



IMAGINE AUSTIN CENTERS AND CORRIDORS: NORTH LAMAR BOULEVARD COMMUNITY INVENTORY

TABLE OF CONTENTS

Section 1. Introduction & Executive Summary.....	1
Section 2. Policy Framework.....	10
Section 3. Demographics.....	23
Section 4. Natural Environment.....	35
Section 5. Regulatory Environments.....	50
Section 6. Commercial Landscape.....	89
Section 7. Housing.....	97
Section 8. Mobility.....	116
Section 9. Quality of Life.....	130

**Note: All maps produced for this document use City of Austin data sources unless otherwise stated.

NORTH LAMAR BOULEVARD

Table		Page
Table 3.1	Language/Speaks English Well/Less than Well	31
Table 4.1	Percentage Canopy Cover	39
Table 4.2	Flood Risk	43
Table 5.1	Overview of Zoning Districts	57
Table 5.2	Overview of Combining Districts	58
Table 6.1	Commercial Mix	90
Table 6.2	Count of Businesses	91
Table 6.3	Retail Sales Revenue	91
Table 6.4	North Lamar Study Area Employers	92
Table 7.1	Housing Characteristics of the North Lamar Study Area	101
Table 7.2	Austin Metropolitan Statistical Area (MSA) Median Family Income (MFI)	102
Table 7.3	Displacement Mitigation Strategy: Short Term Actions	113
Table 8.1	Intersection Level of Service for North Lamar Corridor	118
Table 8.2	Driveways Per Mile for North Lamar Corridor	119
Table 9.1	Code Complaints from City of Austin 311 System	136

IMAGINE AUSTIN CENTERS AND CORRIDORS

Figure		Page
Figure 3.1	Population Over Time	24
Figure 3.2	Age Distribution	26
Figure 3.3	Race and Ethnicity	27
Figure 3.4	2010-2017 Population Growth by Race and Ethnicity	29
Figure 3.5	Foreign-born Origin	29
Figure 3.6	Primary Languages Spoken in North Lamar Corridor	30
Figure 3.7	Share of Speakers of Selected Languages	31
Figure 3.8	Languages Other than English or Spanish	31
Figure 3.9	Marriage Status	32
Figure 3.10	Household Size	32
Figure 3.11	Family Household Sizes	32
Figure 3.12	Educational Attainment	33
Figure 3.13	Household Income Distribution	33
Figure 6.1	Industry Employment	92
Figure 7.1	Units & Occupancy	98
Figure 7.2	Year Moved into Current Residence	100
Figure 7.3	Transit Access/Affordable Housing/Development Pressure	109
Figure 9.1	Health Insurance Coverage	131

NORTH LAMAR BOULEVARD

Map		Page
Map 1.1	Imagine Austin Growth Concept Map	3
Map 1.2	Context - Census Boundaries	4
Map 1.3	Buffer Map	6
Map 1.4	Aerial Map	7
Map 2.1	High-Frequency Transit and Imagine Austin Centers and Corridors	13
Map 2.2	PARD Service Area Buffers	14
Map 2.3	Corridor Prioritization Map (missing)	16
Map 2.4	NACA FLUM	18
Map 2.5	North Lamar/Georgian Acres FLUM	20
Map 3.1	Population Density	25
Map 3.2	Racial Distribution	28
Map 4.1	Topography	37
Map 4.2	Tree Canopy Coverage	38
Map 4.3	Parks Service Area Gap	40
Map 4.4	Watersheds	42
Map 4.5	Floodplains	44
Map 4.6	Localized Flooding Reports	46
Map 4.7	Registered EPA Hazardous Materials Sites	48

