

**Excerpted pages showing Planning Commission's changes to
the Draft North Shoal Creek Plan**

COMMUNITY CHARACTER

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.

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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



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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**Excerpted Pages from the Draft North Shoal Creek Plan, as
originally presented to Planning Commission**

COMMUNITY CHARACTER

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

Existing Conditions

WHAT ARE ACCESSORY DWELLING UNITS (ADUs)?

ADUs 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 house. While some ADUs are two-stories, they should not impinge on the privacy of neighbors. These units are an important tool to promote more affordable housing in the Residential Interior. ADUs are appropriate on lots with easy access to the back yard—either on corner lots or on lots with wide side yards.



Land Use Policies for Residential Interior

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

RI P2 Encourage subordinate, secondary housing units in locations that provide access and respect privacy.

Related Policies

EN P4 Establish a healthy and vibrant tree canopy.

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



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