the concept of complete communities, looking at existing conditions in the neighborhood, and thinking about places in the area that could potentially change in the future.
Workshop #2 Held on November 5, 2016 30 Attendees	The meeting re-introduced the neighborhood planning process, recapped the concepts covered in meeting #1, introduced participants to Sustainable Food Systems and the Transportation Department's Mobility Plans. Participants worked in groups of 5-10 people on several exercises, which were facilitated by the City Planning staff.
Workshop #3 Held on December 3, 2016 39 Attendees	The purpose of the third meeting was to help create a land use vision for the North Shoal Creek Neighborhood Planning Area. The first discussion focused on the elements that make up community character. Presenters discussed land use and zoning. Participants joined small groups for exercises. Additionally, there was a presentation on inclusive housing by the Department of Neighborhood Housing and Community Development.
Visual Preference Survey Closed on January 8, 2017 162 Respondents	The Visual Preference Survey consisted of a series of images, and questions about how appropriate the depicted development would be for different areas of North Shoal Creek. Each image contained multiple built form elements, each of which was ranked for each area of NSC.
Workshop #4 Held on January 21, 2017 40 Attendees	The focus of meeting #4 was to refine the community character vision for areas throughout North Shoal Creek. The Watershed Protection Department presented at the meeting as well. The results from Meeting #3's exercises were reviewed. The concept of character districts was reintroduced. A review of what the Future Land Use Map (FLUM) does and how it works took place. Also reviewed and presented were compatibility standards, how transitions are currently handled, and how community character relates to zoning.

PUBLIC INPUT

Event, Date, Participation numbers	Details
Pillow School Send-Home Survey Closed on February 1, 2017 43 Respondents	A flier announcing this survey was sent home with Pillow Elementary students (in both English and Spanish). Staff also held a workshop in Spanish to hear concerns from parents and collect written surveys. The survey asked what people like most about the neighborhood, what they would change, and if they had any other comments/suggestions.
Workshop #5 Held on February 25, 2017 47 Attendees	At this meeting we recapped highlights from Meeting #4 and turned to implementing the vision based on input collected at the first four workshops. Staff walked attendees through the plan structure and implementation, including how the FLUM interacts with Zoning, and formation of Neighborhood Plan Contact Teams. The discussion focused on the draft FLUM and priorities for the North Shoal Creek Neighborhood Plan. Participants joined a table for small group exercises where facilitators guided each exercise and helped record comments using flip charts and base maps.
Business Survey Closed on April 17, 2017 13 Respondents	A mailing was sent to all businesses (and owners) within the planning area announcing this online survey. Respondents were concerned about connectivity, traffic, property taxes and resistance to redevelopment.
Workshop #6 Held on April 22, 2017 33 Attendees	At this additional meeting we included a brief presentation to clarify identified concerns, with the majority of the time devoted to a facilitated discussion for participants to express additional ideas or concerns.
Draft Plan Open House Held on December 9, 2017 49 Attendees	The draft plan was presented at the final Open House. Input was collected on the draft FLUM, policies and actions. The Final Survey was available to fill out in paper format.
Final Survey Closed on January 8, 2018 70 Respondents	The final survey included a link to the draft plan, and asked respondents to look through the draft before completing the survey. The survey asked about the FLUM, policies and actions. It also assessed satisfaction with the planning process.