IMAGINE AUSTIN CENTERS AND CORRIDORS

Map		Page
Map 5.1	Districts	52
Map 5.2	Annexation by Decade	53
Map 5.3	Year Built	55
Map 5.4	Tech Ridge District	59
Map 5.5	Tech Ridge District Land Use	60
Map 5.6	Walnut Creek District Zoning	62
Map 5.7	Walnut Creek District	63
Map 5.8	Walnut Creek District Land Use	64
Map 5.9	Walnut Creek District Zoning	65
Map 5.10	Aerial of 11900 and 120000	67
Map 5.11	Lot Lines and Zoning for 11900 and 120000	69
Map 5.12	International District	70
Map 5.13	International District Land Use	71
Map 5.14	Industrial District Zoning	72
Map 5.15	Focus Area - South of Kramer Lane	74
Map 5.16	Auto District, Marketplace Austin & Chinatown	75
Map 5.17	International District	77
Map 5.18	Industrial District Land Use	78
Map 5.19	International District Zoning	79
Map 5.20	Land to Improvements Ratio	83
Map 6.1	Companies & Employees	93
Map 6.2	Companies & Sales Volume	94

NORTH LAMAR BOULEVARD

Map		Page
Map 7.1	Apartments - Year Built/Renovated	99
Map 7.2	Apartments - Average Rents	103
Map 7.3	Apartments - Units	104
Map 7.4	Displacement Risk (Blueprint)	106
Map 7.5	Outcome - Housing Stability	107
Map 7.6	Outcome - Economic Security	107
Map 7.7	Indicator 1: Transit Access to Low Wage Jobs	110
Map 7.8	Indicator 2: Affordable Housing Vulnerability	110
Map 7.9	Indicator 3: Development Pressure	110
Map 8.1	Existing & Absent Sidewalks	120
Map 8.2	Priority Sidewalk Needs	120
Map 8.3	Bicycle Network	121
Map 8.4	Vision Zero Map	122
Map 8.5	Corridor Transit Ridership	124
Map 8.6	Transit Routes & Stops Map	125
Map 8.7	Transit Sidewalk Access Map	127
Map 9.1	Access to Healthy Food	132
Map 9.2	Non Violent Crime - 2017 Incidents (census block groups)	134
Map 9.3	Non Violent Crime - 2017 Incidents	135
Map 9.4	Code Violation Complaints	137
Map 9.5	Code Violation Complaints (points)	138



1. EXECUTIVE SUMMARY AND INTRODUCTION

EXECUTIVE SUMMARY

The City of Austin comprehensive plan, Imagine Austin, contains the City Council's policies and priorities for growth and development. The long-range direction for Austin's growth is illustrated in the plan's Growth Concept Map (GCM) and is discussed in greater detail on pages 95-113 of Imagine Austin. The GCM envisions larger and smaller activity centers (neighborhood, town, regional, and job) connected by activity corridors (roadways with an increased density of people, jobs, businesses, and services served by transit). At around 16 miles, Lamar Boulevard—North and South—is Austin's longest surface street and one of its most important roadways. The plan acknowledged this significance by designating it as an activity corridor.

