

Travis County North Campus

5325, 5335, 5501 & 5555
Airport Boulevard



Master Plan Report March 25, 2010



FACILITIES MANAGEMENT DEPARTMENT

Roger A. El Khoury, M.S., P.E., Director



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MEMORANDUM

FMD Project: ABB35-03-09F-1R
FILE: 103

The following Powerpoint slides were presented to the Commissioners Court during the March 25, 2010 Worksession. The Master Plan Report, as presented herein, was subsequently adopted by Commissioners Court during the April 6, 2010 Voting Session.

The report is a collection of presentations, data, ideas and recommendations that are intended to become a starting point for the design team at such time the Commissioners Court approves new facilities or a remodel project at the North Campus.

Questions and comments may be directed to Jim Barr, AIA, LEED AP, Sr. Project Manager:

jim.barr@co.travis.tx.us or (512)854-9190

Travis County North Campus Master Plan Report March 25, 2010



5501, 5555, 5335 & 5325 AIRPORT BLVD.

The Planning Team

Architect – Travis County Facilities Management Department

Jim Barr, AIA, LEED AP, Sr. Project Manager

Kim Nguyen, AIA, LEED AP, Sr. Architectural Associate

Rick Avery, AIA, LEED AP, Project Manager

Civil Engineer - Urban Design Group

Laura Toups, P.E., LEED AP, Managing Partner

J. Segura, P.E., Project Engineer

Landscape Architect

Eleanor H. McKinney, ASLA, GRP

M.E.P. Engineer - Jose I. Guerra Consulting Engineers, Inc.

Rick Guerra, P.E., President/CEO

Shawn R. Allen, P.E., LEED AP, Vice President/Director, Mech/Elec Group

Joe H. McFatter Jr., P.E., Dept. Manager, Electrical Engineering

LEED Consultant

Sue Barnett, LEED AP, USGBC Faculty Emeritus

Neighbors

Ridgetop & Northfield Neighborhood Associations

North Loop Neighborhood Planning Team

Citizens

Existing North Campus User Groups

Travis County Facilities Management Department

Existing North Campus User Groups

5501 Building

- ◆ Tax Office
- ◆ County Clerk
- ◆ Print Shop and Imaging
- ◆ CES
- ◆ Wellness Clinic
- ◆ ITS Training Center
- ◆ HRMD Training Center
- ◆ Emergency Mgmt Services
- ◆ Criminal Justice Planning
- ◆ Dist. Clerk Jury Office

5555 Building

- ◆ Sheriffs Office
- ◆ Fire Marshals Office
- ◆ ITS Disaster Recovery

The North Campus

5501 Airport Blvd (acquired 2003)

Tax Office, County Clerk, District Clerk, RMCR, CES, ES, ITS, HRMD, Wellness Clinic, 6,000 SF Expansion Space

124,620 SF

376 Parking Spaces

7.18 acres

5555 Airport Blvd - Keith George Ruiz Building (acquired 2006)

Sheriff, Fire Marshal, ITS, 2,060 Expansion Space

58,000 SF

100 Parking Spaces

2.99 acres

5335 Airport Blvd (acquired 2008)

Vacant - Former Chair King Furniture Store

23,500 SF Building

161 Parking Spaces

2.73 acres

5325 Airport Blvd (pending acquisition 2010)

Currently in use as Chevron Gas Station/Fast Stop Convenience Store

Purchase agreement for Seller to continue to operate for 2 years

.36 acre

Travis County North Campus

51st St.

53½ St.

North
Campus

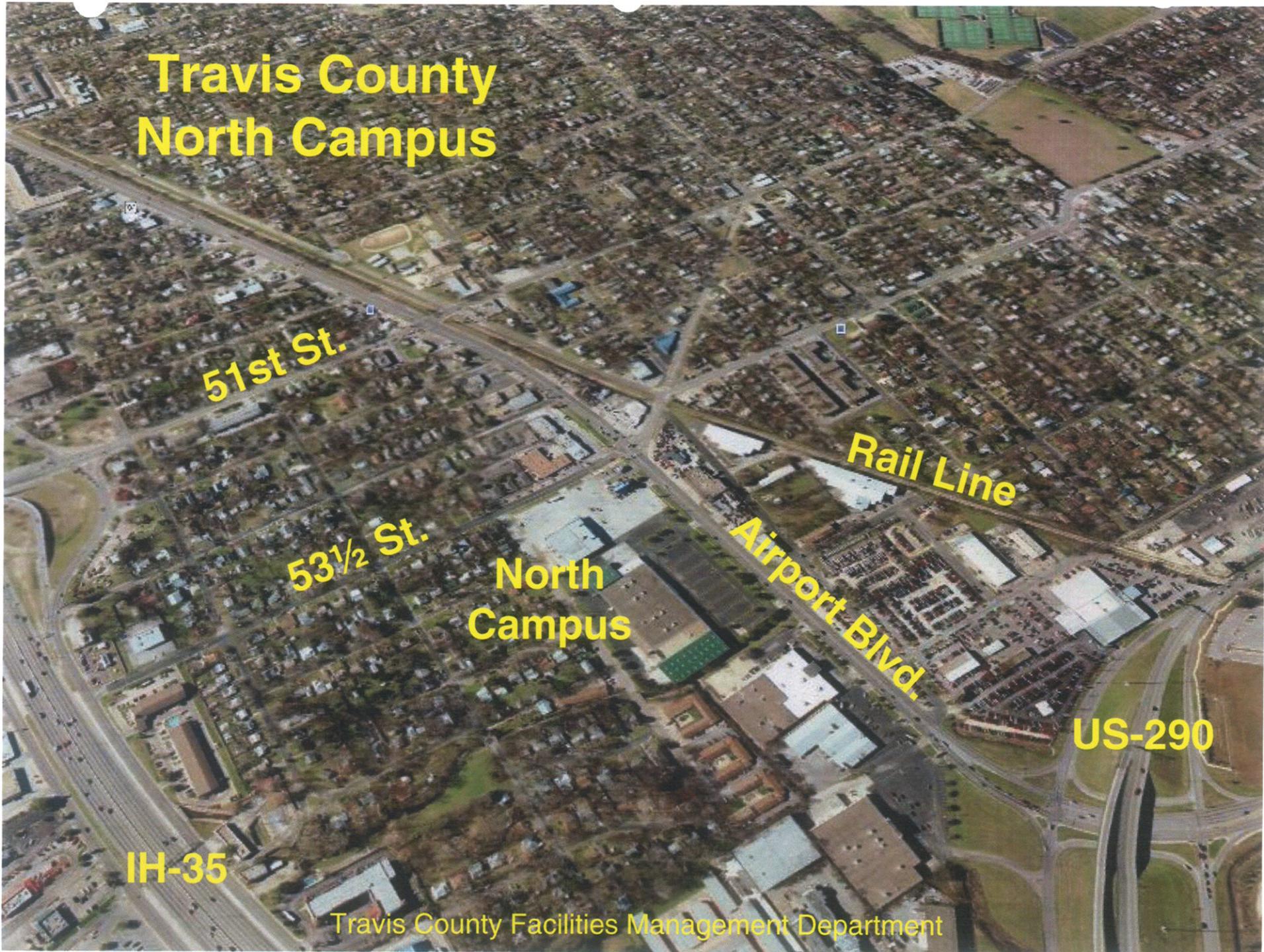
Rail Line

Airport Blvd.

US-290

IH-35

Travis County Facilities Management Department





Northfield

Ridgetop

TRAVIS COUNTY NORTH CAMPUS
MASTER PLAN

NEIGHBORHOOD MAP



Travis County Facilities Management Department

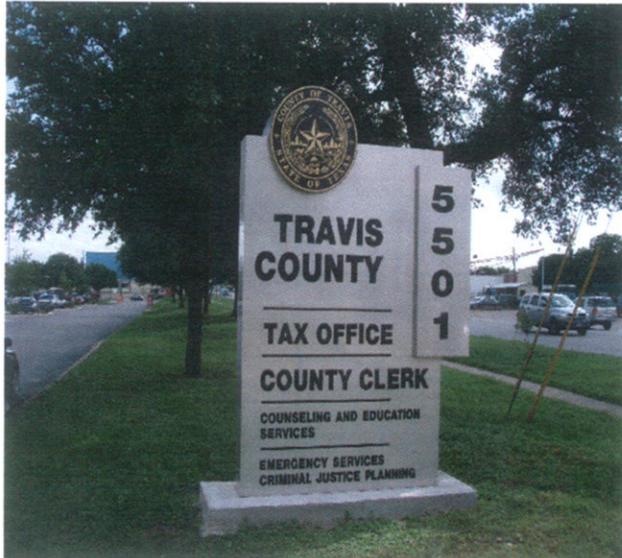
5335 Airport Blvd



5325 Airport Blvd



Travis County Facilities Management Department



5501 Airport Blvd



Travis County Facilities Management Department

Keith George Ruiz Building 5555 Airport Blvd



Travis County Facilities Management Department

Phasing Concepts

- **Phase 1**

- Redevelopment of 5335/5325 Airport Blvd

- **Phase 2**

- Redevelopment of 5501 Airport Blvd

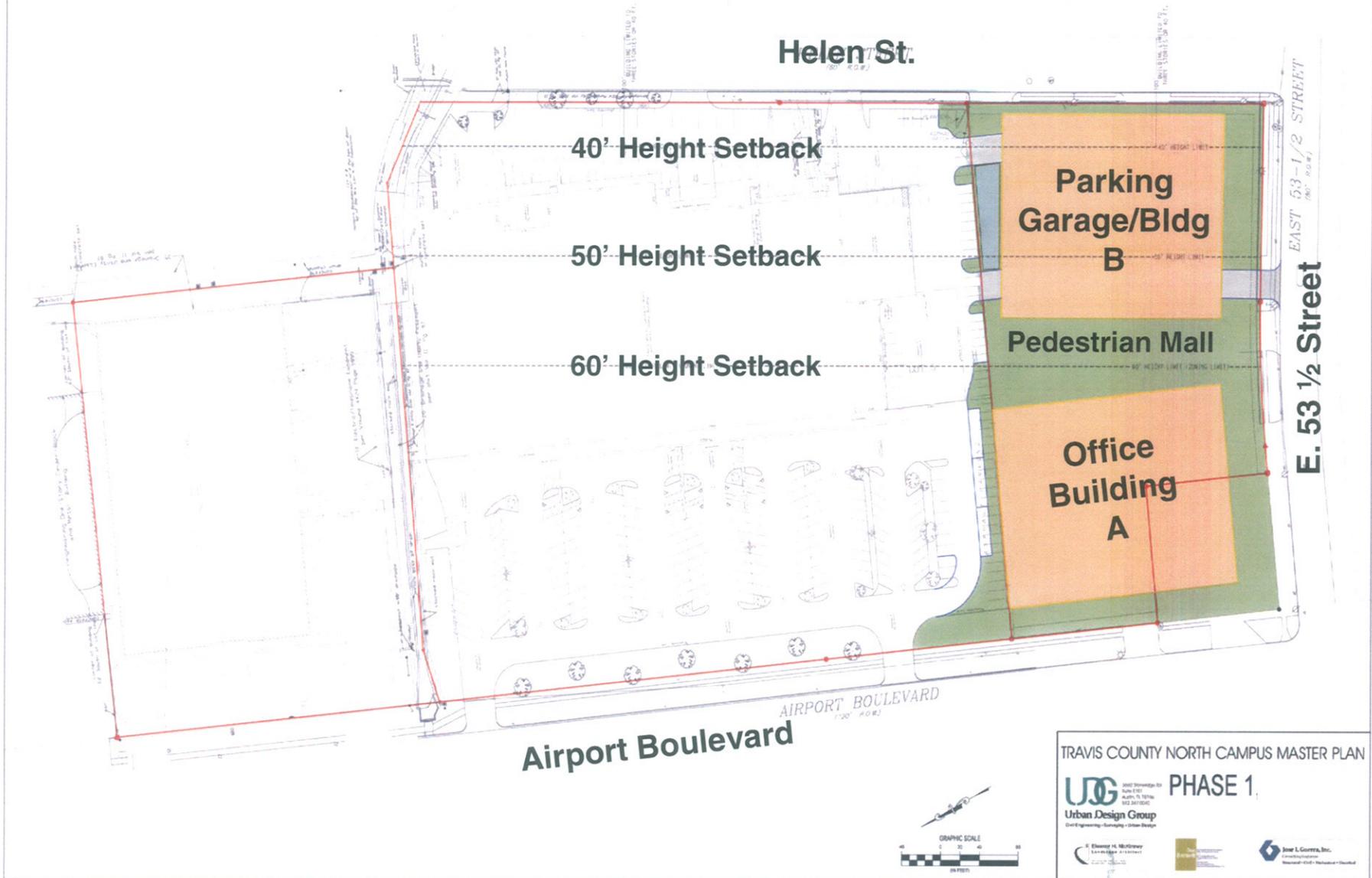
- **Phase 3**

- Redevelopment of 5555 Airport Blvd

Phasing Assumptions

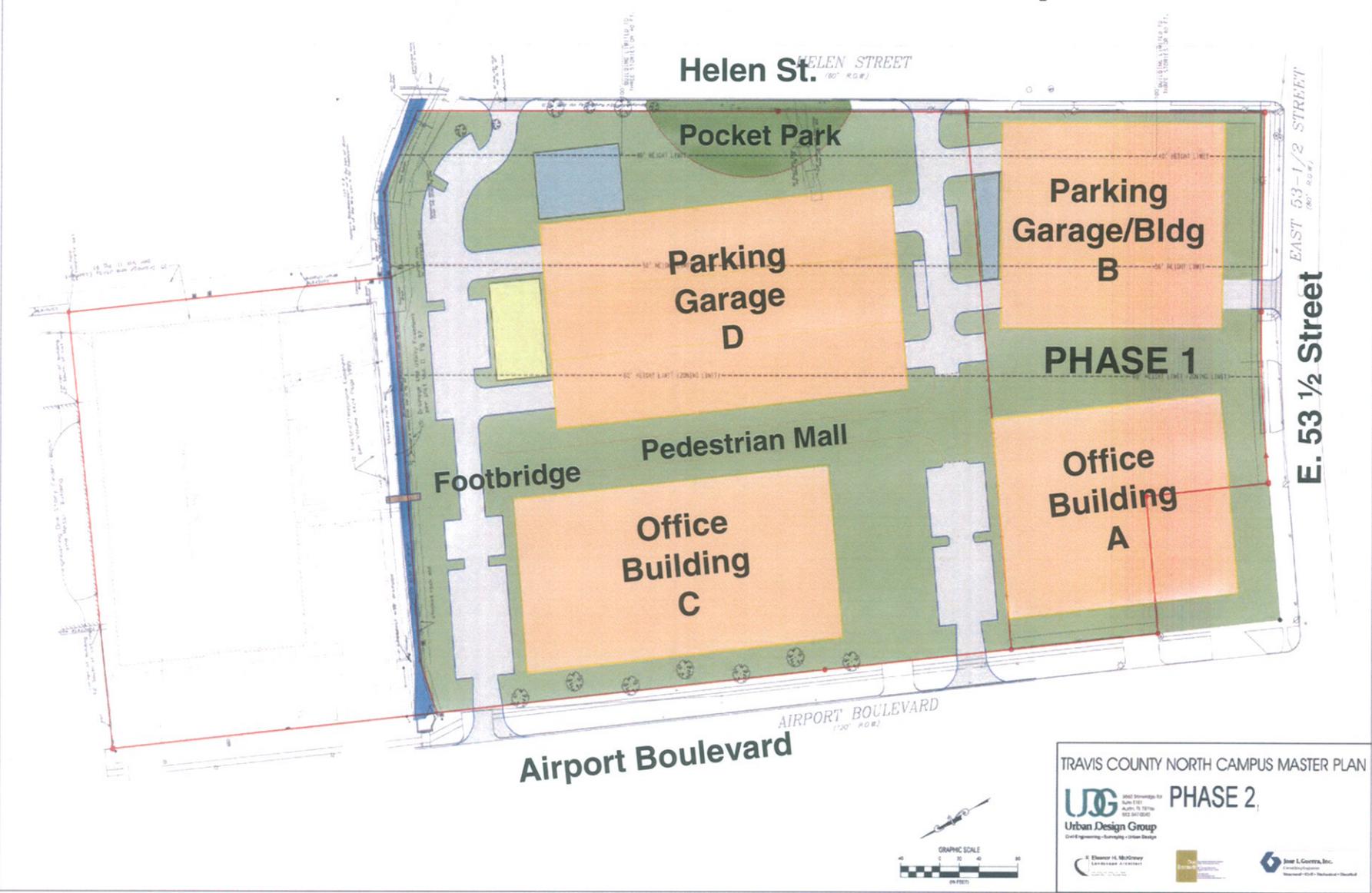
- Utilize existing facilities due to recent extensive remodel
- Phase 1 Redevelopment and optimal use of existing facilities will postpone Phases 2 and 3

North Campus Master Plan Phase 1 – Redevelopment of 5335/5325



Travis County Facilities Management Department

North Campus Master Plan Phase 2 – Redevelopment of 5501



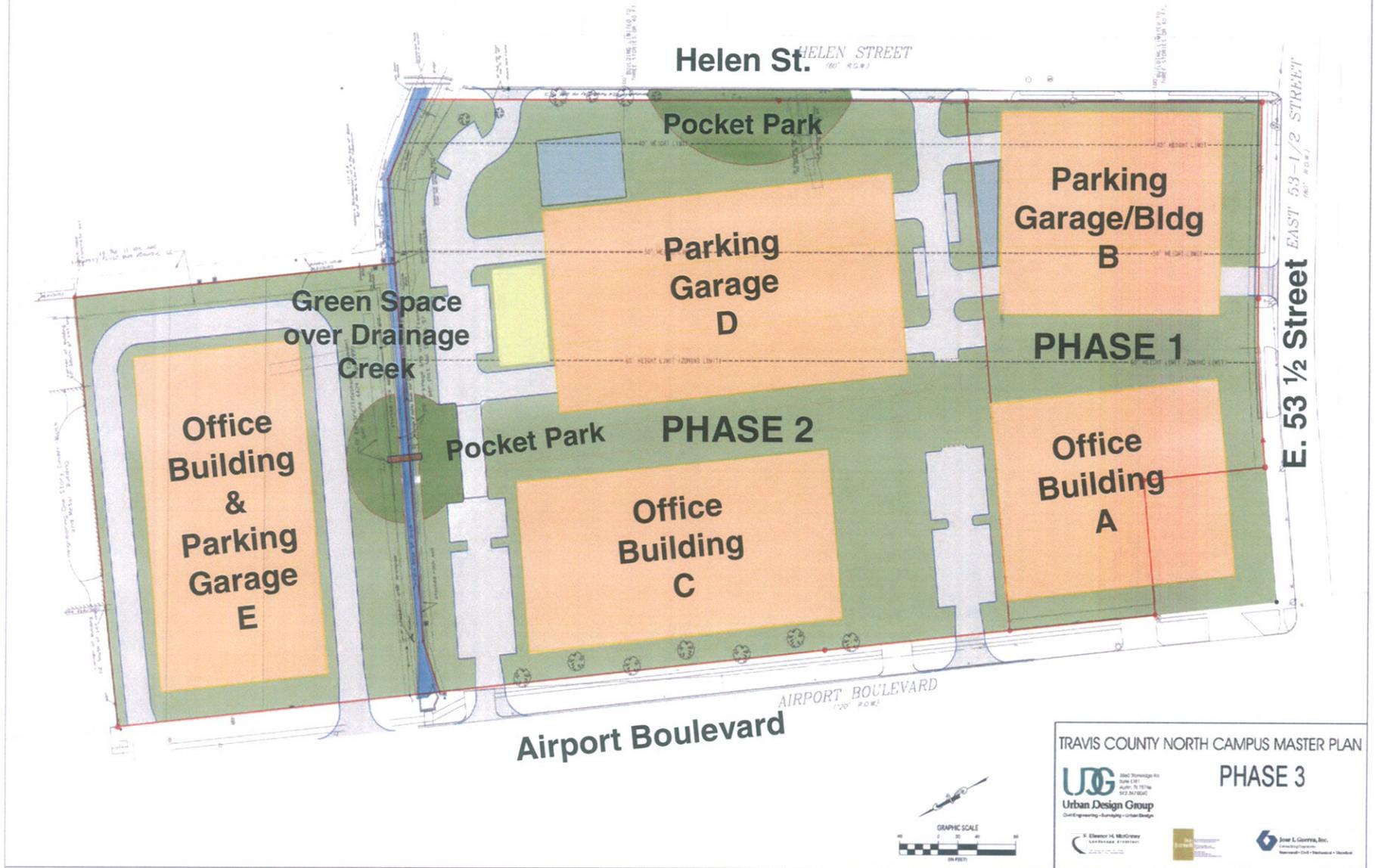
TRAVIS COUNTY NORTH CAMPUS MASTER PLAN
PHASE 2,

UDG Urban Design Group
Civil Engineering • Planning • Urban Design

Elmer H. McCreary
Landscape Architects

Joe L. Gentry, Inc.
Construction Management

North Campus Master Plan Phase 3 – Redevelopment of 5555



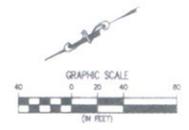
Travis County Facilities Management Department



The background of the slide is a detailed architectural site plan. It shows a large rectangular area with a grid of streets and building footprints. At the top, it is labeled 'AIRPORT BOULEVARD'. The plan includes various annotations, dimensions, and a north arrow in the bottom left corner. The text 'PHASE 1 REDEVELOPMENT 5335/5325' is overlaid in large, bold, black letters in the center of the plan.

PHASE 1 REDEVELOPMENT 5335/5325

Travis County Facilities Management Department



rendering by Eleanor McKinney, ASLA, GRP

CONCEPTUAL SITE PLAN

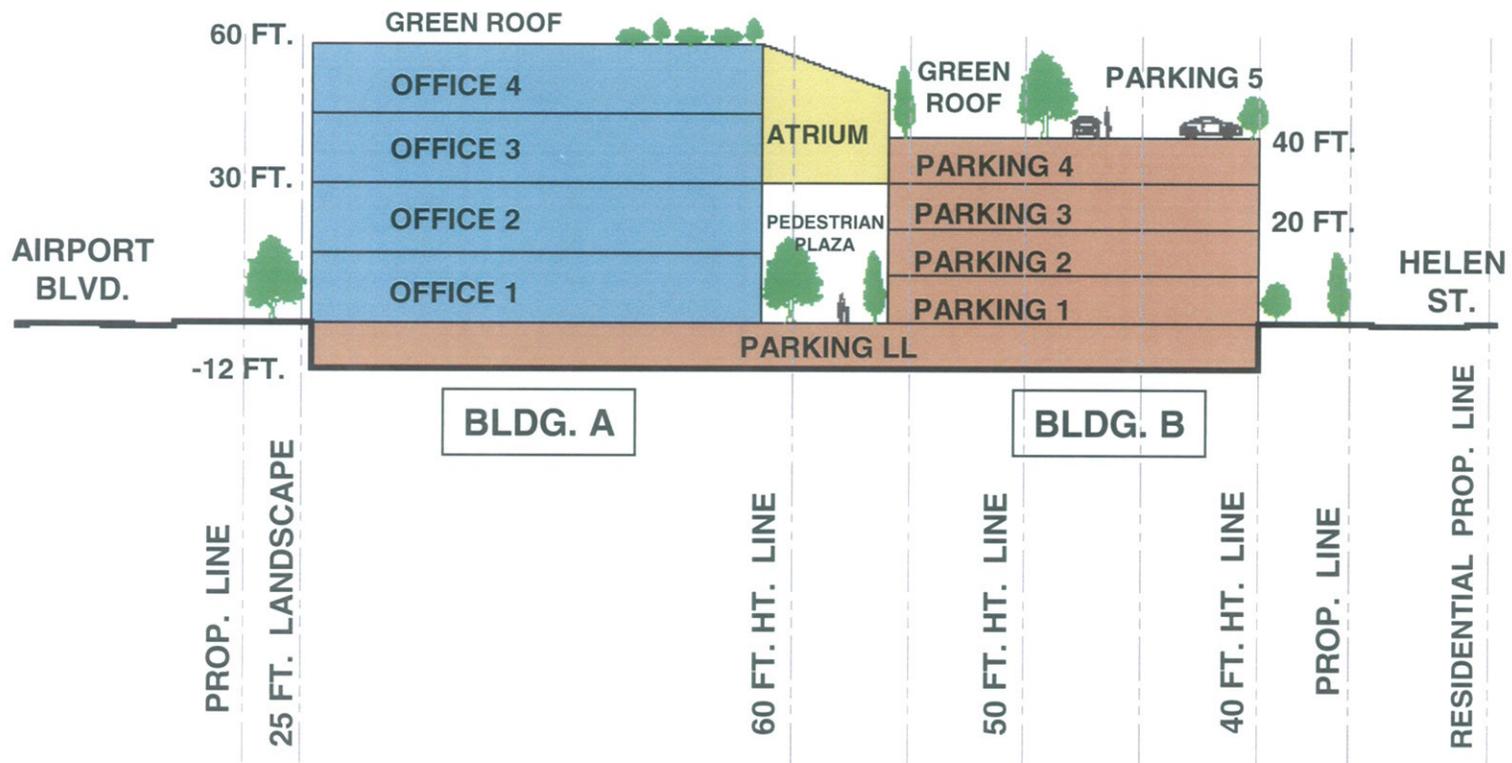
Travis County Facilities Management Department

TRAVIS COUNTY NORTH CAMPUS MASTER PLAN

UDG
Urban Design Group
Civil Engineering • Surveying • Urban Design

Eleanor H. McKinney
ASLA, GRP

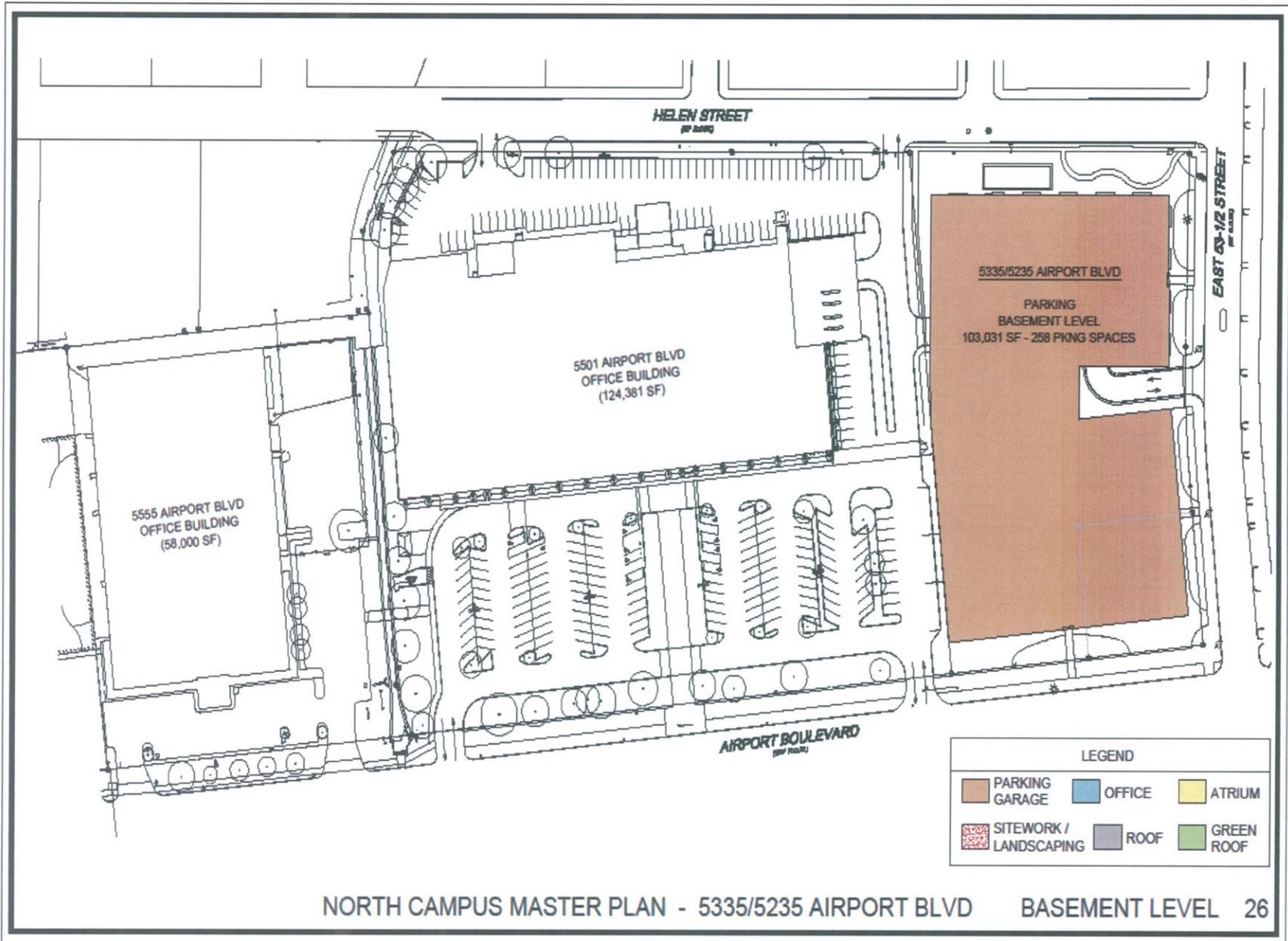
Jose L. Guerra, Inc.
Landscape Architecture

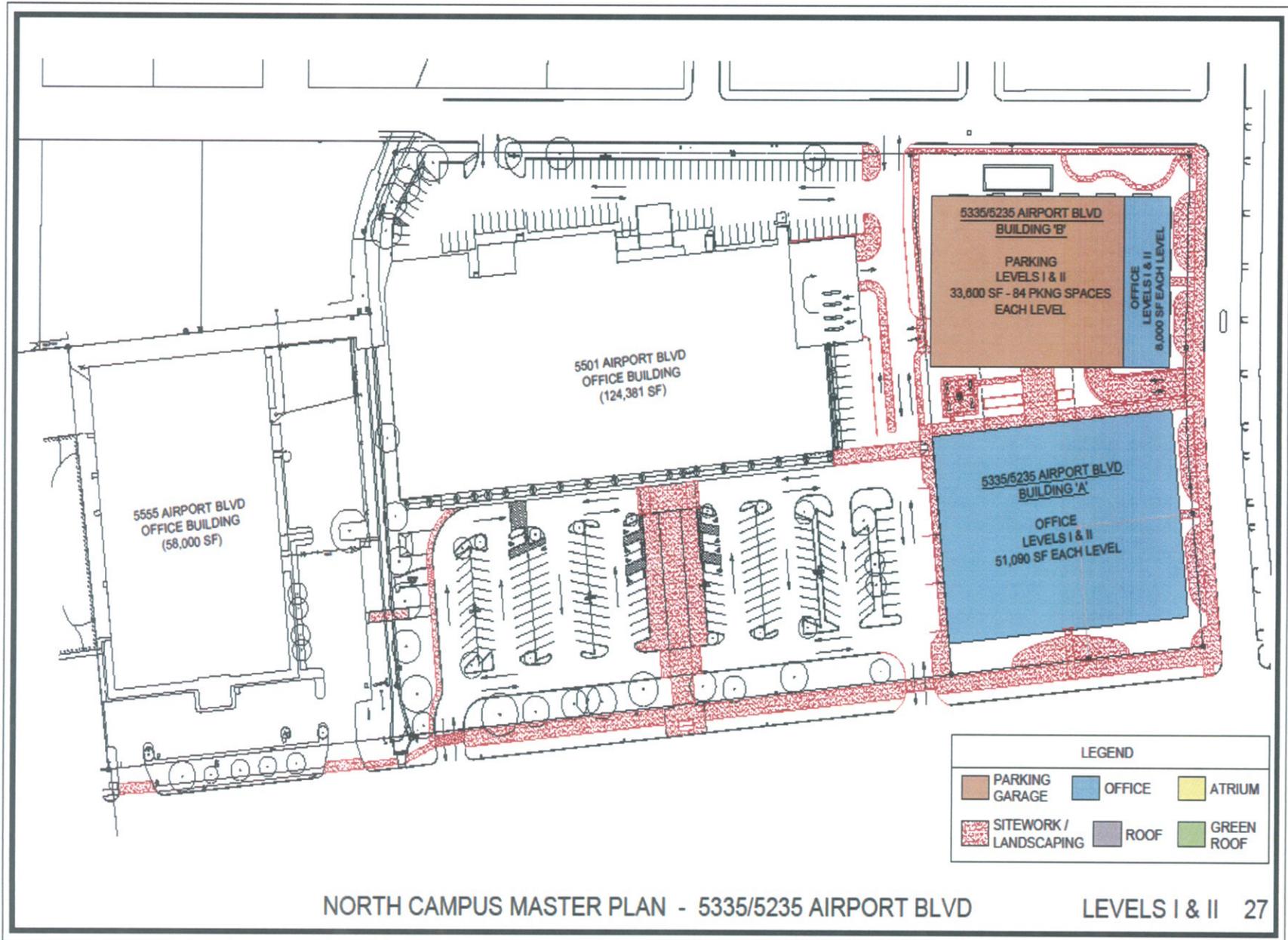


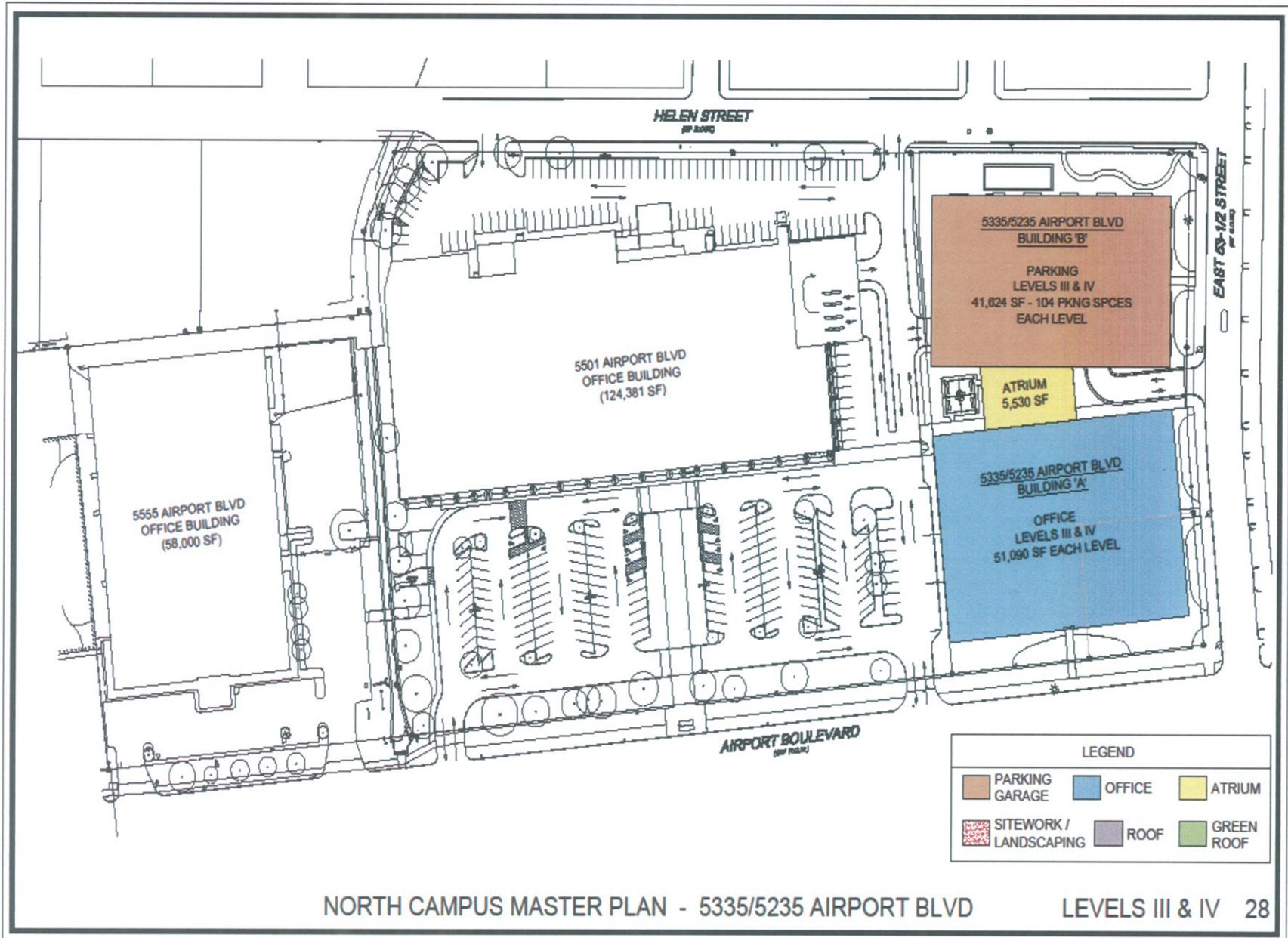
PHASE 1
CONCEPT BUILDING SECTION
 5335/5325 AIRPORT BLVD.

LEGEND

	PARKING		OFFICE		ATRIUM
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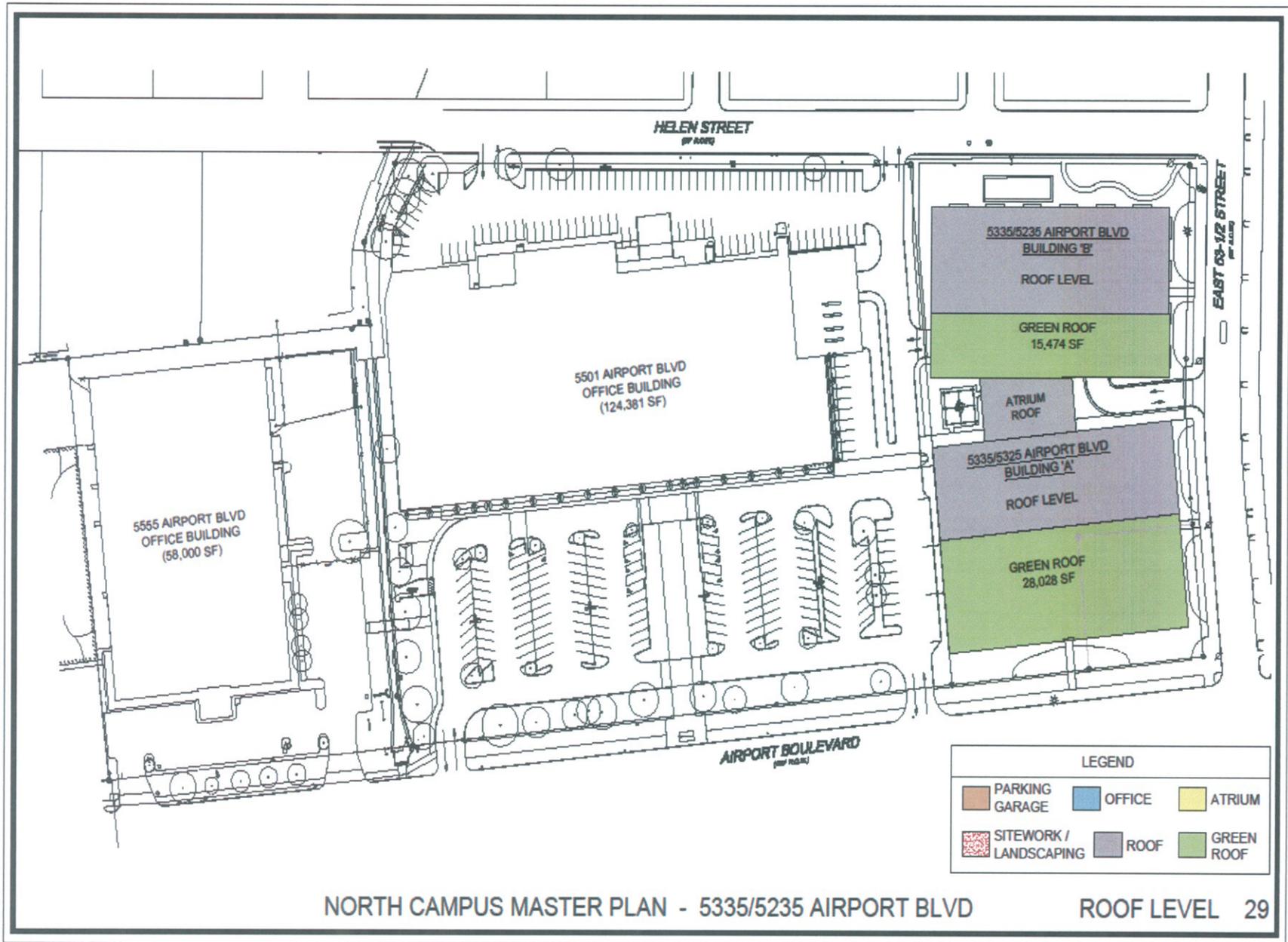


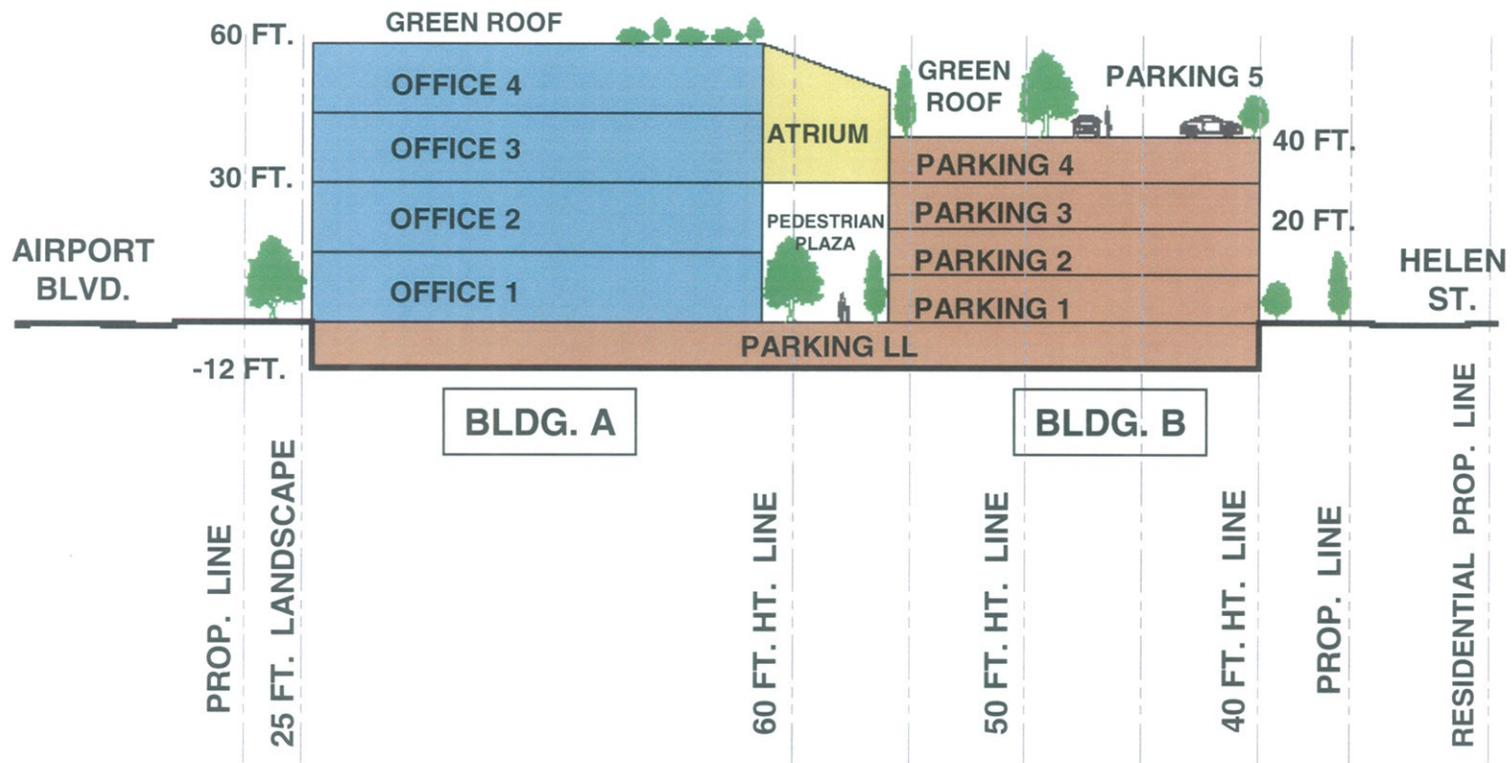




NORTH CAMPUS MASTER PLAN - 5335/5235 AIRPORT BLVD

LEVELS III & IV 28





PHASE 1
CONCEPT BUILDING SECTION
 5335/5325 AIRPORT BLVD.