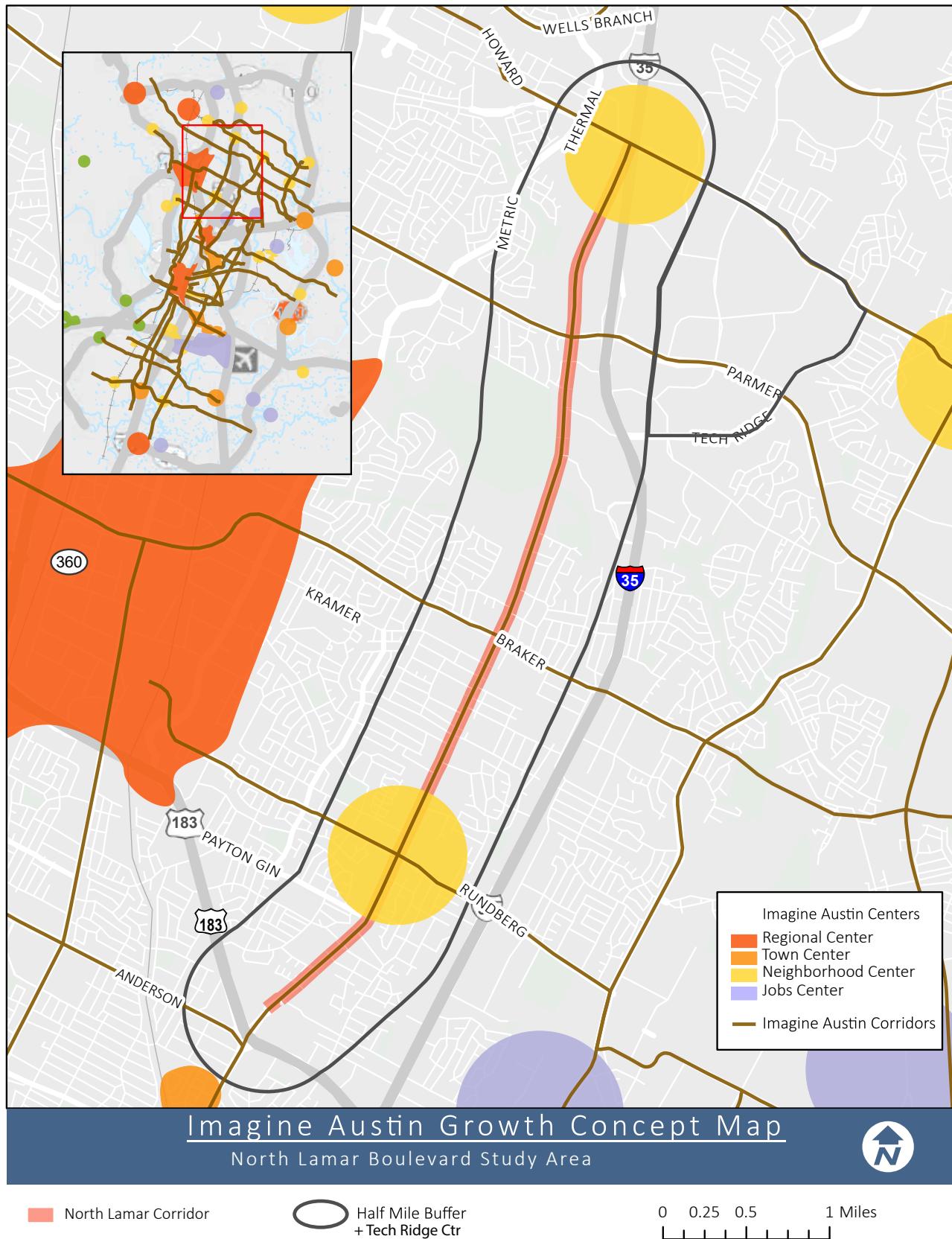
As the City of Austin is realigns its small area planning efforts to better implement the comprehensive plan it is focusing on activity centers and activity corridors. To gain a better understanding of a different corridors and centers, Planning and Zoning Department staff will examine these different areas across Austin. This analysis will look at a variety of different characteristics of a corridor or center such as the nature of its built and regulatory environments, demographics, environment, economic considerations, redevelopment/development potential, and other characteristics that provide insight into issues that could affect future planning processes.

This report is an inventory of existing conditions in the North Lamar Boulevard study area and highlight the major planning implications and potential focus topic areas for a future small area plan. One of the primary goals of the small area planning process is to support the creation of complete communities in Austin. These communities are defined by transportation options, services, amenities, and opportunities that fulfill all Austinites' material, social, and economic needs.

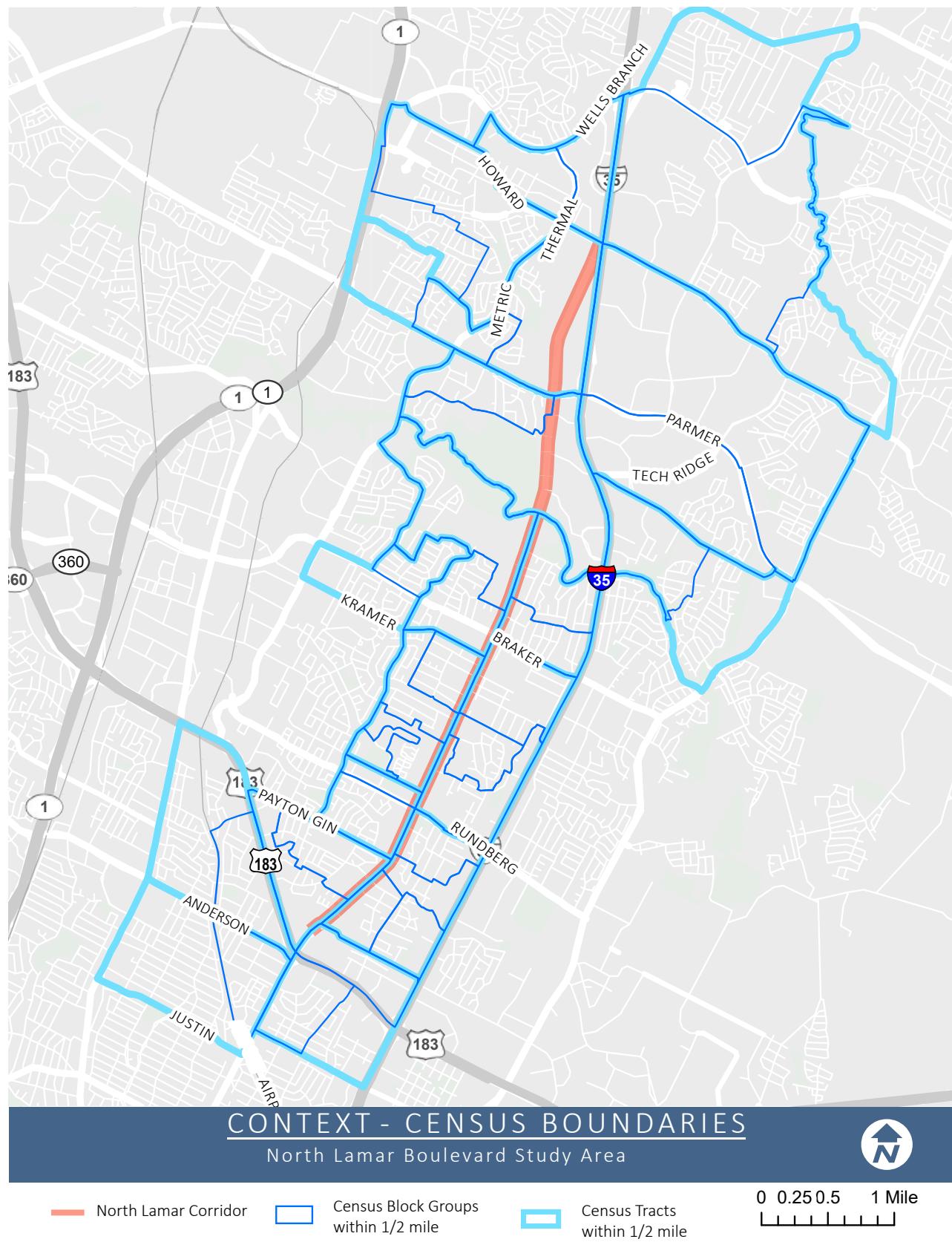
The North Lamar Boulevard study area is home to about 78,000 residents. The corridor is slightly younger and markedly more diverse than the City of Austin as a whole. The corridor is a landing pad for immigrants. Over 50% of the study area residents are Hispanic, and African Americans and Asian Americans are more prevalent within the corridor than within the city as a whole. The area is linguistically diverse, with Spanish, Vietnamese, Urdu, and other languages commonly spoken by residents. Households have more family members, and incomes and education levels are lower than citywide averages. Ensuring the voices of the many demographic groups are heard during any future planning process will call for innovative outreach and public engagement strategies.