LEGEND		
 PARKING	 OFFICE	 ATRIUM

PHASE 1 REDEVELOPMENT

Potential Maximum Build-out 5335/5325 Airport Blvd

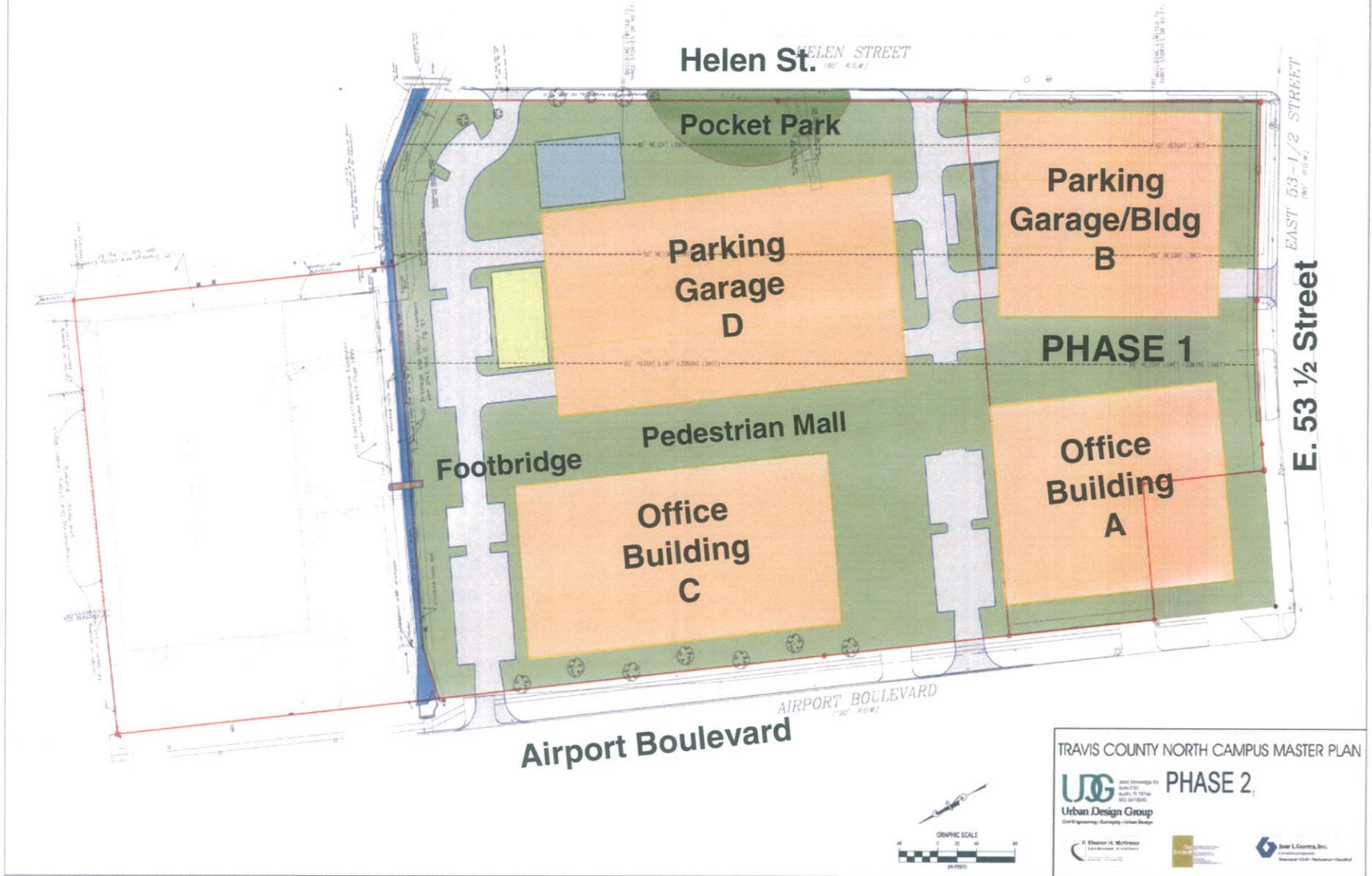
	Building A	Building B		
	Office SF	Office SF	Parking SF	Spaces
Lower Level	0	0	103,031	258
Level One	51,090	8,000	33,600	84
Level Two	51,090	8,000	33,600	84
Level Three	51,090	0	41,624	104
Level Four	51,090	0	41,624	104
Roof Level	0	0	26,110	65
Subtotal	204,360	16,000		
TOTAL	220,360		279,589	699



PHASE 2 REDEVELOPMENT 5501

Travis County Facilities Management Department

North Campus Master Plan Phase 2 – Redevelopment of 5501



Travis County Facilities Management Department

PHASE 2 REDEVELOPMENT

Potential Maximum Build-out 5501 Airport Blvd

	Building C	Parking Garage D	
	SF	SF	Spaces
Lower Level	0	0	0
Level One	51,200	67,332	168
Level Two	51,200	67,332	168
Level Three	51,200	67,332	168
Level Four	51,200	67,332	168
Roof Level	0	26,110	65
TOTAL	204,800	295,438	739

TRAVIS  COUNTY

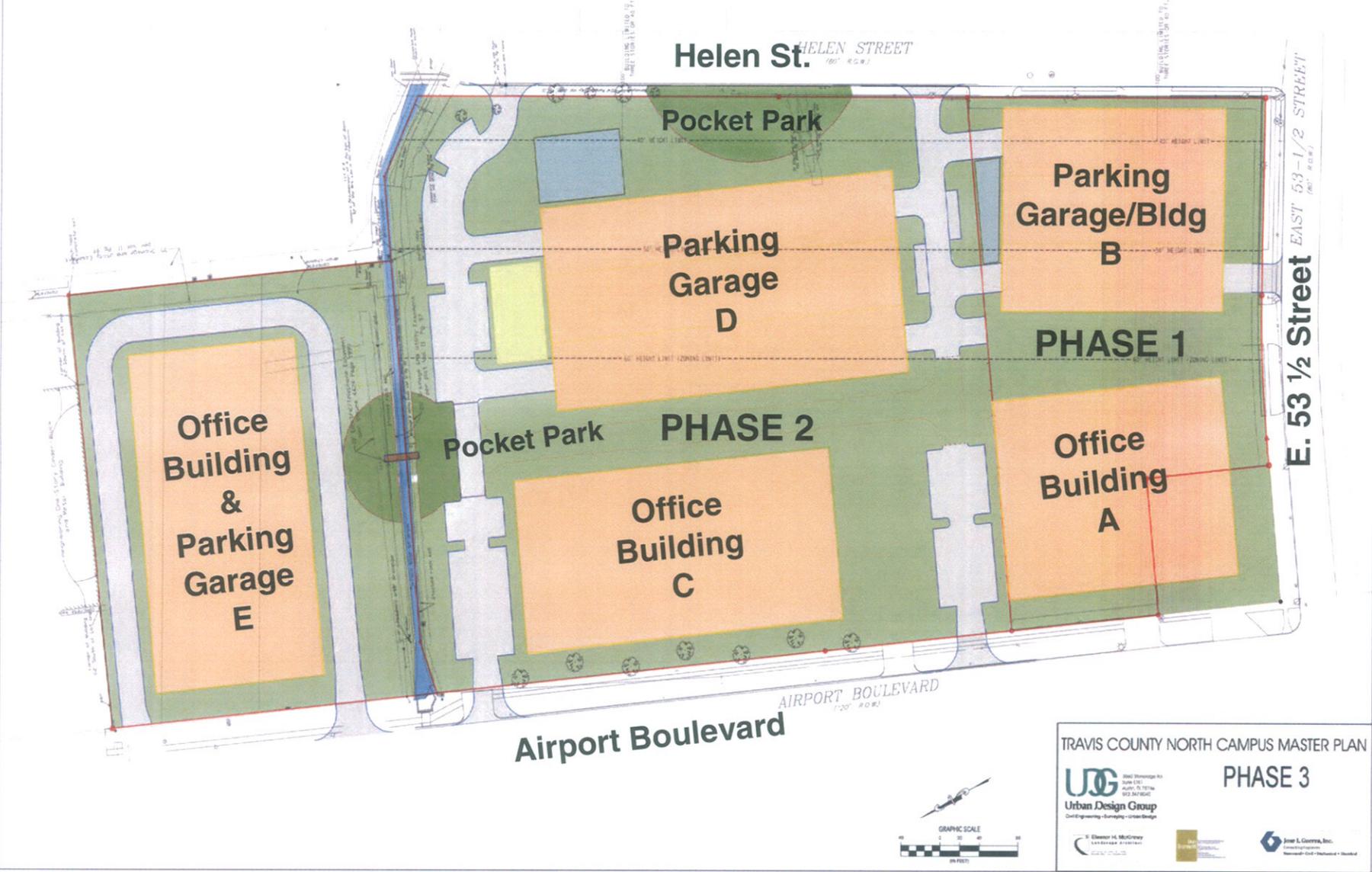
KEITH GEORGE RUIZ
BUILDING

5555

PHASE 3 REDEVELOPMENT

Travis County Facilities Management Department

North Campus Master Plan Phase 3 – Redevelopment of 5555



Travis County Facilities Management Department

PHASE 3 REDEVELOPMENT

Potential Maximum Build-out 5555 Airport Blvd

	Building E		
	Building SF	Parking SF	Spaces
Lower Level	0	0	0
Level One	29,200	23,900	59
Level Two	29,200	23,900	59
Level Three	29,200	23,900	59
Level Four	0	23,900	59
TOTAL	87,600	95,600	236

North Campus Build-out Summary

Potential Maximum Campus Build-out

	Office SF	Parking SF	Parking Spaces
Building A	204,360	0	0
Building B	16,000	279,589	699
Building C	204,800	0	0
Building D	0	295,438	739
Building E	87,600	95,600	236
TOTAL	512,760	670,627	1,674

Existing Campus Build-out

	Office SF	Site Parking SF	Parking Spaces
5335 Bldg	23,500	82,600	175
5501 Bldg	124,831	160,580	342
5555 Bldg	58,000	39,600	100
TOTAL	206,331	282,780	617

Area and Parking Build-out Increase

TOTAL	306,429	387,847	1,057
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The seal of Travis County, Texas, is centered in the background. It features a five-pointed star in the center, surrounded by a wreath. The text "COUNTY OF TRAVIS" is arched above the star, and "STATE OF TEXAS" is arched below it. The year "1839" is inscribed at the bottom of the seal.

RECOMMENDATIONS

Travis County Facilities Management Department

GOALS

1. **Build Expansion Space For County Departments**
2. **Facilitate Effective Delivery Of County Services**
3. **Ensure Vehicular And Pedestrian Safety**
4. **Provide For A Safe And Secure Campus**
5. **Create Amenities For Staff, Visitors And Neighbors**
6. **Achieve LEED And Sustainability Goals**

Development Guidelines

- ◆ Office Buildings in front along Airport Blvd.
- ◆ Parking Garages in back along Helen St.
- ◆ Office space integrated with parking garage, particularly at ground level
- ◆ Coordinate with public transportation opportunities to the greatest extent possible
- ◆ Conform to City of Austin Core Transit Corridor and Commercial Design Guidelines

Development Guidelines (continued)

- ◆ Uniform internal and external wayfinding system throughout the campus
- ◆ Develop pedestrian mall and plaza concept
- ◆ Provide walking paths for staff and public
- ◆ Maximize landscaping and site shading
- ◆ Landscape buffers alongside public streets
- ◆ Pocket Parks accessible to neighborhood, County staff and visitors

NEXT STEPS

- **Commissioners Court Approval of North Campus Master Plan as presented today**
- **Move Forward on Programming and Planning Guides by PBO, FMD and Existing North Campus User Groups**
- **Continue Meetings and Communication with Neighborhood Groups and Citizens per Neighborhood Resolution of May 20, 2008**
- **Monitor City of Austin Initiatives for Airport Blvd. Corridor Development**
- **Update North Campus Master Plan as Needed**

Travis County North Campus

5325, 5335, 5501 & 5555
Airport Boulevard



Master Plan Report
March 25, 2010



Travis County Facilities Management Department

Travis County North Campus Master Plan Report

Travis County Commissioners Court

Hon. Samuel T. Biscoe, County Judge
Commissioner Ron Davis, Precinct 1
Commissioner Sarah Eckhardt, Precinct 2
Commissioner Karen Huber, Precinct 3
Commissioner Margaret Gómez, Precinct 4

Travis County Facilities Management Department

Roger A. El Khoury, M.S., P.E., Director
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Joe H. McFatter Jr., P.E., Dept. Manager, Electrical Engineering

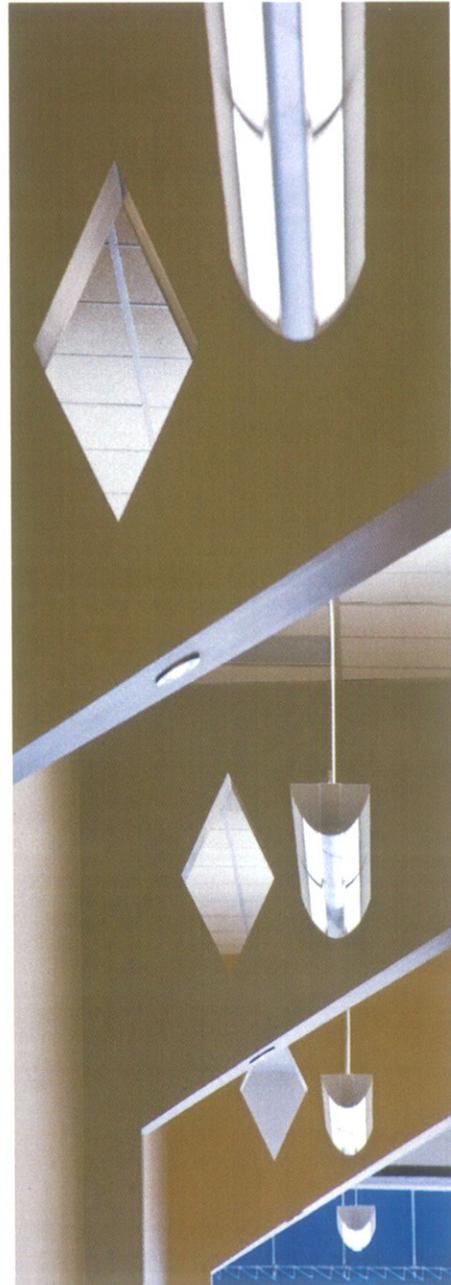
LEED Consultant – Sustainable Design Specialists

Sue Barnett, LEED AP, USGBC Faculty Emeritus

Travis County North Campus (NC) Master Plan Report

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- ◆ Introduction
- ◆ Existing NC User Groups
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- ◆ Development Guidelines
- ◆ Phase 1 Redevelopment
5335/5325 Sites
- ◆ Phase 2 Redevelopment
5501 Site
- ◆ Phase 3 Redevelopment
5555 Site
- ◆ Consultant Reports
- ◆ Appendix



Introduction

Master Planning for the highest and best use of the North Campus considers scenarios in which the sites could be developed in the short and long terms. Short term will likely be the design and construction of new facilities at 5335 and 5325 Airport Blvd.

The North Campus originated with the purchase of the old Builders Square store at 5501 Airport Blvd. in 2003 followed in 2006 with the Haverty's Furniture Store purchase at 5555 Airport Blvd. The Chair King Store at 5335 Airport Blvd. was purchased in 2007. At the time of this report the County is in the due diligence phase toward purchase of 5325 Airport Blvd., the corner site presently in use as a Fast Stop convenience store and gas station. For reference in this report discussion of redevelopment of the 5335/5325 sites will be referred to as Phase 1.

The long term outlook identifies potential options for remodeling or replacing the existing buildings. Redevelopment of the 5335/5325 Airport Blvd site will influence redevelopment of the other two campus sites. This consideration has influenced the concepts presented in this report. Recommendation for Phase 1 redevelopment includes landscape and hardscape remodeling on the adjacent 5501 Airport Blvd. site, particularly in the west and south parking lots and the Tax Office drive-thru area. These improvements can be relatively inexpensive but will significantly enhance the campus feel and help to meet several of the master plan goals which will be discussed later in this report.

Updates to this North Campus Master Plan will be made by the Facilities Management Department as decisions by Commissioners Court are received. The work of the Central Campus Planning Team and potential downtown real estate purchases are expected to influence the course and schedule of North Campus redevelopment.

The 5335 Airport Blvd. site includes a 23,500 SF structure originally built as a Safeway grocery store and was most recently the Chair King furniture store. This building is approved for demolition in 2010. In the interim, prior to Phase 1 redevelopment, the site will be used for overflow parking for Tax Office and County Clerk customers and for various County and community temporary uses approved by Commissioners Court. Remodeling will likely occur over time at the 5501 and 5555 Airport Blvd. facilities until such time the County determines that expansion or replacement are appropriate.



Introduction (continued)

Eventual construction of Phase 1 is anticipated to be a combination of general office space and parking garage. Some of the parking can be underground and the resulting buildings can be apportioned to suit the need. Over the lifespan of these buildings, perhaps as long as 80 years, they will be remodeled many times. The initial design should therefore be flexible and adaptable as tenants and technology change. The goals and design guidelines, which will be further developed as an ongoing process, lay the groundwork for a quality redevelopment that will be economical, sustainable and attractive for decades.

Meetings have been held with the two bordering neighborhood groups, Ridgetop Neighborhood Association and Northfield Neighborhood Association. These meetings will continue and will develop the concepts approved by the Commissioners Court on May 20, 2008 titled Travis County Resolution for Civic Community Collaboration with the Ridgetop and Northfield Neighborhood Associations. These neighborhood groups and individual neighbors have been active in both community affairs and in the growth and development of the area. Much of their input is reflected in the conclusions and ideas presented in this master plan.

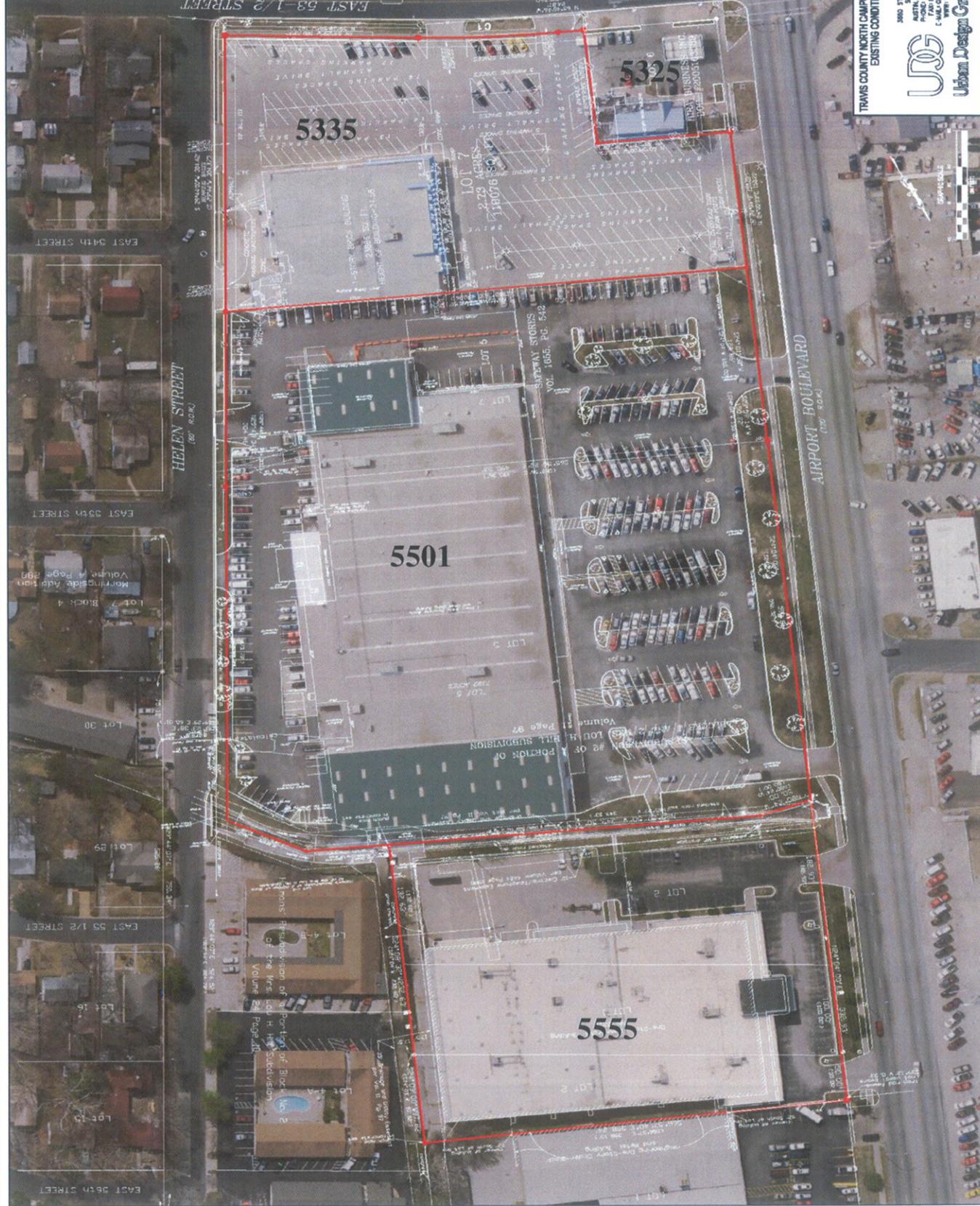
The City of Austin is embarking upon an initiative to test urban development concepts for the Airport Blvd. Corridor. At present the corridor has been defined as extending from the intersection of Lamar and Airport Blvds. South to where Airport Blvd. crosses IH-35. The Facilities Management Department will follow progress as the process engages neighbors, interested citizens and other government entities. Various County departments and offices will undoubtedly also be following this initiative to potentially implement form-based codes and to create financial incentives for private development.

The following Master Plan report will summarize the existing conditions at the North Campus, briefly identify relevant User Groups, layout concepts for Phase 1 and, more generally, touch on possible long-range redevelopment scenarios. The report also captures data that will be used to guide redevelopment. Although the work of the consultants is completed for this initial phase of the master plan, the Facilities Management Department will continue to add data, develop the concepts presented herein and edit the material to stay current with Commissioners Court decisions.

The North Campus

- ◆ **5335 Airport Blvd**
 - Vacant - Former Chair King Furniture Store
 - 23,500 SF Existing Building
 - 2.73 Acres
 - 161 Parking Spaces
- ◆ **5501 Airport Blvd**
 - Tax Office, County Clerk, District Clerk, RMCR, CES, ES, ITS, HRMD, Wellness Clinic, 6,000 SF Expansion Space
 - 124,381 SF Building
 - 7.18 Acres
 - 376 Parking Spaces
- ◆ **5555 Airport Blvd (Keith George Ruiz Building)**
 - Sheriff, Fire Marshal, ITS, 2,060 SF Expansion Space
 - 58,000 SF Building
 - 2.99 Acres
 - 100 Parking Spaces
- ◆ **5325 Airport Blvd**
 - Fast Stop Convenience Store
 - .36 Acre
 - Will continue to be operated as gas station/convenience store by Seller for 2 years

North-Campus survey laid over 2003 aerial view



TRAVIS COUNTY NORTH CAMPUS MASTER PLAN
EXISTING CONDITIONS

380 STONERIDGE ROAD
SUITE 201
AUSTIN, TEXAS 78758
PHONE (512) 347-5400
FAX (512) 347-5111
E-MAIL: INFO@UDG.COM
WWW.UDG.COM

UDG
Urban Design Group

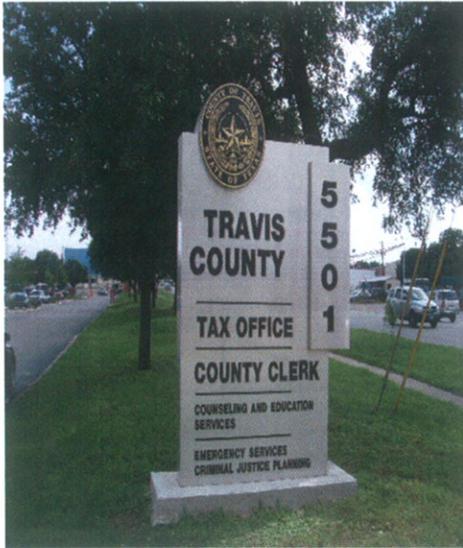
5335 Airport Blvd

(former Chair King Store)



5325
Airport Blvd.
Fast Stop
Convenience
Store located on
Lot 6 at the corner
of 53 1/2 St. and
Airport Blvd.

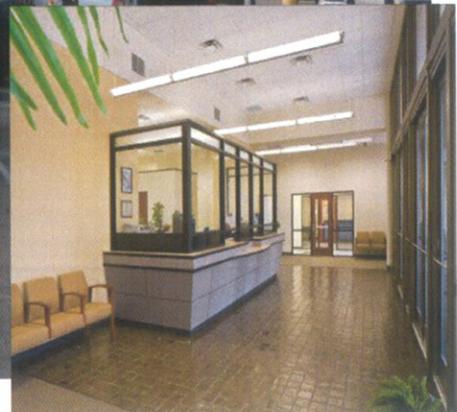
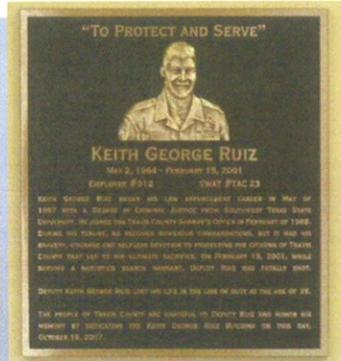




**5501
Airport Blvd**



Keith George Ruiz Building 5555 Airport Blvd



Existing North Campus User Groups

5501 Airport Blvd

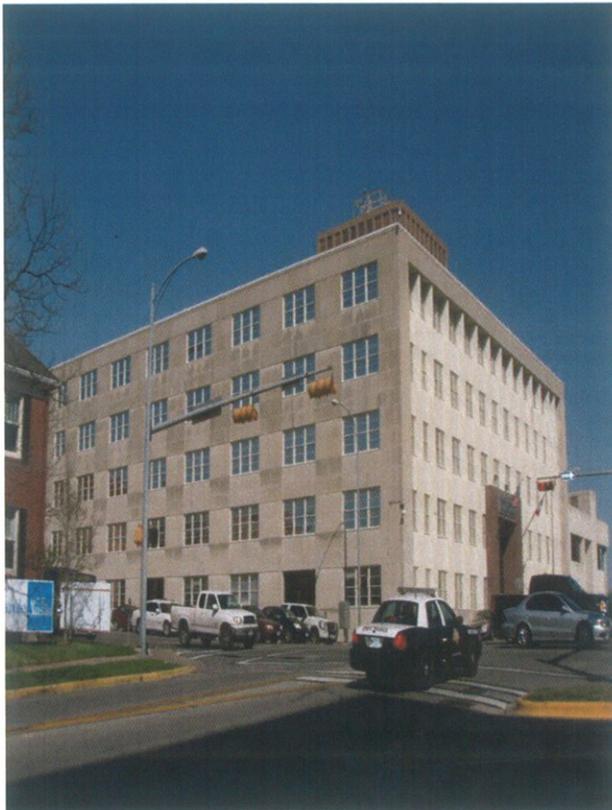
- ◆ Tax Office
- ◆ County Clerk
- ◆ Print Shop and Imaging
- ◆ CES
- ◆ Wellness Clinic
- ◆ ITS Training Center
- ◆ HRMD Training Center
- ◆ Emergency Management Services
- ◆ Criminal Justice Planning
- ◆ District Clerk Jury Management and Passport Office

5555 Airport Blvd

- ◆ Sheriffs Office
- ◆ Fire Marshals Office
- ◆ ITS Disaster Recovery Site
(tentative and vacant)

Potential North Campus User Groups

- ◆ Health and Human Service
- ◆ Transportation and Natural Resources Department
- ◆ Expansion space for existing Users
- ◆ ???



Decisions about which departments could, or should, be relocated to the North Campus will depend upon such factors as beneficial proximity to courts or central campus activities, need for public access, space requirements and specific operational needs.

The Tax Office and certain County Clerk Divisions, CES and the Sheriff's Office Administration have benefited by being relocated to the North Campus. Public access to services has been greatly improved for the 1000+ visitors each day by providing better parking and more easily accessible facilities.

Health and Human Services Department would be a logical candidate to move for the reasons cited above.

Potential North Campus User Groups (continued)

On January 19, 2010, the Commissioners Court voted to move approximately 42 Health and Human Services administrative staff from Palm Square (photo below) to a lease space near Highland Mall in North Austin. The terms of the lease are 12,000 SF for a five year period.

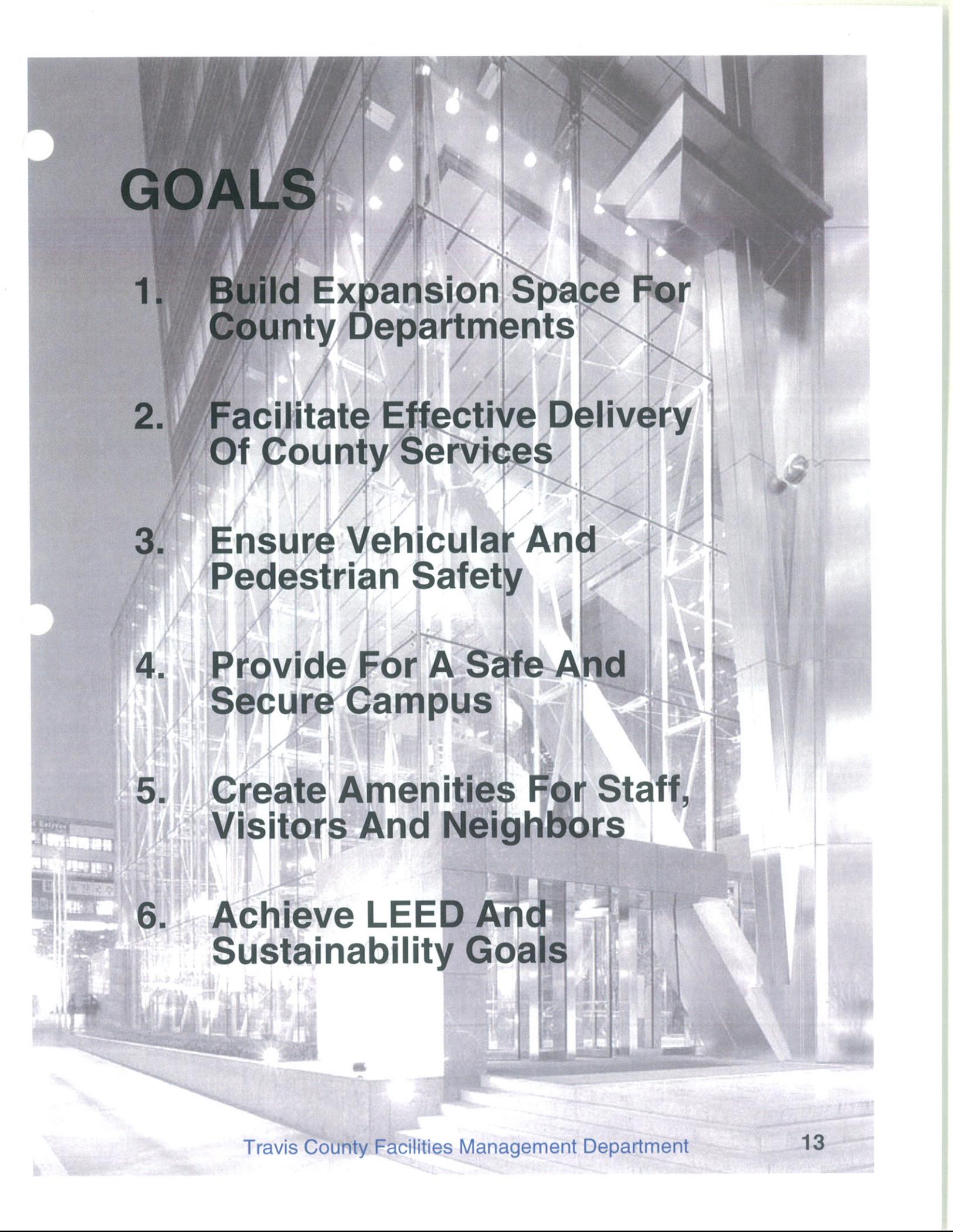
The Health and Human Services Department has been identified in the study as being one of the best fits to occupy future space at the North Campus because of the central easy access by clients from all over the county.

When taken as a whole, the existing buildings at the North Campus and any future facilities will combine to optimize space usage for many years into the future. Internal remodeling and relocation of departments can enable a flexibility in space usage that will allow achievement of the six goals identified in this report.

For instance, it is imaginable that the Tax Office or County Clerk could move into a new building on the 5335/5325 site and thereby create growth space within the 5501 building. These users, along with Counseling and Education Services, account for the majority of daily visitors. The volume of visitors and staff will surely grow as the County grows.

Determination of the occupancy and best use of the North Campus will be factored into the discussions of the evolving Central Campus. Later in 2010 programming and space needs assessments of the existing North Campus user departments will be conducted to assess future space needs.





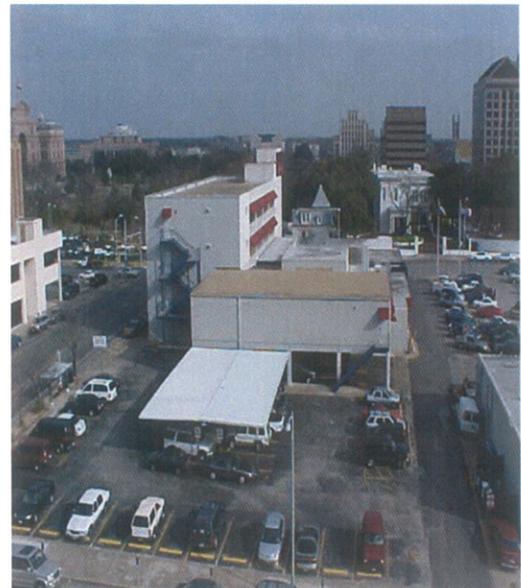
GOALS

1. **Build Expansion Space For County Departments**
2. **Facilitate Effective Delivery Of County Services**
3. **Ensure Vehicular And Pedestrian Safety**
4. **Provide For A Safe And Secure Campus**
5. **Create Amenities For Staff, Visitors And Neighbors**
6. **Achieve LEED And Sustainability Goals**

1. Build Expansion Space for County Departments

The concept of a new County campus outside downtown was partly to allow the valuable and finite real estate in the Central Campus to be devoted to expansion of court related programs. Additionally, space needs and access to high volume public services, such as those provided by the Tax Office and County Clerk, had become critical in the Central Campus. Although the original idea of locating a new campus at the Mueller Airport site did not happen, an opportunity was presented to acquire facilities on Airport Blvd. Purchase of the former Builders Square building at 5501 Airport Blvd. became the new location for the Tax Office and County Clerk. With additional purchases of the former Haverty's and Chair King stores land for the North Campus was realized.

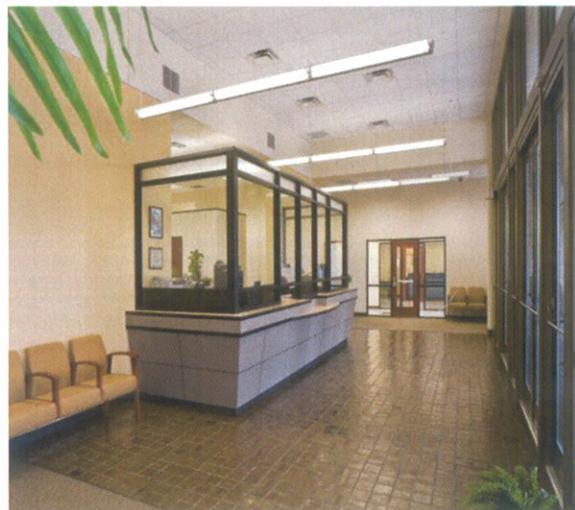
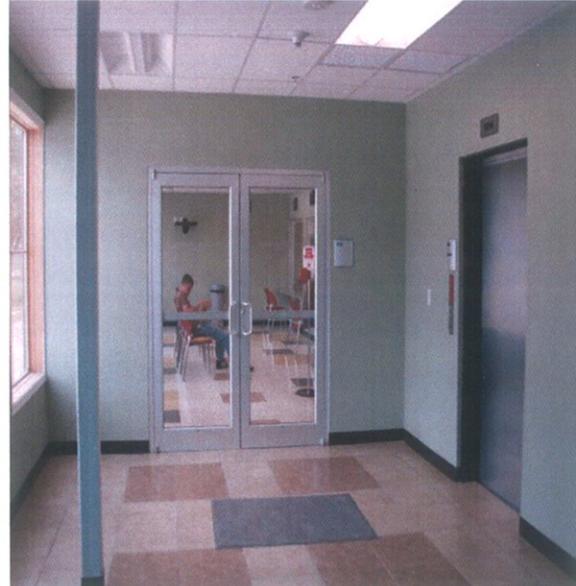
Parking for public and County staff is very limited downtown. The effect on service delivery is increased frustration and decreased efficiency. As the County Clerk, Tax Office and other departments grow with the County population general office space needs correspondingly increase. Prior to the Tax Office move to North Campus the USB drive-thru facility experienced long traffic lines that backed up onto 11th Street and caused disruption of traffic in the vicinity. There were 29 public parking spaces for Tax Office visitors. County Clerk services in the courthouse had no public parking spaces and still have none. Moving the County Clerk's Administration, Records, Accounting and Elections divisions to North Campus greatly improved public access. The increased office space also improved efficiency, public access and customer satisfaction.



2. Facilitate Effective Delivery of County Services

The primary purpose of the largest departments housed in the North Campus facilities is to provide legally mandated County services to the public. The Tax Office and County Clerk together draw over 1,200 visitors per day to the campus. After hours, and to a smaller degree during business hours, Counseling and Education Services (CES) provides court directed classes to over 300 students per day. Add visitors to the other departments along with Countywide staff utilizing ITS training, HRMD training, Print Shop and the Wellness Clinic there are, on average, nearly 2,100 staff and visitors at the campus daily.

Effective delivery of services requires that the campus handle volumes of cars, deliveries and pedestrians comfortably, safely and efficiently. The master plan will address providing safe access, wayfinding, security and pleasant surroundings. The phased planning diagrams in this report will show how the campus can evolve to best achieve this goal. The concept graphically represented for the former Chair King site is a more detailed study of the likely first step in future development of the North Campus.



3. Ensure Vehicular and Pedestrian Safety

The necessity to integrate pedestrians with vehicular traffic is a significant design consideration particularly when facilities require large parking lots. The issue is exacerbated at the Tax Office and County Clerk's office due to the high number of visitors and the short duration of the visits. Total average daily visitors to 5501 Airport Blvd. numbers approximately 1300 along with over 180 staff.

The goal is to facilitate not only pedestrian safety but to make vehicular wayfinding and parking easier. Safety is achieved by clear wayfinding, good sight lines, comfortable parking spaces, wide aisles, a logical layout and clearly defined pedestrian pathways protected by unobtrusive yet unambiguous traffic controls. For the North Campus several things can be done right away and several during redevelopment of the facilities that can help achieve this goal.



Good external and internal site wayfinding allows drivers to spot their destination right at the point of turning off of Airport Blvd. or 53½ St.. This helps avoid congestion at entrances when drivers hesitate to get their bearings and thereby cause traffic to back-up up onto Airport Blvd. Clearly marked parking and logical parking layout help in finding a space and, for overflow days, can assist drivers in locating additional parking that may not be in the immediate vicinity. Building signage, pole-mounted maps and signage and pavement markings can be installed right away. This is being studied by the Facilities Management Dept. For the future, a comprehensive plan will be developed so that wayfinding elements achieve clarity and uniform appearance and can evolve with campus growth.



3. Ensure Vehicular and Pedestrian Safety (cont.)

Separating pedestrians from vehicular traffic is difficult especially at the drive along the front of the buildings. One solution is to construct parking garages to accommodate most of the vehicles and to have limited surface parking. Of course a similar separation problem exists within parking garages but some garages have been fairly successful in minimizing this problem. Typically vehicle speed in parking garages is slower and lighting can be better controlled to avoid sun blindness and light/shadow contrast that occurs in surface parking lots. Garages have the benefit of providing protection in inclement weather. An issue with parking garages is the inherent challenge of wayfinding and potential additional time to reach a destination. However, no solution developed so far is able to park so many vehicles so close to services and on limited site area. By minimizing site area dedicated to parking a significant increase in green space can be realized.



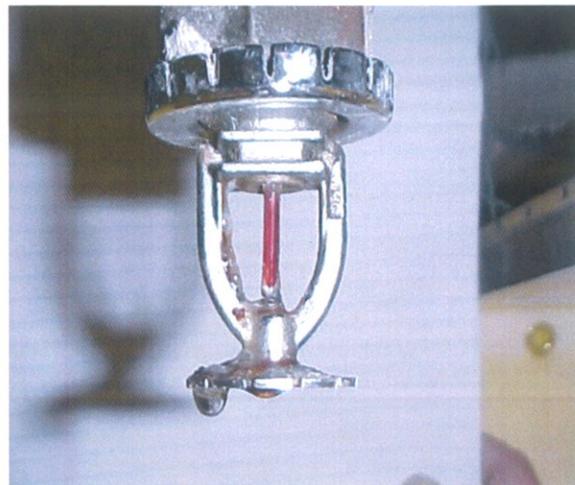
4. Provide for a Safe and Secure Campus

When the County purchased the Builders Square building in 2003 it had been vacant for some time and had attracted a number of loiterers who trashed and vandalized the building. This reinforced the impression among some that the area was unsafe. After occupancy by the County there was a period of vehicle vandalism and theft of vehicle contents. In one case, a car was stolen from the parking lot.

Steps were implemented such as installing monitoring cameras, controlled access doors, on-site security presence and a roving patrol after hours. Additionally, an ornamental steel rail fence was erected around the North, East and South boundaries and pipe gates were installed on the Airport Blvd. driveways. Currently a full-time Deputy Constable supplements the Facilities Management Security Attendants during business hours. CES has contracted the services of a Security Company for after hours classes.

Altogether, maintaining the properties in good repair, immediately removing graffiti and relocating the Sheriffs Office Administration to the campus has significantly enhanced safety and security. This has contributed to the general feeling that the area is not as high-risk as once thought and meetings with the Ridgetop and Northfield neighbors have supported that this area is a vibrant, progressive and safe part of town. Many neighbors walk and jog in the mornings and evenings. School children walk to Ridgetop Elementary School at 51st St. and many businesses are thriving in the area.

Many of these security and safety measures can be obtrusive and discourage desirable activities. One of the aims of security is to combine visible and subtle deterrent measures with an attractive environment so that the public can actually assist with creating a safe and secure campus.



4. Provide for a Safe and Secure Campus (cont.)

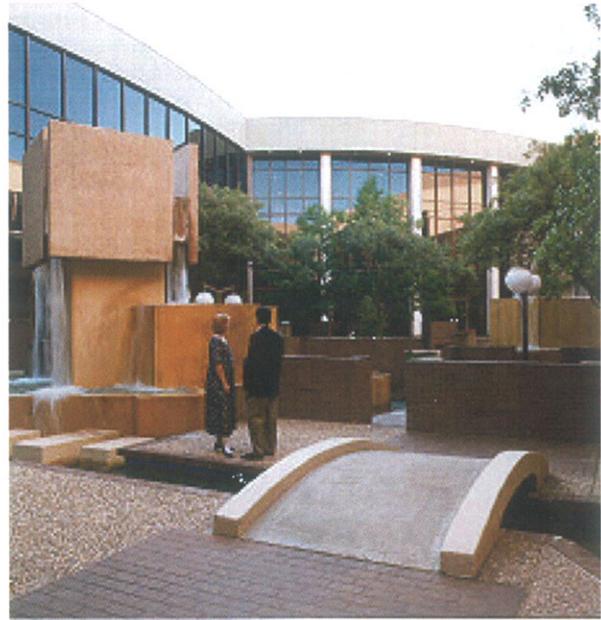
Some security and safety measures are obtrusive and send a strong message about physical security. Some of these measures are deliberate and can act as a deterrent such as posting full-time security officers at building entrances or requiring all visitors to undergo screening upon entering a building. Unless carefully considered these measures can also send a threatening message that may be in conflict with the image the County is trying to project to the public.

The ornamental steel bar fence noted earlier is an example of a physical security measure that was installed to help keep vagrants and vandals off the property after hours. The neighborhood associations have raised this as one of their issues. As a goal, the master plan is addressing how best to create an "eyes-on-the-street" environment that will encourage neighbors and visitors to have a presence after hours that will not only create a neighborhood amenity but will subtly enhance security and safety.



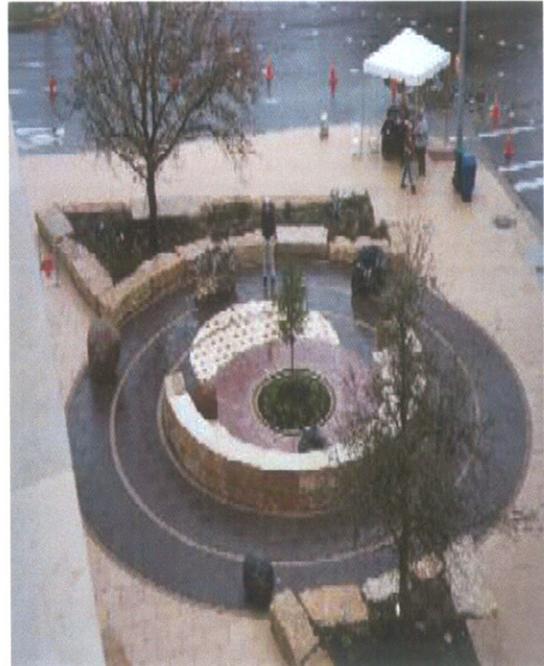
5. Create Amenities for Staff, Visitors and Neighborhood

In concert with the safety and security issues of Goal 4, the creation of open park-like spaces, or "Pocket Parks" can be provided at locations bordering Helen and 53½ Streets. Walking trails and sidewalks can be placed around and through the campus that will not only encourage use after-hours but will help with internal campus circulation during business hours. Small gathering places can be landscaped throughout the site that will enhance security while providing an amenity for the neighborhood. Although some may find this strategy counterintuitive the integration of the North Campus into the neighborhood in this manner should help achieve these goals as long as initiative remains strong and the measures are implemented with little compromise.



5. Create Amenities for Staff, Visitors and Neighborhood (continued)

Many examples of neighborhood oriented amenities abound in Austin and Travis County. The municipal and County parks, small urban parks such as Sparky Park at 38th St and Grooms St, and numerous hike and bike trails collectively make Travis County one of the best places to live in the country. Although the aim is not to make the North Camps an urban park, it nonetheless can become a County facility that enhances the neighborhood, encourages public access, creates a pleasant place for citizens to conduct County business and provides a healthy, enjoyable work environment for staff. Achieving these goals will help demonstrate County government leadership in the community.

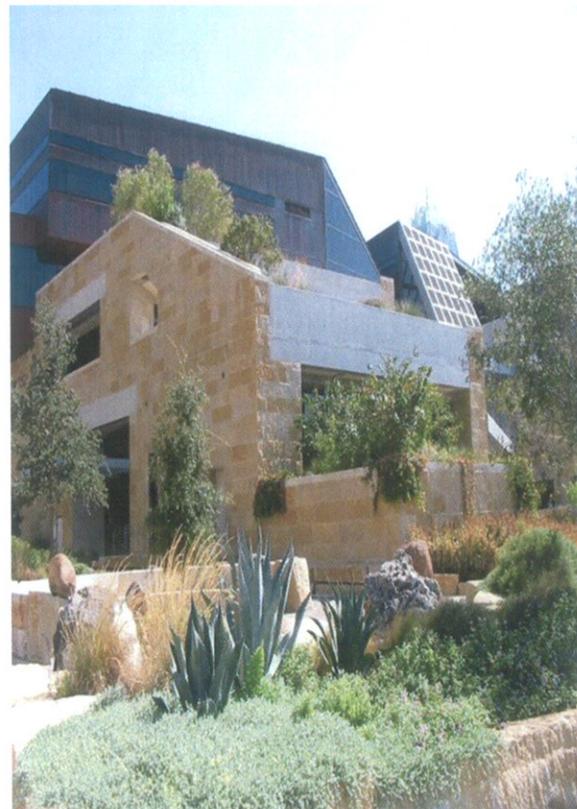


6. Achieve LEED and Sustainability Goals

As a part of compliance with the County Green Building Standards future development on the North Campus will achieve at least a LEED Silver certification. A component of the master plan will be to identify the possible points to be submitted during the course of a future project to the United States Green Building Council (USGBC).

The five areas in which to achieve these points are 1) Sustainable Sites, 2) Water Efficiency, 3) Energy and Atmosphere, 4) Materials and Resources and 5) Indoor Environmental Quality. Additional points may be achieved for Innovation in Design. Each of these areas has strict credit requirements that must be sufficiently documented. Of a total of 67 possible points, 33 - 38 points are required for LEED Silver Certification.

The primary reason for pursuing LEED Certification is simply to be able to quantify viable sustainability strategies and decisions for the project. The program is structured in a way that allows for a systematic, concise and measurable achievement of energy efficient design that creates a comfortable and healthy work environment. Attainment of LEED Silver Certification will greatly benefit achievement of several of the previously discussed goals by making the work environment conducive to efficient delivery of services, providing a neighborhood amenity, addressing water quality issues and creating design standards for the campus.