There are three small area plans that cover portions of the study area. These plans range in age from 34 years (North Lamar Study), 19 years (North Austin Civic Association Neighborhood Plan) to 9 years (North Lamar Combined Neighborhood Plan).

Map 1.1



Map 1.2



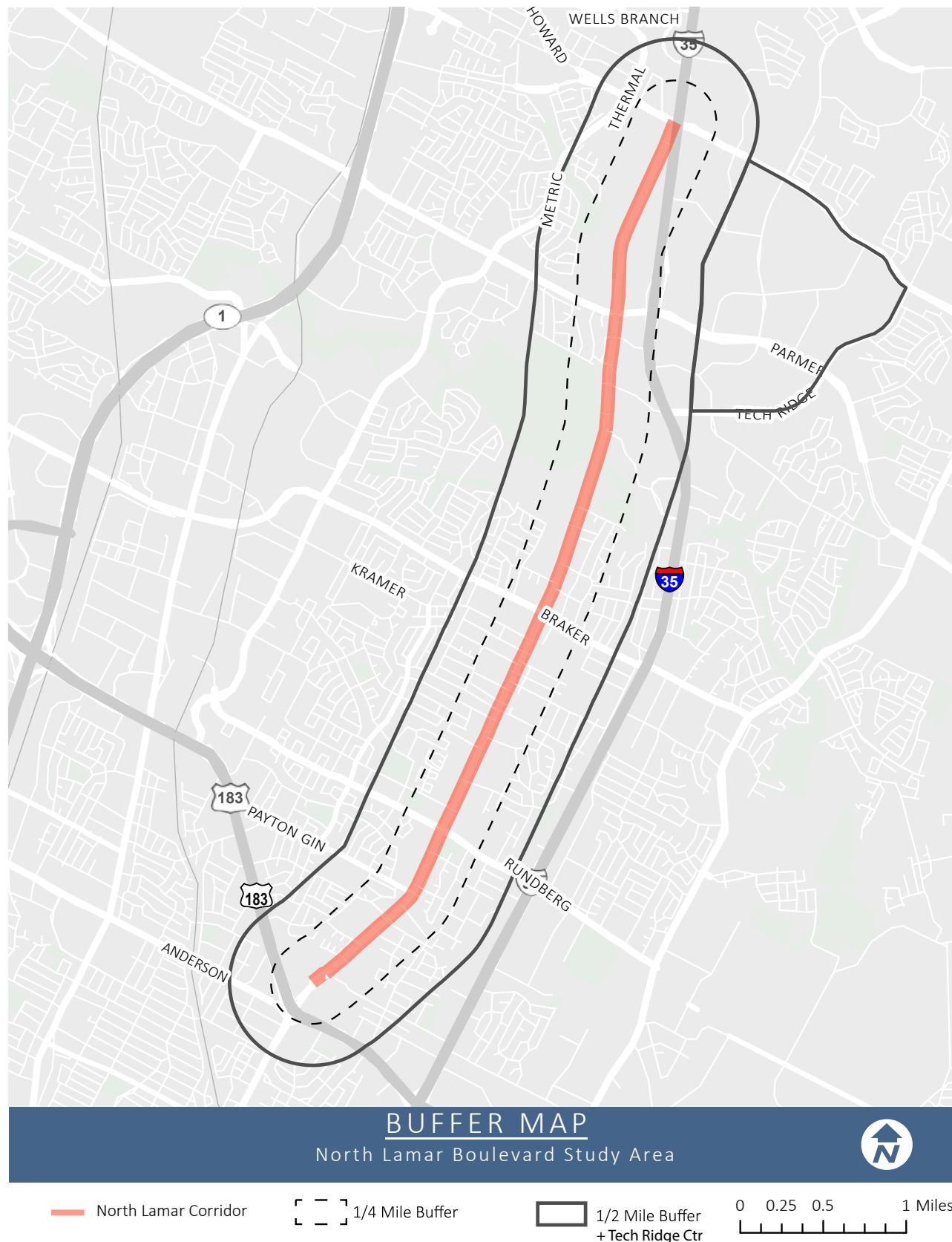
North Lamar Boulevard is home to a diverse mix of small and medium sized businesses, including many international food businesses, grocery stores, as well as auto-related products and services and industrial and warehousing uses as well as many of the City's major employers. Although the corridor is an urban environment lacking undeveloped land, the aging buildings provide a mix of opportunities for preservation and redevelopment. A future planning process could result in recommendations to improve access to businesses along the corridor and identify what are the major challenges and issues to commercial stakeholders, including employers, small businesses, and workers.