Development Guidelines

- ◆ Office Buildings in front along Airport Blvd.
- ◆ Parking Garages in back along Helen St.
- ◆ Office space integrated with parking garage, particularly at ground level
- ◆ Uniform internal and external wayfinding system throughout the campus
- ◆ Develop pedestrian mall and plaza concept
- ◆ Provide walking paths for staff and public
- ◆ Maximize landscaping and site shading
- ◆ Landscape buffers alongside public streets
- ◆ Pocket Parks accessible to neighborhood, County staff and visitors
- ◆ Coordinate with public transportation opportunities to the greatest extent possible
- ◆ Conforms to City of Austin Core Transit Corridor and Commercial Design Guidelines

NORTH CAMPUS PHASING

The logical North Campus development sequence begins with replacement of the structures at the 5335 and 5325 sites. Demolition of the old Chair King store and the Fast Stop Convenience Store will clear the way for new offices and parking garages that will significantly increase the capacity of the campus.

The Space Needs Assessments for existing North Campus User Groups have yet to be completed. These are expected to be finalized by the fourth quarter of 2010 by PBO. In order to explore possible development scenarios for the North Campus assumptions have been made regarding future space needs of current North Campus User Groups and also regarding which County departments may eventually move to the campus.

Decisions made as a result of the recent real estate developments in the downtown area as well as decisions yet to be made regarding the deliverables of the Central Campus Planning Team will need to be considered in the ongoing planning for the North Campus. However, these decisions do not affect identification of the maximum potential build-out of each of the campus sites. What these decisions do impact is the understanding of which User Groups could and should be relocated to the North Campus and the schedules for these relocations.

If the County concludes the purchase of the 700 Lavaca Building, which is in the due diligence phase of the purchase sales agreement as of publication of this report, then the space needs of the general government departments located in downtown will be met for some time into the future. Also in progress at the same time is the relocation into lease space of 42 Health and Human Services (HHS) staff from Palm Square.

No timelines have been placed on commencement of the phases. Assumptions have been made in this report about how the Phase 1 redevelopment of the 5335/5325 site may take place. Construction of a new building and parking garage will not only allow new departments to move to the North Campus but will also provide for expansion space for the existing departments.

Noted earlier is the pending move of HHS staff into lease space. Initial term of the lease has been approved to be negotiated for 5 years. The North Campus offers a very good location for HHS administration and other divisions. If new facilities are provided in Phase 1 as described then not only can HHS be accommodated but the Tax Office, County Clerk, CES and Sheriff can expand into new and remodeled spaces that will meet these offices and departments needs for many years.

The following pages describe Phase 1, 2 and 3 scenarios for the North Campus. Although there are other possibilities that could be considered the scenarios presented are seen at this time to be the most logical. It is expected that Phases 2 and 3 as presented will be undertaken well in the future, if at all. Future findings and developments described above for the downtown campus will certainly affect planning and decisions on how to best utilize the North Campus. When these become known the scenarios and recommendations will reflect the updated information and direction by the Commissioners Court.

PHASE 1 REDEVELOPMENT

The logical first phase of North Campus redevelopment is the replacement of the two buildings on the 5335 and 5325 sites. Neither of the buildings is suitable for remodeling into County general office space. The former Chair King store was built in 1973 as a Safeway grocery store and the Fast Stop convenience store would be unsuitable in size, configuration and physical condition for virtually any County function.

Construction of a new building and parking garage on the 5335 and 5325 sites, being discussed as Phase 1 redevelopment, will not only make space available for departments moving to the North Campus but will also allow existing departments to meet current and future space needs. The assumptions below represent one scenario for how the North Campus can be best utilized to meet the goals presented in this report.

Based upon assumptions about the future space needs of the existing North Campus Users the following scenario for Phase 1 redevelopment will likely satisfy growth until 2025. Two departments, Health and Human Services (HHS) and Transportation and Natural Resources (TNR), would be relocated from other County buildings. The remaining moves will be from Users already occupying space at the North Campus.

Phase 1 redevelopment could be based upon the following scenario:

5335/5325 Site:

- Demolish Chair King and Fast Stop buildings
- Construct new building and parking garage
- Move Tax Office into new building but keep existing Tax Office drive-thru at the 5501 building due to current City of Austin restrictions on new drive-thru facilities
- Move TNR from the EOB into new building
- Move Criminal Justice Planning (CJP) and Emergency Services (ES) from 5501 building into new building
- Move TCSO from the 5555 building into the new building

5501 Site:

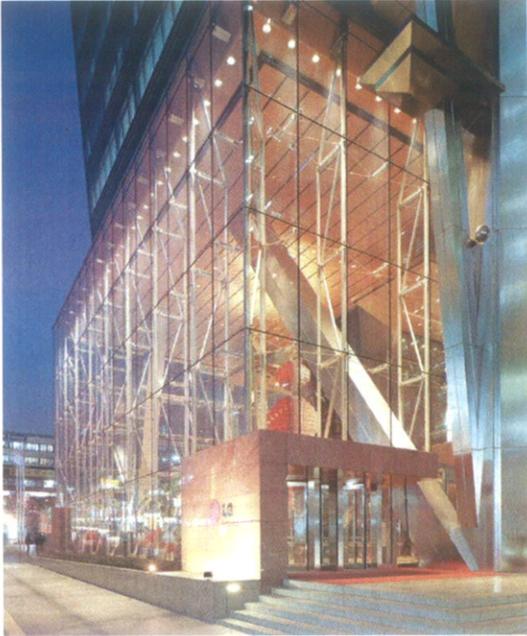
- Move HHS from lease space and Palm Square into part of vacated Tax Office space at the 5501 building
- Expand County Clerk into part of vacated Tax Office space at the 5501 building
- The Wellness Clinic, ITS Training, HRMD Training and Print Shop and Imaging Divisions of RMCR will be allowed to grow into the vacated space within the 5501 building
- Move and expand the RMCR Imaging Division within the 5501 building
- Expand the RMCR Print Shop within the vacated Imaging space in the 5501 building

5555 Site

- Expand Fire Marshal's office within the 5555 building
- Move CES Service Center from the 5501 Building into the 5555 building
- Move District Clerk Jury Management and Passport Office from 5501 building

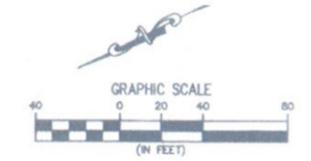
PHASE 1 REDEVELOPMENT (cont.)

Because the staffing and space needs assessments will be done later this year that data is not available for a more detailed evaluation of the space utilization of the North Campus. Also, the final report of the Central Campus Planning Team has not been presented to the Commissioners Court so decisions are yet to be made about which County departments may move to the North Campus and other locations within the County. The scenario presented above is a workable solution at this time with the knowledge available. It is intended to present a conceptual idea of how space can be utilized not only to satisfy departmental needs but to create a campus that will be a viable and flexible asset for County government and citizens.



Phase 1 Redevelopment

Potential Maximum Build-out 5335/5325 Airport Blvd				
	Building A	Building B	Parking Garage	
	SF	SF	SF	Spaces
Lower Level	0	0	103,031	258
Level One	51,090	8,000	33,600	84
Level Two	51,090	8,000	33,600	84
Level Three	51,090	0	41,624	104
Level Four	51,090	0	41,624	104
Roof Level	0	0	26,110	65
Subtotal	204,360	16,000		
TOTAL	220,360		279,589	699



CONCEPTUAL SITE PLAN

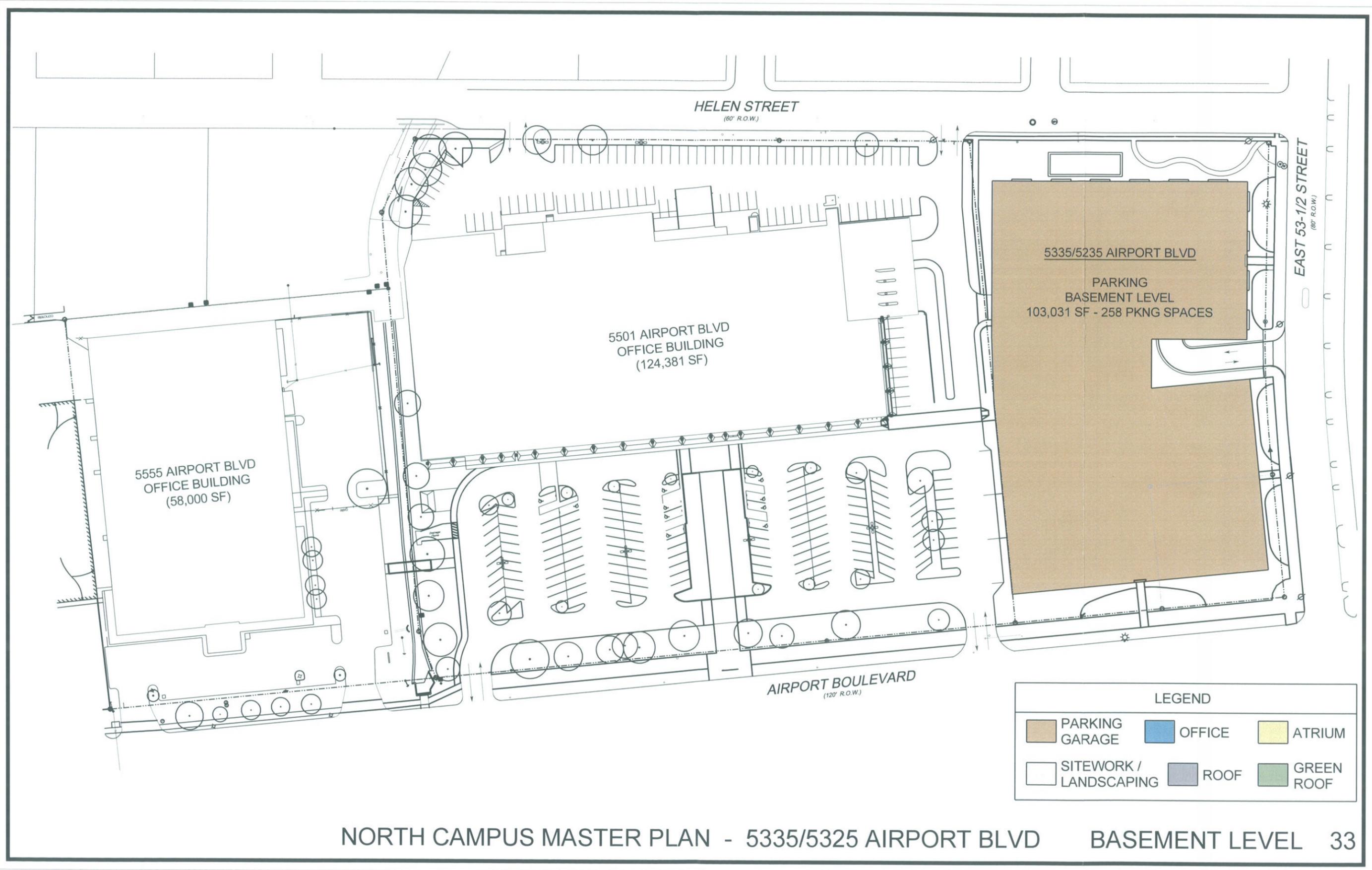
Travis County Facilities Management Department

TRAVIS COUNTY NORTH CAMPUS MASTER PLAN

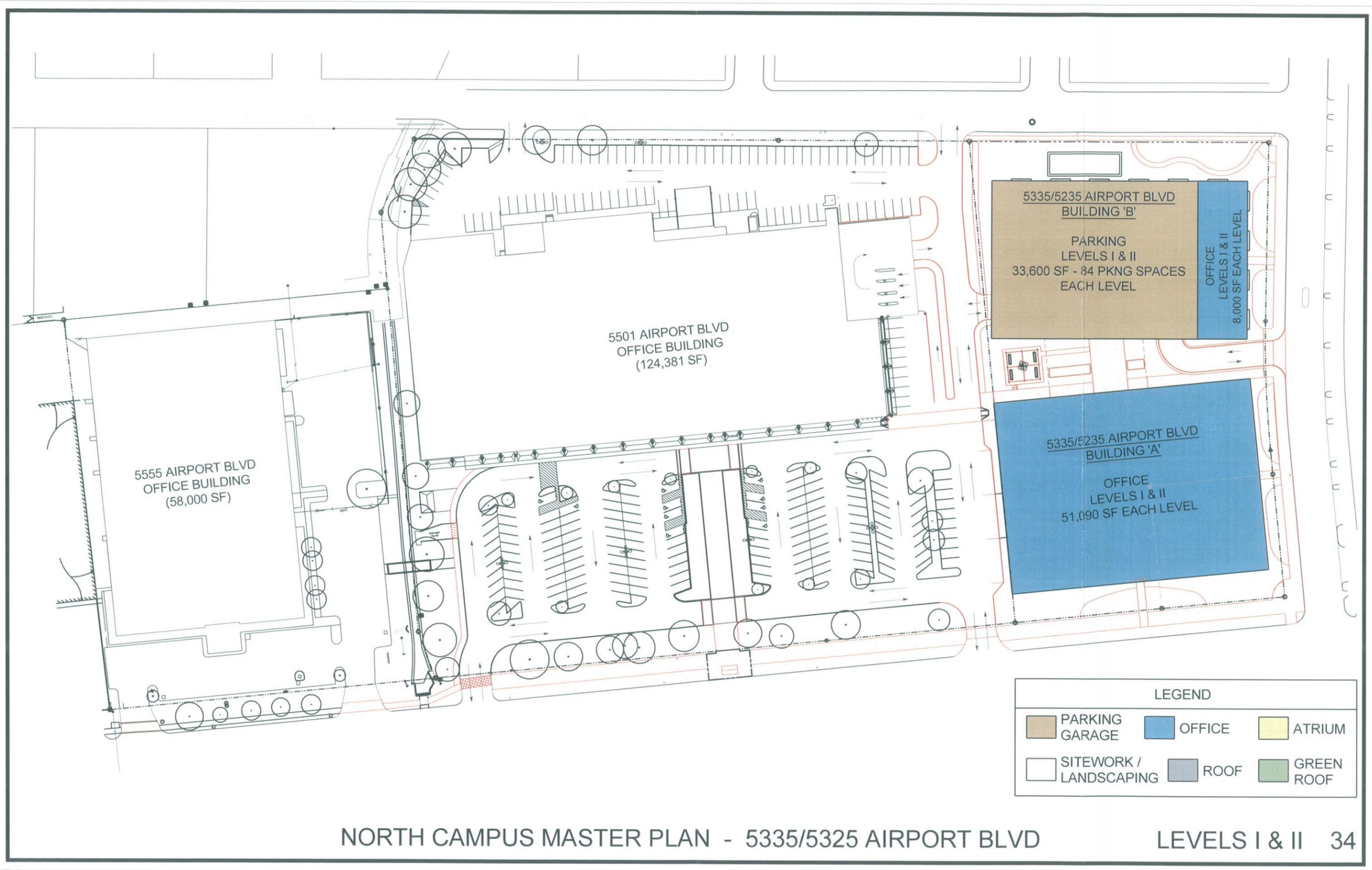
UDG
Urban Design Group
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3640 Stonewedge Rd
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Austin, TX 78746
512.347.0040

Eleanor H. McKinney
LANDSCAPE ARCHITECT
2001 Kinross Ave., Austin, TX 78704
512.452.2282

Jose L. Guerra, Inc.
Consulting Engineers
Structural • Civil • Mechanical • Electrical



NORTH CAMPUS MASTER PLAN - 5335/5325 AIRPORT BLVD BASEMENT LEVEL 33



5555 AIRPORT BLVD
OFFICE BUILDING
(58,000 SF)

5501 AIRPORT BLVD
OFFICE BUILDING
(124,381 SF)

5335/5235 AIRPORT BLVD
BUILDING 'B'
PARKING
LEVELS I & II
33,600 SF - 84 PKNG SPACES
EACH LEVEL

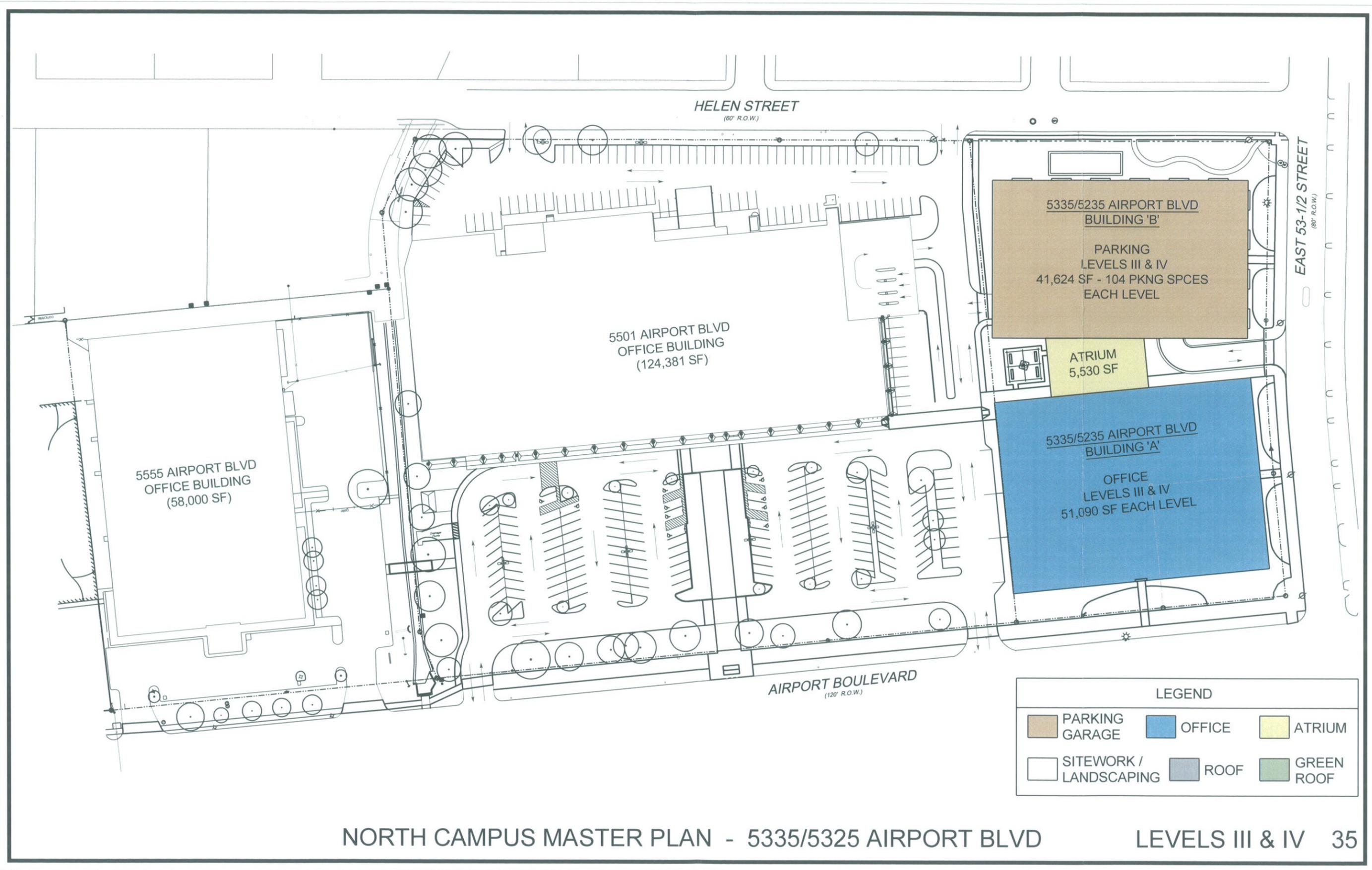
OFFICE
LEVELS I & II
8,000 SF EACH LEVEL

5335/5235 AIRPORT BLVD
BUILDING 'A'
OFFICE
LEVELS I & II
51,090 SF EACH LEVEL

LEGEND			
	PARKING GARAGE		ATRIUM
	OFFICE		ROOF
	SITWORK / LANDSCAPING		GREEN ROOF

NORTH CAMPUS MASTER PLAN - 5335/5325 AIRPORT BLVD

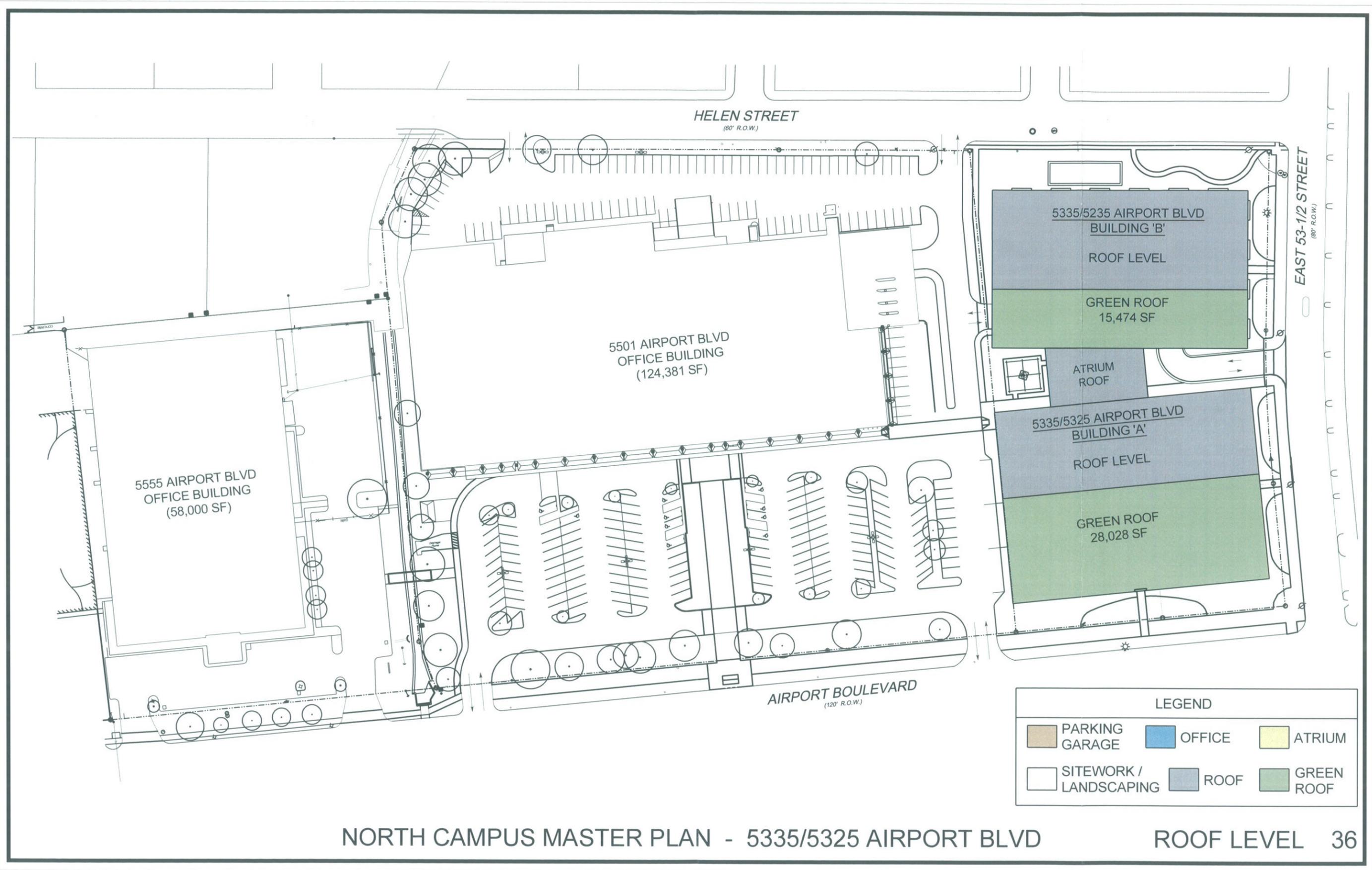
LEVELS I & II 34



LEGEND		
	PARKING GARAGE	
	SITWORK / LANDSCAPING	
	ROOF	
	OFFICE	
	ATRIUM	
	GREEN ROOF	

NORTH CAMPUS MASTER PLAN - 5335/5325 AIRPORT BLVD

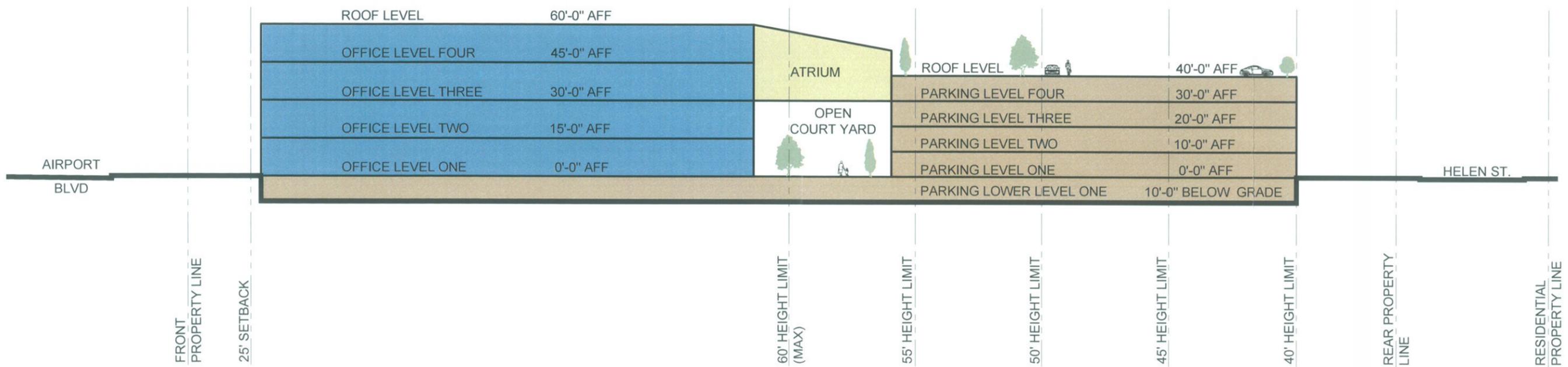
LEVELS III & IV 35



NORTH CAMPUS MASTER PLAN - 5335/5325 AIRPORT BLVD

ROOF LEVEL 36

LEGEND					
	PARKING GARAGE		OFFICE		ATRIUM
	SITWORK / LANDSCAPING		ROOF		GREEN ROOF



LEGEND		
 PARKING GARAGE	 OFFICE	 ATRIUM

NORTH CAMPUS MASTER PLAN - 5335/5325 AIRPORT BLVD SITE SECTION 37

PHASE 2 REDEVELOPMENT

The previously discussed Phase 1 redevelopment scenario will likely extend the life of the existing buildings at North Campus through at least 2025 by providing adequate growth space for existing and new Users. However, once the Phase 1 growth exceeds available space, the 5501 site can be redeveloped by replacing the existing building with a new building located on the present parking lot along Airport Blvd. with a new parking garage in the back along Helen Street. This scenario is based upon current City of Austin Commercial Design Guidelines for Core Transit Corridors. The initiative presently being explored by the City and others to stimulate creative development along the Airport Blvd. corridor will perhaps have a significant impact on future decisions to be made at the North Campus. If form-based codes and creative financial incentives are instituted and become successful the character of the area could be very different, over time, than it is today.

The Phase 2 redevelopment will allow the County to move additional departments from other sites as well as accommodate growth of existing Users. Due to the proximity of the 100 year flood plain and the adjacent drainage channel the recommendation is to not build below grade as is being proposed for Phase 1 on the 5335/5325 sites. The following chart shows the potential maximum Phase 2 build-out.

PHASE 3 REDEVELOPMENT

Final redevelopment of the North Campus would likely be the replacement of the Keith George Ruiz Building at 5555 Airport Blvd. Because a complete interior renovation was completed in early 2008 the life of this building has been significantly extended. The renovation for the Sheriffs Office Administration, Fire Marshals Office and ITS Disaster Recovery Center included adequate growth space for at least 10 years and perhaps more. All the electrical and plumbing systems were replaced and much of the mechanical system has been replaced. Parking is the most limiting restriction on the site but allowing for convenient expansion onto the 5501 site over time will alleviate much of this issue. A proposed foot bridge over the drainage channel separating the two sites will aid access between campus elements. At some future time, however, if the replacement of the 5555 building is necessary it will be possible to construct a 4 story building and parking garage that will greatly increase square footage utilization and on-site parking. The present building does not allow access around the exterior perimeter because it is built against the drainage channel which creates a physical barrier to both pedestrians and vehicles. As shown in the Phase 3 site plan this would likely be remedied by compacting the building footprint and constructing an access roadway.

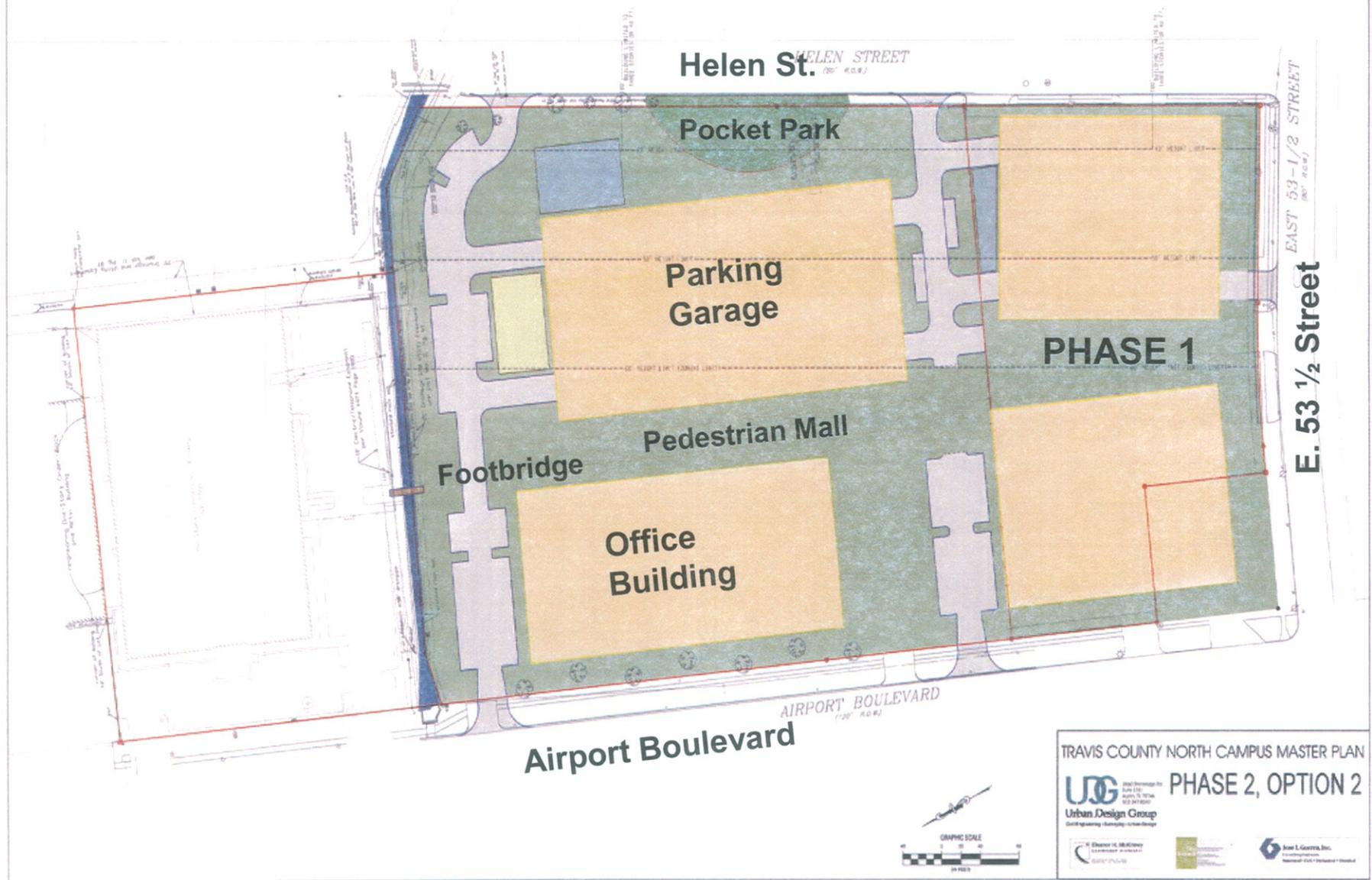
Phase 2 Redevelopment

Potential Maximum Build-out 5501 Airport Blvd			
	Building	Parking Garage	
	SF	SF	Spaces
Lower Level	0	0	0
Level One	51,200	67,332	168
Level Two	51,200	67,332	168
Level Three	51,200	67,332	168
Level Four	51,200	67,332	168
Total	204,800	269,328	672

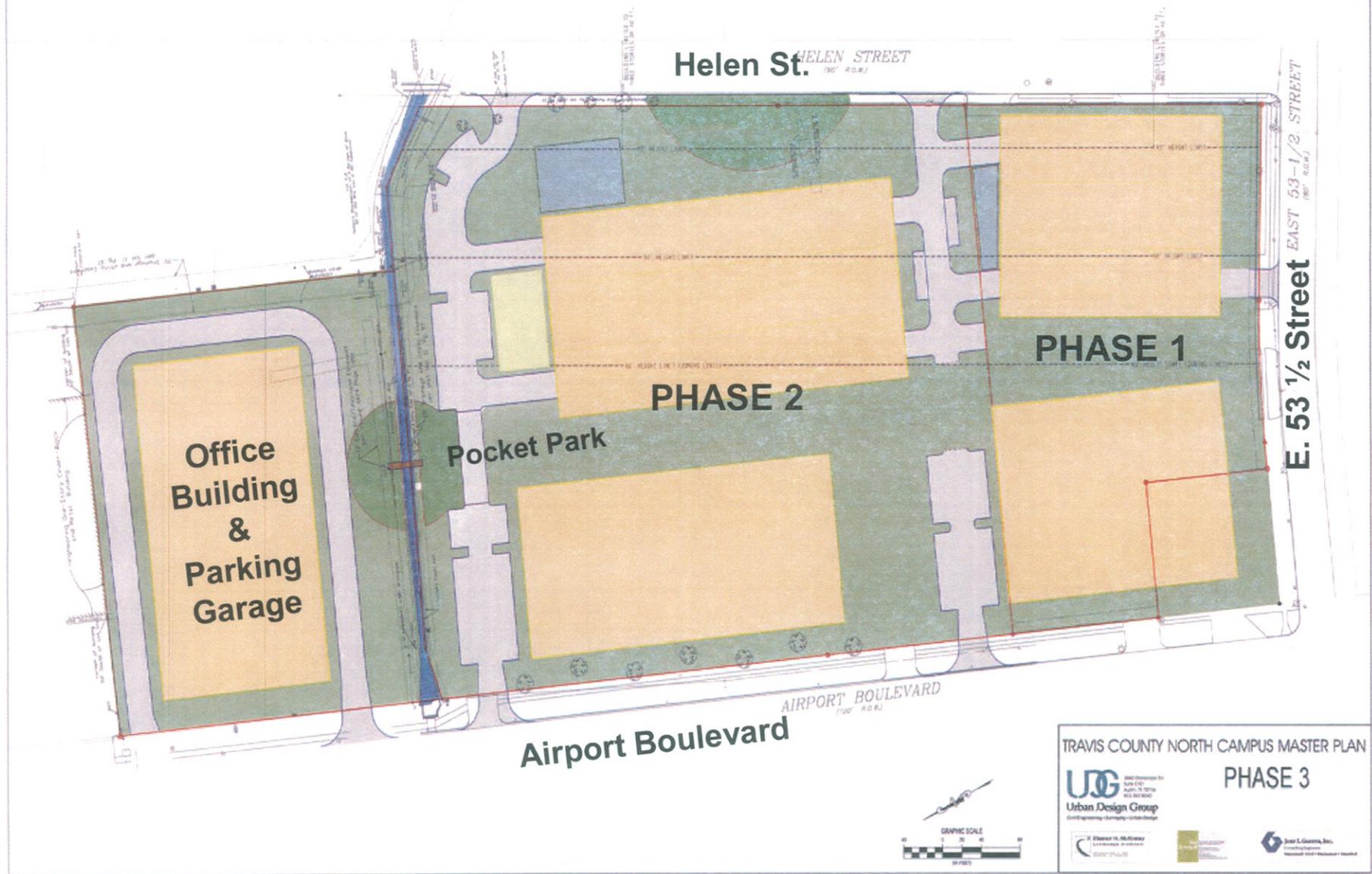
Phase 3 Redevelopment

Potential Maximum Build-out 5555 Airport Blvd			
	Building	Parking Garage	
	SF	SF	Spaces
Lower Level	0	0	0
Level One	29,200	23,900	59
Level Two	29,200	23,900	59
Level Three	29,200	23,900	59
Level Four	0	23,900	59
Total	87,600	95,600	236

Phase 2 – Redevelopment of 5501



Phase 3 – Redevelopment of 5555



North Campus Build-out Summary

Potential Maximum Campus Build-out

	Office SF	Parking SF	Parking Spaces
Building A	204,360	0	0
Building B	16,000	279,589	699
Building C	204,800	0	0
Building D	0	295,438	739
Building E	87,600	95,600	236
TOTAL	512,760	670,627	1,674

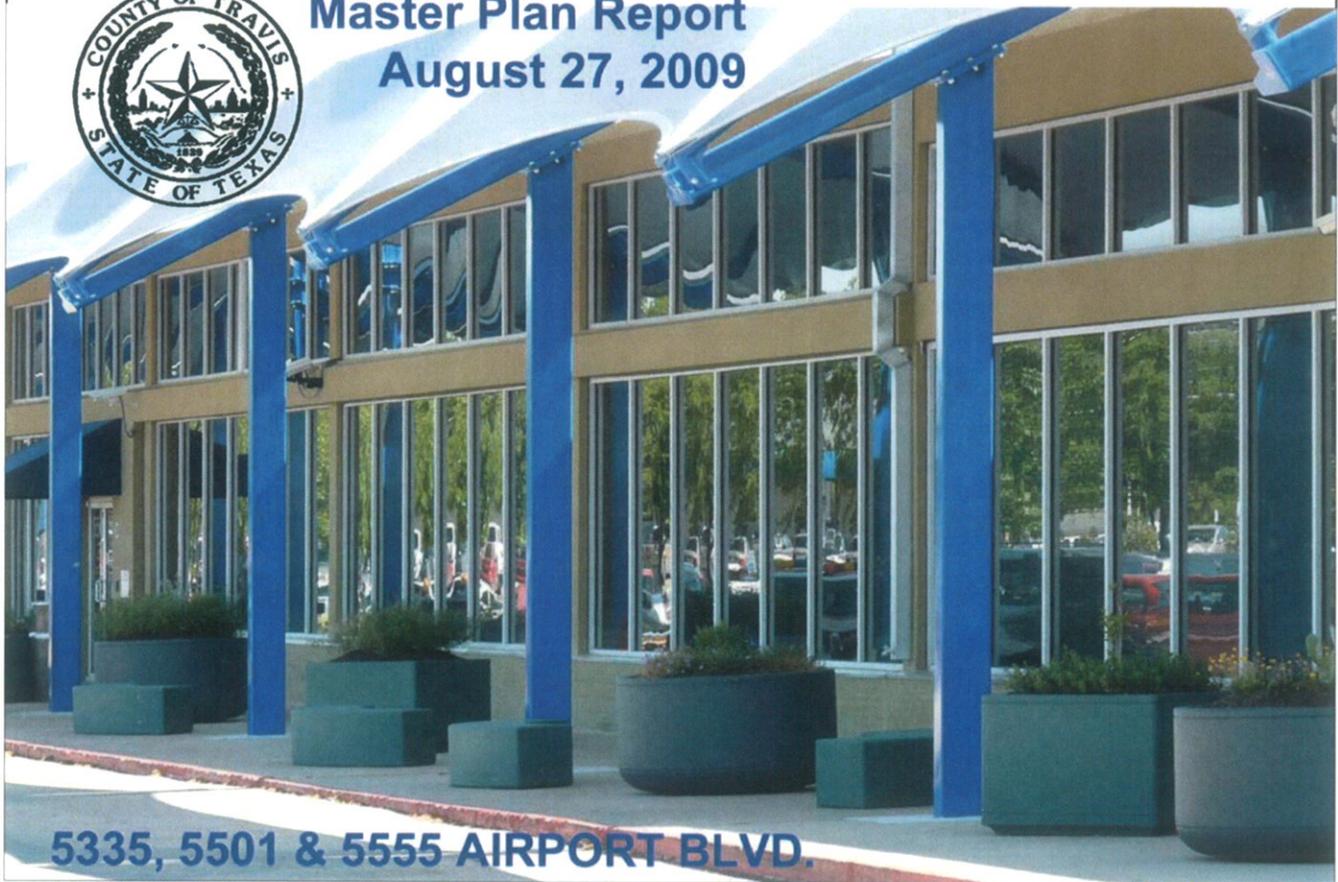
Existing Campus Build-out

	Office SF	Site Parking SF	Parking Spaces
5335 Bldg	23,500	82,600	175
5501 Bldg	124,831	160,580	342
5555 Bldg	58,000	39,600	100
TOTAL	206,331	282,780	617

Area and Parking Build-out Increase

TOTAL	306,429	387,847	1,057
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**Travis County North Campus
Master Plan Report
August 27, 2009**



5335, 5501 & 5555 AIRPORT BLVD.

Travis County North Campus Master Plan Report

- Introduction
- Integrated Planning Process
- Goals
- Phasing Concepts
- Local Design Examples
- Next Steps

Purpose of the Master Plan

- Recommendations for highest and best use of the North Campus at Airport Blvd.
 - Redevelopment of 5335 Airport Blvd.
 - Future improvements to 5501 and 5555 Airport Blvd.
- Plan for selected Departments to relocate from Central Campus and other County facilities.

Travis County Facilities Management Department

The North Campus

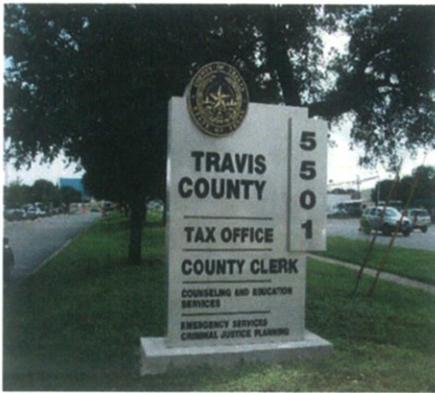
- 5335 Airport Blvd
 - Vacant - Former Chair King Furniture Store
 - 23,500 SF
 - 161 Parking Spaces
- 5501 Airport Blvd
 - Tax Office, County Clerk, District Clerk, RMCR, CES, ES, ITS, HRMD, Wellness Clinic, 6,000 SF Expansion Space
 - 124,620 SF
 - 376 Parking Spaces
- 5555 Airport Blvd (Keith George Ruiz Building)
 - Sheriff, Fire Marshal, ITS, 2,060 Expansion Space
 - 58,000 SF
 - 100 Parking Spaces

Travis County Facilities Management Department

5335 Airport Blvd
(former Chair King Store)



Travis County Facilities Management Department



5501 Airport Blvd



Travis County Facilities Management Department



**Keith George Ruiz
Building
5555 Airport Blvd**



Travis County Facilities Management Department



**North Campus
Aerial View
(from 2003)**

© 2008 Tele Atlas

Google

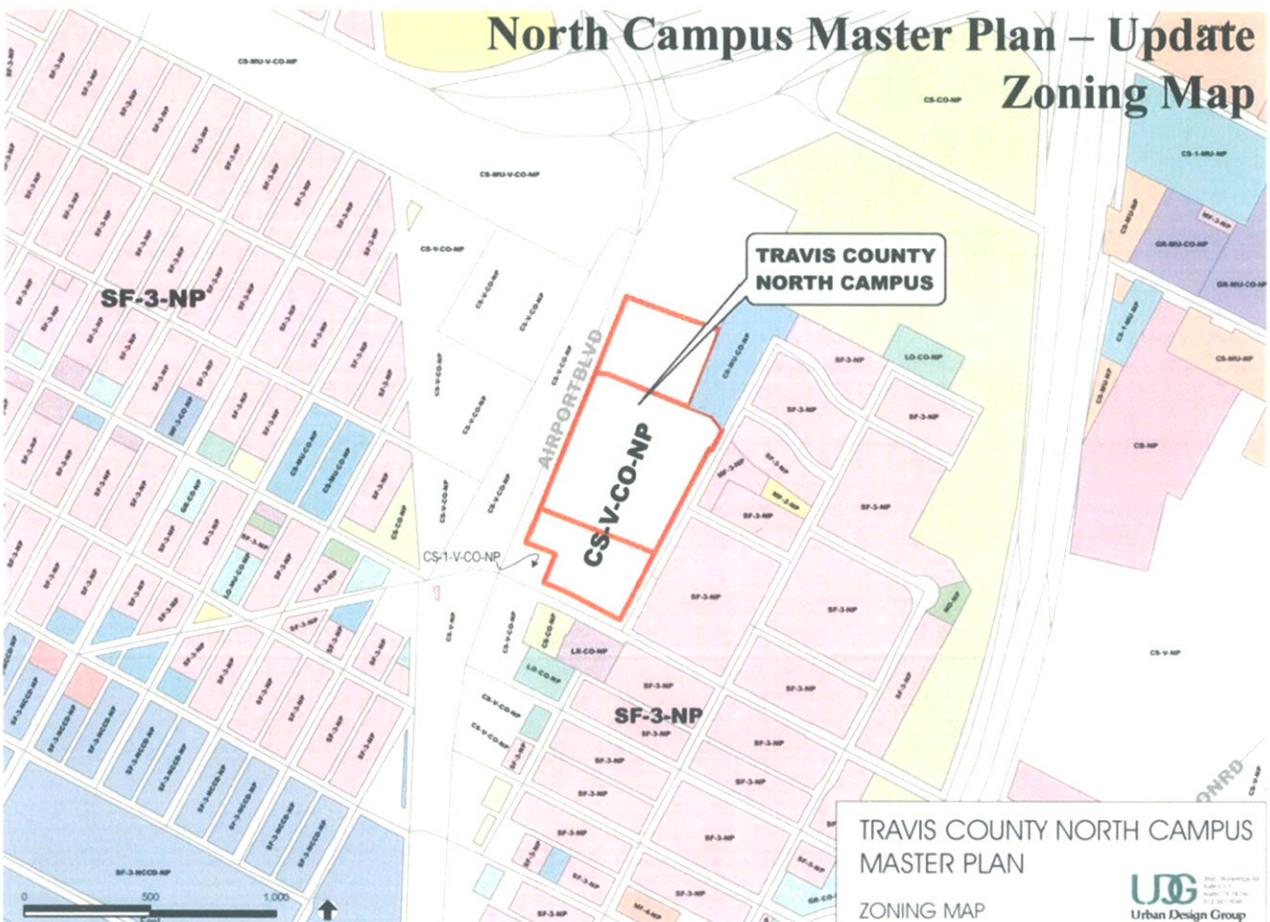
Travis County Facilities Management Department



TRAVIS COUNTY NORTH CAMPUS
 MASTER PLAN
 NEIGHBORHOOD MAP



Travis County Facilities Management Department

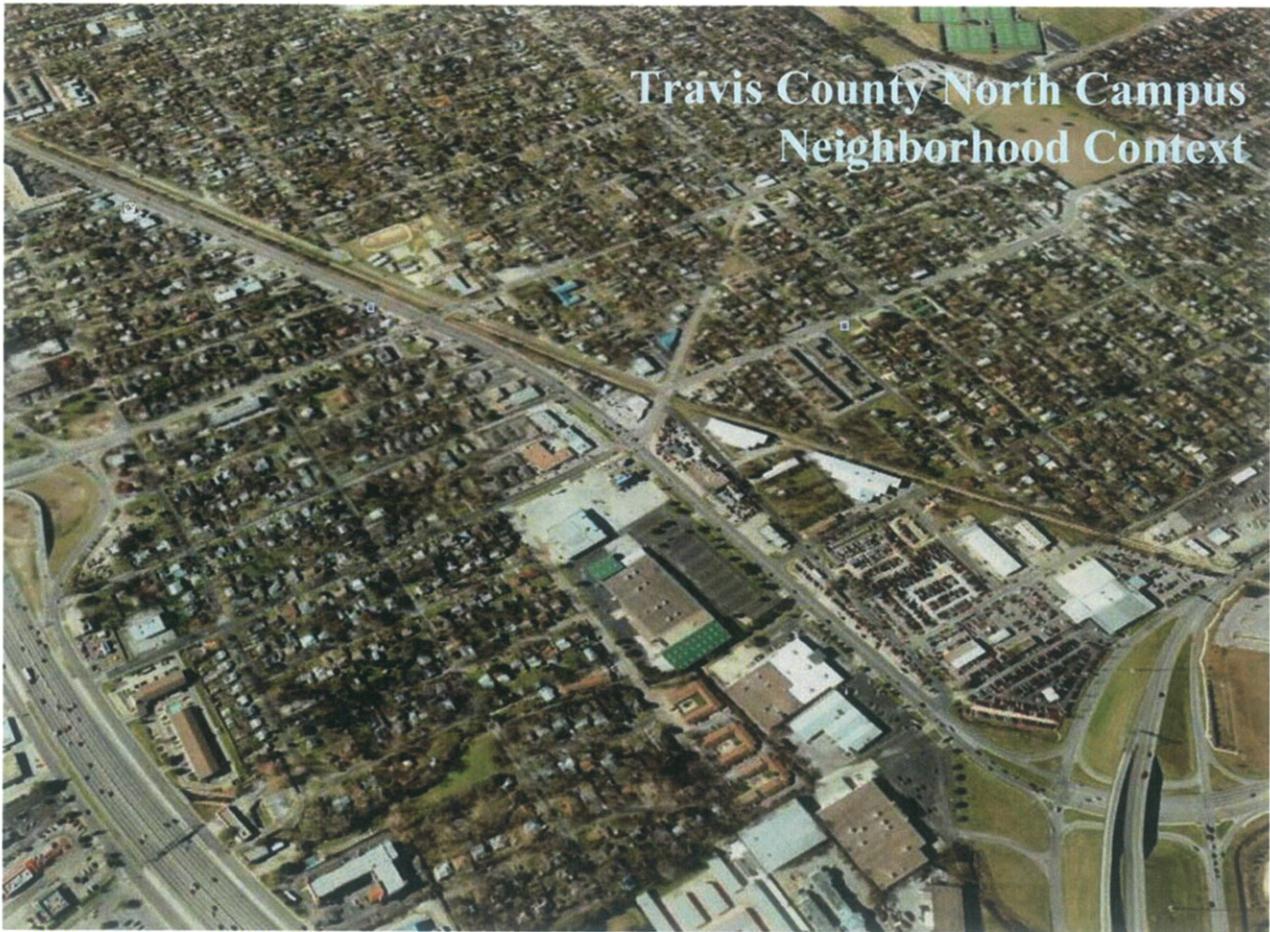


North Campus Master Plan – Update Zoning Map

TRAVIS COUNTY NORTH CAMPUS
 MASTER PLAN
 ZONING MAP



Travis County Facilities Management Department



Travis County Facilities Management Department

Integrated Planning Process -The Planning Team

Architect – Travis County Facilities Management Department

Jim Barr, AIA, LEED AP, Sr. Project Manager
Kim Nguyen, AIA, LEED AP, Sr. Architectural Associate
Rick Avery, AIA, LEED AP, Project Manager

Civil Engineer - Urban Design Group

Laura Toups, P.E., LEED AP, Managing Partner

Landscape Architect

Eleanor H. McKinney, ASLA, GRP

M.E.P. Engineer - Jose I. Guerra Consulting Engineers, Inc.

Rick Guerra, P.E., President/CEO
Shawn R. Allen, P.E., LEED AP, Vice President/Director, Mech/Elec Group
Joe H. McFatter Jr., P.E., Dept. Manager, Electrical Engineering

LEED Consultant

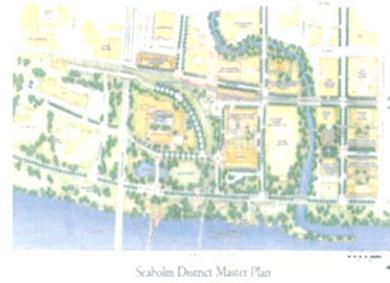
Sue Barnett, LEED AP, USGBC Faculty Emeritus

Neighborhood Association

Ridgetop & Northfield Neighborhood Associations
North Loop Neighborhood Planning Team

Urban Design Group Civil Engineers

- 28 year's experience planning and designing urban projects within the Austin area.
- Master Plan project experience.



Seaholm District Master Plan

Eleanor H. McKinney, ASLA, GRP Landscape Architect

- 20 year's experience planning and designing urban projects within the Austin area.
- Master Plan project experience.
- Recently became the first Green Roof Accredited Professional in Austin



Austin City Hall

Travis County Facilities Management Department

Jose I. Guerra, Inc. Consulting MEP Engineers

- 50 year's experience planning and designing urban projects within the Austin area.
- Master Plan project experience.



University of Texas Royal
Memorial Stadium Expansion

Sue Barnett, LEED AP USGBC Faculty Emeritus LEED Consultant

- 20 year's experience in sustainability and green building in the Austin area.
- Master Plan project experience.



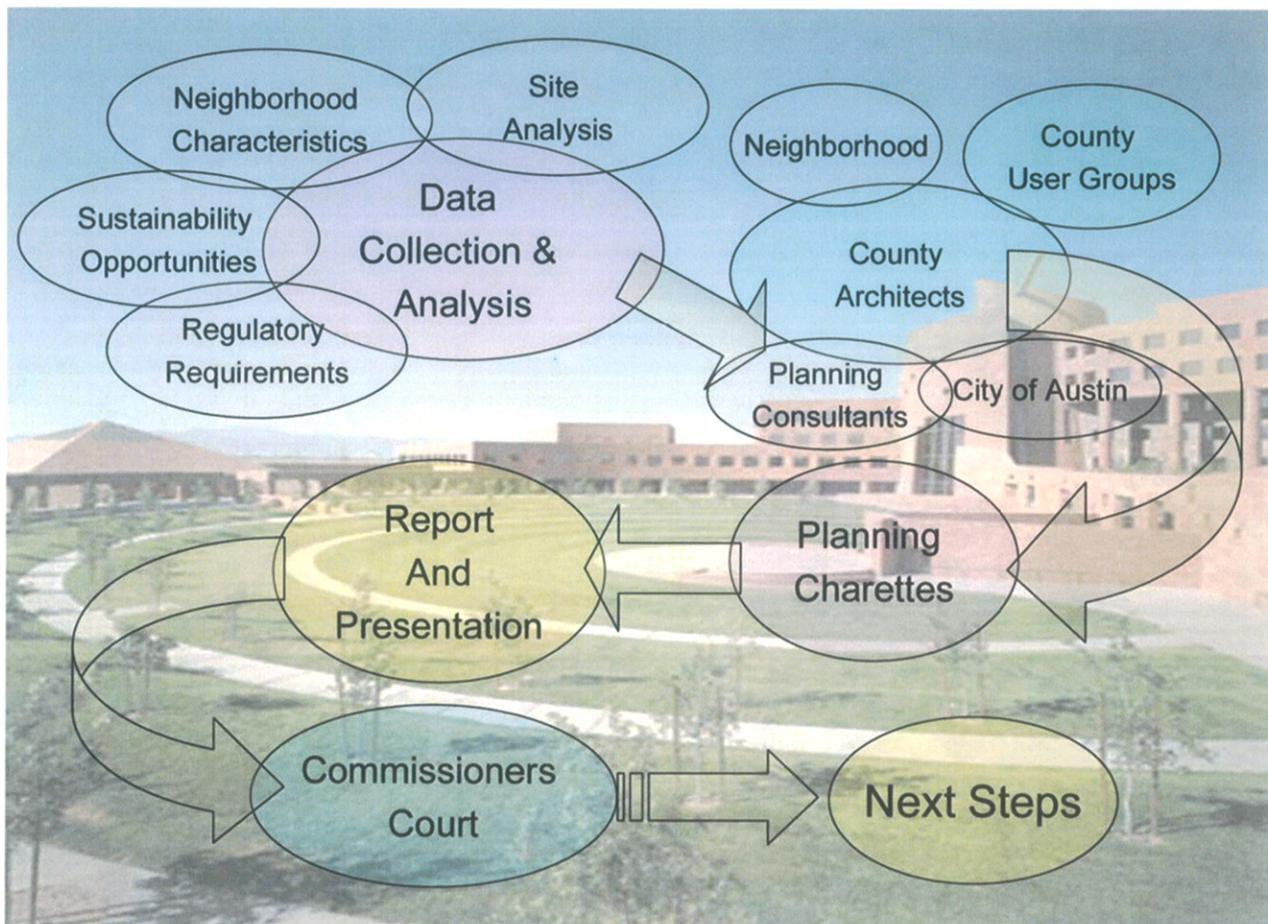
Circle C Fire/EMS

Travis County Facilities Management Department

Integrated Planning Process

- Data Collection & Analysis
 - Neighborhood Characteristics
 - Site Exploration
 - Regulatory Requirements
 - Sustainability Opportunities
- Focus Group Meetings with Neighborhood Associations, Citizens and County Staff
- Charettes – Team Planning Sessions

Travis County Facilities Management Department



Travis County Facilities Management Department

GOALS

1. Build Expansion Space For County Departments
2. Facilitate Effective Delivery Of County Services
3. Ensure Vehicular And Pedestrian Safety
4. Provide For A Safe And Secure Campus
5. Create Amenities For Staff, Visitors And Neighborhood
6. Achieve LEED And Sustainability Goals

Travis County Facilities Management Department

GOALS

1. Build Expansion Space For County Departments

- Departments approved for relocation by Commissioners Court
- Development of 5335 site will influence future redevelopment of Campus

Travis County Facilities Management Department

GOALS

2. Facilitate Effective Delivery Of County Services

- Design for efficient Visitor access to County Departments
- Ease of parking and circulation
- Create pleasant and healthy staff work environment

Travis County Facilities Management Department

GOALS

3. Ensure Vehicular And Pedestrian Safety

- Design to avoid driver distraction
- Minimize crossing paths of pedestrians and vehicles
- Traffic control with landscape barriers, crosswalk identification and signage
- Plan for desirable future redevelopment options
 - Future traffic flow, service entry, emergency access
 - Safe pedestrian access between parking and buildings
 - High visibility intersections with good sightlines

Travis County Facilities Management Department

GOALS

4. Provide For A Safe And Secure Campus

- Sightlines for observation, cameras and patrols
- Good site and parking garage lighting
- Avoid blind corners and hideout spaces
- Allow neighborhood access after hours
- Encourage “eyes on the street” through building and site design and by fostering relationships with the neighborhood

Travis County Facilities Management Department

GOALS

5. Create Amenities for Staff, Visitors and Neighborhood

- Promote sense of civic ownership in County facilities by neighbors and visitors
- Pocket Parks along perimeter of site to soften edge
- Walking paths through and around site for daytime and evening use
- Landscape planting and trees to soften traffic impact, provide shade and control site usage patterns
- Develop “sense of place” and appropriate image for County facilities

Travis County Facilities Management Department

GOALS

6. Achieve LEED And Sustainability Goals

- Achieve LEED Silver or higher certification for new construction
 - Sustainable Sites
 - Water Efficiency
 - Energy & Atmosphere
 - Materials & Resources
 - Indoor Environmental Quality
 - Innovation in Design

Travis County Facilities Management Department

Phasing Concepts

- **Phase I: 2010-2020**
 - Redevelopment of 5335 Airport Blvd
- **Phase II: 2021-2030**
 - Redevelopment of 5501 Airport Blvd
- **Phase III: 2031-2040**
 - Redevelopment of 5555 Airport Blvd

Travis County Facilities Management Department

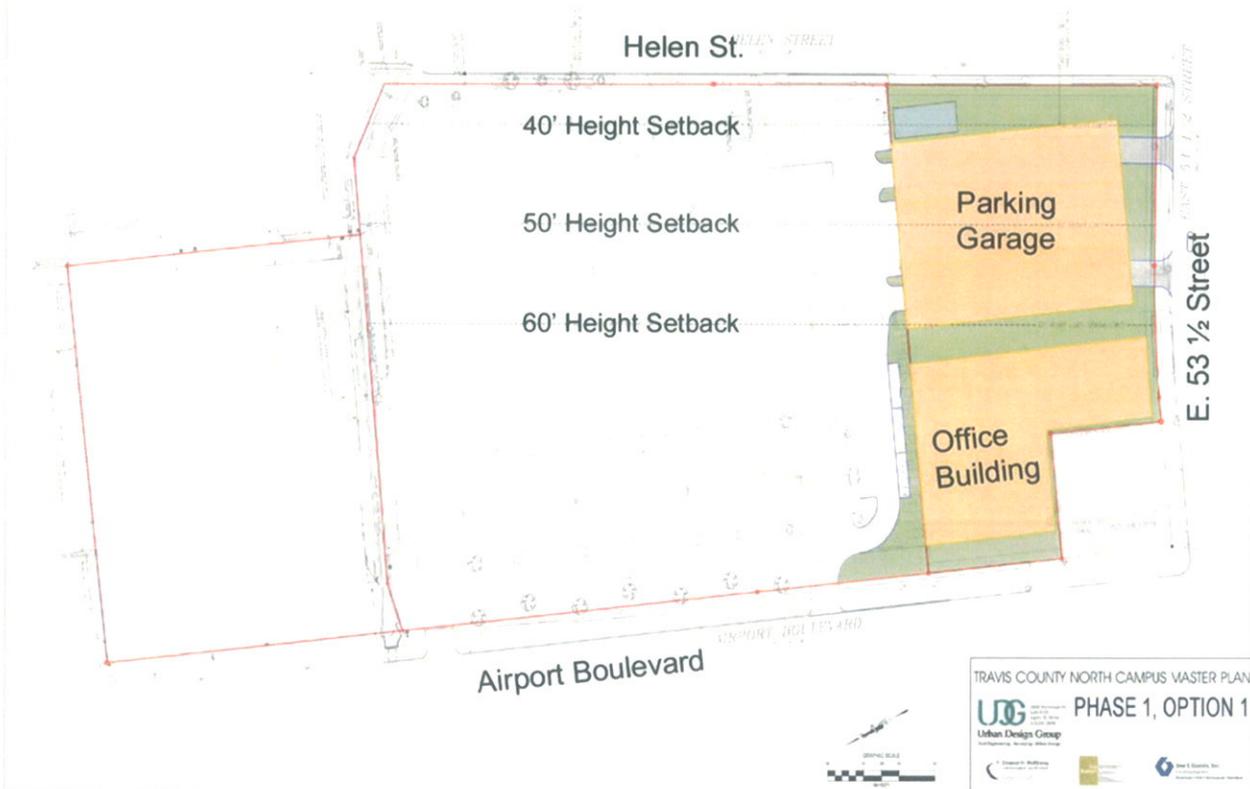


TRAVIS COUNTY NORTH CAMPUS

MASSING/
PEDESTRIAN
OPPORTUNITIES

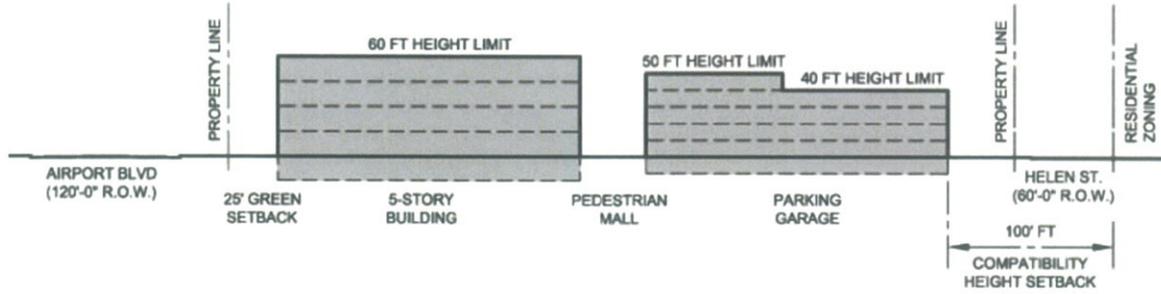
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Phase I – Redevelopment of 5335 Airport Blvd



Travis County Facilities Management Department

Phase 1 Cross-Section



**5335 AIRPORT BLVD
EAST-WEST SITE SECTION**

Travis County Facilities Management Department

Phase II – Redevelopment of 5501 Airport Blvd



TRAVIS COUNTY NORTH CAMPUS MASTER PLAN

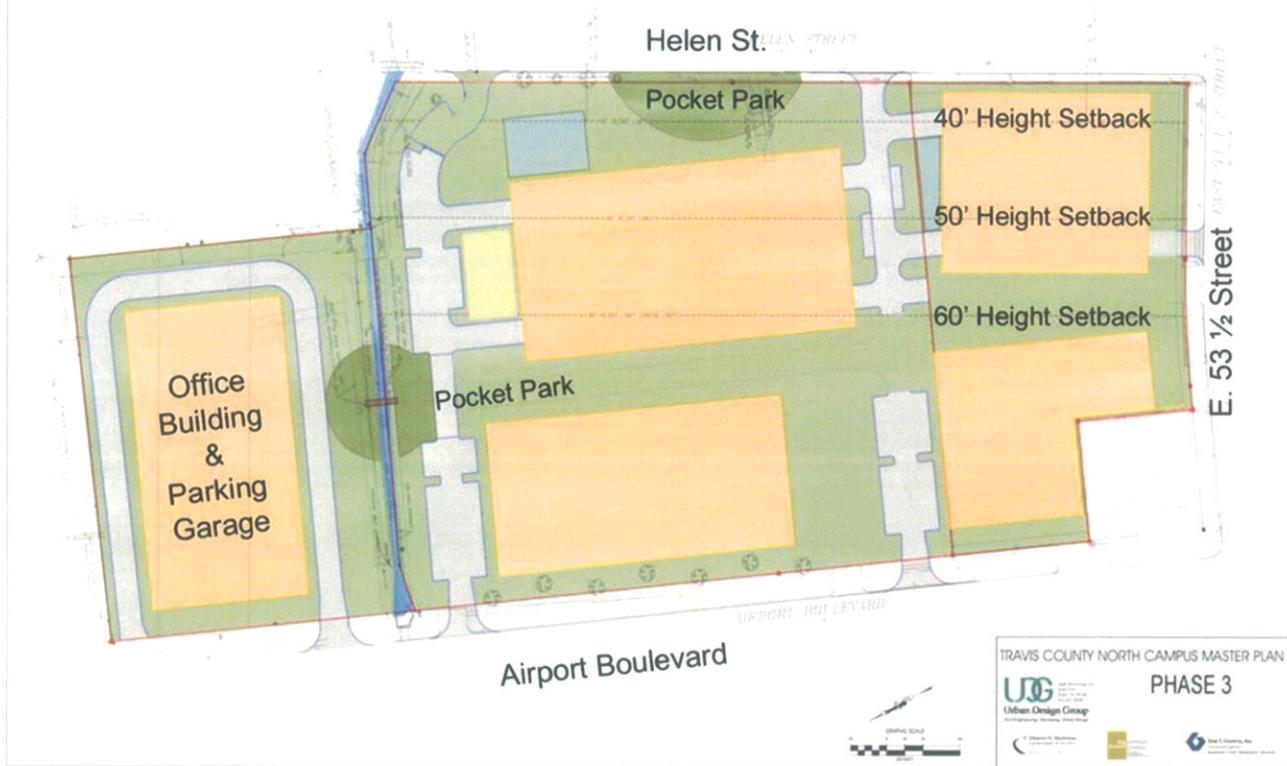


PHASE 2, OPTION 1



Travis County Facilities Management Department

Phase III – Redevelopment of 5501 Airport Blvd



Travis County Facilities Management Department



Travis County Facilities Management Department

Design Guidelines

- Parking Garages in back along Helen St.
- Office Buildings in front along Airport Blvd.
 - Conforms to City of Austin Core Transit Corridor and Commercial Design Guidelines
- Landscape buffers along Airport Blvd. and 53-1/2 St.
- Develop pedestrian plazas and pedestrian mall concept
- Pocket Parks
- Office space on Parking Garage ground floor levels
- Maximize landscaping and site shading
- Provide walking paths for staff and public
- Uniform wayfinding system

Travis County Facilities Management Department



EXAMPLES OF LOCAL PARKING GARAGES



Travis County Facilities Management Department

EXAMPLES OF LOCAL PUBLIC GATHERING SPACES



Travis County Facilities Management Department



EXAMPLES OF LOCAL ART IN PUBLIC PLACES



Travis County Facilities Management Department

NEXT STEPS

- Adoption of Goals by Commissioners Court
- Finalize data collection and studies
- Continue collaboration with Neighbors and Staff
- Finalize design guidelines for North Campus
- Outline strategy for achieving LEED goals for Phase 1
- Needs Analysis for existing North Campus Departments
- Adoption of Master Plan by Commissioners Court
- Ongoing North Campus Master Plan updates by FMD

Travis County Facilities Management Department

Travis County North Campus

Master Plan Report

5335, 5501 and 5555
Airport Boulevard
Austin, Texas

Prepared for



James J. Taylor
11-30-09

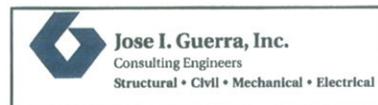
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November 2009

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INTRODUCTION

In March 2009, a design team was developed in order to prepare a Master Plan of the Travis County North Campus. The members of that team are as follows:

Travis County Facilities Management Department – *Architectural Team*

Jim Barr, AIA, LEED AP, Sr. Project Manager
Kim Nguyen, AIA, LEED AP, Sr. Architectural Associate
Rick Avery, AIA, LEED AP, Project Manager

Urban Design Group – *Civil Engineering and Planning*

Laura Toups, P.E., LEED AP, Managing Partner

Eleanor McKinney, Landscape Architect – *Landscape Architecture*

Eleanor H. McKinney, ASLA, GRP

Jose I. Guerra, Inc. – *MEP Engineering*

Rick Guerra, P.E., President/CEO
Shawn R. Allen, P.E., LEED AP, Vice President/Director, Mech/Elec Group
Joe H. McFatter Jr., P.E., Dept. Manager, Electrical Engineering

Sue Barnett Sustainable Design – *LEED*

Sue Barnett, LEED AP, USGBC Faculty Emeritus

NORTH CAMPUS SITE

The purpose of the Master Plan was to develop recommendations for the highest and best use of the North Campus with specific analysis of the redevelopment potential of 5335 Airport and future possibilities for 5501 and 5555 Airport.

The project site consists of existing Travis County facilities located on Airport Boulevard with adjacent property purchased for redevelopment. The property, known as the North Campus, consists of the following:

- 1) **5335 Airport Boulevard**
 - Site of Former Chair King Furniture Store
 - 23,000 S.F. of vacant building and associated parking lot with 161 spaces
 - Site area = 2.73 Acres

- 2) **5501 Airport Boulevard**
 - Site of current Tax Office, County Clerk, District Clerk, RMCR, CES, ES, ITS, HRMD, Wellness Clinic and 6,000 S.F. expansion space.
 - Building has 124,620 S.F.; 376 surface parking spaces
 - Site Area = 7.18 Acres

3) **5555 Airport**

- Site of Keith George Ruiz Building, which houses the Sheriff, Fire Marshall, ITS, and 2,060 of expansion space.
- Building has 58,000 S.F.; 100 surface parking spaces
- Site Area = 2.99 Acres

Total Acres = 12.9



MASTER PLAN PROCESS

PLANNING PROCESS

March 2009

The design team, along with Travis County Staff, met with the adjoining neighborhood associations to introduce the team and process and to hear their desires and concerns. The Travis County Facilities Management Staff had met with the neighbors on numerous previous occasions and restated their commitment to keep the neighborhood informed as Travis County proceeds toward development of the North Campus property. A summary of the neighborhood concerns from that meeting is provided in the Neighborhood Plan and Issues section of this report.

April 2009

The Master Plan design team met with Travis County Staff in a planning charrette to develop a planning approach to the entire 12.9 acre site. The immediate plan for the site is the design and construction of an office building and associated parking on the 5335 site. In order to create the best design scenarios, it was imperative to look at the whole campus and explore what redevelopment might occur there in the future.

EXISTING RESIDENTIAL AND COMMERCIAL CHARACTER

This process began by looking at the character of the neighborhood and commercial aspects of Airport. The adjoining single family neighborhood is comprised of small homes with a few multi-family projects.



Residents appear to include older long-time owners, young families and renters.



Adjacent multi-family facility on Helen

The commercial character of Airport includes many supported services and long-term businesses such as Lammes Candies (Established 1885) and Quality Seafood (1938). There are a number of older commercial strip centers with stand alone commercial buildings on smaller lots.



PEDESTRIAN LINKAGES

By observing pedestrians during site visits and through neighborhood meeting feedback, analysis of existing pedestrian routes occurred. Locations of destinations, existing sidewalks, bus stops and future rail service provided a framework for these movements. Using this framework, a layout of possible massing and pedestrian opportunities was developed. The following exhibits show these patterns: Exhibit 1 - Existing Pedestrian Routes, and Exhibit 2 – Massing/Pedestrian Opportunities.



GRAPHIC SCALE:



TRAVIS COUNTY NORTH CAMPUS

EXISTING PEDESTRIAN ROUTES - EXHIBIT 1

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SUITE E101
AUSTIN, TX 78746
PHONE: 512.347.0040
FAX: 512.347.1311
E-MAIL: GENERAL@UDG.COM
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GRAPHIC SCALE:



TRAVIS COUNTY NORTH CAMPUS

MASSING/PEDESTRIAN OPPORTUNITIES - EXHIBIT 2

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 PHONE: 512.347.0040
 FAX: 512.347.1311
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 www.udg.com

DEVELOPMENT OF GOALS AND GUIDELINES

Goals

From this massing and public space analysis, a set of goals was established for the Master Plan. Those goals are as follows:

- 1) Build Expansion Space for County Departments
 - Departments approved for relocation by Commissioners Court
 - Development of 5335 site will influence future redevelopment of Campus
- 2) Facilitate Effective Delivery of County Services
 - Design for efficient visitor access to County Departments
 - Ease of parking and circulation
 - Create pleasant and healthy staff work environment
- 3) Ensure Vehicular and Pedestrian Safety
 - Design to avoid driver distraction
 - Minimize crossing paths of pedestrians and vehicles
 - Traffic control with landscape barriers, crosswalk identification and signage
 - Plan for desirable future redevelopment options
 - Future traffic flow, service entry, emergency access
 - Safe pedestrian access between parking and buildings
 - High visibility intersections with good sightlines
- 4) Provide for a Safe and Secure Campus
 - Sightlines for observation, cameras and patrols
 - Good site and parking garage lighting
 - Avoid blind corners and hideout spaces
 - Allow neighborhood access after hours
 - Encourage “eyes on the street” through building and site design and by fostering relationships with the neighborhood
- 5) Create Amenities for Staff, Visitors and Neighborhood
 - Promote sense of civic ownership in County facilities by neighbors and visitors
 - Pocket parks along perimeter of site to soften edge
 - Walking paths through and around site for daytime and evening use
 - Landscape planting and trees to soften traffic impact, provide shade and control site usage patterns
 - Develop “sense of place” and appropriate image for County facilities
- 6) Achieve LEED and Sustainability Goals
 - Achieve LEED Silver or higher certification for new construction
 - Sustainable Sites
 - Water Efficiency
 - Energy & Atmosphere
 - Materials & Resources
 - Indoor Environmental Quality
 - Innovation in Design

Design Guidelines

Using these goals, the following design guidelines were created:

- Parking garages in back along Helen Street
- Office buildings in front along Airport Boulevard
 - Conforms to City of Austin Core Transit Corridor and Commercial Design Guidelines
- Landscape buffers along Airport Boulevard and 53½ Street
- Develop pedestrian plazas and pedestrian mall concept
- Pocket parks
- Office space on parking garage ground floor levels
- Maximize landscaping and site shading
- Provide walking paths for staff and public
- Uniform wayfinding system

Using these design guidelines and the requirements of City of Austin Compatibility Setbacks and the Subchapter E Design Standards, three possible development phases were created. Although there is no anticipated development schedule for 5501 and 5555 Airport Boulevard, these plans give a conceptual framework in which to plan for future expansions when and if they are needed. The concepts shown allow for maximum density of the site while complying with the intent of Subchapter E. Under Subchapter E, if the entire site were developed, it would trigger the connectivity requirements of internal circulation systems for sites five acres and larger. The layout shown in Phase 3 would meet the intent of this section by providing pedestrian linkages that conform to the proposed street geometry in the City of Austin Code. Preliminary discussions with City of Austin Staff indicated that this would be an acceptable design.

COMMISSIONERS COURT PRESENTATION

On August 27, 2009, the Travis County Staff presented the Master Plan status report of this work including the following concept plans to the Commissioners Court. That report presentation is provided in the Appendix.

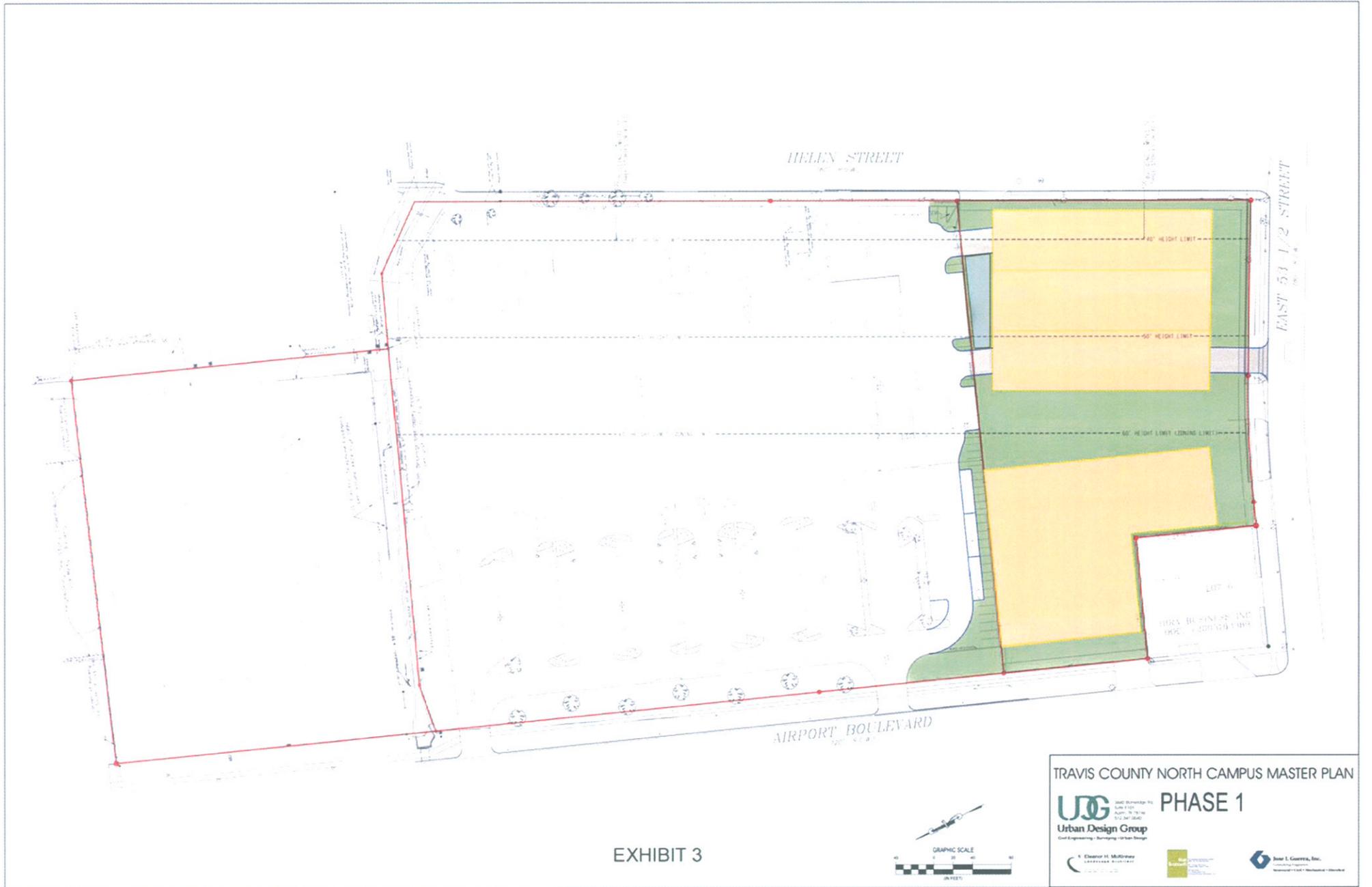


EXHIBIT 3

TRAVIS COUNTY NORTH CAMPUS MASTER PLAN

UDG
 Urban Design Group
 Civil Engineering - Planning - Urban Design

PHASE 1

Charles H. McKinstry
 LEED AP Accredited Professional

TRAVIS COUNTY
 PLANNING DEPARTMENT

José L. Guerra, Inc.
 LEED AP Accredited Professional

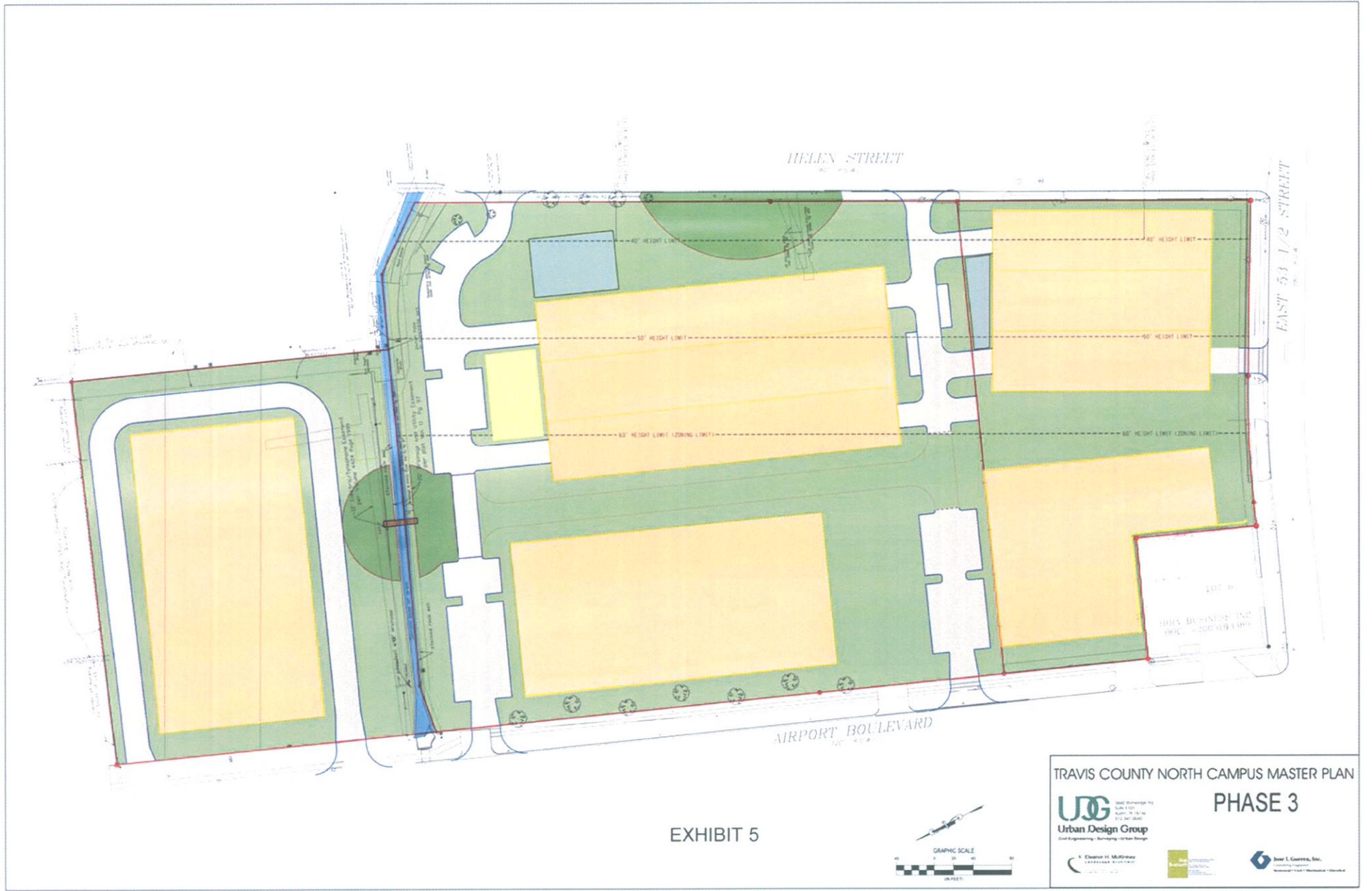


EXHIBIT 5



TRAVIS COUNTY NORTH CAMPUS MASTER PLAN
PHASE 3

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Charles H. McKinney
Landscape Architect

Jose L. Guerra, Inc.
Landscape Architect

5335 AIRPORT BOULEVARD - SITE CHARACTERISTICS

SITE DATA

Site Area: 12.9 acres total

5335 – 2.73 acres

5501 – 7.18 acres

5555 – 2.99 acres

Watershed: **Tannehill Creek Watershed**

Watershed Type: **Urban**

Floodplain, **FEMA Panel 48453C0455H (See Appendix for map)**

Zoning: **CS-V-CO-NP**

Geology: **Qucr (Upper Colorado River terrace deposits), Kau (Austin Group)**

Soils: **LeB (Lewisville soils and Urban land)**

ZONING

The current zoning is CS-V-CO-NP which stands for Commercial Services, Vertical Mixed-Use, Conditional Overlay, Neighborhood Plan. This zoning allows all of the County's existing and proposed uses. A zoning map and a copy of the Neighborhood Plan Zoning Ordinance and the Vertical Mixed Use Ordinance is provided in the Appendix.

CS Setbacks are as follows:

Minimum lot size – 5,750 sq ft

Minimum lot width – 50

Maximum height – 60 ft

Minimum setbacks

Front yard – 10 ft

Street side yard – 10 ft

Interior side yard – none

Rear yard – none

Maximum building coverage – 95%

Maximum impervious cover – 95%

Maximum floor area ratio – 2:1

SUBDIVISION

All of the tracts in the North Campus are legally subdivided lots and, therefore, no subdivision will be required at the site plan process.

SITE UTILITIES

1. Water (See existing Conditions Map in Appendix)

8" CI in East 53 ½ Street,
6" CI in Helen Street,
8" CI in Airport Boulevard,
6" fire line to 5335 Airport Boulevard,
Several fire hydrants nearby.

2. Wastewater (See existing Conditions Map in Appendix)

8" Concrete line in East 53 ½ Street (A-2606),
8" Concrete line in Airport Boulevard (A-5501 & A-5292),
WW Manholes nearby on East 54th, East 55th and East 55 ½ Street.

3. Storm Drainage

Drainage Channel and Easement between 5501 and 5555 Airport Boulevard,
Two curb inlets on Helen Street,
Interior storm drain (18" – 30") on 5501 Airport Boulevard to drainage ditch,
WQ and Detention will be required by code; however, existing impervious cover is near 100% and has been so since at least 1974 (time of SCS aerial photo).

4. Others

The site is served by Texas Gas Service (gas), Austin Energy (electric), ATT (telephone) and Time Warner Cable.

WATER QUALITY DETENTION

The existing site does not have any water quality or storm water controls as they were not required when the site was constructed. The site is currently almost 100 percent impervious cover and drains to the drainage channel between 5555 and 5501 Airport Boulevard. The floodplain for this drainage channel appears to be contained within the banks of the channel as shown on the Floodplain Map (Appendix).

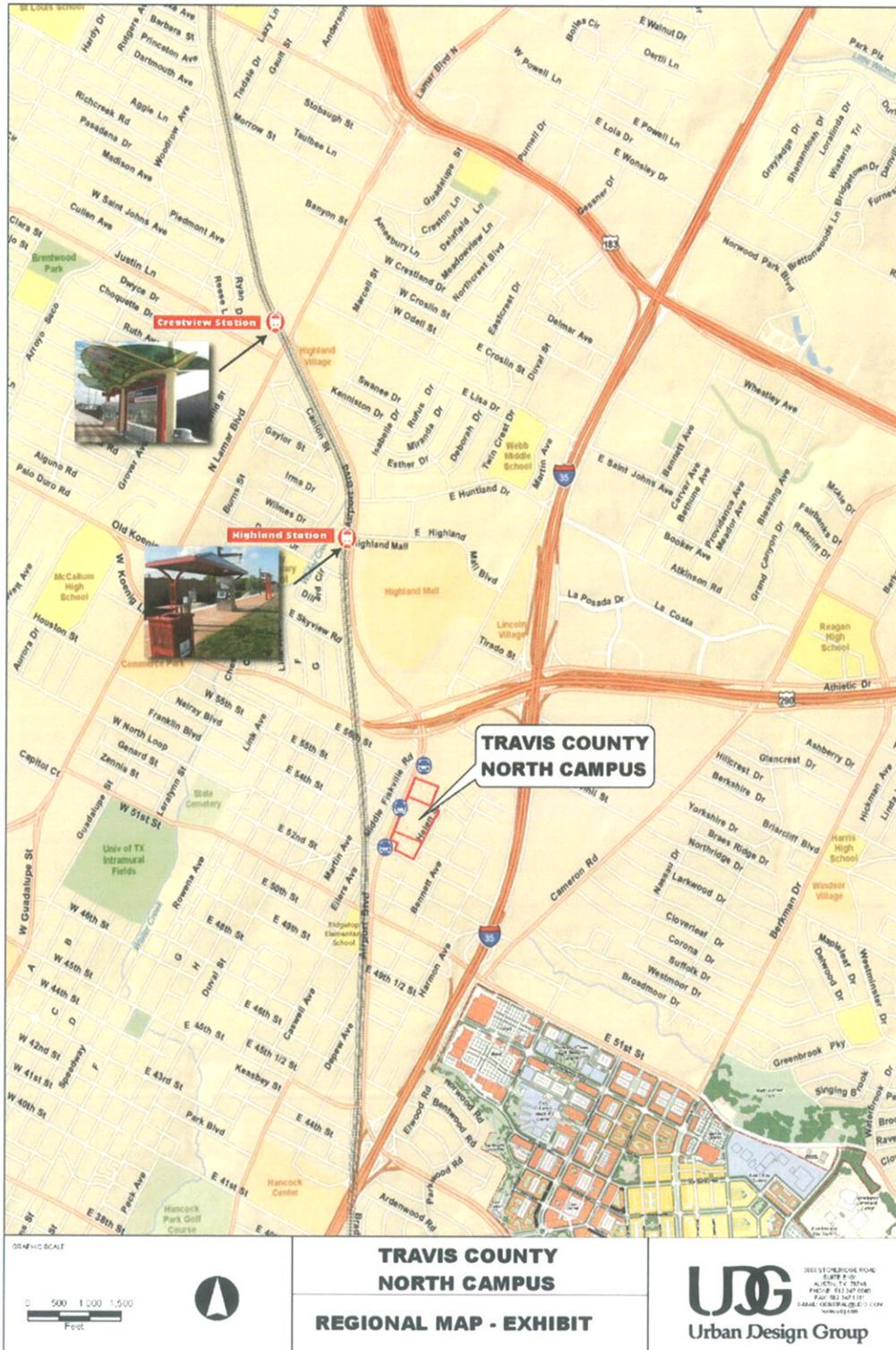
Redevelopment of 5335 will not require a detention pond since construction on the site will result in a reduction from the existing impervious cover which is close to 100 percent. This reduction will occur due to landscape requirements under current codes.

Water quality will be required and could be accommodated by a pond either under the parking garage/building on as a part of the exterior yard.

CAPITAL METRO ISSUES

Commuter Rail:

The Capital Metropolitan Transportation Authority (Capital Metro) Commuter Rail line from Leander to Downtown Austin should be in service some time in 2010. The rail line is located across Airport from the North Campus with the nearby stops of Crestview Station and Highland. These are shown on the following Regional Map.



During the Capital Metro 2004 All Systems Go public meetings, the Capital Metro service area communities encouraged the agency to begin planning for pedestrian and bicycle trails along its planned rail lines wherever possible. In 2007, Capital Metro retained the services of LAN & Bowman – Melton – Alta to perform a feasibility study for a Rail and Trail system. The study evaluated potential alignments and developed eleven candidate projects. The North Campus falls within Segment 2 Wilshire Boulevard to Highland Mall Station (length = 2.77 miles).

The final report completed June 12, 2007 designated this segment the 1st priority recommendation. Quoting from the Report, *“The 1st priority recommendation is project 2, from Wilshire Boulevard to Highland Mall Station. This pedestrian connection beneath the elevated deck of IH 35 is the key non-motorized link between the near-East Austin neighborhoods and the Highland Mall MetroRail station platform that will be situated west of IH 35 along Airport Boulevard. The Capital Metro agency staff have already applied for federal funding assistance for this connection of approximately 2.1 miles of multi-use trail linking to public transportation.”*

For a graphic of the proposed trail route along Airport Boulevard, see Trail Feasibility Study, Capital Metro Section in the Appendix.

BUS ROUTES

Capital Metro currently serves the North Campus with routes along Airport Boulevard and a metro stop in front of 5501. Service Routes # 7 and #10 are provided in the Capital Metro Section in the Appendix.

CAPITAL METRO MEETING

On September 18, 2009, a meeting occurred with Roberto Gonzales and Travis Hausmann of Capital Metro, Travis County Staff, Jim Barr and Kim Nguyen, and UDG staff, Laura Toups and J Segura. The purpose of the meeting was to discuss the North Campus project and determine opportunities for coordination with Capital Metro plans.

The result of that meeting was the following:

- Bus service that actually pulled into the North Campus would not be compatible with Capital Metro’s current policies and criteria.
- A bus “pull off” in the R.O.W. along the north-bound frontage of Airport Boulevard would be acceptable should Travis County want to pursue.
- Capital Metro would work with Travis County should there be a desire to move the existing northbound stop location in front of the Campus to better facilitate pedestrian flow in the campus.
- Capital Metro would consider installing a shelter at this location and it could be a specialty color.

NEIGHBORHOOD PLAN AND ISSUES

The North Campus is located in the Ridgetop Neighborhood and adjacent to the Northfield Neighborhood as shown on the following map. The North Loop Neighborhood plan, adopted in May 2002 included the County’s North Campus site and is provided in the Appendix.