The North Lamar Boulevard study area has a significant amount of market-rate affordable housing. While home prices in the study area are lower than the City as a whole, as with much of the rest of the city and region, housing prices continue to increase in the study area. As an Imagine Austin Activity Corridor, North Lamar Boulevard presents an opportunity to preserve existing and create new affordable housing through infill development, redevelopment, and preservation of existing market-rate affordable housing on one of the city's most connected roadways.

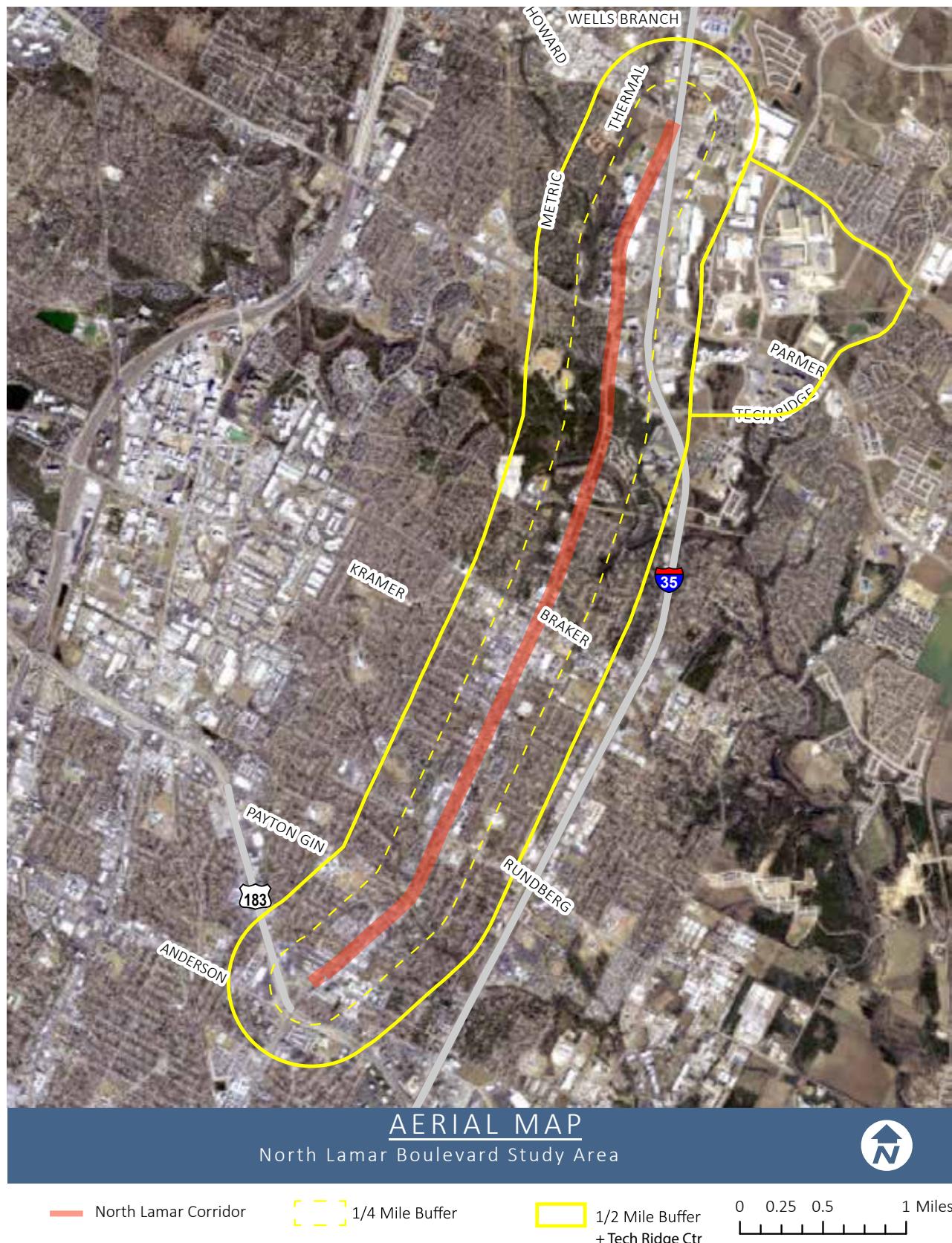
North Lamar Boulevard is an important transportation route for residents, workers, commercial vehicles, and transit. The corridor is home to the 801 MetroRapid high capacity transit line, has been designated as a future high capacity transit corridor under Capital Metro's Project Connect long range transit vision. However, the corridor does not have a complete sidewalk network, and is missing many bicycle amenities. As a mobility bond corridor, there are planned vehicular and pedestrian infrastructure enhancements along the corridor.