A meeting occurred on March 31, 2009 in which the design team heard from the neighborhood as to concerns and desires about the North Campus development. The following is a list of issues presented by the Neighborhood.

**Neighborhood Meeting - Summary of Concerns
March 31, 2009**

ISSUE	APRIL 2, 2009 MEETING
Pedestrian space	yes
Could it be a library?	no
The county’s property was designated as the neighborhood center before Travis Co. bought.....glad that County bought it though	fyi
Problem with Airport, no curb on west side	COA issue
Need pedestrian crossings, crosswalks	COA issue

Continuous curb cut for car dealers a problem	COA issue
Activate the street, make it a place people want to be	yes, great
Increase the people mass since you can't decrease the cars	yes, great
5% retail is not enough, need 20%-25%	Bond fun limitation
How about a public green space, people waiting with kids could use play area with intercom	yes
COA shortening library hours, don't need another	fyi
Need interior meeting space	yes, County has done this in Pct. 1, access from outside of building
Bring building to the street, provide something of interest	Required by CDS
Consolidate the parking	yes, Check on Cap Metro plans for bus and shuttle routes
Like City hall and the outdoor venue space	Probably not an organized music venue, but can create outdoor gathering space
Fence cut off the pedestrian route	Noted and will address in master plan
Fence was put up as a response to employee safety concerns (Travis Co. response)	fyi
Important how you address the neighborhood side of the project...problem with VMU projects having a back side that is ugly	Noted and will address in master plan
VMU projects having a back side that is ugly	fyi
How about parking structure in the middle in order to have buildings around it?	can't do this
Ridgetop N.A. happy about county moving in but have concerns about the amount of Traffic increase	fyi
Concern about cut through traffic on 53 1/2	It is not feasible to restrict traffic from 53 1/2
How much additional traffic will come from new development	concern noted
People traveling north on IH-35 use 53 1/2 to come to Airport	fyi, neighbors opinion
Concern about the Cap Metro commuter rail crossings, safety problems	COA and Cap Metro issue
Salvage yard may become a Rapid Bus stop	Cap Metro issue
The 6 way intersection is very dangerous, the neighbors have met with Rob Spillar at the city	COA issue
County should do a TIA, coordinate with TxDOT and COA	will not be doing this
Creek redevelopment, return to natural state	Can't return to natural state, due to erosion and flooding issues, but can improve the appearance
The natural state was eroding into people's yards, COA installed gabions	fyi
Neighborhood plans to plant tree within 53 1/2 ROW, PARD program, no other place, planting to occur in the fall of 09	these trees will not comply with the CDS
Neighborhood planted the scrubs/trees along Airport, 12 people have been hand watering for 2 years	these trees do not comply with the CDS and will need to be relocated when development occurs.

LANDSCAPE ISSUES

ASSESSMENT OF EXISTING LANDSCAPE CHARACTER AND CONDITIONS

Eleanor McKinney, Landscape Architect visited the site along with Laura Toups, P.E. to observe and record existing conditions. Following are the observations collected.

Site Context

The **Travis County North Campus** site is located on an old commercial corridor on Airport Boulevard between E. 53 ½ Street to the south and a small strip shopping center to the north. Helen Street forms the eastern boundary. The landscape character is marked by a predominance of large surface parking lots between the buildings and the street on Airport, low office buildings with parking in front on E. 53 ½ Street, and an older residential neighborhood to the east of Helen Street.

The **Airport Boulevard Corridor** is typical to older retail corridors with a cacophony of billboards and signs, electric utility poles with overhead wires, a wide vehicular right-of-way, surface parking lots, narrow sidewalks, and lack of shade and connectivity for the pedestrian.

The **Shopping Center** to the North contains older retail as well as an iconic, old-Austin seafood restaurant. The restaurant serves as a main draw to the surrounding area. The **Office Center** to the South across E. 53 ½ St. houses community service organizations and outreach facilities.

The **Neighborhood** to the East is characterized by one-story residential single family units with older trees and personalized front lawns. Frequently, residents have been observed walking from the neighborhood along E. 53 ½ Street to the shopping and services along Airport or out working in their front yards. There is the feeling of community shared between neighbors.

OVERALL EXISTING LANDSCAPE TREATMENT AND RECOMMENDATIONS

The **Overall Site** is an amalgamation of three separate lots for **5555**, **5501**, and **5335** with no unified landscape treatment throughout. Since these were previously developed lots, the City of Austin Landscape Ordinances was evidently not in place at the time of construction. No subsequent site redevelopment has forced an upgrade of these lots to meet the current landscape standards. In specific, the 2007 Design Standards and Mixed Use Ordinance has not been implemented.

The combined site has numerous existing older trees of varying conditions. We recommend that a **Certified Arborist** provide an assessment of the condition of each tree to determine the appropriate care and direction for future design considerations.

The existing **Landscape Maintenance** appears to be poorly defined with little connection to the original design intent. The Asian Jasmine groundcover has spread out of the original planting beds into the turf area. Both the turf and ground cover appear to be receiving the same mowing treatment instead of keeping the two areas separate.

Also, the original design does not appear to address pedestrian traffic needs. We recommend that the entire site be evaluated for a design upgrade to the existing landscape areas. Any subsequent

design needs to be tied to an achievable maintenance program. The County will need to determine if the desired landscape maintenance can be executed by in-house maintenance personnel or contracted out to a landscape maintenance company.

Typical to an aging irrigation infrastructure of three different sites, the **Irrigation System** appears to provide a patchwork of service. We recommend that a thorough assessment of the irrigation system(s) be performed to determine the appropriate upgrade to current best practices. Water conservation is becoming more and more critical in Central Texas. New irrigation systems have central controls tied to weather stations and soil moisture sensors so that water is delivered in a timely and efficient manner for plant health and growth.

5555 LANDSCAPE DEVELOPMENT



The Existing 5555 Site is characterized by three main landscape areas and treatments.

1. The northern boundary between the Travis County parking lot and the strip center.

The northern boundary is a simple raised concrete curb between the edges of the adjacent parking lots. Due to existing parking lot vehicular patterns, we are not recommending any change in treatment.



2. The streetscape along Airport with mature, multi-trunked ornamental trees, evergreen shrubs, and groundcover.



The five yaupon hollies along Airport appear to be in good condition. The two yaupon hollies on the end islands appear to be stunted. The shrubs are arranged in a ring around each tree and represent an older landscape style. We recommend defining pedestrian connections from the sidewalk, removing or relocating the shrubs into a different pattern, and defining bed areas from lawn areas. Clear definition will simplify landscape maintenance.

3. The drainage creek along the southern boundary.

The banks of the drainage creek on the southern boundary have been recently stabilized with limestone block rip-rap. This landscape treatment appears to have provided a sorely needed upgrade. We do recommend discussing with the City of Austin about replacement of the existing pipe rail barrier at the headwall with an ornamental metal guardrail.

Maintenance of the interior of the creek is poor. At the time of the site visit, large piles of debris and weed growth were present. We recommended working with the City of Austin to establish a regular maintenance program for the creek to insure that the appearance reflects well on the county facility and that creek remains clear for flood control.



5501 LANDSCAPE DEVELOPMENT



The Existing 5501 Site is characterized by 5 main landscape areas and treatments.

1. The streetscape along Airport with mature, large caliper Live Oaks, a wide tree lawn, narrow sidewalk, low earth berms, and some patchy groundcover areas.

The ten existing Live Oaks appear to be in good condition overall. The approximately 57' wide lawn area extends from back of curb in the R.O.W. to the eastern edge of the parking lot. The lawn and trees provide the defining landscape character of the site.

Between the curb and the sidewalk, new small caliper trees of various species have been planted recently by the neighborhood. We recommend that these trees be relocated as soon as possible. Some of the species are not utility compatible with the overhead lines. Also, upon maturity the variety of shape and size will detract from the magnificent character of the Live Oaks to the East.



The narrow 5' sidewalk does not meet the Design Standards and is not pedestrian friendly. We recommend widening the sidewalk to 15' wide per current standards.

The earth berms represent an older landscape style. We recommend leveling the berms to the height of the adjacent finish grade.

The groundcover areas have been eroded with We recommended establishing clear pedestrian connections to the parking area and the building and subsequent revision of the groundcover treatment.



2. A landscape strip on the north side adjacent to the creek with mature, large caliper Live Oaks, tree lawn, and smoker's pavilion.

The six existing Live Oaks appear to be in good condition. The lawn is overgrown with weed species although a regular mowing schedule keeps it looking good from a distance.

The new smoker's pavilion provides a needed break area for employees and county visitors. We recommend enhancement of this area and a pedestrian bridge across the creek.



3. A large, older parking area with a new landscape treatment in 2007 of 4" inch caliper trees and an understory of spineless prickly pear cactus.

The new trees and drought-tolerant understory have provided a welcome face lift to the main parking area. However, more could be done to enhance pedestrian connectivity.



4. The south side of the main building with drive through payment services.

The south side appears to have a confusing parking / vehicular treatment. We recommend adding a landscape median to define circulation patterns for drive through queuing and through traffic. Pedestrian pathways should also be delineated for safety and a more friendly circulation route.



5. An employee parking lot to the east with ornamental fencing, an automatic gate, and a few older trees.

The fencing and gate provided security for employees and back of house activities. However, the treatment does not currently acknowledge the neighborhood to the east.

5335 SITE DEVELOPMENT



The Existing 5335 Site is characterized by two boundary treatments and a large asphalt parking lot.

1. The southern boundary with security fencing, overhead power lines, and a 5' sidewalk in the R.O.W.

The southern edge presents an uninviting pedestrian connection from the neighborhood to Airport Boulevard along E. 53 ½ Street. We recommend an upgrade similar to the COA Design Standards with 12' wide sidewalks and shade trees.



2. *The eastern boundary with similar treatment to 5501.*

The fencing and gate provided security for employees and back of house activities. However, the treatment does not currently acknowledge the neighborhood to the east. We recommend providing a more friendly landscape treatment to face the neighborhood.



PLANNING FOR PROPOSED NEW WORK

City of Austin Regulations and Guidelines

2007 Design Standards and Mixed Use – Landscape

Under the Design Standards and Mixed Use ordinance all projects come under certain new standards for Sidewalks and Building Placement, Pedestrian Connectivity, and Open Space. The following is a summary of these standards as they apply to the North Campus:

Sidewalks and Building Placement

Airport Boulevard – Core Transit Corridor

Standard: Public sidewalks shall be located along Core Transit Corridors. The typical standards are 15' wide sidewalks with an 8' street tree / furniture zone adjacent to the curb and a 7' clear pedestrian zone to the building face. However, due to the existing large live oaks on the east side of the existing sidewalk at 5501 and the existing overhead utilities, initial discussions with city staff indicated that a waiver to these standards might be possible for the frontage along Airport Boulevard.

In lieu of the standards, the existing landscape character of live oaks and tree lawn is proposed to be extended across the 5535 site. Therefore, the building placement should be setback from the standard of 15' to approximately 57'.

The sidewalk is proposed to be widened to 15' continuously along Airport Boulevard in front of 5501 and 5335. Concrete paver crosswalks will be installed across all driveways in alignment with the new sidewalk.

New live oaks at 30' o.c. minimum should be located in alignment with the existing trees on the 5535 site. Also, new streetscape furniture of benches, trash receptacles, and bike racks will be added.

E. 53-1/2 Street – Urban Roadway

Standard: Public sidewalks shall be located along Urban Roadways. The typical standards are 12' wide sidewalks with a 7' street tree / furniture zone and a 5' clear pedestrian zone to the building face. However, due to existing overhead utilities, initial discussions with city staff indicated that a waiver to these standards might be possible along E. 53-1/2 Street.

In lieu of the standards, the landscape character of shade trees and tree lawn along Airport is proposed to be extended down E. 53-1/2. Therefore, the building placement should be setback from the standard of 12' to approximately 34 - 40'.

The sidewalk is proposed to be widened to 12'. Concrete paver crosswalks will be installed across all driveways in alignment with the new sidewalk.

A new row of shade trees at 30' o.c. minimum should be located to the north of any utility conflicts. Streetscape furniture similar those along Airport will be added.

Improvements to Encourage Pedestrian, Bicycle, and Vehicular Connectivity

Projects with a Net Site Area of Three Acres or More

Standard: Where a public street is adjacent to a property line, provide direct pedestrian and bicycle access from that street to a customer entrance. Sidewalks should be shaded with street trees.

On the 5501 Site at Airport Boulevard, a wide **Pedestrian Promenade** of concrete pavers lined with shade trees is proposed to connect a new Capital Metro transit stop with the main building. Concrete paver crosswalks will be installed across all driveways in alignment with the new promenade. At the main building, the crosswalk will be widened to a pedestrian plaza to allow safe pedestrian travel from vehicles to the customer entrance.

On the 5335 Site at Airport Boulevard, a concrete paver pedestrian access flanked by shade trees is proposed to connect the sidewalk to the new customer entrance.

At E. 53-1/2 Street, two pedestrian access points should be recognized. The primary access will be to the central courtyard between the new office building and the mixed use office / parking garage. A concrete paver walkway will lead to a widened court with benches, shade trees, ornamental trees, shrubs, and groundcover. A concrete paver crosswalk will be installed across the drive to the 5501 Building. A secondary access walkway will be from the street to the office entrance at the mixed use office / parking garage.

Additional Measures to Improve Connectivity

Standard: Additional measures are required out of a menu of options. The following has been selected:

Provide pedestrian connection to adjacent residential development.

At Helen Street, a concrete sidewalk with a double row of shade trees is proposed to connect the neighborhood with both 5335 and 5501.

Private Common Open Space and Pedestrian Amenities

All Site Plans five acres in size or larger.

Standard: Amenity Required – All development shall devote a minimum of 2 percent of the net site area to an open space amenity. All open space shall be located so as to be readily accessible and useable by residents or visitors in various locations of the development.

Two open space amenities are proposed for the 5501 site and two for the 5335 site:

At the 5501 Site, **Tree Preservation Area #1** extends along Airport Boulevard characterized by the mature Live Oaks. **Tree Preservation Area #2** extends along the creek and is also characterized by mature Live Oaks. The combined tree preservation areas occupy 7 percent of the net site area.

At the 5335, the first proposed open space is the previously mentioned **Pedestrian Plaza** between the new office building and the mixed use office / garage. The plaza occupies 7.5 percent of the net site area.

The second is a **Pocket Park** proposed for the area to the east of the mixed use office / garage. The pocket park provides a trail, benches, shade trees, and ground cover. The pocket park occupies 4.8 percent of the net site area.

Additional Landscape Ordinances

Additional Landscape Ordinances that need to be considered for 5335 include:

Buffering of Water Quality Pond

The Water Quality Pond will need to be buffered from the view along Helen Street. Buffering can be accomplished by various means such as an 8' wide strip of shrubs, a low wall, vines, trees, etc.

Street Yard Trees

The Street Yard is the area between the building and the Right-of-Way on private property. New trees are typically required in the street yard based on the total square foot area. However, the shade trees along sidewalks required by the Design Standards will cover these requirements.

Plant Species Selection

New plant species should be selected from the COA Preferred Plant List for drought tolerant plants. The same tree species cannot be used for more than 50% of the selection.

Urban Design Guidelines (updated 2009)

The original Downtown Design Guidelines originally published in 2000 have recently been updated and revised to become Urban Design Guidelines applicable to all areas of increasing density.

The Section ***Guidelines for the Public Streetscape*** is now covered by the Design Standards and Mixed Use ordinance.

The Section ***Guidelines for Plazas and Open Space*** is applicable to the North Campus site. Following is a summary of the guidelines and proposed treatments to meet their objectives.

Contribute to an Open Space Network and Emphasize Connections to Parks and Greenways

Pedestrian connections are proposed throughout the Master Plan. A loop walkway begins at the Helen Street to connect residents to the campus. The walkway extends from the north side of the new buildings at 5335 to the front of 5501, to the south side of the creek, to the enhanced walk along Airport, to the Pedestrian Promenade, and back to the original walkway connection.

Develop Green Roofs

Green Roofs are proposed on top of portions of the new office building and the new mixed use office /garage. At least fifty percent of the combined roof area will be covered which will contribute to a LEED point. (See Sustainable Landscape Considerations for further discussion of Green Roofs.)

Provide Plazas in High Use Areas and Determine Plaza Function, Size, and Activity

A Pedestrian Plaza is proposed between the new buildings. Employees would be able use this area for lunch and breaks as desired. Visitors would be able use the plaza while waiting on County services. Consideration should be given to accommodating families with children.

Consider Microclimate, Circulation, Seating, Visual Complexity, and Plants

The plaza is proposed to have large shade trees, connection to main walkways, ample benches and seatwalls, and a rich material palette. Drought tolerant ornamental plantings should comprise at least 30% of the plaza area.

Provide Interactive Civic Art and Fountains

The plaza should have a well-designed artistic focal point and/or a fountain to provide interest and cool the surrounding air temperature.

Provide Food Service for Plaza Participants

In the ground floor of the office building facing the plaza, a food concession should be considered to increase the economic vitality and connection to the surrounding businesses.

Increase Safety in Plazas through Wayfinding, Lighting, and Visibility

The plaza should be well lit and inviting during the night time hours to provide a safe area for pedestrians. Ample signage should direct people to their appropriate destinations.

Plaza Management and Maintenance

The plaza should be maintained on a weekly basis to demonstrate a high level of care and management presence. Exterior places that are well maintained discourage unsavory activities.

SUSTAINABLE LANDSCAPE CONSIDERATIONS

Shade to Mitigate the Urban Heat Island

In Austin, there is an overwhelming need for shade to mitigate the urban heat island effect generated by buildings and roadways. Shade trees, vine covered arbors, and green trellised walls provide a welcome relief from high temperatures. Beyond any current ordinances, we recommend adding as many of these devices as practical to a project. We do see an increasing desire for implementation of these devices and expect to see that desire reflected in future ordinances.

The Master Plan does provide a significant number of shading devices. Additional trees are shown throughout the property and especially along pedestrian walks. An arbor is proposed for the Pedestrian Plaza. Green trellised walls are proposed for the mixed use office / parking garage.

Green Roofs

Green roofs address a broad range of issues across a breadth of scale, from building to site to urban design, and as such, offer a unique combined public benefit in a single technology. As the city becomes denser, green roofs mitigate the combined negative effects of the built environment. Effectively constituting open green space within the building footprint, planted roofs augment the city's green infrastructure, mitigate stormwater run-off, cool ambient temperatures to counteract the urban heat island effect, increase energy conservation, sequester carbon, offer aesthetic amenity, provide wildlife habitat and an opportunity to connect with nature in the heart of the city.

The Master Plan proposes two different types of Green Roofs for the 5335 Site. The first green roof on top of the mixed use office / parking garage is an accessible green roof with landscape amenities for the use of employees. The second green roof on top of the office building is an inaccessible green roof whose function is primarily for stormwater management and mitigation of the urban heat island and increased thermal performance for the building.

The accessible green roof has similar budgetary impacts to highly detailed landscapes at grade. Pedestrian live loads, guardrails, walkways, raised planters, and deeper soil depths will require greater structural support. The inaccessible roof can be designed to accommodate target goals for stormwater management that are set by the County. These goals will affect soil depth.

Water Conservation

Water conservation is becoming more critical to the life cycle of a project in Austin. Mandatory water conservation measures in times of drought impact landscape planning. The North Campus has an opportunity to review its irrigation approach in a system wide fashion. Budgeting should consider state of the art irrigation system components in order to deliver water to the landscape in an efficient and timely manner. Centralized weather stations tied to controllers, centralized valve boxes, stream bubblers, and drip irrigation are components to consider. (See previous Existing Conditions Assessment.)

Rainwater collection and re-use of gray water provide other water conservations option to explore. The current codes within the city do not incentivize these approaches. However, as water becomes the new “oil”, there will be more citizen demand for these new technologies. North Campus could become a model demonstration project for low potable water use.

Soils and Mulch

Sufficient soil depth and nutrients are necessary for healthy plant growth. On the 5335 site, there is no existing topsoil for use on the project. Topsoil will need to be imported for all landscape areas. This imported topsoil will require soil amendments to provide the necessary tilth and nutrients for plants. Typical soil depth for trees is 4’, for bed areas is 18”, and for lawns is 12”.

Mulch is required to prevent evapotranspiration and promote cool soil temperatures. Typical mulch depth is a minimum of 3”. Both hardwood and granite gravel mulches may be used depending on the application.

Sustainable Sites

Beyond these basic sustainable landscape best practices, a new landscape rating system has just been released as of November 5, 2009 and will go into effect sometime in 2010. Titled *Sustainable Sites*, the rating system is a collaborative effort of the American Society of Landscape Architects, the Lady Bird Johnson Wildflower Center, and the U.S. Botanic Garden. *Sustainable Sites* will complement LEED-NC. The rating system has the following seven main components:

Site Selection and Pre-Design Assessment and Planning

Site Design – Ecological Components, Human Health Components, and Materials Selection

Construction

Operations and Maintenance

As this new rating system becomes more widely accepted, we can expect that it will further influence landscape best practices and City of Austin codes and ordinances.

MEP ISSUES

ASSESSMENT OF EXISTING SYSTEMS

A team of engineers visited the site to observe and record existing conditions. Following are the observations collected. The reader is also referred to attached copies of photographs documenting existing systems.

Mechanical

5501 Building

1. All Package Gas/Electric Roof top equipment appeared in good condition. The units are relatively new, well maintained, and are about 5 and 6 years old. Some units are equipped with hail guards and some are not. We recommend that hail guards be installed on the units that are not so equipped.
2. A couple of units had some hail damage on the west side facing coils. One unit had a clogged condensate drain line. Maintenance was called to make the repair.
3. Exposed ductwork is a mixture of internally lined galvanized rectangular steel ducts with sidewall diffusers, externally wrapped rectangular and round ducts, and fabric dispersion ducts (Duct Sox).
4. No observations were made above ceilings.
5. Plumbing fixtures were all clean and modern. Toilets, urinals, and lavatory fixtures are ultrasonic operated and ADA accessible. Drinking fountains were high-low ADA accessible.

5555 Building

The interior of the building was completely renovated in 2006.

1. Ductwork, VAV boxes, air devices, fans were installed in 2006.
2. New plumbing piping including underslab. New plumbing fixtures, new 200 gallon electric water heater and circulation system.
3. There are eight Package Electric Roof Top Units.
 - a. Two units are new, installed in the same month of this visit.
 - b. Four units are one or two years old and in very good condition.
 - c. Two units are from 1993 and have substantial hail damage.
 - d. There is a brand new unit sitting on the ground in a parking space that is apparently awaiting immediate installation.
 - e. None of the units on this building have hail guards. We recommend they be so equipped.

Electrical

5501 Building

1. Updated Electrical Service Entrance. 750 kva 480 volt pad mounted transformer and Main Switchboard
2. New manual transfer switches are mounted on the exterior of the building. There is not an emergency generator on site. These provisions apparently provide for connection of a temporary, portable generator set in the event of a major electrical utility outage.
3. Clean Main Electric room. Older panelboards and transformers but appeared to be in good condition. (Original manufacturer: ITE)
4. Circuit directories are present. Some markings were made by hand in indelible marker on the panels.
5. New transformers on roof. All conduits on roof are in good condition and on good quality pipe racks or treated 4x4 blocks.

5555 Building

1. The interior of the building was completely renovated in 2006.
2. All new Electrical distribution system and lighting.
3. All new Fire Alarm system
4. Clean Main Electric Room. New Eaton/Cutler Hammer equipment. It appears that all equipment is clearly labeled and panelboards have circuit directories.

PLANNING FOR PROPOSED NEW WORK

5335 Building

General

1. The existing 23,000 sq. ft. building will be demolished and the site prepared for two new structures.
2. A new 5 story building, 36,000 sq. ft. per floor (180,000GSF) for mixed retail and commercial use.
3. A new 3 story parking garage with a mechanical/electrical basement sized to accommodate central plant mechanical and electrical services for the entire 12.9 acre campus.

Mechanical

1. The new 5 story building shall be served by a four pipe hydronic water distribution system. Chilled water shall be produced by outdoor, air-cooled chiller(s) located on the parking garage roof. Hot water shall be produced by gas fired boiler(s) located inside the basement mechanical room.

2. The hydronic chilled water system shall be configured in a primary and secondary loop configuration. The primary loop shall consist of one primary pump and one redundant pump, each operating at constant speed in a lead lag control sequence. The secondary Loop shall consist of one secondary pump and one redundant pump each operating on variable speed drives to control pressure as sensed by a pressure transducer strategically located within the building distribution loop. Air handling equipment shall be equipped with two way control valves on all chilled water components.
3. The hydronic heating water system shall be configured in a variable volume primary only arrangement. The primary distribution loop shall consist of one primary pump and one redundant pump, each operating on variable speed drives to control pressure as sensed by a pressure transducer strategically located within the building distribution loop. Air handling equipment shall be equipped with two way control valves on all heating water components.
4. The new building air distribution system shall consist of variable volume modular central station air handling units, variable volume terminal units, distribution ductwork and individual zone temperature controls.
5. Each central station air handling unit (AHU) shall be a variable volume unit consisting of a supply fan, chilled water cooling coil, hot water heating coils, outside air connection, return air connection and filter section. AHU supply fan shall be VFD controlled to a static pressure transducer located 2/3 of the way down the main air duct. A two way control valve shall modulate chilled water through an integral cooling coil to control discharge air temperature in cooling mode. A two way control valve shall modulate hot water through an integral heating coil to control discharge air temperature in heating mode. Chilled water and hot water shall be modulated together to control discharge air temperature.
6. Each central station air handling unit shall have an outside air intake sized to provide adequate ventilation to meet the requirements of ASHRAE Standard 62-2004 Ventilation for Acceptable Indoor Air Quality.
7. Each separate zone in the building shall have a dedicated variable air volume terminal unit and temperature limiting thermostat to control space temperature.
8. The building exhaust system shall consist of roof mounted centrifugal exhaust fans and a ductwork distribution system that connects to each space having an exhaust requirement.
9. The new building HVAC system shall be designed to meet all Texas State Energy Conservation (SECO) requirements. This building shall incorporate the following energy savings strategies:
 - a. The entire HVAC system shall be controlled by a central building energy management system (EMS) utilizing direct digitals.
 - b. Demand Based Ventilation. CO₂ sensors shall be installed throughout the building and interlocked with each respective AHU outside air damper and controlled through the building energy management system.

- c. Temperature limiting thermostats shall be installed throughout the building and monitored by the building EMS.
- d. Secondary chilled water pumps, primary hot water pumps and the central station air handling units shall all be equipped with variable Frequency Drives.

Electrical

1. There will likely be two points of service from Austin Energy: one service for the parking garage and central plant, and one service for the five story building. Additional services for any future buildings should be considered separately; for now, provide pathing of Austin Energy right-of-way only for overhead or underground lines to pad-mounted transformers.
2. The preliminary estimate of electrical power is 2500kva (transformer rating) for the new five story building (this is predicated on using natural gas for any significant cooking loads within the retail area)
 - a. The new building shall be served by a main service switch collocated with the pad-mounted transformer and meter.
 - b. A main switchboard within the building, located in a dedicated main electrical room. This switchboard will serve various panelboards located in electrical closets on each floor.
 - c. Two electrical closets per floor (preferably situated in the core areas centrally located to each 'half' floor area) will be necessary, sized to accommodate one 480/277 volt lighting panelboard, one transformer and 208/120volt panelboards.
 - d. Technology outlets will be coordinated with datacom outlets throughout the new building.
 - e. Transient voltage surge suppression protection will be included integrally to each 120volt panelboard to protect computers and datacom power from power surges and lightning.
 - f. The central plant/garage load capacity is estimated to be on the order of 1500kVA.
3. Illumination systems will utilize either T-8 or compact fluorescent lamps with electronic ballasts. In most locations fixtures will be equipped with dual ballasts to facilitate switching to attain multi-level lighting. Dual-technology occupancy sensors will be used in offices, and as mandated by the energy code, each lighting panelboard will include a programmable controller to facilitate turn-off and turn-on of zones on a programmed schedule; over-ride switches will be included so that users working 'after hours' can extend the ON time.
4. Outdoor lighting will be metal halide type supplemented by fluorescent fixtures mounted on the façade of the building perimeter. Lighting will be coordinated with security.
5. Interior and exterior lighting shall comply to ANSI/ASHRAE Standard 90.1-2004.
6. Emergency back up power will be provided for:
 - a. Server rooms

- b. HVAC systems for server rooms
 - c. Elevators (if required by Code).
 - d. Life safety systems
 - e. Ventilation systems (if required by Code).
7. Design team to determine the appropriate method of generation based on loads (a natural gas fueled generator located at grade, in the basement, or on the top level of the parking garage are possible options).

Communication Systems

- 1. Provisions of underground ductbanks from the street into a central demarcation room, thence to a central 'main distribution frame' (MDF) room for the Campus should be considered. Ductbanks could be extended to serve the other buildings.

Security Intrusion and CCTV

- 1. Security systems shall be coordinated with Travis County security authorities early in the design to assure full conformance to Travis County Standards.

Plumbing

- 1. No new plumbing work for the 5501 and 5555 Buildings is anticipated. Each building has individual domestic water service and sanitary waste lines of adequate size.
- 2. Utility Connections. New services will be extended to the building from available municipal and utility services. The following services are required:
 - a. Domestic Water: A new domestic water line will be provided to connect to a new meter. The water service entrance location is to be determined.
 - b. Fire Protection Water: A new 6-8" fire protection water line will be provided to connect to new double check detector assembly.
 - c. Sanitary Sewer: A new 6" sanitary sewer will be provided into the new building. The location of the service entry is to be determined.
 - d. Natural Gas: A new natural gas line will be provided by the local utility company. The gas meter will be located near the parking garage mechanical room.

Domestic Water Systems

1. Domestic cold and hot water piping will be provided to building fixtures and equipment. Piping will be concealed within building shafts, walls, and above ceiling spaces in finished areas. piping will be exposed in mechanical and equipment rooms.
2. Domestic Hot water will be provided by multiple water heaters providing 199,000 BTUH each, and 140 deg F. Circulated hot water will be blended with cold water and limited to 110°F.
3. Water piping will be Type L hard copper tube with copper solder-joint fittings and soldered joints. Solder will be equivalent to 95-5, having less than 0.10 percent lead content. Copper/bronze pressure seal (Pro-Press) fittings could also be used for domestic water piping.
4. In-line centrifugal circulating pumps will be provided to re-circulate domestic hot water.
5. Water piping will be provided with shutoff valves for isolation of piping sections for maintenance and repair. Means will be provided to drain piping.
6. Water piping will be insulated with fiberglass insulation with a foil-scrim-kraft vapor barrier jacket covering. Insulation thickness will be as required to prevent condensation on cold piping, and to prevent thermal losses on hot piping. Thickness will be as required by the State Energy Code.

Sanitary Waste and Vent Systems

1. Sanitary waste piping will be routed by gravity to new sanitary sewer connection. Piping will be below grade, or concealed within building ceiling and wall cavities if possible. Sanitary vent piping will extend to the roof.
2. Above ground sanitary waste and vent piping will be service weight cast-iron pipe and fittings with no-hub couplings. Below grade piping will be service weight cast-iron with hub-and-spigot fittings or solid wall schedule 40 PVC with solvent-weld socket DWV fittings.
3. Cast-iron floor drains and cleanouts will be provided according to need. Frames and strainer cover plates will be nickel bronze materials in finished areas.

Storm Water Drain Systems

1. Storm water drain piping will extend from roof drains to connection(s) to storm water sewer piping. Piping will be concealed within building ceiling and wall cavities. Piping may be exposed in mechanical and equipment rooms and some finished spaces.
2. Roof rainwater overflow will occur through interior building rainwater leaders discharging onto grade.
3. Above grade horizontal storm water collection piping below the roof level will be service weight cast-iron pipe and fittings with no-hub couplings.

4. Below grade storm water piping will be service weight cast-iron with hub-and-spigot compression joints, or will be Schedule 80 polyvinyl chloride (PVC) with solvent weld fittings.
5. Storm water piping serving roofs will be routed by gravity to storm sewer connection(s) points. Roof drains will be cast-iron body types, with dome strainers.
6. Roof drain downcomers, horizontal storm water piping to the connection to main vertical piping, and 5 feet of vertical piping past the connection will be insulated with fiberglass insulation with a foil-scrim-kraft vapor barrier jacket covering. Insulation thickness will be as required to prevent condensation on cold piping. Roof drain bodies will be insulated with 3/4-inch thickness of flexible elastomeric cellular insulation.

Plumbing Fixtures

1. Commercial quality plumbing fixtures and trim will be provided for the base building in according to programmed need. Fixtures will be as those by American Standard, Kohler, and Toto. Flush valves will be as those by Zurn or Sloan. Faucets by Chicago or American Standard.
2. Fixtures will be of the following types:
 - a. Water Closets: Wall hung, vitreous china with concealed carriers, and exposed water conserving, electronic sensor flush valve type.
 - b. Urinals: Wall-hung, vitreous china, water conserving, electronic sensor flush valve type.
 - c. Lavatories: Wall-hung and counter-mounted, vitreous china types. Faucets for public toilets will be electronic sensor, standard spout with flow restrictors.
 - d. Sinks: Counter-mounted, stainless steel, various types and sizes. Faucets will be gooseneck type with wrist blade handles.
 - e. Service Sinks: floor-mounted, molded stone receptor types. Faucet will be wall-mounted with vacuum breaker and pail hook.
 - f. Electric Water Coolers: Wall-hung, stainless steel, electric refrigerated types.
 - g. Wall Hydrants: Non-freeze, keyed types at the building exterior.
3. Plumbing fixtures will be selected to provide water conservation and to provide high levels of energy efficiency.
4. Plumbing fixtures will be selected and arranged to be ADA compliant.

Natural Gas System

1. Natural gas piping will be provided for mechanical equipment use.
2. Gas piping will be Schedule 40 steel pipe with threaded or welded fittings. Gas piping distribution pressure inside the building will be low pressure.

3. Gas piping routed on the roof to equipment will be galvanized or painted black steel.
4. Pressure regulators at appliances and equipment will be provided as required.
5. Gas piping will be designed and installed according to state and local plumbing and gas codes.

Fire Protection/Fire Alarm

1. Buildings will be sprinkled in accordance with Code requirements. A fire pump may be needed if it is determined that COA water pressure is not adequate for this purpose, though this is unlikely.
2. A fully-addressable fire alarm system conforming with Travis County standards shall be provided for the new five-story building. It is assumed that each address will have its own fire alarm system. The County may want to consider specifying the system and upgrading the existing building to incorporate 'mass notification' emergency broadcasting capabilities.

CENTRAL PLANT CONSIDERATIONS:

1. The existing buildings at 5501 and 5555 Airport Blvd. appear to be well maintained. Mechanical systems have been methodically replaced and an additional 15 to 20 years of service life can be expected.
2. The mechanical / electrical space located in the basement of the parking structure should be of a size to house a central plant for the entire 12.9 acre campus. Size considerations for future shall include expectation of water cooled chillers, cooling tower(s) on the garage roof, boilers for hydronic heating, associated pumps and piping and the electrical gear necessary to power the equipment.
3. There is no strong reason to construct a central corridor utility duct at this time. However, there should not be any action taken that would preclude such construction in the future.

SUSTAINABILITY AND LEED ISSUES

USING LEED-MORE THAN CHASING POINTS

The North Campus Master Planning insured that the process would not sacrifice any points toward achieving LEED certification. The next step is to insure that during building demolition and design phase the same scrutiny be applied.

LEED Certification requires leadership and experience. Experience can help maximize the points achieved and assist the design of the project to reduce operating costs and increase worker satisfaction. Early input during the building design can help make no cost or low cost design solutions as well as maximize LEED points.

LEED New Construction 2009 system is based on 110-point system. Our Master Planning process was only capable of tracking the 26 site credits because the rest are dependent on building design decisions.

By achieving most of the Site Credits LEED Silver is easier to obtain because many of these credits are circumstantial and not construction related. Many are not building budget dependent so emphasis should be placed on these credits. An example of this is the 6 points achieved by being on multiple Capitol Metro routes.

Some site credits are policy related. Policy examples are:

- providing preferred parking spaces in the lot for low emissions/fuel efficient vehicles.
- providing bus passes in lieu of a parking space.
- charge employees to park in the parking lot, and provide free spaces to carpools and vanpools

Reduction of single occupancy automobiles effects air pollution in Austin and can be an important contribution that the County makes toward quality of life. But these policies should be evaluated with care because parking spaces are usually sacred cows with employees.

LEED 2009 brings new opportunity to double points with “Regional Credits,” and so these credits should also be emphasized. They are Stormwater Quality Control, Open Space (Green Roof qualifies), and On-site Renewable Energy. In addition to new credits, LEED 2009 has raised the bar for energy efficiency and water efficiency. So effort placed on these systems will compound the result.

During demolition is important to track waste and divert from the Land Fill- in other words sort waste and send to recycling centers.

THINGS TO CONSIDER DURING BUILDING DESIGN PHASE

Energy Model

Early input from energy model can provide instant feedback about the effectiveness of design. It will provide projected cost to operate the building. and will inform the design team about the consequences of their design. Maximizing the effort will provide 19 points.

Commissioning Agent

Commissioning is required for a LEED certification, but utilizing a Commissioning Agent

during Design Phase can also reduce operating and construction costs.

Building Material Selection

Selection of building materials will affect local economy; landfill waste reduction and occupant health.

Congratulations in setting the sustainability goals for this new building. Continued careful planning in design will create a true amenity for Travis County.

MASTER PLAN RECOMMENDATIONS AND CONCLUSIONS

The near term program needs of Travis County will drive the schedule for design and construction of an office facility at 5335 Airport Boulevard. There is a Downtown Campus Master Plan currently underway that will further define the specific needs. Taking this into consideration as well as ordinance, site and future expansion compatibilities an approach to a concept plan for 5335 emerged. By using the development of 5335 as an opportunity to enhance the performance of the 5501 site led to a recommended site configuration which is shown in the Conceptual Site Plan Exhibit provided in the Appendix.

As shown, a split massing of building and parking structures provides the opportunity for a pedestrian space between the two structures. This allows for increased daylighting opportunities and an environment that can serve the office users as well as the public.

SITE PLAN RECOMMENDATIONS

A new site plan application will be required for the new buildings to be designed for 5335. In order to maximize the building envelope and green space on this lot, it is recommended that some improvements occur on the 5501 site at the same time. The City of Austin process for this would be to include a site plan revision for 5501 at the same time as the new application for 5335. Off-street loading for the proposed new building on 5335 would be provided by establishing this building access on the 5501 site. During the City of Austin site development permit process, it will be a requirement to execute a Unified Development Agreement which ties 5501 and 5335 together in terms of fire access and off-street loading criteria.

At this site plan stage, it is also an opportunity to improve pedestrian linkages within the Campus and improve right-of-way and on-site landscape. These recommended improvements for 5501 are shown on the Conceptual Site Plan.

SUMMARY OF LANDSCAPE RECOMMENDATIONS

Overall

- Engage a Certified Arborist to perform a site tree assessment
- Evaluate the site for a design upgrade to existing landscape areas. Tie the upgrade to an appropriate maintenance program.
- Assess the existing irrigation system(s) for water efficiency and conservation.

5555

- Define pedestrian connections from the sidewalk along Airport Blvd. to the main building.
- Discuss with the City of Austin about replacement of old pipe rail barrier at the creek headwall with an ornamental metal guardrail.

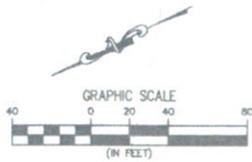
- Work with the City of Austin to establish a regular maintenance program to keep the drainage creek clear of debris and weeds.

5501

- Preserve the existing live oaks along Airport Blvd. and provide appropriate additional trees to fill in the gaps.
- Level the earth berms and regrade along Airport Blvd.
- Widen the sidewalk on Airport Blvd. to 15' to meet the COA Design Standards.
- Provide a pedestrian promenade from the sidewalk to the building. Work with CapMetro to relocate the bus stop and integrate with pedestrian promenade.
- Enhance the smoker's pavilion area with additional landscape plantings and provide handicapped access from the sidewalk in front of the building.
- Provide a pedestrian bridge across the creek to the 5555 site.
- Add a landscaped median to define the drive-through queuing lane, traffic lane, and pedestrian crosswalks.
- Add landscape plantings to east side of facility as it faces the neighborhood.
- Create shaded and landscaped areas on east side of building for employee breaks and lunch. Combine with awnings, trellis structures, tables, etc.

5335

- Extend the landscape treatment at 5501 across the drive to the new 5335 buildings.
- Widen the sidewalk on E. 53 ½ to 12' and add shade trees to meet COA Design Standards.
- Provide a pedestrian plaza with shade arbor between the office building and mixed use office / garage.
- Provide a pocket park along Helen Street.
- Provide a shaded, pedestrian loop walking trail from 5335 around 5501 and back.
- Provide lighting, wayfinding, and seating amenities to promote gathering both during and after business hours.
- Develop Green Roofs on a minimum of 50% of the new building footprint with the goal of achieving LEED Silver.



...S COUNTY NORTH CAMPUS MASTER PLAN

D 3600 Stonewagon Blvd
Suite F101
Austin, TX 78746
512.247.0040
Design Group
g - Surveying - Urban Design

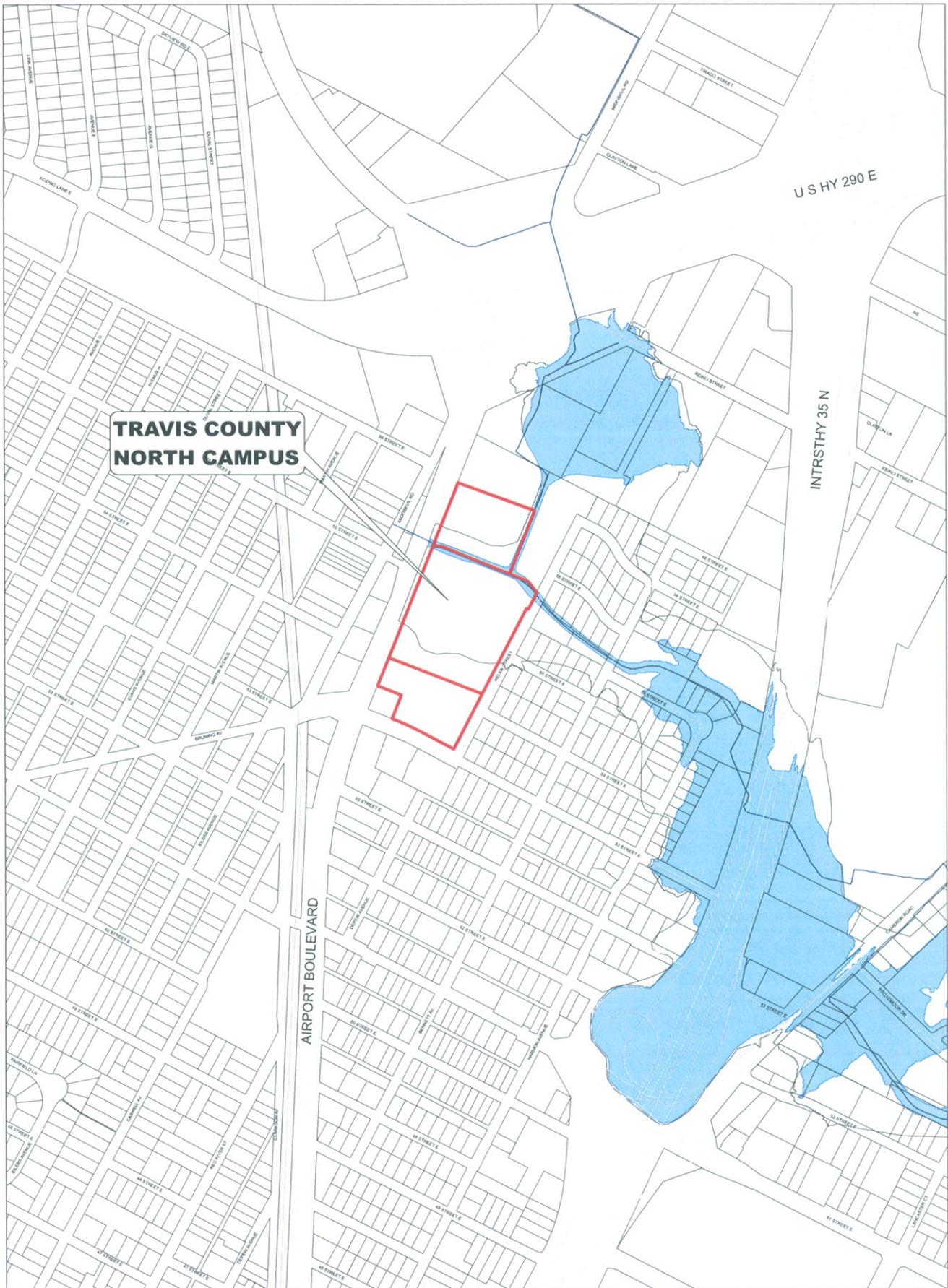
Janor H. McKinney
LEED AP Accredited Architect
www.janormckinney.com

SUN
Sustainable Urban Neighborhoods
www.sun-nh.com

Jose I. Guerra, Inc.
Consulting Engineers
Structural • Civil • Mechanical • Electrical

APPENDIX

- Commissioners Court Presentation – August 27, 2009
- Floodplain Map
- Zoning
 - Zoning Map
 - Zoning Ordinance
 - VMU Ordinance
- Existing Conditions
 - Existing Conditions Map
 - Fire Flow Test Report
- Cap Metro
 - Trail Feasibility Study Map
 - Route No. 7 and No. 10
- Neighborhood Plan
- Site Photos



**TRAVIS COUNTY
NORTH CAMPUS**

GRAPHIC SCALE:



**TRAVIS COUNTY
NORTH CAMPUS**

FLOODPLAIN MAP



Urban Design Group

3600 STONERIDGE ROAD
SUITE E101
AUSTIN, TX 78746
PHONE: 512.347.0040
FAX: 512.347.1311
E-MAIL: GENERAL@UDG.COM
www.udg.com

ZONING ORDINANCE
ORDINANCE NO. 020523-31

AN ORDINANCE REZONING AND CHANGING THE ZONING MAP TO ADD A NEIGHBORHOOD PLAN COMBINING DISTRICT TO THE BASE ZONING DISTRICTS ON APPROXIMATELY 614.97 ACRES OF LAND GENERALLY KNOWN AS THE NORTH LOOP NEIGHBORHOOD PLAN AREA ("NORTH LOOP") AND TO CHANGE THE BASE ZONING DISTRICTS ON 101 TRACTS OF LAND IN NORTH LOOP.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to add a neighborhood plan (NP) combining district to each base zoning district within the property and to change the base zoning districts on 101 tracts of land within the property described in File C14-02-0009, as follows:

Approximately 614.97 acres of land, in the City of Austin, Travis County, Texas, more particularly described and identified in the attached Exhibit "A", (the "Property"),

generally known as the North Loop Neighborhood Plan (NP) combining district, locally known as the property bounded by Koenig Lane on the north, IH-35 on the east, Lamar Boulevard on the west and 45th Street, Red River Street and 51st Street on the south, in the City of Austin, Travis County, Texas, and generally identified in the map attached as Exhibit "B".

PART 2. The base zoning districts for the 101 tracts of land are changed from family residence (SF-3) district, multifamily residence low density (MF-2) district, multifamily residence medium density (MF-3) district, limited office (LO) district, general office (GO) district, neighborhood commercial (LR) district, community commercial (GR) district, community commercial-conditional overly (GR-CO) combining district, general commercial services (CS) district, general commercial services-conditional overlay (CS-CO) combining district, commercial-liquor sales (CS-1) district, and commercial-liquor sales-conditional overlay (CS-1-CO) combining district to family residence-neighborhood plan (SF-3-NP) combining district, multifamily residence low density-neighborhood plan (MF-2-NP) combining district, multifamily residence medium density-neighborhood plan (MF-3-NP) combining district, multifamily residence moderate high density-conditional overlay-neighborhood plan (MF-4-CO-NP) combining district, neighborhood office-neighborhood plan (NO-NP) combining district, limited office-neighborhood plan (LO-

NP) combining district, limited office-mixed use-neighborhood plan (LO-MU-NP) combining district, limited office-conditional overlay-neighborhood plan (LO-CO-NP) combining district, limited office-mixed use-conditional overlay-neighborhood plan (LO-MU-CO-NP) combining district, general office-mixed use-conditional overlay-neighborhood plan (GO-MU-CO-NP) combining district, neighborhood commercial-conditional overlay neighborhood plan (LR-CO-NP) combining district, neighborhood commercial-mixed use-neighborhood plan (LR-MU-NP) combining district, neighborhood commercial-mixed use-conditional overlay-neighborhood plan (LR-MU-CO-NP) combining district, community commercial-mixed used-conditional overlay-neighborhood plan (GR-MU-CO-NP) combining district, community commercial-conditional overlay-neighborhood plan (GR-CO-NP) combining district, general commercial services-conditional overlay-neighborhood plan (CS-CO-NP) combining district, general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district, commercial-liquor sales-conditional overlay neighborhood plan (CS-1-CO-NP) combining district, and public-neighborhood plan (P-NP) combining district, as more particularly described and identified in the chart below.

TRACT	ADDRESS	FROM	TO
1a	5607 LAMAR BV N	CS	CS-CO-NP
1a	5501 LAMAR BV N	CS & GR	CS-CO-NP
1b	600 NELRAY BV	CS	CS-CO-NP
1c	5555 LAMAR BV N	CS, CS-1, & LO	CS-CO-NP, CS-1- CO-NP
1d	700 NELRAY BV	LO	LO-MU-NP
2	707, 709 NELRAY BV; 0 LAMAR BV N (LOT 38 NORTHFIELD ADDITION); 5403, 5409, 5415, 5417 LAMAR BV N	CS	CS-CO-NP
3	5301, 5319 LAMAR BV N	CS	CS-CO-NP
4a	701 NORTH LOOP BV E	CS	CS-MU-CO-NP
4a	5237, 5241 LAMAR BV N; 5253 LAMAR BV N (LOT 18-19, 20-21 LOT 22 *LESS 987 SF INTO ROW BLK B MURRAY PLACE)	CS	CS-CO-NP
4b	5225 LAMAR BV N	CS, LR, LO, MF-3	CS-CO-NP, LR-MU- NP, LO-MU-NP, MF- 3-NP
4c	0 LAMAR BV N (LOT 6-7 BLK B MURRAY PLACE); 0 LAMAR BV N (LOT 8-9 BLK B MURRAY PLACE); 5201 & 5209 LAMAR BV N; 702 ZENNIA ST	CS	CS-CO-NP
5a	5101, 5115, 5117 LAMAR BV N; 620 51 ST W	CS	CS-CO-NP
5b	703 ZENNIA ST	LO	LO-NP
6	703, 705 NELRAY BV ; 702, 704, 710, 712 FRANKLIN BV	SF-3	MF-3-NP

7	612 NORTH LOOP BV W	LO	LO-MU-CO-NP
8	301 KOENIG LN W	CS	CS-MU-CO-NP
9	101, 111, 115, 211 KOENIG LN W	CS	CS-MU-CO-NP
10	201, 501 KOENIG LN E	CS	CS-MU-CO-NP
11	702 56 ST E; 5600 AIRPORT BV	CS	CS-MU-CO-NP
12	601, 605 56 ST E; 5500, 5504 MARTIN AV; 0 56 ST E (LOT 32 BLK 33 *LESS N 10FT HIGHLANDS THE PLUS ADJ 1/2 VAC ST) ; 0 MARTIN AV (S12.5FT OF LOT 24 * & N12.5FT OF LOT 25 BLK 34 *LESS E5FT HIGHLANDS THE)	CS	CS-CO-NP
13	5501, 5509, 5511 MARTIN AV	CS	CS-CO-NP
14	711 56 ST E; 5500, 5502, 5504, 5506, 5508 MIDDLE FISKVILLE RD	CS	CS-CO-NP
15	5500, 5512, 0 AIRPORT BV (N TRI OF BLK 1 HILL LOU H MRS SUBD)	CS	CS-CO-NP
16	701 55 ST E	CS	CS-CO-NP
17	5408, 5410, 5414, 5416, 5418, 5420 MIDDLE FISKVILLE RD	CS	CS-CO-NP
18	5406 MIDDLE FISKVILLE RD	SF-3	CS-CO-NP
19	5402 MIDDLE FISKVILLE RD	CS	CS-CO-NP
20	5400 MIDDLE FISKVILLE RD	SF-3	CS-CO-NP
21a	5420 AIRPORT BV	CS, CS-1	CS-CO-NP,CS-1-CO-NP
21b	5324, 5400, 5410 AIRPORT BV	CS	CS-CO-NP
22	5306 MIDDLE FISKVILLE RD	CS	CS-CO-NP
23a	5639 AIRPORT BV; 901, 909, 921 REINLI ST	CS	CS-CO-NP
23b	5619 AIRPORT BV	CS, CS-1 & CS-1-CO	CS-CO-NP, CS-1-CO-NP & CS-1-CO-NP
23c	5520 HELEN ST	CS	CS-MU-CO-NP
23d	5555 AIRPORT BV	CS	CS-CO-NP
24	5501 AIRPORT BV	CS & CS-1	CS-CO-NP & CS-1-CO-NP
25a	5335 AIRPORT BV	CS	CS-CO-NP
25b	5325 AIRPORT BV	CS-1	CS-1-CO-NP
26a	5307 AIRPORT BV; 819 53 1/2 ST E	CS	CS-CO-NP
26b	818 53 ST E	LO	LO-CO-NP
26c	823 53 1/2 ST E	LR & CS	LR-CO-NP & CS-CO-NP
27a	5205, 5207 AIRPORT BV	CS	CS-CO-NP
27b	819, 821 53 ST E	LO	LO-CO-NP
28	5201 AIRPORT BV	CS & CS-1	CS-CO-NP & CS-1-CO-NP
29	813, 815 52 ST E; 5105 AIRPORT BV	CS	CS-CO-NP
30	5101 AIRPORT BV	CS	CS-CO-NP

31	808 51 ST E	CS-CO	CS-CO-NP
32	5009, 5011 AIRPORT BV	CS	CS-CO-NP
33	5001, 5003 AIRPORT BV	CS & CS-1	CS-CO-NP & CS-1-CO-NP
34	4917 AIRPORT BV	CS	CS-CO-NP
35	4909, 4915 AIRPORT BV; 908 49 1/2 ST E	GR	GR-CO-NP
35	0 49 1/2 ST E (LOT 3 *RESUB OF LT A NORTH HARMON TERRACE)	LR & GR	GR-CO-NP
36a	4905 AIRPORT BV; 907 49 1/2 ST E	GR	GR-CO-NP
36b	4901 AIRPORT BV	CS	CS-CO-NP
36c	902, 904 49 ST E	CS & CS-1	CS-CO-NP & CS-1-CO-NP
37	903 49 ST E	LR & CS	CS-CO-NP
38	4801, 4803 AIRPORT BV; 909 48 1/2 ST E	CS	CS-CO-NP
39a	4715, 4721, 0 AIRPORT BV (LOT 2 DYESS SUBD). 908 48 ST E	CS	CS-CO-NP
39b	4712 HARMON AV	GR	GR-CO-NP
39c	4608 HARMON AV	CS & CS-1	CS-CO-NP & CS-1-CO-NP
40	108, 110 A, 112, 114 A NORTH LOOP BV E	SF-3	GR-CO-NP
41a	100, 104, 106 NORTH LOOP BV W	GR, LO	GR-CO-NP
41b	100, 102, 0 NORTH LOOP BV W (W 85FT OF LOT 30-32 BLK 44 HIGHLANDS THE)	CS	CS-CO-NP
41b	110 NORTH LOOP BV E	LR, CS	CS-CO-NP
41b	120 NORTH LOOP BV W	LR	CS-CO-NP
42	200 53 ST E; 5303 AVENUE F	LR	LR-CO-NP
43	204 53 ST E	GR	GR-CO-NP
43	5300 AVENUE G	LR	GR-CO-NP
44	5301, 5303 AVENUE G	LR	LR-CO-NP
45	5302 AVENUE H	LR	GR-CO-NP
45	5300 AVENUE H	CS	GR-CO-NP
46	5303 DUVAL ST	LO	LO-CO-NP
47	5300, 5302 EVANS AV	CS	CS-CO-NP
48	600 54 ST E; 600 53 ST E (LOT 1-8, LOT 9-16, LOT 25-32 BLK 26 HIGHLANDS THE)	CS	CS-MU-CO-NP
49	704, 706, 708 53 ST E; 5301 MARTIN AV; 0 53 ST E (LOT 17-18 *& 10 FT ADJ ALLEY BLK 27 HIGHLANDS THE); 0 53 ST E (LOT 19-20 *& 10FT ADJ ALLEY BLK 27 HIGHLANDS THE)	CS	CS-CO-NP
50	225 NORTH LOOP BV W; 5219 LERALYNN ST	LO	LO-MU-CO-NP
51	209 NORTH LOOP BV W	CS	CS-CO-NP
52	101, 103, 109, 111 NORTH LOOP BV E; 117 NORTH LOOP BV W; 5208, 5210, 5212 AVENUE F	CS	CS-CO-NP
53	201 53 ST E	CS	CS-CO-NP

54	207 53 ST E	LR	LR-CO-NP
55	5213 AVENUE G	LR	LR-CO-NP
56	5214 AVENUE H	CS	CS-MU-CO-NP
57	401 53 ST E	LR	LR-CO-NP
58	501 53 ST E	GR	GR-CO-NP
59a	5213 EVANS AV	LR	LR-MU-CO-NP
59b	601 53 ST E	LR	LR--CO-NP
60	5211 MARTIN AV	SF-3, LR	LR-MU-CO-NP
61	705 53 ST E; 5210 BRUNING AV	GR	GR-CO-NP
62	5201, 5203, 5205, 5207 EVANS AV	LO	LO-MU-CO-NP
63	5206 EILERS AV	CS	CS-MU-CO-NP
64	5211 EILERS AV	CS	CS-MU-CO-NP
65	5204 CLARKSON AV	LO	LO-MU-CO-NP
66	5102 DUVAL ST ; 404 51 ST E	CS	CS-MU-CO-NP
67	5100 BRUNING AV	CS	CS-MU-CO-NP
68	0 BRUNING AV (LOT 1 BLK 14 HIGHLANDS THE)	CS	CS-MU-CO-NP
69	500 51 ST E	CS	CS-MU-CO-NP
70	5101 EVANS AV	CS	CS-MU-CO-NP
71	5102, 5106 CLARKSON AV	CS	CS-MU-CO-NP
72	4701RED RIVER ST #101 - 304; 4705 RED RIVER ST	CS	CS-MU-CO-NP
73	4700 DEPEW AV	CS, MF-2	CS-MU-CO-NP, MF-2-NP
74	4625 RED RIVER ST	CS	CS-MU-CO-NP
75	4624 DEPEW AV	CS	CS-MU-CO-NP
76	900 51 ST E	GO	GO-MU-CO-NP
77a	940 51 ST E	LO	LO-MU- NP
77b	944 51 ST E	GR	GR-MU-CO-NP
78	905 & 907 51 ST E	LO	LO-MU-NP
79	4817 HARMON AV	MF-2	SF-3-NP
80a	4705, 4707, 4709, 4715 HARMON AV	CS	CS-MU-CO-NP
80b	4719 HARMON AV	LO	LO-MU-CO-NP
81	4701 HARMON AV	LO	LO-MU-CO-NP
82	4610, 4612 CONNELLY ST	LO	LO-MU-CO-NP
83	4606 CONNELLY ST	LO	LO-MU-CO-NP
84	906 49 ST E ; 909 49 1/2 ST E	LO	LO-MU-CO-NP
85	822, 908 REINLI ST ; 919 KOENIG LN E; 5804, 5812, 5816 INTERSTATE HY 35 N	CS	CS-CO-NP
86a	5510, 5526, 5610, 5656, 5740 INTERSTATE HY 35 N; 0 INTERSTATE HY 35 N (LOT 2 *RESUB LOT 41-42 LESS W45.57FT AV DUVAL HEIGHTS); 925, 959 REINLI ST	CS	CS-CO-NP
86b	922 56 1/2 ST E	LO & CS	LO-CO-NP & CS-CO-NP
86c	5500 INTERSTATE HY 35 N	MF-3 & CS	NO-NP; CS-CO-NP
86d	5330 INTERSTATE HY 35 N	CS	CS-CO-NP

87	1011, 1015 53 ½ ST E	CS	CS-CO-NP
88a	1014 53 ST E (LOT 2 * 2022 SF LOT 3 HASTER F SUBD LOT 1 *107X170FT AV *RESUB PT HILL LOU H MRS SUBD)	CS	CS-CO-NP
88b	1014 53 ST E (LOT 1 HASTER F SUBD E 50'LT 1 BLK O RIDGETOP SUBD)	GR-CO	GR-CO-NP
89a	1000 52 ST E ; 1009 53 ST E	GR	GR-CO-NP
89b	5210 INTERSTATE HY 35 N	GR & CS	GR-CO-NP & CS-CO- NP
90	1000 51 ST E; 1003 52 ST E	GR	GR-CO-NP
91	1000 50 ST E	LR & GR	CS-CO-NP
91	1006 50 ST E	LO	CS-CO-NP
91	1008 50 ST E ; 0 INTERSTATE HWY 35 N (LOT 2 * 272 SQ FT OF BLK B RIDGETOP)	LR	CS-CO-NP
92a	4911 HARMON AV	LO	LO-CO-NP
92b	4920 INTERSTATE HY 35 N	LO & CS	LO-CO-NP & CS-CO- NP
93	4916 INTERSTATE HY 35 N	CS	CS-CO-NP
94	4900, 4904, 4908, 4912 INTERSTATE HY 35 N	CS	CS-CO-NP
95a	4834 INTERSTATE HY 35 N	LR	CS-CO-NP
95b	4812 INTERSTATE HY 35 N	GR-CO, GR, CS, LO	GR-CO-NP, CS-CO- NP, LO-CO-NP
95c	4806 INTERSTATE HY 35 N	GR	GR-CO-NP
96	4800 INTERSTATE HY 35 N	CS & CS-1	CS-CO-NP & CS-1- CO-NP
97	4600, 4704, 4706 INTERSTATE HY 35 N	CS	CS-CO-NP
98	1001 46 ST E	CS, CS-1	CS-CO-NP, CS-1- CO-NP
98	1003, 1007, 1011, 1019 46 ST E ; 4507, 4511 AIRPORT BV ; 4512 INTERSTATE HY 35 N	CS	CS-CO-NP
99	901, 903 51 ST E	SF-3	GR-CO-NP
100	O BRUNING AVE (BLK 17 HIGHLANDS THE)	SF-3	P-NP
101	5413 GUADALUPE	MF-3	MF-4-CO-NP

PART 3. The following applies to an existing legal lot with single-family residential use within the boundaries of the NP combining district:

1. The minimum lot area is 2,500 square feet.
2. The minimum lot width is 25 feet.
3. For a lot with an area of 3,500 square feet or less, the impervious coverage may not exceed 65 percent.

PART 4. Secondary apartment special use is permitted on lots in residential districts within the boundaries of the NP combining district as set forth in Sections 25-2-1462 and 25-2-1463 of the Code

PART 5. Corner store special use is permitted on lots in residential districts within the boundaries of the NP combining district as set forth in Sections 25-2-1482 through 25-2-1485 of the Code.

PART 6. Tracts 2, 3, 4a, 4b, 4c, 5a, 5b, 9 through 22, 24, 25a, 25b, 26a, 26b, 26c, 27a, 27b, 28 through 35, 36a, 36b, 36c, 37, 38, 39a, 39b, 39c, 40, 41a, 41b, 42 through 49, 51 through 58, 59a, 59b, 60, 61, 66 through 69, 84, and 99 may be developed as a neighborhood mixed use building special use as set forth in Sections 25-2-1502 through 25-2-1504 of the Code:

PART 7. Tracts 1a, 1b, 1c, 11 through 22, 24, 25a and 25b may be developed as neighborhood urban center special use as set forth in Sections 25-2-1521 through Section 25-2-1524 of the Code.

PART 8. The Property within the boundaries of the conditional overlay combining district established by this ordinance is subject to the following conditions.

1. The following uses are conditional uses on Tracts 1a, 1b, 1c, 2, 3, 4a, 4b, 4c, 5a, 8, 9, and 10:

- | | |
|--------------------------------|---------------------------------|
| Adult oriented businesses | Agricultural sales and services |
| Automotive sales | Campground |
| Commercial blood plasma center | Construction sales and services |
| Convenience storage | Equipment repair services |
| Equipment sales | Kennels |
| Vehicle storage | |

2. The following uses are prohibited uses on Tracts 11 through 22, 23a, 23b, 23c, 23d, 24, 25a, 25b, 26a, 26c, 27a, 28, 29, 30, 32, 33, 34, 36b, 36c, 37, 38, 39a, 39c, 80a, 85, 86a, 86b, 86c, 86d, 87, 88a, 89b, 91, 92b, 93, 94, 95a, 95b, 96, 97, and 98:

- | | |
|---------------------------|----------------------|
| Adult oriented businesses | Pawn shop services |
| Residential treatment | Transitional housing |

3. The following uses are conditional uses on Tracts 16 through 22, 23c, 23d, 24, 25a, 25b, 26a, 26c, 27a, 28, 29, 30, and 31:

Agricultural sales and services	Automotive sales
Campground	Commercial blood plasma center
Construction sales and services	Convenience storage
Equipment repair services	Equipment sales
Kennels	Vehicle storage

4. The following uses are conditional uses on Tracts 11 through 15, 23a, 23b, 32, 33, 34, 36b, 36c, 37, 38, 39a, and 39c:

Agricultural sales and services	Campground
Commercial blood plasma center	Construction sales and services
Convenience storage	Equipment repair services
Equipment sales	Kennels
Vehicle storage	

5. A site plan or building permit for the Tract 31 may not be approved, released, or issued, if the completed development or uses of Tract 31, considered cumulatively with all existing or previously authorized development and uses, generate traffic that exceeds 300 trips per day.

6. Vehicular access from Tract 31 to 51st Street is prohibited. All vehicular access to the Property shall be from other adjacent public streets or through other adjacent property.

7. The following uses are prohibited uses on Tract 31:

Adult oriented businesses	Pawn shop services
Residential treatment	Restaurant (drive-in, fast food)
Transitional housing	

8. The following uses are prohibited uses on Tract 23b:

Cocktail lounge	Liquor sales
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9. The following uses are prohibited uses on Tracts 35, 36a, 39b, 89a, 90, 95c, and 99:

Pawn shop services	Residential treatment
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10. The following uses are prohibited uses on Tracts 41b, 47, 48, 49, 51, 52, 53, 56, 63, 64, and 66 through 75:

Adult oriented businesses	Agricultural sales and services
Automotive rentals	Automotive repair services
Automotive sales	Campground
Commercial blood plasma center	Convenience storage
Equipment repair services	Equipment sales
Exterminating services	Funeral services
Hospital services (general)	Kennels
Laundry services	Limited warehousing and distribution
Medical offices (exceeding 5,000 s.f.)	Pawn shop services
Residential treatment	Service station
Transitional housing	Vehicle storage
Transportation terminal	

11. Construction sales and services use is a prohibited use on a site exceeding 8,000 square feet of gross floor area on Tracts 41b, 47, 48, 49, 51, 52, 53, 56, 63, 64, and 66 through 75.

12. The following uses are conditional uses on Tracts 40, 41a, 41b, 43, 45, 47, 48, 49, 51, 52, 53, 56, 58, 61, 63, 64, and 66 through 75.

Congregate living
Drive-in service as an accessory use to a commercial use.

13. The following uses are prohibited uses on Tracts 40, 41a, 43, 45, 58, and 61:

Automotive rentals	Automotive repair services
Automotive sales	Exterminating services
Funeral services	Hospital services (general)
Medical offices (exceeding 5,000 s.f.)	Pawn shop services
Residential treatment	Service station

14. The following uses are prohibited uses on Tracts 7, 42, 44, 46, 50, 54, 55, 57, 59a, 59b, 60, 62, and 65:

Medical offices (exceeding 5,000 s.f.)	Residential treatment
Service station	

15. The following uses are conditional uses on Tracts 80a, 85, 86a, 86b, 86c, 86d, 87, 88a, 89b, 91, 92b, 93, 94, 95a, 95b, 96, 97, and 98:

Campground

Convenience storage

Kennels

Commercial blood plasma center

Equipment sales

Vehicle storage

16. Residential treatment use is a prohibited use on Tracts 26b, 27b, 76, 80b, and 81 through 84.

17. The followings uses are prohibited uses on Tract 88b:

Automotive repair services

Pawn shop services

Restaurant (drive-in, fast food)

Exterminating services

Residential treatment

Service station

18. The following conditions apply to Tract 88b:

a. The floor area ratio (F.A.R.) may not exceed 1 to 1 for general retail sales (general) use, general retail sales (convenience) use, and financial services use.

b. The floor area ratio (F.A.R.) may not exceed 0.45 to 1 for restaurant (general) use and restaurant (limited) use.

c. The floor area ratio (F.A.R.) may not exceed 0.38 to 1 for food sales use.

d. Vehicular access from the Property to 53rd Street is prohibited. All vehicular access to the Property shall be from other adjacent public streets or through other adjacent property.

19. The following conditions apply to Tract 101:

a. Hospital services (limited) use is a prohibited use.

b. The maximum height of a building is 40 feet from ground level.

c. The minimum front yard setback is 25 feet.

d. The maximum building coverage is 55 percent.

e. The maximum impervious cover is 65 percent.

20. The following conditions apply to a 0.510 acre tract of land out of Tract 95b, the tract of land described by metes and bounds in Exhibit "C" incorporated into this ordinance:

a. General retail sales (general) and general retail sales (convenience) use may not exceed 13,260 square feet of gross floor area.

b. Restaurant (general) use may not exceed 9,730 square feet of gross floor area.

c. Restaurant (drive-in, fast food) use may not exceed 3,160 square feet of gross floor area.

d. Financial services use may not exceed 12,500 square feet of gross floor area.

e. Food sales use may not exceed 2,730 square feet of gross floor area.

f. Vehicular access is prohibited from the property to Harmon Avenue. All vehicular access to the property shall be from other adjacent public streets or through other adjacent property.

21. The following condition applies to a 1.26 acre tract of land out of Tract 95b, the tract of land described by metes and bounds in Exhibits "D" and "E" incorporated into this ordinance:

Vehicular access is prohibited from the property to Harmon Avenue. All vehicular access to the property shall be from other adjacent public streets or through other adjacent property.

Except as specifically restricted under this ordinance, the Property may be developed and used in accordance with the regulations established for the respective base districts and other applicable requirements of the City Code.

PART 9. The Council waives the requirements of Section 2-2-3, 2-2-5, and 2-2-7 of the City Code for this ordinance.

PART 10. This ordinance takes effect on June 3, 2002.

PASSED AND APPROVED

May 23, 2002

§
§
§



Gustavo L. Garcia *Mayor Pro Tem*
Mayor

APPROVED:

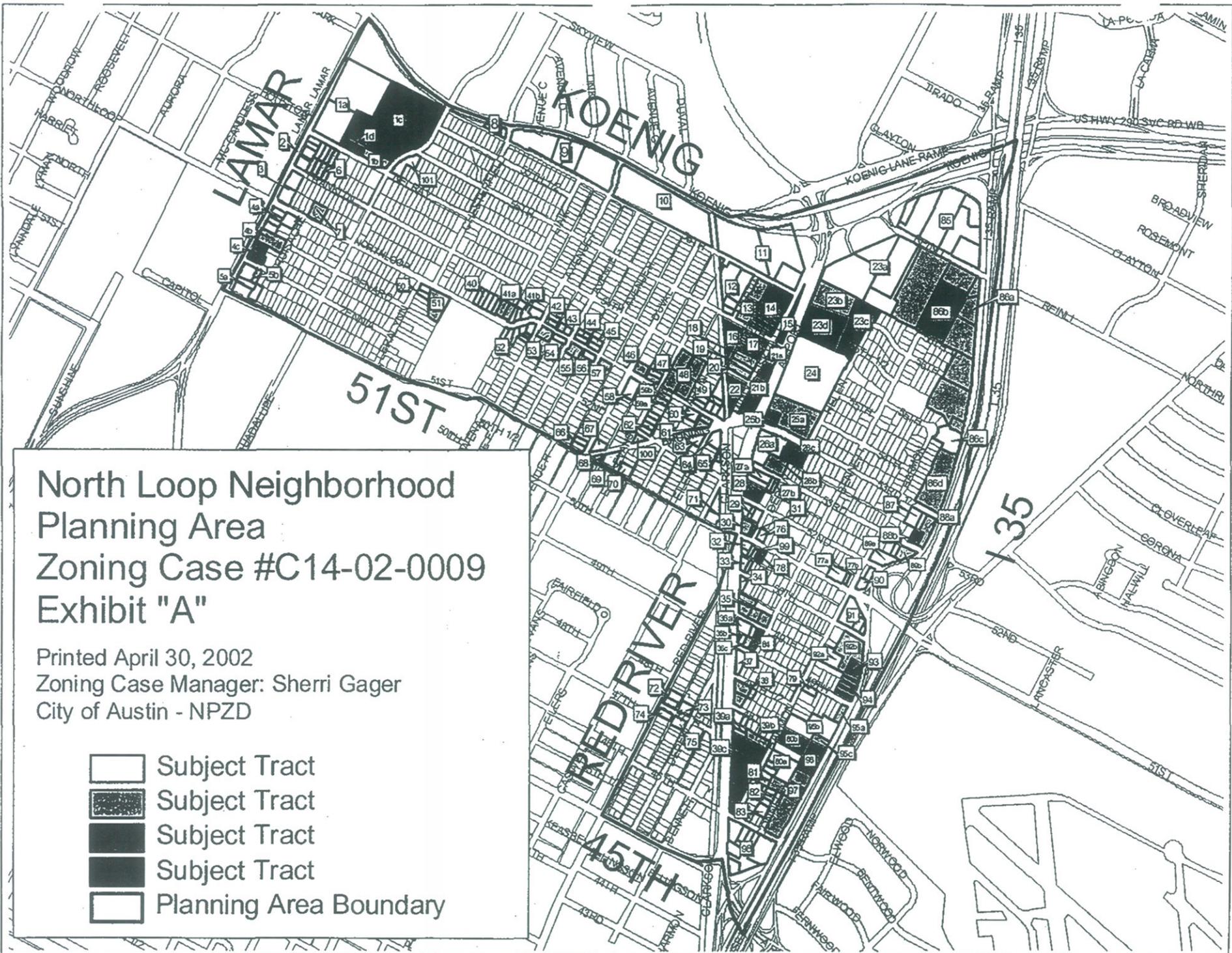


Sedora Jefferson
City Attorney

ATTEST:



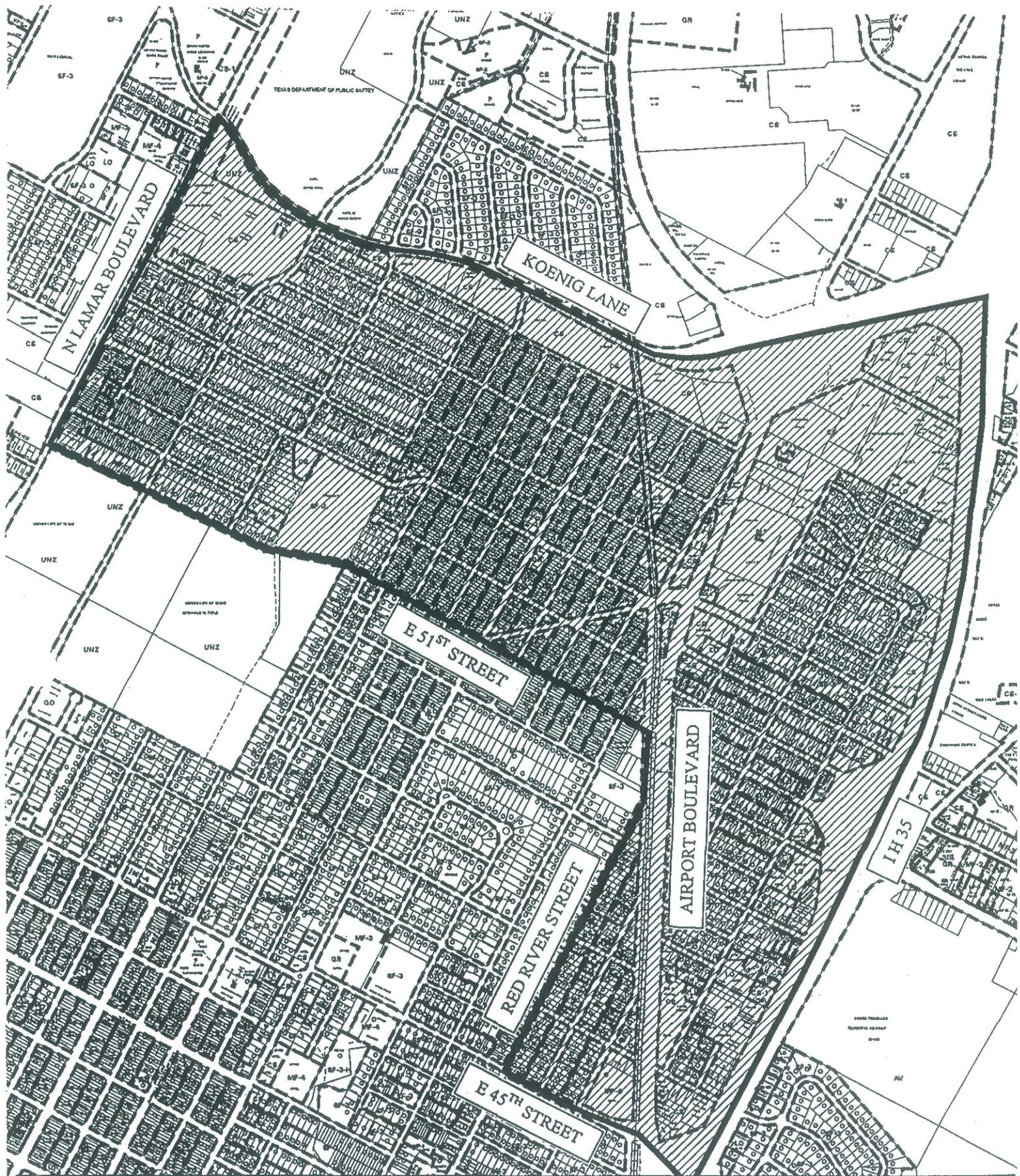
Shirley A. Brown
City Clerk



North Loop Neighborhood
 Planning Area
 Zoning Case #C14-02-0009
 Exhibit "A"

Printed April 30, 2002
 Zoning Case Manager: Sherri Gager
 City of Austin - NPZD

-  Subject Tract
-  Subject Tract
-  Subject Tract
-  Subject Tract
-  Planning Area Boundary




 SUBJECT TRACT 
 PENDING CASE 
 ZONING BOUNDARY 
 CASE MGR: S. GAGER

ZONING EXHIBIT B

CASE #: C14-02-0009
 ADDRESS: W KOENIG LANE
 SUBJECT AREA (acres): 614.970

DATE: 02-05
 INTLS: SM

CITY GRID
 REFERENCE
 NUMBER
 K25-27

1" = 1000'

VERTICAL MIXED USE (VMU) ORDINANCE
ORDINANCE NO. 20080320-047

AN ORDINANCE REZONING AND CHANGING THE ZONING MAP TO ADD A VERTICAL MIXED USE BUILDING (V) COMBINING DISTRICT TO CERTAIN TRACTS OF LAND LOCATED IN THE NORTH LOOP NEIGHBORHOOD PLAN AREA.

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. The zoning map established by Section 25-2-191 of the City Code is amended to add a vertical mixed use building (V) combining district to certain tracts of land (the "Property") described in Zoning Case No. C14-2008-0002, on file at the Neighborhood Planning and Zoning Department, as follows:

Approximately 77.45 acres of land in the City of Austin, Travis County, Texas, more particularly described and identified in the tract map attached as Exhibit "A" (*North Loop Neighborhood Planning Area*),

located in the North Loop neighborhood plan area, locally known as the area bounded by Koenig Lane on the north, North IH-35 on the east, 45th Street, Red River Street, and 51st Street on the south, and North Lamar Boulevard on the west, in the City of Austin, Travis County, Texas, and identified in the map attached as Exhibit "B" (*the Zoning Map*).

Except as specifically provided in this ordinance, the existing base zoning districts, combining districts, and other conditions remain in effect.

PART 2. The zoning districts for the Property are changed from neighborhood office-mixed use-neighborhood plan (NO-MU-NP) combining district, limited office-conditional overlay-neighborhood plan (LO-CO-NP) combining district, general office-mixed use-conditional overlay-neighborhood plan (GO-MU-CO-NP) combining district, neighborhood commercial-mixed use-neighborhood plan (LR-MU-NP) combining district, community commercial-conditional overlay-neighborhood plan (GR-CO-NP) combining district, community commercial-mixed use-conditional overlay-neighborhood plan (GR-MU-CO-NP) combining district, general commercial services-neighborhood plan (CS-NP) combining district, general commercial services-mixed use-conditional overlay-neighborhood plan (CS-MU-CO-NP) combining district, general commercial services-conditional overlay-neighborhood plan (CS-CO-NP) combining district, and commercial-liquor sales-conditional overlay-neighborhood plan (CS-1-CO-NP) combining district, to neighborhood office-mixed use-vertical mixed use building-neighborhood plan (NO-MU-

V-NP) combining district, limited office-vertical mixed use building-conditional overlay-neighborhood plan (LO-V-CO-NP) combining district, general office-mixed use- vertical mixed use building-conditional overlay-neighborhood plan (GO-MU-V-CO-NP) combining district, neighborhood commercial-mixed use-vertical mixed use building neighborhood plan (LR-MU-V-NP) combining district, community commercial-vertical mixed use building-conditional overlay-neighborhood plan (GR-V-CO-NP) combining district, community commercial-mixed use-vertical mixed use building-conditional overlay-neighborhood plan (GR-MU-V-CO-NP) combining district, general commercial services-vertical mixed use building-neighborhood plan (CS-V-NP) combining district, general commercial services-vertical mixed use building-conditional overlay-neighborhood plan (CS-V-CO-NP) combining district, general commercial services-mixed use-vertical mixed use building-conditional overlay-neighborhood plan (CS-MU-V-CO-NP) combining district, and commercial-liquor sales-vertical mixed use building-conditional overlay-neighborhood plan (CS-I-V-CO-NP) combining district, as more particularly described and identified in the chart below:

Tract #	TCAD Property ID	COA Address	FROM	TO
1	359189	5101 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
2	223212	5115 N LAMAR BLVD	CS-MU-CO-NP	CS-MU-V-CO-NP
		5117 N LAMAR BLVD		
3	223213	5201 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	223214	5209 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	223215	0 N LAMAR BLVD LOT 6-7 BLK B MURRAY PLACE	CS-CO-NP	CS-V-CO-NP
	223216	5213 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	223218	0 N LAMAR BLVD LOT 11-14 BLK B MURRAY PLACE	CS-CO-NP	CS-V-CO-NP
	223219	5237 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	223220	5241 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	223221	5253 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	Portion of 223217	5225 N LAMAR BLVD	CS-CO-NP; LR-MU-NP; LO-MU-NP	CS-V-CO-NP; LR-MU-V-NP; LO-MU-V-NP
4	226688	5301 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	226689	5315 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
5319 N LAMAR BLVD				
5	226619	5405 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	226620	5415 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	226621	5417 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP

Tract #	TCAD Property ID	COA Address	FROM	TO
	226622	5419 N LAMAR BLVD 5421 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
	226626	0 N LAMAR BLVD S20FT OF LOT 35 NORTHFIELD ADDN	CS-CO-NP	CS-V-CO-NP
6	226520	0 N LAMAR BLVD LOT A COMMERCE SQUARE ADDN	CS-CO-NP	CS-V-CO-NP
	226522	5545 N LAMAR BLVD	CS-CO-NP	CS-V-CO-NP
		5555 N LAMAR BLVD		
		5607 1/2 N LAMAR BLVD 5607 N LAMAR BLVD		
7	226750	629 E KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
	226751	5600 MIDDLE FISKVILLE RD	CS-MU-CO-NP	CS-MU-V-CO-NP
8	221905	5500 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	221906	0 AIRPORT BLVD .167AC BLK 1 HILL LOU H MRS SUBD	CS-CO-NP	CS-V-CO-NP
	221907	0 AIRPORT BLVD .16 AC BLK 1 HILL LOU H MRS SUBD	CS-CO-NP	CS-V-CO-NP
9	221776	5330 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	221777	5324 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	221778	0 AIRPORT BLVD 189X76FT AV BLK 1 HILL LOU H MRS SUBD	CS-1-CO-NP	CS-1-V-CO-NP
	221779	5410 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
10	220253	5216 1/2 AIRPORT BLVD	CS-NP	CS-V-NP
	220254	5300 1/2 AIRPORT BLVD	CS-NP	CS-V-NP
		5310 AIRPORT BLVD		
	221865	5312 AIRPORT BLVD	CS-NP	CS-V-NP
5314 AIRPORT BLVD				
11	220251	5106 CLARKSON AVE	CS-MU-CO-NP	CS-MU-V-CO-NP
	220252	0 CLARKSON AVE LOT 1-2 *& S50 FT OF LOT 3 BLK 10 HIGHLANDS THE	CS-MU-CO-NP	CS-MU-V-CO-NP
12	216480	4511 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	216485	4507 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	216487	0 E 46TH ST .55ACR OF BLK W OLT 17 DIV C RIDGETOP FOURTH ADDN	CS-1-CO-NP; CS-CO-NP	CS-1-V-CO-NP; CS-V-CO-NP
		359179	4508 N IH 35 SVRD SB	CS-CO-NP
			4510 N IH 35 SVRD SB	CS-CO-NP
13	216432	4631 AIRPORT BLVD	CS-CO-NP;	CS-V-CO-NP;

Tract #	TCAD Property ID	COA Address	FROM	TO
			CS-1-CO-NP	CS-1-V-CO-NP
	216439	4721 AIRPORT BLVD 4729 1/2 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	216441	4709 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	216442	4711 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
14	216457	4801 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	216458	4803 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
15	216459	4807 AIRPORT BLVD 903 E 49TH ST	CS-CO-NP	CS-V-CO-NP
16	220269	0 E 49TH ST LOT 66 HARMON TERRACE	CS-CO-NP; CS-1-CO-NP	CS-V-CO-NP; CS-1-V-CO-NP
	220270	4901 AIRPORT BLVD 4903 1/2 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	220273	4905 AIRPORT BLVD	GR-CO-NP	GR-V-CO-NP
17	220274	4915 AIRPORT BLVD	GR-CO-NP	GR-V-CO-NP
	220286	4909 AIRPORT BLVD	GR-CO-NP	GR-V-CO-NP
18	220275	4917 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
19	220303	5001 AIRPORT BLVD 5003 AIRPORT BLVD 5005 AIRPORT BLVD	CS-CO-NP; CS-1-CO-NP	CS-V-CO-NP; CS-1-V-CO-NP
20	220287	5009 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	220288	5011 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
21	220305	905 E 51ST ST	LO-MU-NP	LO-MU-V-NP
22	220441	1004 1/2 E 50TH ST	CS-CO-NP	CS-V-CO-NP
	220442	0 E 50TH ST LOT 2 * 3407 SF BLK L RIDGETOP	CS-CO-NP	CS-V-CO-NP
	220443	1006 E 50TH ST 1008 E 50TH ST	CS-CO-NP	CS-V-CO-NP
	220444	0 N IH-35 LOT 2 * 272 SQ FT OF BLK B RIDGETOP	CS-CO-NP	CS-V-CO-NP
23	220447	1000 E 51ST ST 5105 HARMON AVE	GR-CO-NP	GR-V-CO-NP
24A	220407	940 E 51ST ST	LO-MU-NP	LO-MU-V-NP
24B	220405	944 E 51ST ST	GR-MU-CO-NP	GR-MU-V-CO-NP
25	220315	910 E 51ST ST 912 E 51ST ST	NO-MU-NP	NO-MU-V-NP
26	220318	900 E 51ST ST	GO-MU-CO-NP	GO-MU-V-CO-NP
27	220260	5101 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP

Tract #	TCAD Property ID	COA Address	FROM	TO
28	220256	5111 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
29	220265	5201 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
30	220261	5205 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	220266	5207 AIRPORT BLVD		
31	221886	5301 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
		5307 AIRPORT BLVD		
		5309 AIRPORT BLVD		
32	221924	5412 1/2 HELEN ST	CS-CO-NP; CS-1-CO-NP	CS-V-CO-NP; CS-1-V-CO-NP
		5501 AIRPORT BLVD		
	221925	5335 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
		818 E 53RD HALF ST		
	221926	5325 AIRPORT BLVD	CS-1-CO-NP	CS-1-V-CO-NP
	221927	5555 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
	225495	5639 1/2 AIRPORT BLVD	CS-CO-NP	CS-V-CO-NP
5639 AIRPORT BLVD				
225503	5617 AIRPORT BLVD	CS-CO-NP; CS-1-CO-NP	CS-V-CO-NP; CS-1-V-CO-NP	
	5619 AIRPORT BLVD			
	5621 AIRPORT BLVD			
101	223190	703 ZENNIA ST	CS-MU-CO-NP	CS-MU-V-CO-NP
102	546218	700 NELRAY BLVD	LO-MU-NP	LO-MU-V-NP
103	228143	301 W KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
		313 1/2 W KOENIG LN		
104A	228144	112 1/2 W 56TH ST	CS-MU-CO-NP	CS-MU-V-CO-NP
		211 W KOENIG LN		
104B	228145	115 W KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
	228147	101 W KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
	228148	111 E KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
105	226748	403 1/2 E KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
		5613 1/2 AVENUE F		
		5613 AVENUE F		
106	226749	501 E KOENIG LN	CS-MU-CO-NP	CS-MU-V-CO-NP
		702 E 56TH ST		
121	220239	5207 EILERS AVE	CS-MU-CO-NP	CS-MU-V-CO-NP
		5211 EILERS AVE		

PART 3. The Property is subject to Chapter 25-2, Subchapter E, Article 4.3 (*Vertical Mixed Use Buildings*) as follows:

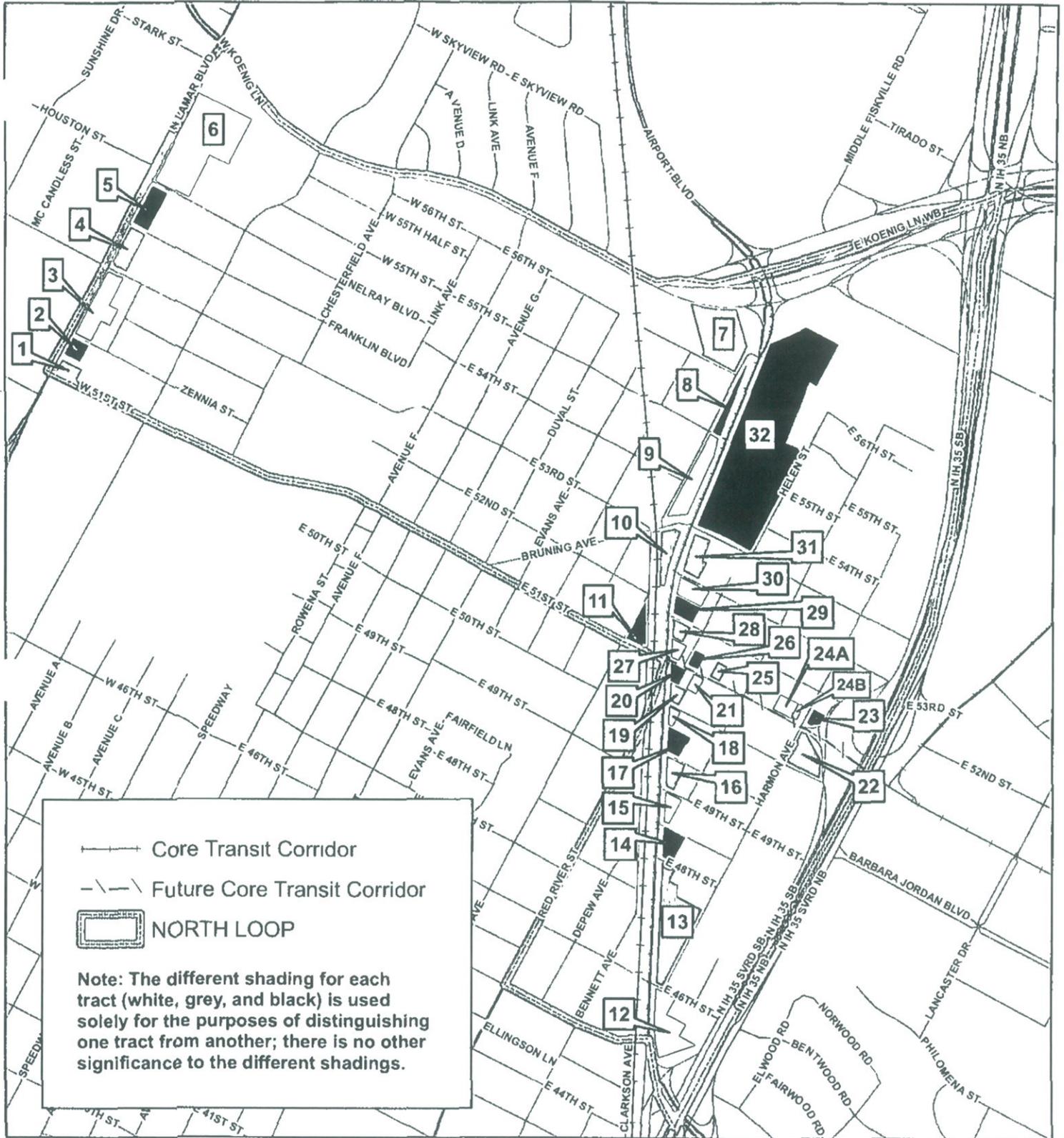
- A. The Property is exempt from the dimensional standards identified in Article 4.3.3 E.2. (*Dimensional and Parking Requirements*).
- B. The Property is subject to the parking reductions identified in Article 4.3.3 E.3. (*Dimensional and Parking Requirements*).
- C. For property in office districts, the additional uses allowed under Article 4.3.3. C.2 (*Ground-Floor Commercial Uses Allowed*) apply.
- D. Ten percent of residential units available for rental in a vertical mixed use building shall be reserved for households earning no more than 80 percent of the Annual Median Family Income.