Planning specifically for activity centers and corridors will help accommodate rapid growth while leveraging and building upon existing resources, and help connect transit-rich, walkable activity centers to one another by a series of mixed use, multi-modal activity corridors. Imagine Austin Activity Centers and Corridors help form the foundation of important existing strategies for solving some of Austin's complex problems.

Map 1.3



Map 1.4



Study Area Districts

The 16 mile long study area can be broken down into four unique areas, each with its own set of challenges and characteristics.

Tech Ridge

The Tech Ridge Activity Center could soon be approaching buildout. The exception to this, is the land surrounding the Capital Metro Tech Ridge Park and Ride (northern terminus for the MetroRapid 801 route) owned by CapMetro. The two parcels constitute approximately 36 acres (8 to 10 acres is currently used for the park and ride) while the rest are undeveloped or used for water quality/detention. This site could provide an opportunity for transit oriented development (TOD).

Walnut Creek District

Based on the redevelopment analysis on page 83 and the development of recent, large multi-family projects along this segment of North Lamar Boulevard over the last 10 years, there are limited development/redevelopment opportunities in the Walnut Creek District. The underperforming condition of the commercial environment along this segment is due to area wide rezonings in the mid-1980s to implement the findings of the *North Lamar Area Study* as well as subsequent rezonings that often resulted in restrictive conditional overlays and restrictive covenants.

International District

The International District extending from North Lamar Boulevard between Braker Lane and Peyton Gin Road/Little Walnut Creek offers several challenges for the planning process. Chief among them is how to preserve and balance the vibrant mercantile character of the area with the Austin's Strategic Housing Blueprint call for more housing along and near Activity Corridors as well as the necessity of preserving market-rate multi-family units.

Industrial District

Within the Industrial District (US 183 to Peyton Gin Road/Little Walnut Creek) there are a number of intense commercial and industrial uses. These businesses bring value to the overall economic health of the city, especially as they are replaced in other parts of Austin.