PART 4. This ordinance takes effect on March 31, 2008.

PASSED AND APPROVED

_____ March 20 _____, 2008 §
 §
 § _____ 
 Will Wynn
 Mayor

APPROVED:  _____ **ATTEST:** 
 David Allan Smith Shirley A. Gentry
 City Attorney City Clerk

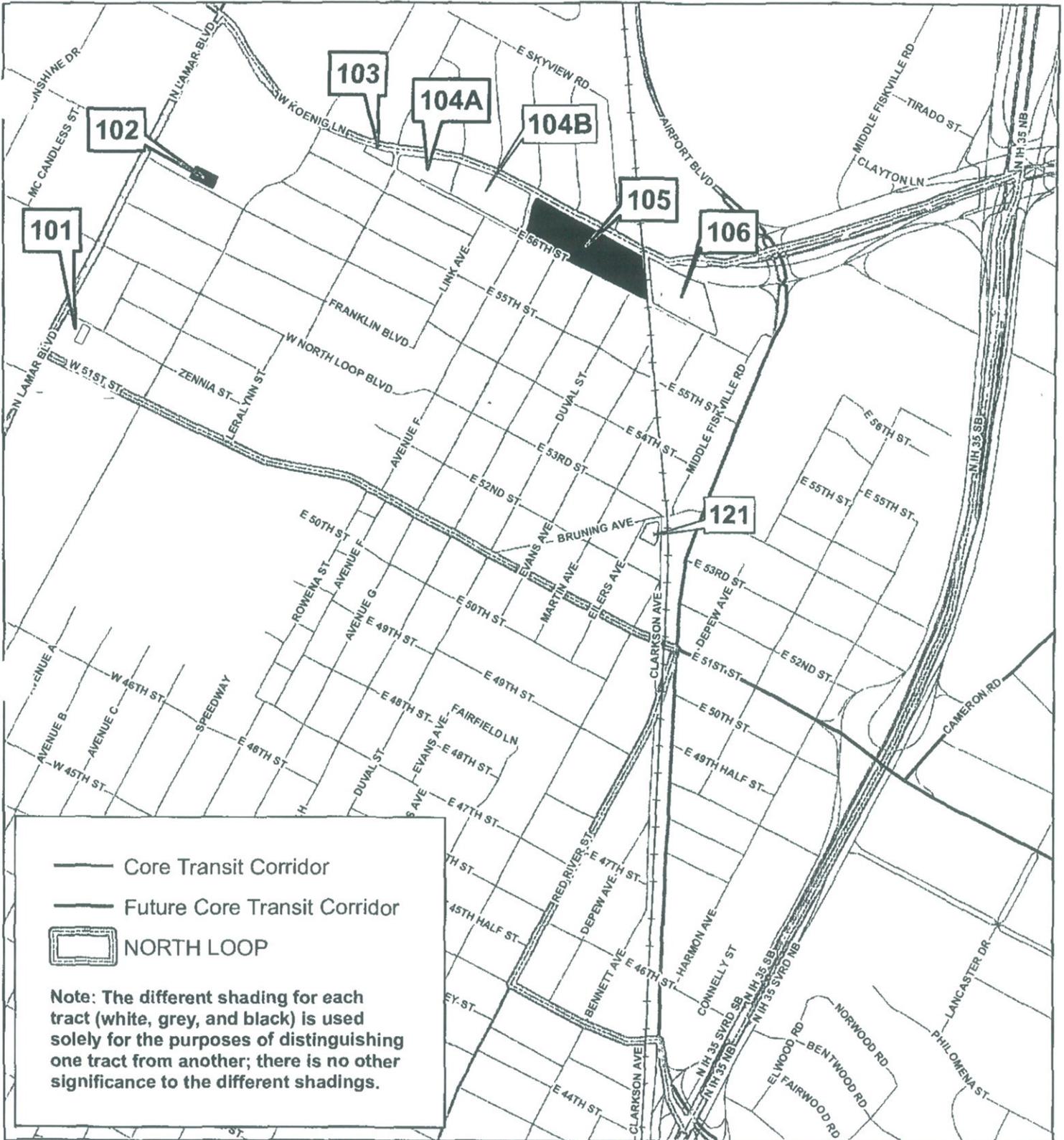


North Loop Neighborhood Planning Area
Vertical Mixed Use (VMU) Tract Map
VMU Overlay District
C14-2008-0002

EXHIBIT A - PG 1



This map has been produced by the City of Austin for the sole purpose of aiding regional planning and is not warranted for any other use. No warranty is made regarding its accuracy or completeness.



**North Loop Neighborhood Planning Area
Vertical Mixed Use (VMU) Tract Map
VMU Opt-In Properties
C14-2008-0002**

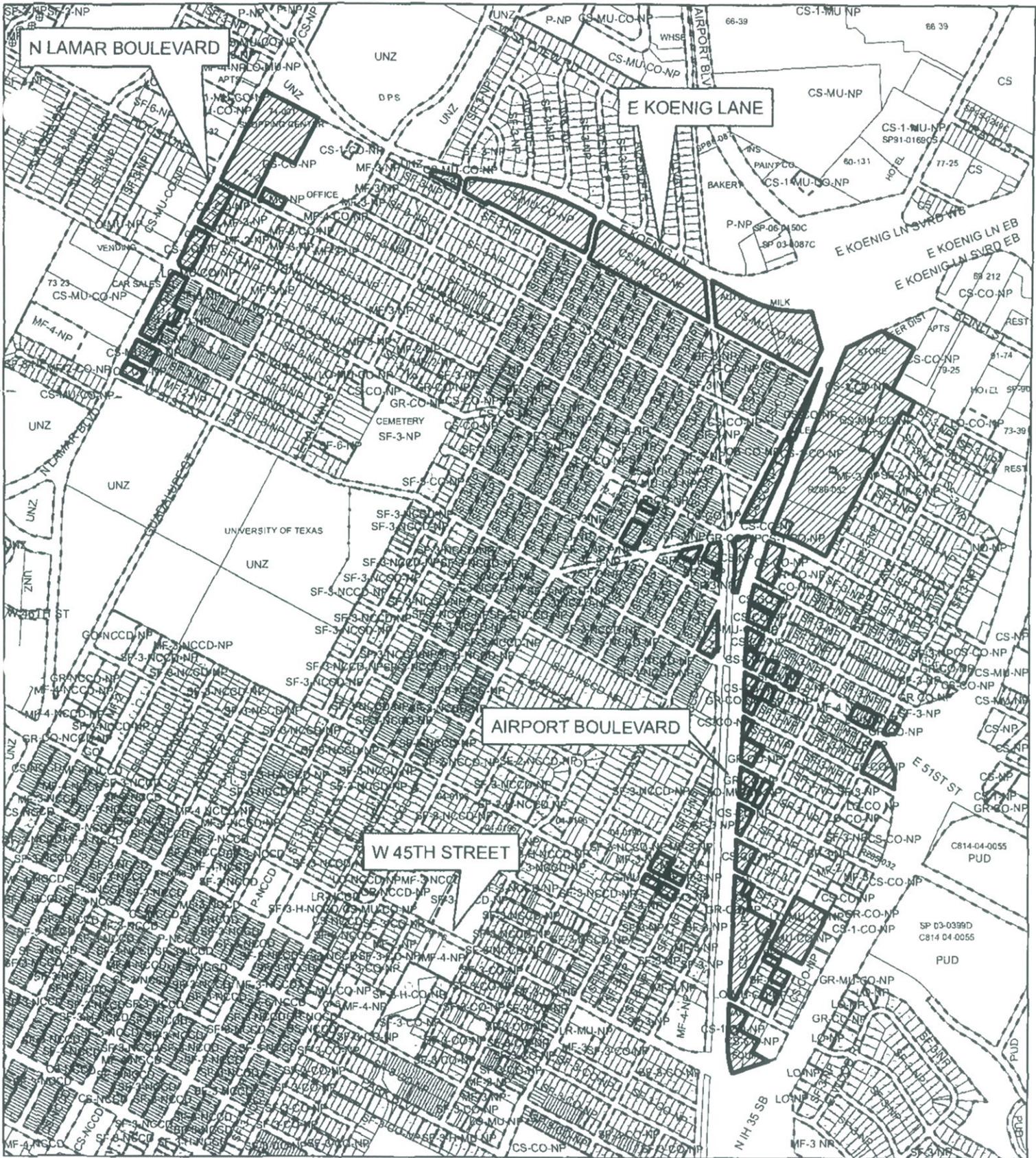
EXHIBIT A - P 2



This map has been produced by the City of Austin for the sole purpose of aiding regional planning and is not warranted for any other use. No warranty is made regarding its accuracy or completeness.



Produced by City of Austin
Neighborhood Planning and Zoning Dept
January 9, 2008



ZONING

-  **SUBJECT TRACT**
-  **ZONING BOUNDARY**
-  **PENDING CASE**

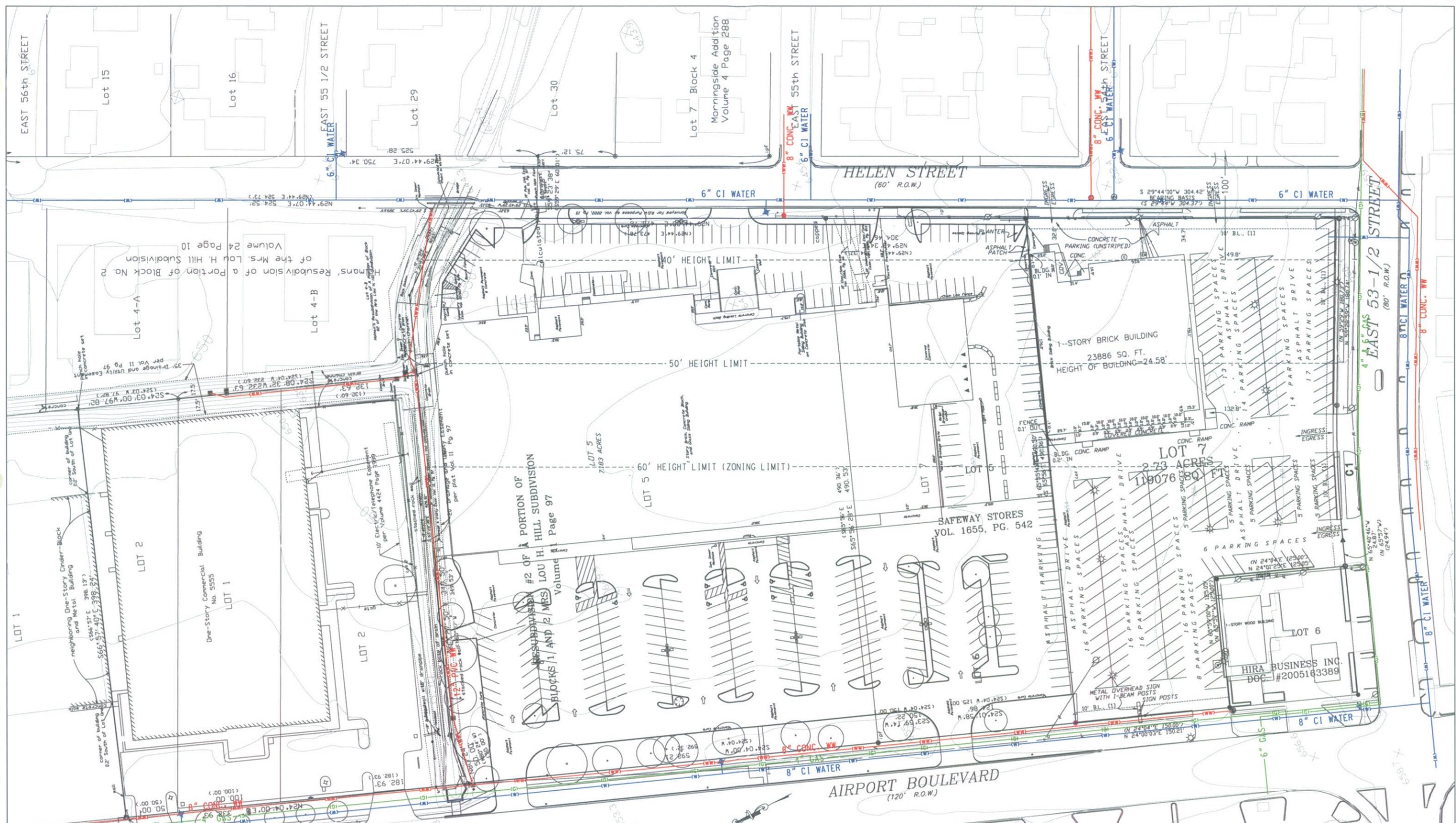
ZONING CASE# **C14-2008-0002**
 ADDRESS **N KOENIG LANE**
 SUBJECT AREA **77.45 ACRES**
 GRID **J26-27 K25-27**
 MANAGER **A. HOLUBECK**

OPERATOR: S MEEKS



1" = 1000'

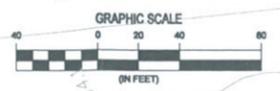
This map has been produced by GIS Services for the sole purpose of geographic reference. No warranty is made by the City of Austin regarding specific accuracy or completeness.



SITE SURVEY DATA PROVIDED BY:
 5335 AIRPORT BLVD.:
 ALL POINTS SURVEYING
 611 SOUTH CONGRESS AVENUE, SUITE 100
 AUSTIN, TX 78704

5501 AIRPORT BLVD.:
 DOUG SEALING LAND SURVEYORS, PC
 3802 MANCHACA ROAD
 AUSTIN, TX 78704

5555 AIRPORT BLVD.:
 CARSON AND BUSH PROFESSIONAL SURVEYORS, INC.
 1904 FORTVIEW ROAD
 AUSTIN, TX 78704



STREET SURVEY DATA PROVIDED BY:
 URBAN DESIGN GROUP
 3660 STONERIDGE ROAD, SUITE E-101
 AUSTIN, TX 78746

TRAVIS COUNTY NORTH CAMPUS MASTER PLAN
 EXISTING CONDITIONS

3660 STONERIDGE ROAD
 SUITE E101
 AUSTIN, TEXAS 78746
 PHONE: (512) 347-0040
 FAX: (512) 347-1311
 E-MAIL: GENERAL@UDG.COM
 WWW: WWW.UDG.COM



AUSTIN FIRE DEPARTMENT - FIRE PREVENTION DIVISION
 Technical Services Section
 One Texas Center, Ste 200 – 505 Barton Springs Road
 Austin, Texas 78704
 Telephone (512) 974-0160 - Facsimile (512) 974-0162



AUSTIN FIRE DEPARTMENT HYDRANT FIRE FLOW TEST REPORT

Test Date: 7/9/09 **Test Time:** 1430 **AFD Company:** E14 **Shift:** C **Officer:** BURKE **“AM” or “PM”**

RESIDUAL HYDRANT INFORMATION

MAP GRID # <u>K26</u>	HYDRANT # <u>124435</u>	PIPE INTERSECTION # <u>544</u>	MAIN SIZE <u>8' CI</u>	AFD BOX # <u>1407</u>
BLK # <u>5300</u>	DIRECTION <u>AIRPORT</u>	STREET NAME		TYPE <u>BLVD</u>

STATIC PRESSURE (PSI): 85 **RESIDUAL PRESSURE (PSI):** 76

COMMENTS: _____

FLOW HYDRANT INFORMATION

MAP GRID # <u>K26</u>	HYDRANT # <u>123632</u>	PIPE INTERSECTION # <u>544</u>	MAIN SIZE <u>8" CI</u>	AFD BOX # <u>1407</u>
BLK # <u>5400</u>	DIRECTION <u>AIRPORT</u>	STREET NAME		TYPE <u>BLVD</u>

STATIC PRESSURE (PSI): 85 **FLOW OUTLET:** X 2½" hydrant butt 45° elbow

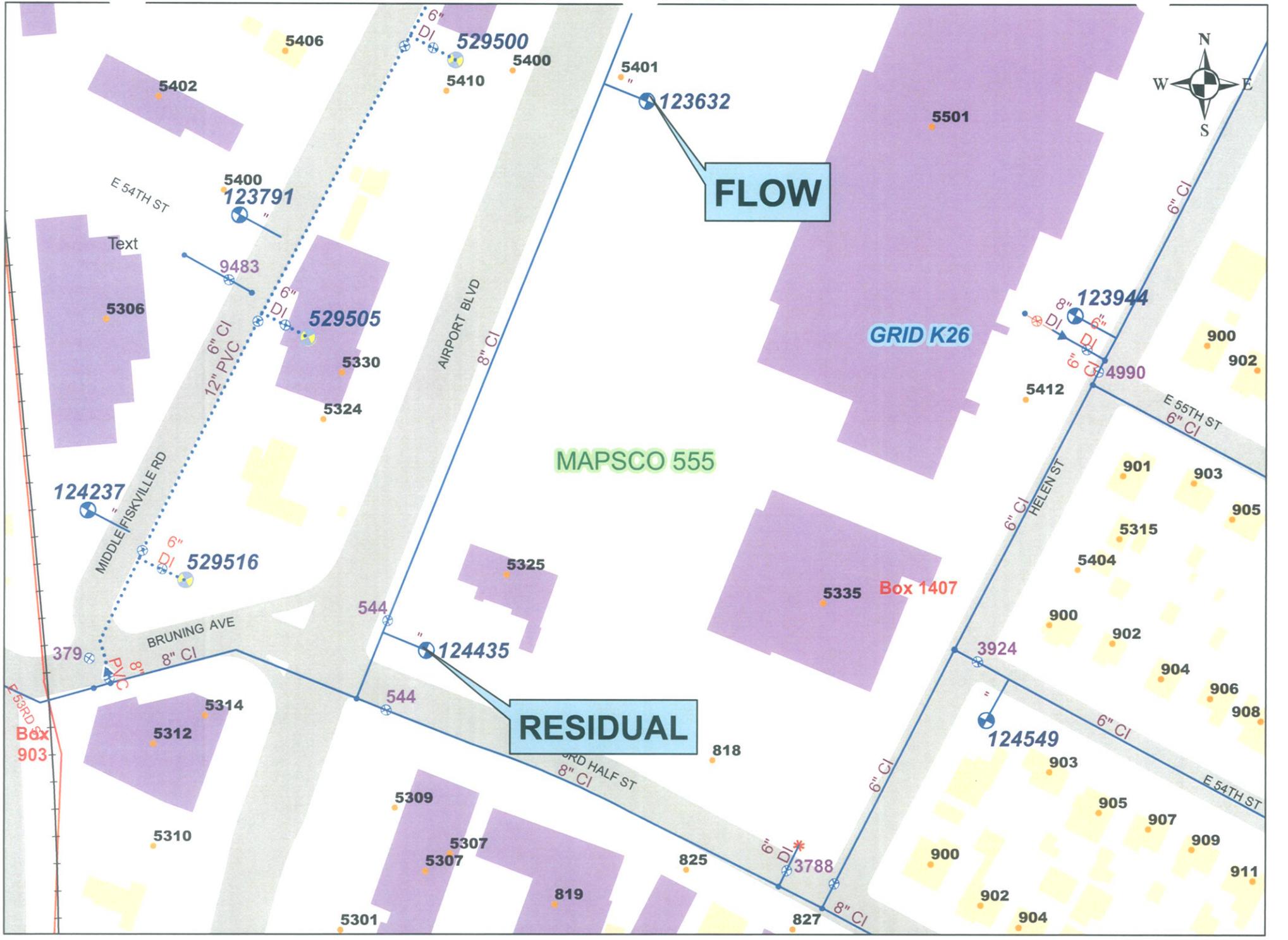
OTHER: _____

VELOCITY PRESSURE (PSI): 65 **FLOW RATE (GPM):** 1353
 (Flow Pressure - psi)

COMMENTS: _____

NOTE: This information represents the water supply characteristics in the immediate area on the date and time noted. The City of Austin does not guarantee this data will be representative of the water supply characteristics at any time in the future. It is the requesting party's responsibility to ensure that this test information is appropriate to the location of the project in question and that any differences in elevation between the test location and the project are accounted for.

5300 BLK AIRPORT BLVD...B/C Y 1407



FLOW

RESIDUAL

GRID K26

MAPSCO 555

Box 1407

Box 903



7

Duval / Dove Springs



DESTINATIONS

- Highland Mall
- Highland Station
- Greyhound Bus Station
- Texas Memorial Museum
- Frank Erwin Center
- Brackenridge Hospital
- University of Texas
- Texas State Capitol/Downtown
- Historic 6th Street District
- East Riverside shopping (HEB)
- IRS/Veteran's Administration
- Mendez Middle School

Special Notes:

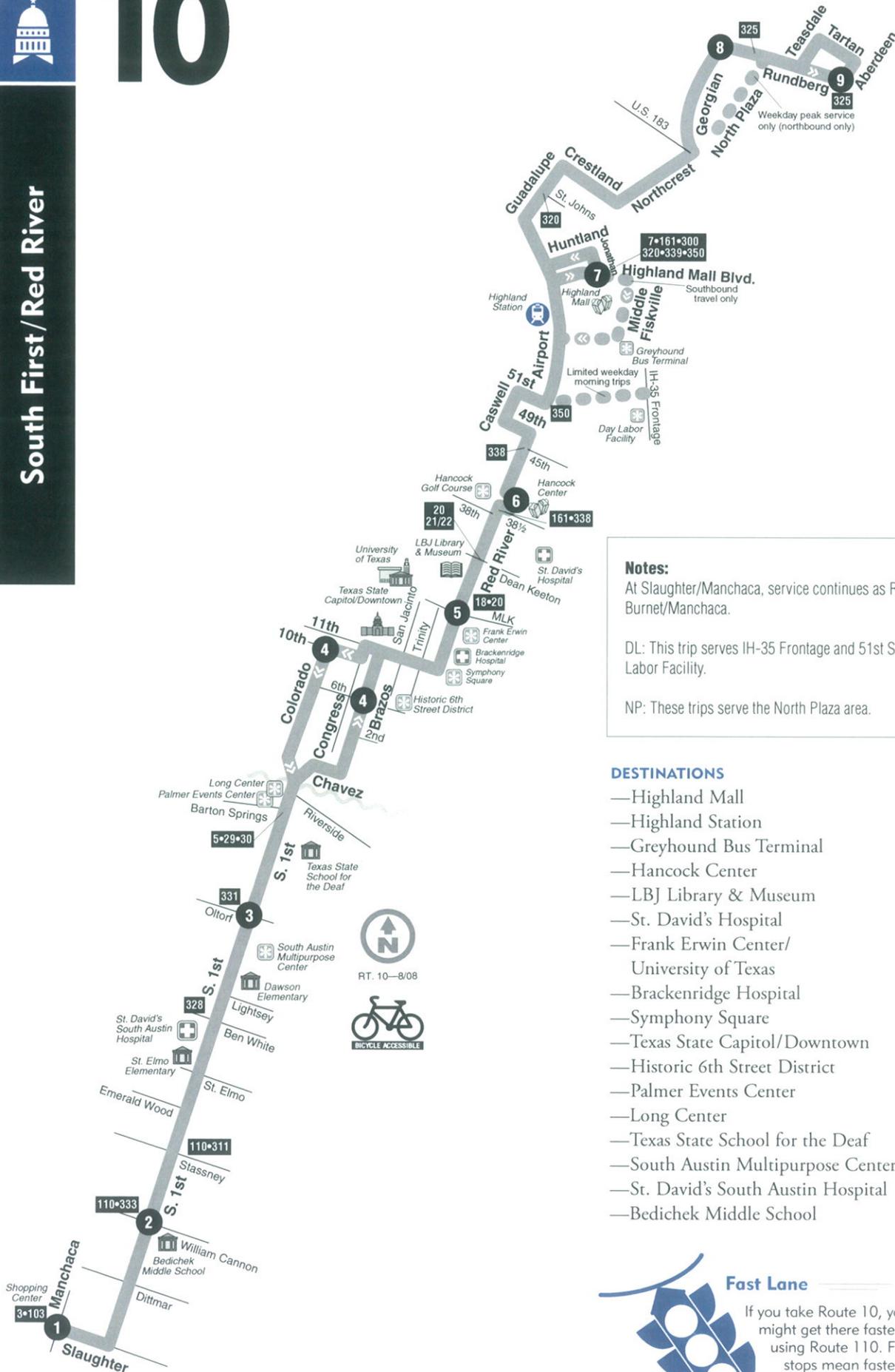
SA: When AISD is in session, this trip operates in the Blue Meadow area on portions of Route 333 to Mendez Middle School only. It departs South Transfer Center at 7:30 a.m.

SP: When AISD is in session, this trip departs Mendez Middle School (Pleasant Valley/Village Square) at 3:40 p.m. to the Blue Meadow neighborhood where it operates on portions of Route 333.

Trips shown in **bold** operate only when school is in session.

For detailed information, see Route 333 schedule.

See page 34 for map legend.



Notes:
 At Slaughter/Manchaca, service continues as Route 3 Burnet/Manchaca.
 DL: This trip serves IH-35 Frontage and 51st St. Day Labor Facility.
 NP: These trips serve the North Plaza area.

- DESTINATIONS**
- Highland Mall
 - Highland Station
 - Greyhound Bus Terminal
 - Hancock Center
 - LBJ Library & Museum
 - St. David's Hospital
 - Frank Erwin Center/
University of Texas
 - Brackenridge Hospital
 - Symphony Square
 - Texas State Capitol/Downtown
 - Historic 6th Street District
 - Palmer Events Center
 - Long Center
 - Texas State School for the Deaf
 - South Austin Multipurpose Center
 - St. David's South Austin Hospital
 - Bedichek Middle School



Fast Lane

If you take Route 10, you might get there faster using Route 110. Fewer stops mean faster service.



The North Loop Neighborhood Plan

An amendment to the City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5

Section 5-11

Exhibit A

May 23, 2002

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

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

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

Acknowledgements

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

Team Chair
Bill Yoder

Vice Chair
Matt Hollon

Teresa Anderson
Kirsten Bartel
Mindy Bonine
Jenna Bowling
Christopher Burnett
Lea Burnett
Karen Cleary
Lynn Denton
John Giusto

Patrick Goetz
Jack Howison
Pat Ivicic
Michael Kersey
Greg Madsen
Guy Oliver
David Papas
Tara Ross
Kris Schludermann
Jan Seward

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

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

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

Ridgetop Elementary School
First Workers Site
Child Inc
Day Spring Chapel

Korean First Gospel Church
Forbidden Fruit
Room Service

Dedications

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

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

City Staff Acknowledgements

Lead City (NPZD) Staff for this plan were:

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

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

Alice Glasco, Director	NPZD
Carol Barrett, Assistant Director	NPZD
Ricardo Soliz, Acting Manager Neighborhood Planning	NPZD
Cora Wright, Assistant Director	NPZD
Sue Housel, Principal Planner	NPZD
George Adams, Principal Planner	TPSD
Sarah Campbell, Senior Planner	PARD
Gladys Clemons, Administrative Specialist	NPZD
Gina Copic, Smart Housing Manager	NHCD
Susan Daniels, Urban Designer	TPSD
John Devine, Planning Intern	TPSD
Linda Dupriest, Bicycle and Pedestrian Coordinator	TPSD
Mario Flores, Senior Planner	NPZD
Melodye Foust, Administrative Senior	TPSD
Greg Guernsey, Development Services Manager	NPZD
Robert Heil, Principal Planner	NPZD
Stuart Hersh, Smart Housing Manager	NHCD
Alan Hughes, Supervising Engineer	TPSD
Sonya Lopez, Neighborhood Planner	NPZD
Kathy Lott, Administrative Senior	NPZD
Jana McCann, Urban Design Officer	TPSD
Pollyanne Melton, Urban Designer	TPSD
Greg Smith, Housing Division Manager	NHCD
Annabeth Stem, Research Analyst	NPZD
Deborah Thomas, Attorney	Law Department
Mark Walters, Senior Planner	NPZD
Laura Watkins, Planner	TPSD
Kathleen Welder, Neighborhood Planner	NPZD
Scott Whiteman, Neighborhood Planner	NPZD
Meghan Wieters, Principal Planner	TPSD
Cecilia Williams, Senior Planner	NPZD

NPZD – Neighborhood Planning and Zoning Department

TPSD – Transportation Planning and Sustainability Department

PARD – Parks and Recreation Department

NHCD – Neighborhood Housing and Community Development

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Abbreviations

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

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

North Loop Neighborhood Planning Area Base Map



Neighborhood Planning process

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

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

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

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

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

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

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

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

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

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

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

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

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

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

The North Loop Neighborhood Planning Area

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

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

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

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

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

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

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

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

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

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

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

Statistical Overview

Demographics

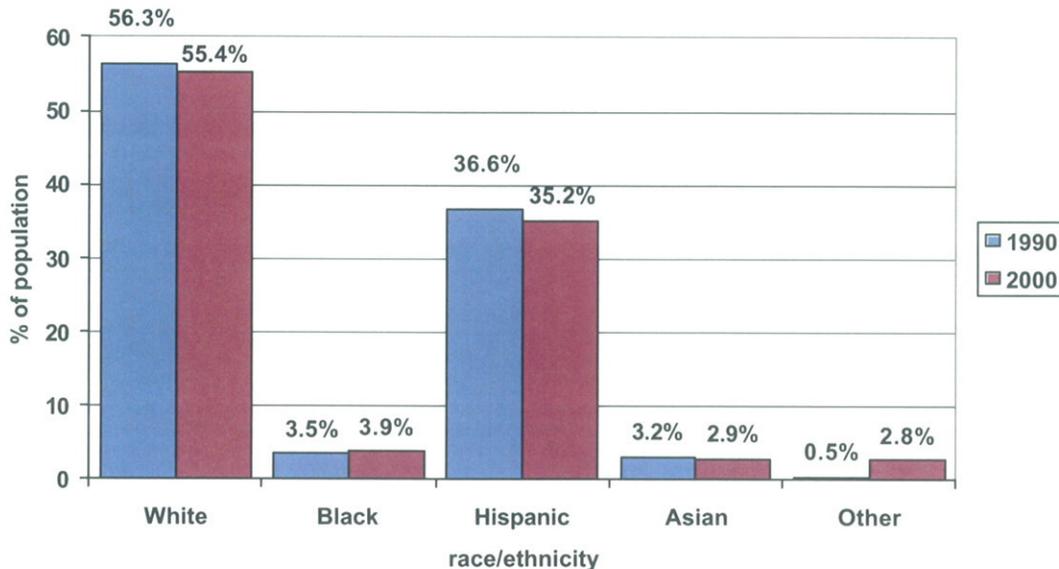
Table 1: Total population of North Loop Neighborhood Planning Area

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

Source: 1990 and 2000 Census

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

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



Source: 1990 and 2000 Census

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

- White (55.4%)
- Hispanic (35.2%)
- Black (3.5%)
- Asian (2.9%)
- Other (2.8%).

The following can also be seen from Figure 1:

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

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

Housing statistics

Table 2: Housing Comparison for North Loop Neighborhood Planning Area

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

Source: 2000 Census

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

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

Land use and zoning statistics

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

	Single Family	Mobile Home	Multi Family	Comm-ercial	Off-ice	Indust-rial	Civic	Open Space	Trans port	Undeve loped
North Loop sum acres³	220.6	0	28.4	118.0	10.6	16.1	14.2	0	194.3	12.8
North Loop % acres	35.9%	0%	4.6%	19.2%	1.7%	2.6%	2.3%	0%	31.6%	2.1%
Austin core % acres	27.5%	0.5%	6.3%	6.6%	2.9%	6.1%	7.2%	5.3%	20.8%	16.2%

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

- A **higher percentage** of land used for **single family** in the North Loop Neighborhood Planning Area (35.9%), compared to an urban core average of 27.5%
- A **less than average** percentage of land use for **multi-family** in the North Loop Neighborhood Planning Area (4.6%), compared to an urban core average of 6.3%
- A **significantly higher percentage** of land used for **commercial** purposes in the North Loop Neighborhood Planning Area (19.2%), compared to 6.6% for the urban core
- A **lower percentage** of land used for **industrial** purposes in the North Loop Neighborhood Planning Area (2.6%), compared to 6.1% for the urban core.
- A **lower percentage** of land used for **civic** purposes in the North Loop Neighborhood Planning Area (2.3%), compared to 7.2% for the urban core
- **No land** in the North Loop Neighborhood Planning Area used for **open space**, compared to an urban core average of 5.3%. The lack of open space, and also the lack of civic facilities, and the impact of both of these deficits on the capacity to build a strong neighborhood, is a key issue throughout this plan.
- A **significantly higher percentage** of land used for **transportation** (mainly roadway) in the North Loop Neighborhood Planning Area (31.6%), compared to 20.8% for urban core neighborhoods. Major roadways such as Airport Blvd, a rail

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

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

corridor, and several major interchanges (US290 and Airport, I-35 and 51st St etc.) contribute to the planning area's high land use devotion to transportation. This is also an issue explored later in the plan as these major roadways border, and bisect (in the case of Airport Blvd), the neighborhoods. These roads act as major barriers and affect the capacity of residents to walk or bike to nearby areas, and to access facilities that are not found in the neighborhood such as parks.

- A **significantly less percentage** of land is **vacant** in the North Loop Neighborhood Planning Area (2.1%), compared to an average of 16.2% for all urban core neighborhoods. The small percentage of vacant land sets the stage for the nature of land use and zoning recommendations in this plan that will focus on redevelopment and infill options.

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

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

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

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

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

Table 5, below, shows the acres and percentage of land for major zoning categories, before and after the adoption of this neighborhood plan. The 'post plan' figures are based on the rezonings that will be recommended as part of this Neighborhood Plan.

Table 5: Number and percentage of acres for each zoning district, before and after plan adoption and rezonings

Zoning Category	Acres pre-plan	Acres post plan	% Pre plan	% Post plan
Single Family	228.9		37.1%	
Multi-Family	21.4		3.5%	
Commercial	156.4		25.4%	
Office	11.0		1.8%	
Mixed Use ⁴	0		0	
Industrial	0		0	
Right of Way	194.7		31.7%	
Unzoned or Public	3.2		0.5%	

Also show Census stats on median family income

⁴ Mixed Use has been added to land that has a commercial base zoning.

Neighborhood Vision

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

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

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

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

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



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

Residential

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

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

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

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



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



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



Transportation

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

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

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

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

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

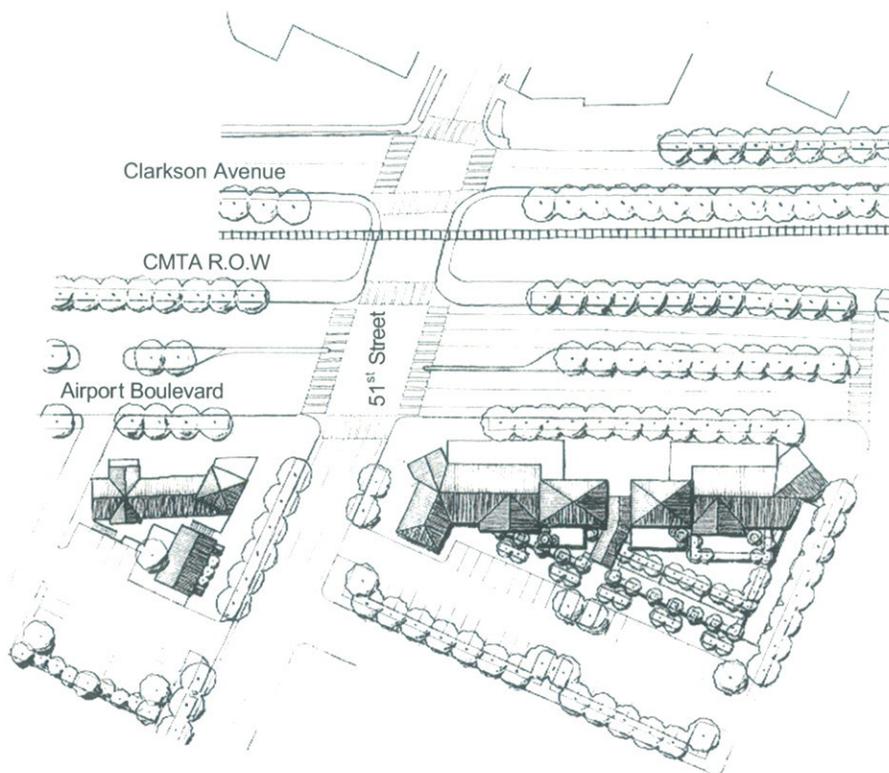
The future North Loop Neighbourhood Planning Area will have reduced cut through traffic and the streets will be traffic calmed to create a safer pedestrian and driving environment for everyone. Liveability is a continuing theme for the neighbourhood and efforts to reduce cut-through traffic on local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

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

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

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

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



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

Illustration by John Giusto and Kirsten Bartel.

Neighborhood Commercial

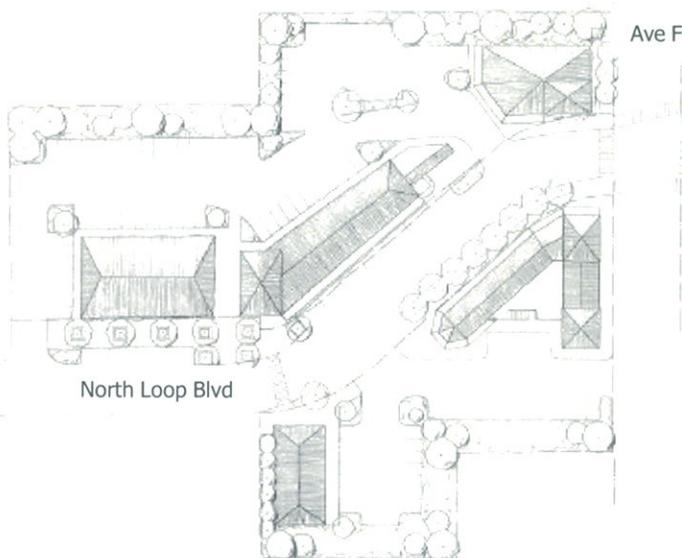
In the future North Loop Neighborhood Planning Area, neighborhood commercial areas are oriented to the local community with stores such as groceries, cafes, restaurants, delicatessens, florists, newsstands, pharmacy, dry cleaners, bakery, a pub, and bookshops. Government services such as a Police substation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

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

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

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

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



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

Illustration by Kirsten Bartel

Public Open Space

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

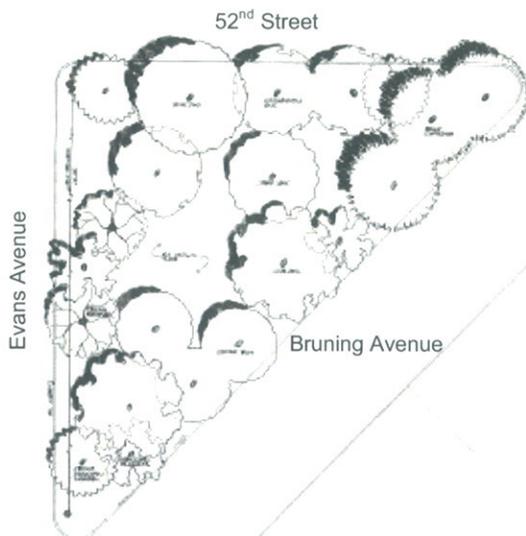
The public spaces envisioned by the neighborhood include pocket parks and plazas, where people can gather and that serve as a focal point for the neighborhood. The vision for the neighborhood also includes the holding of regular community festivals and other celebrations, and some form of public space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

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

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

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

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



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

Illustration by Kirsten Bartel.

Neighborhood Planning Goals

Principal Goal

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

Land Use Goals

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

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

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

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

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

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

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

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

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

Objective 3.3: Create a greenbelt in the neighborhood.

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

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

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

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

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

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

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

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

Transportation Goals

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

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

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

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

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

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

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

Urban Design/Neighborhood Character Goals

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

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

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

Objective 9.1: Beautify all public land in the neighborhood.

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

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

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

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

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

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

Other Goals

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

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

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

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

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

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

Goal 11: Promote sound ecological practices.

Objective 11.1: Organize neighborhood educational initiatives about ecological issues.

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

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

Top Ten Neighborhood Plan Action Items

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

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

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

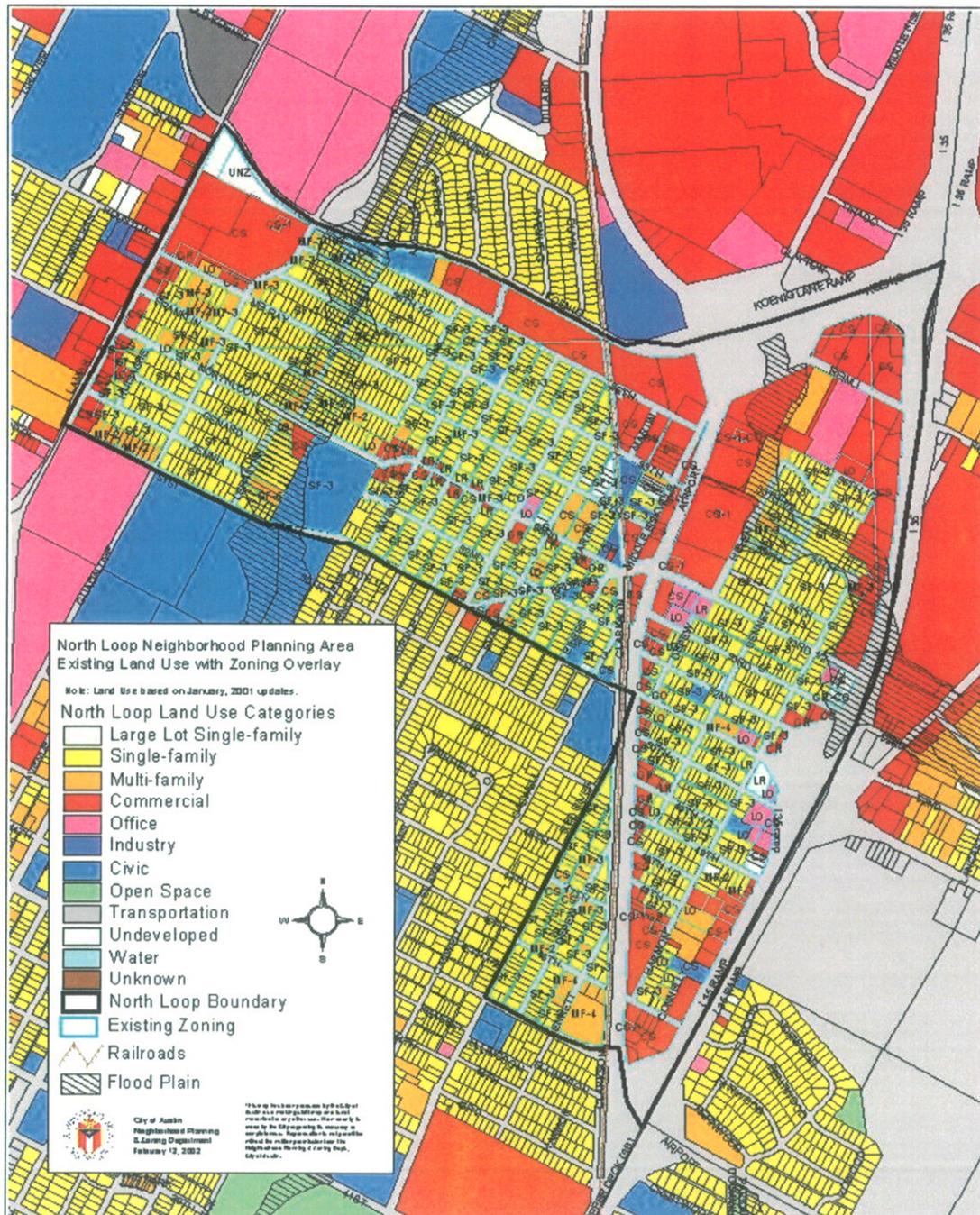
As this action was not supported by the implementing City department it does not appear in this priority list or in the main text of the plan. The action item can be found in Appendix A: Items requested by the Neighborhood Planning Team but not supported by implementing departments/agencies.

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

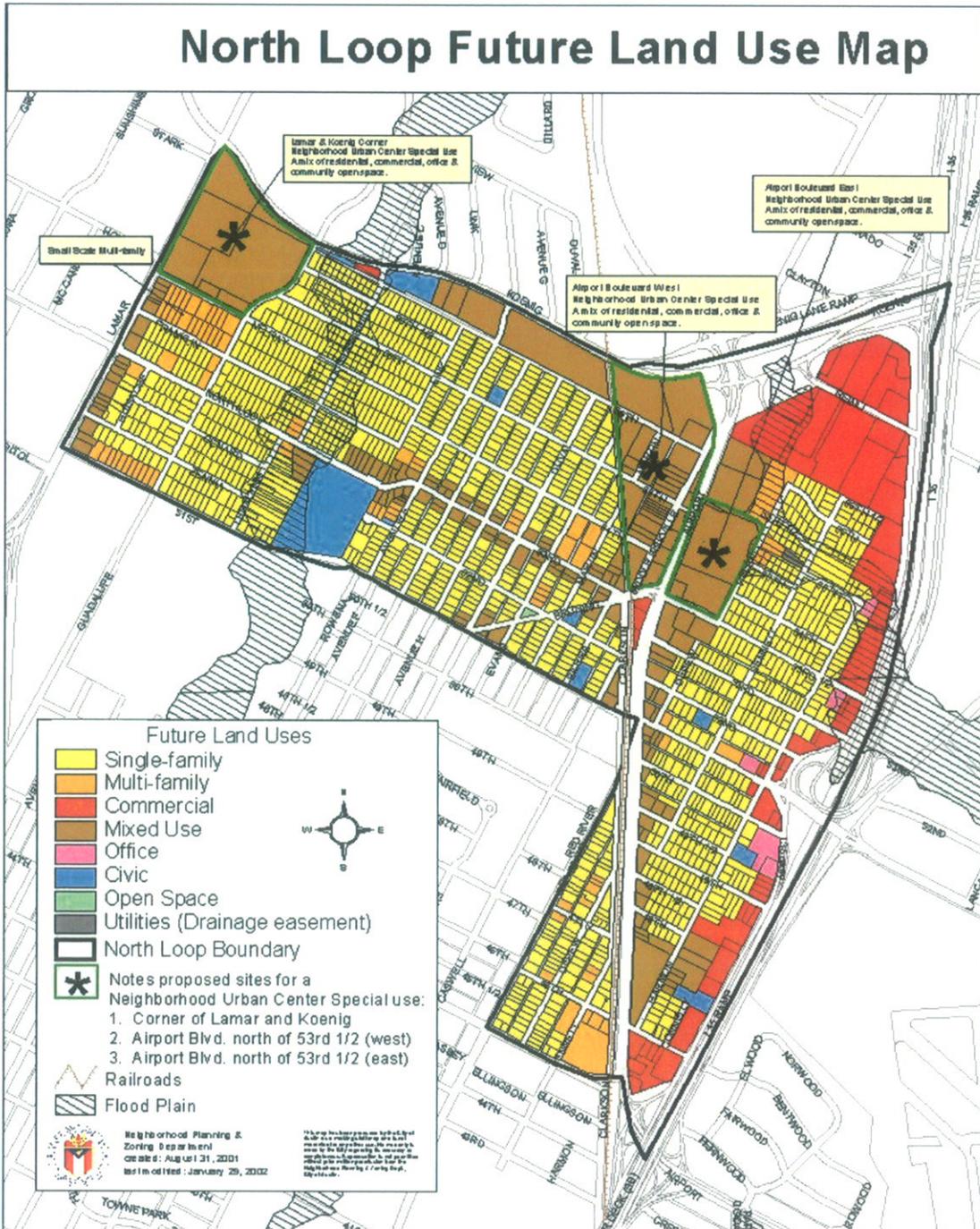
¹⁰ Actions items 1.1, 1.2, 1.3, 1.4, 1.5, 2.1, 2.2, 3.1, 3.2, 3.4, 4.1, 4.2, 4.4, 5.1, 5.2, 6.1, 6.2.

Land Use

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



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



Residential areas

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

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



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



Large windows facing the street are inviting and friendly.



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

Vision for residential areas

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



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

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



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

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



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

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

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



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



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

Secondary Apartment Design Guidelines¹

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

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

Use of the Units

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

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

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

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

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

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

Size, Location and Orientation:

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

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

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

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

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

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

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

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

Parking and Driveways:

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

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

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

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

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

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

Building Materials and Detailing:

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

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

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

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

Roof type (i.e. hip, gable, mansard, etc.) and material should match the primary dwelling unit. Roof pitch should not be less than 6" rise in 12" distance or match the primary dwelling unit.

Check with the post office regarding mailbox requirements. After you've

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

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

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

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

Tree protection shall comply with the Tree ordinance.

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



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

Land Use Actions for residential areas

Rezoning

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

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

Congregate Living
Drive in services.

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

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

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

Smart Growth³

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

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

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

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

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

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

Transportation Actions for residential areas

See Appendix C for more information on neighborhood transportation issues.

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

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

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

- Action 1.7. Install bicycle lanes in the following locations (TPSD):
- 51st St between Airport Blvd and across the I-35 overpass (both sides). (Ensure that safety considerations for bicyclists are considered in studying the installation of bike lanes at this location).
- Action 1.8. Improve transit stops by providing bus shelters and seating at the following (Capital Metro):
- The stop located on Ave F near intersection with North Loop Blvd (west side of Ave F near the corner).
 - The stop located on 53rd St between Aves F and G (south side – in front of Sary’s Salon)
 - The stop located on 53rd St between Aves F and G (north side – in front of Austin Home Brew Supply)
 - The stop located on Ave F near 56th St (west side)
 - The stop located on Duval St near 51st St (west side).
- Action 1.9. Undertake a traffic calming study of the planning area that addresses the following problems (TPSD):
- Speeding and cut-through traffic on 53 ½ St especially with vehicles leaving and accessing the I-35 Frontage Road (exacerbated by excessive street width)
 - Speeding and cut-through traffic on 52nd and 53rd Sts (between Airport Blvd and the I-35 Frontage Road)
 - Speeding and cut-through traffic on 46th, 49th and 50th Sts between Airport Blvd and the I-35 Frontage Road
 - Speeding and cut-through traffic on Harmon Ave between 46th and 51st St
 - Speeding traffic and failure to stop at intersection of 49th and Harmon
 - Speeding and cut-through traffic on Ave F between 51st St and Koenig Lane
 - Speeding and cut-through traffic on Leralynn St between 51st St and North Loop Blvd
 - Speeding and cut-through traffic on Chesterfield Ave between North Loop Blvd and Koenig Lane/RM 2222
 - Speeding traffic on 51st St especially between Duval and Lamar
 - Speeding and cut-through traffic on Bruning Ave and dangerous intersections of Bruning and 51st and Bruning and 53rd Sts
 - Speeding and cut-through traffic on Red River St between 45th St and Clarkson
 - Speeding and dangerous traffic in the vicinity of Ridgetop Elementary School

- Action 1.10. Conduct studies at the following locations to determine what traffic controls (such as stop signs, improved signage, road markings or physical intersection improvements) would best address the following problems (TPSD):
- Speeding, cut-through and failure to stop at 52nd and Bennett
 - Speeding, cut-through and failure to stop at 49th and Harmon
 - Vehicles failing to stop at the stop signs located at 55th ½ and Chesterfield
 - Speeding and cut-through traffic on Chesterfield Ave between North Loop Blvd and Koenig Lane/RM 2222
 - Speeding traffic on 51st St between Duval and Lamar
 - Confusing intersection at 53rd, Bruning, Middle Fiskville, Clarkson
 - Confusing intersection at 51st, Bruning, Duval

- Action 1.11. Conduct a study to investigate the closure of Bruning Ave at 53rd and at 51st St. (TPSD)
If closed, create public open space (also install a planted/landscaped median on 53rd St. to prevent cars travelling west on 53rd cutting through Evans and Martin to get to 51st); and re-align stop sign on 51st St to the bring stop on eastern side of the 51st intersection closer in to allow greater visibility for motorists, bicyclists and pedestrians).

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

- Action 1.12. Investigate the intersection of Clarkson and Red River and identify measures to clarify who has the right of way. (Possible remedies could include clearer signage or road markings). (TPSD)

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

- Action 1.13. Investigate the intersection of Harmon Ave and 51st with a focus on the safety of making left turns from Harmon onto 51st St

(TPSD) Possible remedies include the installation of a diverter to allow right turn only from Harmon onto 51st.

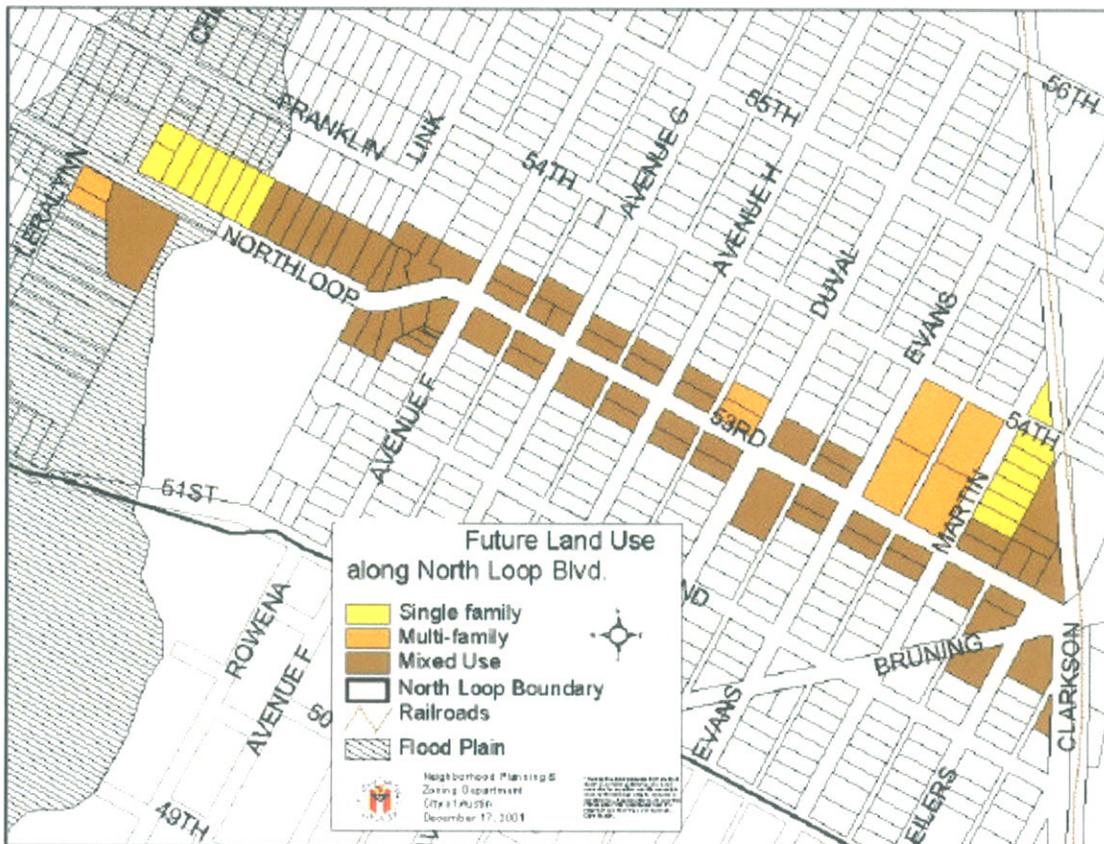
This action is necessary because Harmon is located too close to the I-35 frontage road to enable a safe turn. The proximity of Harmon to the frontage road means that motorists turning left from Harmon onto 51st are crossing the paths of vehicles often travelling at speed that are coming off the frontage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

Open Space Actions for residential areas

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

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

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



Vision for North Loop Blvd/53rd St corridor

Key themes

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

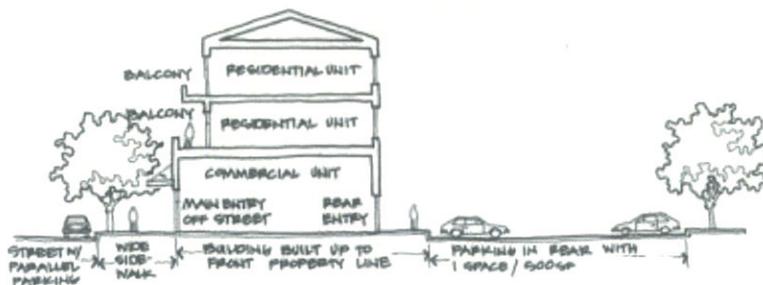
This corridor is envisioned as developing as a lively, vibrant, mixed use corridor that is characterized by neighborhood-oriented commercial (primarily retail) uses on ground floors fronting North Loop/53rd St, with 1-2 stories of residential above. A concentration of retail uses on the ground floor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

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

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

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

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



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

Design considerations

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

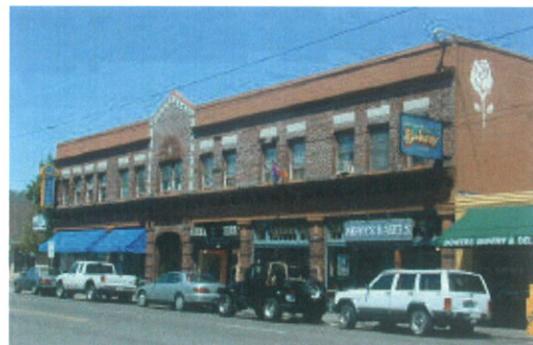
The funky and eclectic character of the North Loop Commercial Center is a highly valued design theme that is seen as a key element of the corridor in the future. This will be preserved and strengthened through eclectic signage, bold color schemes, and the incorporation of public art in the form of sculpture,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



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



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



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

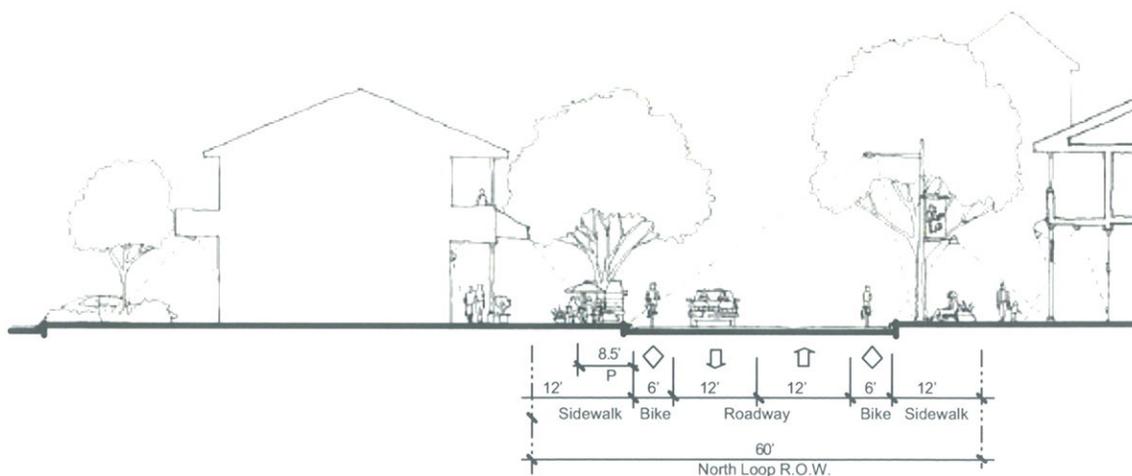
The public domain will be further enhanced with wide sidewalks that are buffered from the roadway. Wider and more clearly defined sidewalks, and their associated improved pedestrian access and safety, are central to the achievement of the vision of the area as an area of high street activity. The treatment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

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



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

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



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

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

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

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

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

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

Congregate Living
Drive-in Services.

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

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

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

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

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

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

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

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

Transportation Actions for North Loop Blvd

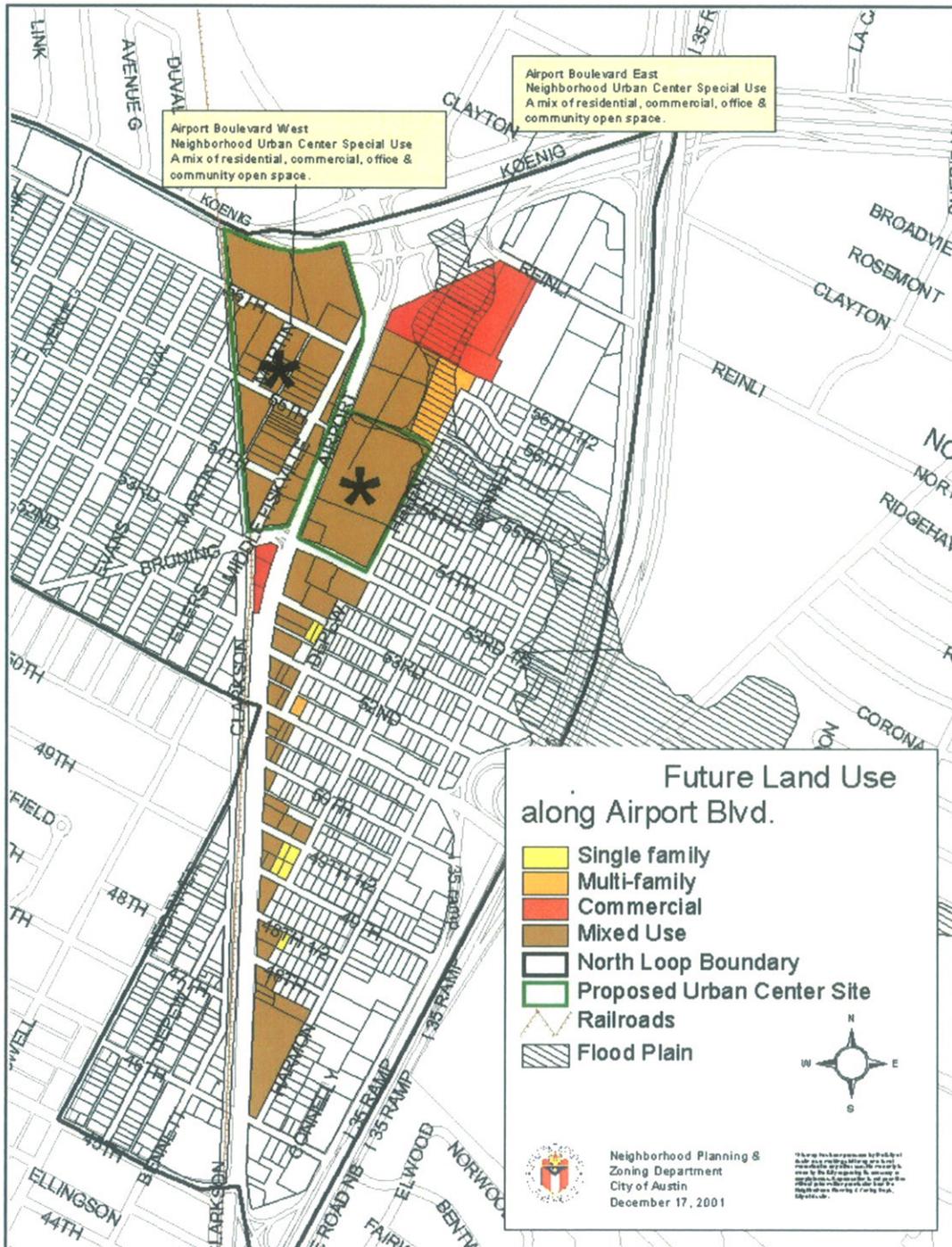
- Action 2.5. Construct sidewalk along North Loop Blvd between Highland Plaza and the North Loop Commercial Center (south side – adjacent to State Cemetery land). (TPSD)
- Action 2.6. Undertake a study on pedestrian improvements for the North Loop Commercial Center. (TPSD)

Other Actions for North Loop Blvd

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

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

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



Vision for Airport Blvd

Key themes

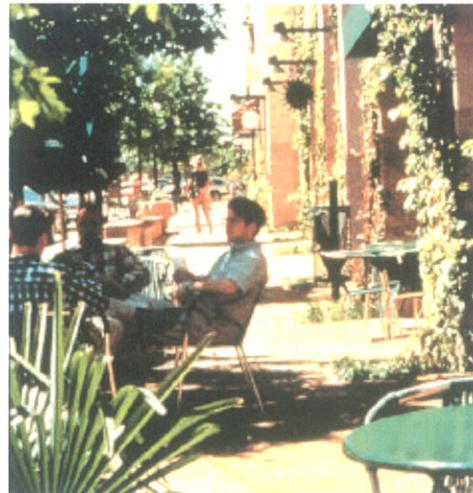
- Commercial character including retail and office
- Mixed use development
- Neighborhood Urban Center/s that a mix of commercial, residential, civic uses, and public space
- Improved pedestrian environment including wider continuous sidewalks, clearer distinction between automotive and pedestrian space,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

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

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

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

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

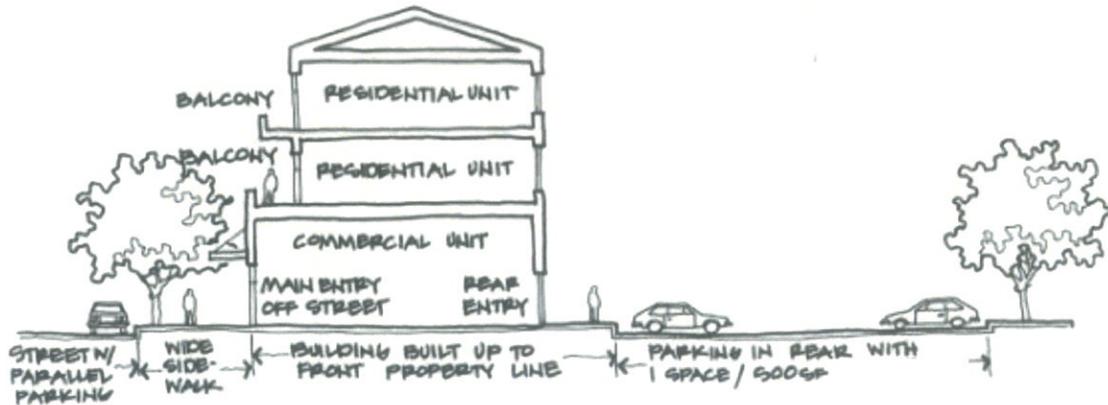




Before and after images of a corridor after pedestrian improvements. 'Liner' buildings are used to buffer pedestrian friendly streetscapes from automobile oriented land uses such as gas stations.



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



Large sites, that are viewed as under-utilized, are also seen as potential redevelopment sites. Such redevelopment would reduce the dominance of large, often vacant parking lots along Airport Blvd. Redevelopment of these larger sites into Neighborhood Urban Centers with a mixture of commercial, office, residential, and public space is fundamental to the future enhancement of this strip. The Neighborhood Urban Center concept is recommended for both sides of Airport Blvd, north of 53 1/2 St (see the Future Land Use Map on page 42 for specific locations).



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

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

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

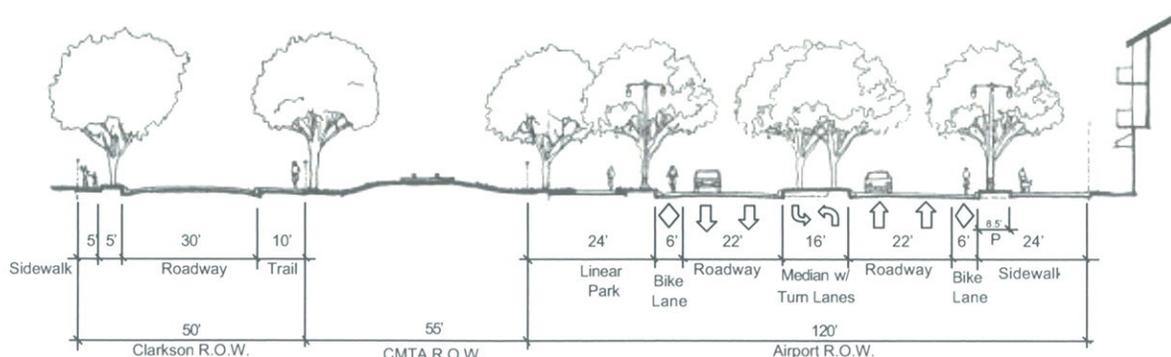
The variety of small, independent businesses is currently a highly valued aspect of Airport Blvd. Tamale House, Mrs. Johnson's Donuts, Casey's Snowballs, McGuire's Clocks and others are neighborhood businesses that are seen as an integral part of Airport Blvd's future. Businesses that people would like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

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

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

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

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



Design Considerations

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

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

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

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

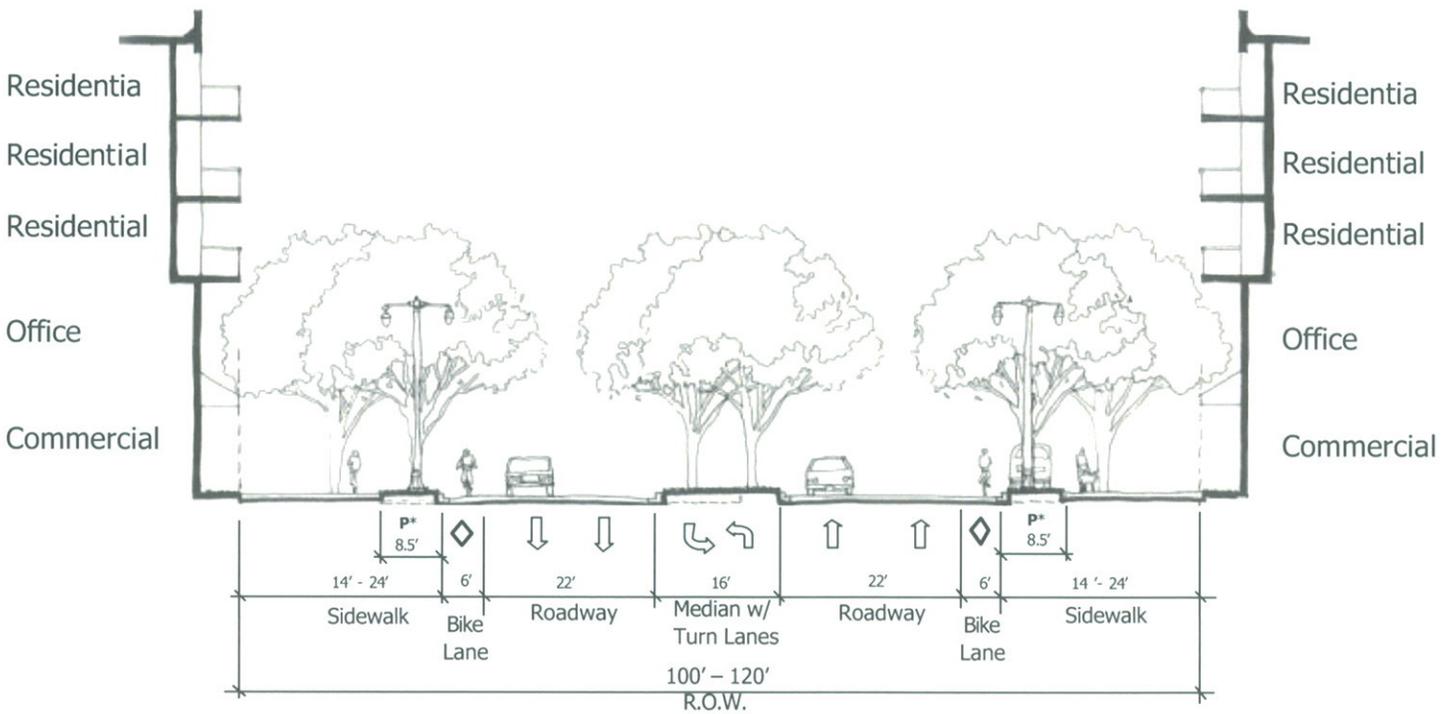
- Quality street furniture that is shaded and buffered from the roadway with landscaping.
- Use of informative and consistent signage to help people find their way and to establish a clear message of where things are and how to get to them.
- Street trees to frame the street and to create a unified image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

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

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

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

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



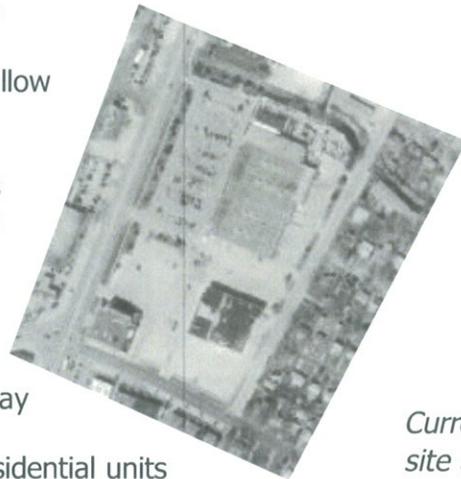
*No parking at narrow sections, intersections and driveways

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

Neighborhood Urban Center development along Airport Blvd

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

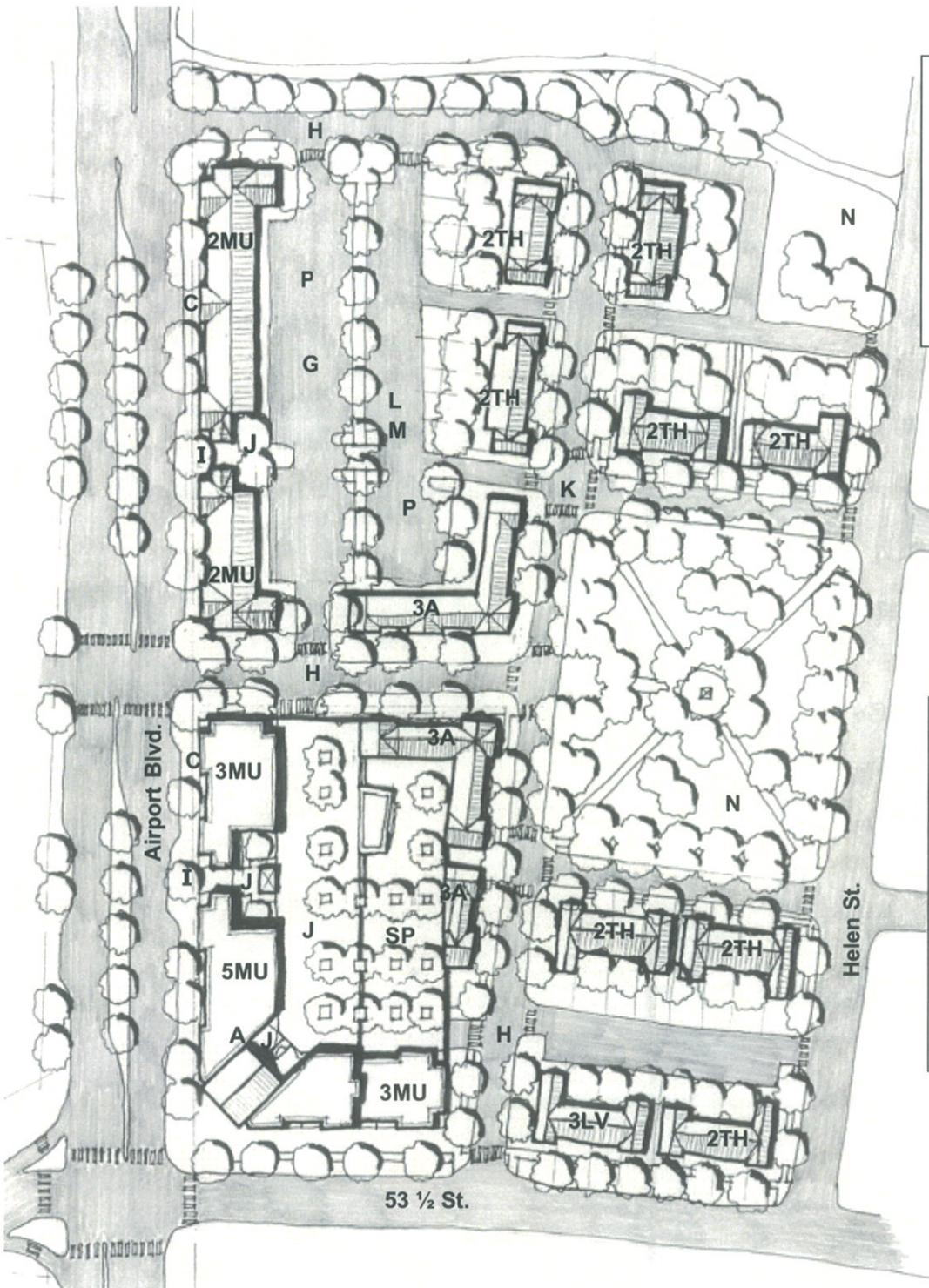
- Approximately 5 stories of commercial or commercial/mixed use fronting Airport Blvd; (A)
- Maximum heights will be along Airport and will gradually decrease to ensure compatibility with any surrounding single family development; (B)
- Buildings fronting Airport to be built to the property line with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



Current site aerial

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

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



Legend

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

- approximate number of floors



Land Use Actions for Airport Blvd

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

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

Adult Oriented Businesses
Pawn Shop Services
Residential Treatment
Transitional Housing

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

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

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

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

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

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

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

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

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

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

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

Action 3.3. Review the conditional overlays detailed in Action 3.2. two years after the ordinance is adopted to assess impact. (NPT)

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

Action 3.5. Request that the developments for the two areas on Airport Blvd recommended for Neighborhood Urban Center (the Builder's Square/Chair King on the east side of Airport Blvd just north of 53 ½ St. and the Leif Johnson site on the west side of Airport north

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

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

Transportation Actions for Airport Blvd

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

- Action 3.12. Improve the coordination of bus stop locations with existing crosswalks by joint planning between Capital Metro and neighborhood associations, Ridgetop Elementary School, and Neighborhood Planning Team. (Capital Metro)
- Many bus stops along Airport, particularly on its western side, are located in the middle of the block and offer no safe options for crossing Airport Blvd. For example, The 350 bus stop on the western side of Airport Blvd opposite 49th St offers no safe crossing options. Locating bus stops closer to signalized cross walks will enhance safety.*
- Action 3.13. Improve transit stops by providing bus shelters, seating and trash cans (Capital Metro) at the following:
- East side of Airport Blvd
- Stop on 4600 block of Airport (located in front of Concorde Center)
 - Stop on 4800 block of Airport (located in front of Diamond Shamrock, near Airport and 49th St)
 - Stop at Airport and 52nd St (located in front of KFC)
 - Stop at Airport and 53rd 1/2 St (south eastern corner of intersection)
 - Stop on 5600 block of Airport Blvd (located in front of Eckerds)
- West side of Airport Blvd
- Stop at Airport and 46th St
 - Stop on 5100 block of Airport (opposite KFC and 52nd St)
 - Stop on 5600 block of Airport (in front of Leif Johnson Ford)
- Action 3.14. Install a marked pedestrian crossing of Airport Blvd on northern side of intersection with 51st St. and link this with sidewalk on the northern side of 51st at Clarkson. (TPSD)
- Action 3.15. Study the signalization and timing at Airport and 51st St and Airport and 53 1/2 St to determine the need for altered signal timing to provide more time for pedestrians to cross safely at these intersections. (TPSD)
- Action 3.16. Study the installation of 'No right turn on red' signage to enable protected crossings of Airport and 51st and Airport and 53 1/2. (TPSD)
- Action 3.17. Ensure that there are marked or striped designation of pedestrian crossings at Airport and 51st, Airport and 53 1/2, and Airport and 45th St; and ensure that these are regularly maintained to ensure their visibility. Investigate the possibility of the use of different color and pavement treatment of these intersections to improve their visibility as pedestrian crossing zones. (TPSD)

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

Other actions

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

Eastern side of Airport Blvd

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

Western side of Airport Blvd

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

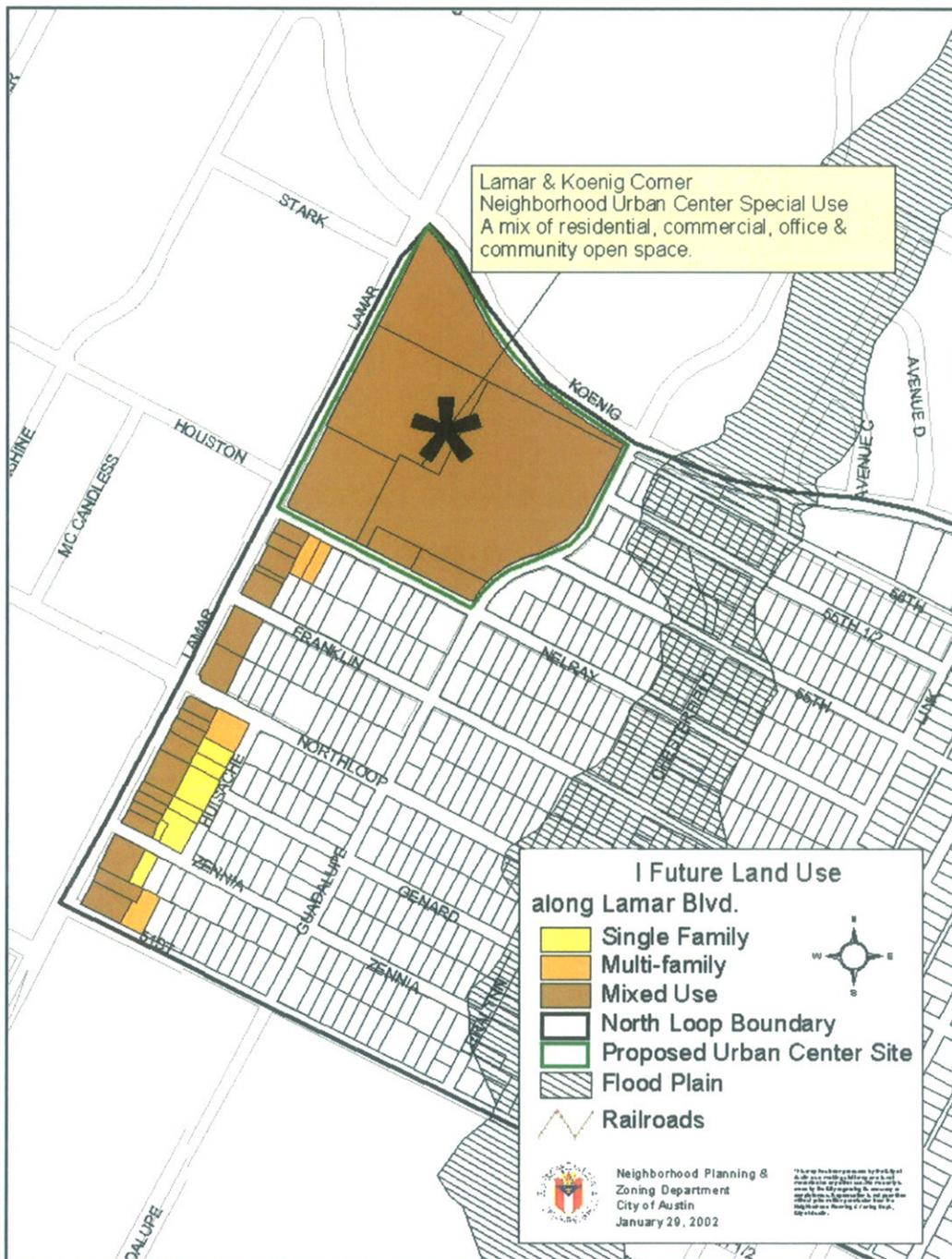
Tree species should be selected to create a unified image of the street and to provide a canopy. Lining streets with a selected species of tree can help to identify the area and will signify the boulevard as a pedestrian route.

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

Allan B. Jacobs, Great Streets, 1993

Lamar Blvd (between 51st St and Koenig Lane)

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



Vision for Lamar Blvd

Key themes

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

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

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

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

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



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

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

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

Design considerations

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

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

Neighborhood Urban Center

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

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

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

Creating Transit Station Communities, Puget Sound Regional Council, 1999

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

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



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

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

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

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

Land Use Actions for Lamar Blvd

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

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

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

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

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

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

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

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

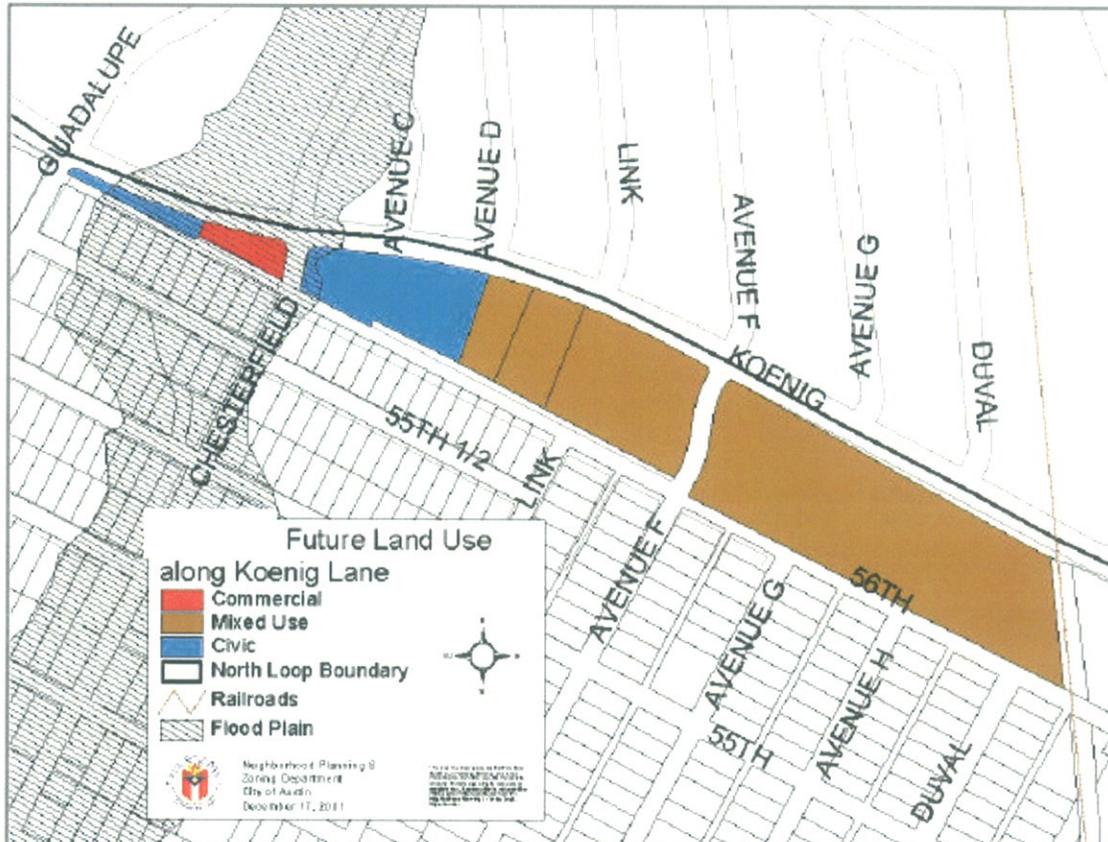
- Action 4.3. Review the conditional overlays detailed in Action 4.2. two years after the ordinance is adopted to assess impact (NPT).
- Action 4.4. Rezone the lots at the corner of Lamar and Koenig (see map on page 57 for exact locations) to allow the Smart Growth infill option 'Neighborhood Urban Center'.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

Transportation Actions for Lamar Blvd

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

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

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



Vision for Koenig

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



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

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

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

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

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

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

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

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

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

Land use Actions for Koenig

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

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

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

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

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

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

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

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

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

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

Transportation actions for Koenig

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

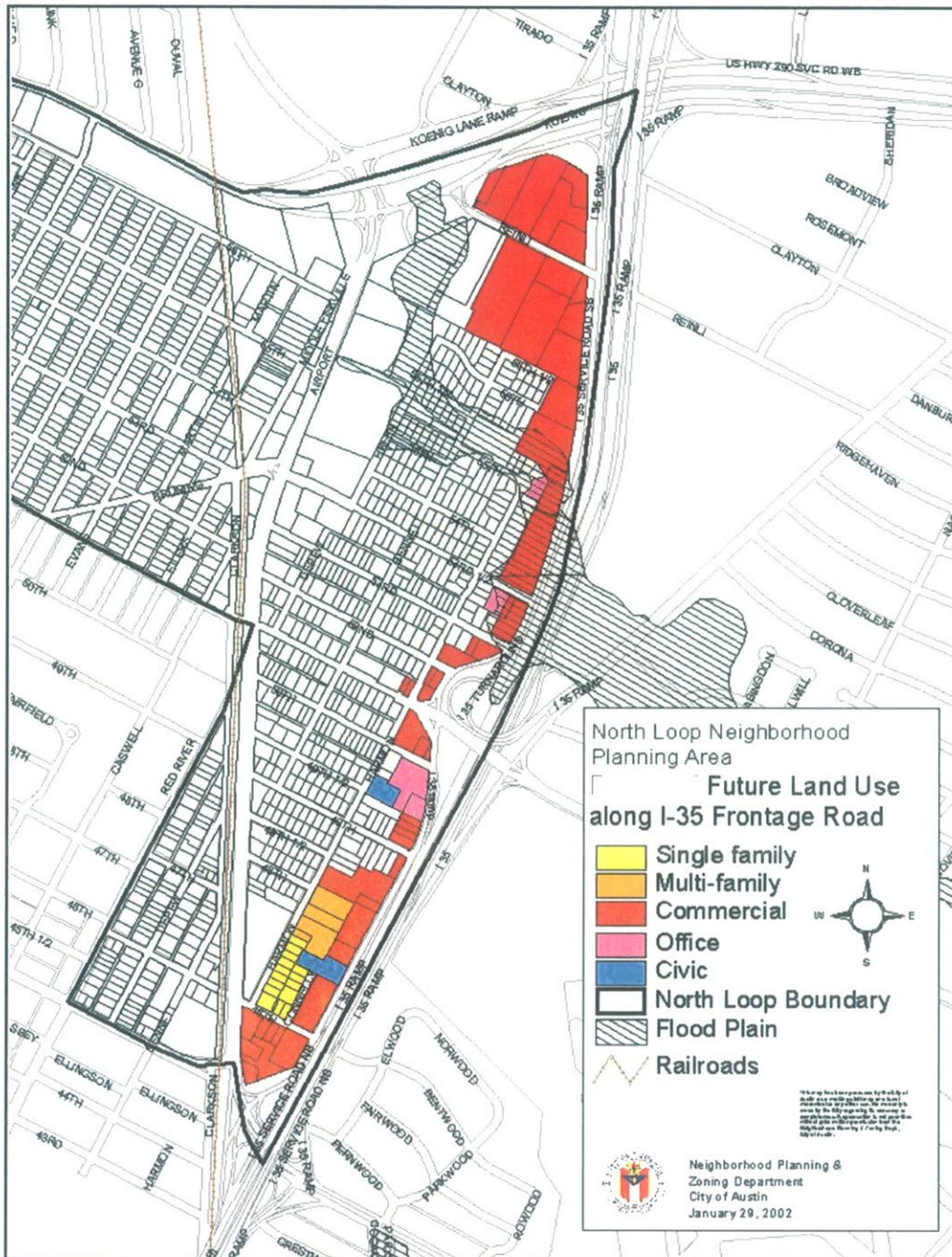
Action 5.6. Work with the Texas Department of Transportation to ensure that the requirement to provide pedestrian facilities with major road construction projects is fulfilled for the RM 2222/Koenig Lane project. (NPT, TXDoT)

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

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

IH-35 Frontage Road

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





53 and One Half South View.jpg



53 and One Half Streetscape - 2.jpg



53 and One Half Streetscape.jpg



55th Looking West at 5555.jpg



5335 - Street Landscape.jpg



5335 Driveway.jpg



5335 North Property Line No. 1.jpg



5335 North Property Line No. 2.jpg



5335 South Property Line.jpg



5335 Southern Edge.jpg



5335 View From West Side of Airport.jpg



5335 View.jpg



5335-5501 Interface.jpg



5501 - Driveway No. 2 - South.jpg



5501 - Street Landscape No. 3.jpg



5501 - Street Sidewalk.jpg



5501 Bus Stop.jpg



5501 Driveway.jpg



5501 Landscape Islands-1.jpg



5501 Landscape Islands-2.jpg



5501 Landscape Islands-3.jpg



5501 Landscape Planters and Benches.jpg



5501 Smokers Pavilion.jpg



5501 Street Landscape No. 2.jpg



5501 Street Landscape.jpg



5555 St. Landscape 2.jpg



5555 Street Landscape.jpg



Adjacent Strip Center North.jpg



Airport Boulevard - West View 1.jpg



Airport Boulevard - West View No. 6.jpg



Airport Boulevard Sidewalk Facing South.jpg



Airport Boulevard West View 3.jpg



Airport Boulevard West View No. 5.jpg



Airport Boulevard West View No. 7.jpg



Airport Streetscape Facing North.jpg



Airport West View No. 8.jpg



Drainage Channel East End-1.jpg



Drainage Channel East End-2.jpg



Drainage Channel East End-3.jpg



Drainage Channel East End-4.jpg



Drainage Channel Inlet West End No. 1.jpg



Drainage Channel Inlet West End No. 2.jpg



Drainage Channel Inlet.jpg



Drainage Channel No. 1.jpg



Drainage Channel No. 2.jpg



Drainage Channel No. 3.jpg



Drainage Channel No. 4.jpg



Fast Stop-1.jpg



Fast Stop-2. 2.jpg



Helen St. Adjacent MF on N. Boundary.jpg



Helen St. Electric Lines.jpg



Helen St. Looking East at 55th.jpg



Helen St. Looking East on 54th.jpg



Helen St. Looking North at 54th.jpg



Helen St. Looking South.jpg



Helen St. Looking West to 5501.jpg



Helen St. Street Edge.jpg



Helen St. Streetcape-4.jpg



Helen St. Streetscape-2.jpg



Helen St. Streetscape-3.jpg



Helen St. Switch Gear Box.jpg



Henel St. Streetscape-1.jpg



North Driveway.jpg



Northern Property Boundary 1.jpg



Northern Property Boundary 2.jpg