INTRODUCTION

For the purposes of the North Lamar Boulevard Community Inventory, the Study Area is defined as 35 census block groups surrounding North Lamar from US 183 to Howard Lane (See Map 1.1 Context - Census Boundaries), an approximately 16 square mile area. The primary study area is generally within $\frac{1}{2}$ mile of the corridor; however, some of these geographies extend a mile or more from the corridor because of the shape of U.S. Census geographies. Additionally, the northern terminus of the 801 MetroRapid line is located on the east side of I-35 and draws additional census block groups into the study area.

Depending on the availability of data, smaller geographic areas are analyzed. Specifically, a one-mile buffer surrounding the corridor (6.5 square miles), the census block groups immediately adjacent to North Lamar Boulevard (23 census block groups encompassing 7 square miles), zip codes and/or city council districts.

North Lamar Boulevard from US 183 to Howard Lane contains two *Imagine Austin* Activity Centers (Tech Ridge and North Lamar Boulevard and Rundberg Lane), four *Imagine Austin* Activity Corridors (North Lamar Boulevard, Howard Lane, Parmer Lane, and Rundberg Lane), a 2016 Mobility Corridor Bond project, and a Project Connect Future High-Capacity Transit Corridor. The corridor and adjacent areas are characterized by an ethnically and economically diverse population, a vibrant International commercial district, a large stock of rental housing, and stable residential neighborhoods.



2. POLICY FRAMEWORK

Urban planning does not occur in a vacuum. Besides being shaped by the built and natural environments, it is also affected by a range of policies:

- Current plans and polices
- Old or obsolete plans and policies
- Transactional zoning changes approved by City Council
- Policies and actions of other agencies and different levels of government.

This chapter of the North Lamar Boulevard Community Inventory reviews the policies and plans that shape the corridor and will inform any future planning process.

CITYWIDE PLANS

The Imagine Austin Comprehensive Plan (June, 15, 2012)

The *Imagine Austin Comprehensive Plan* is the City of Austin's guide for growth, development, and beautification of the land within the corporate limits and the extraterritorial jurisdiction of the city. The plan's vision statement provides broad aspirational goals that will lead to a more sustainable city.

Central to becoming a more sustainable city is the concept of complete communities:

Such communities are defined by amenities, transportation, services, and opportunities that fulfill all Austinites' material, social, and economic needs. They achieve these outcomes while protecting our important environmental resources and preserving our identity, culture, and sense of place. A complete community provides access to employment, shopping, learning, open space, recreation, and other amenities and services...These communities will be for Austinites of all ages. They will provide environments that support children at every stage of their development, young adults beginning their professional lives and families, and seniors aging gracefully in the neighborhoods where they raised their families. These places will be safe and affordable; promote physical activity, community engagement, and inclusion; make amenities and services easily accessible to everybody; and contribute to Austin's unique community spirit. (Imagine Austin, p. 88)

The Imagine Austin Growth Concept and seven building blocks provide more direction as to how Austin will realize the goal of complete communities. The Growth Concept illustrates, in broad terms, how the physical form of the city should evolve over the next several decades. The map is organized around Activity Centers (Job, Regional, Town, and Neighborhood) connected by transit-rich, vibrant Activity Corridors. Centers and Corridors are where the majority of future growth and development is projected. These are envisioned to become

the most urban and dense places in the city (Job Centers will serve primarily as employment centers). The portion of North Lamar Boulevard contained in the study is designated as an Activity Corridor with a Neighborhood Center at its intersection of Rundberg Lane. It is also transected by four other Activity Corridors. At the northern end of the roadway is the Tech Ridge Activity Center. (For a land use and zoning analysis of the center see page 59). The seven building blocks (Land Use and Transportation, Housing and Neighborhoods, Economy, City Facilities and Services, Society, and Creativity) provide goals and recommendations aimed at moving Austin closer to becoming a city of complete communities.

Strategic Housing Blueprint

The *Austin Strategic Housing Blueprint* (2017) provides a strategy to increase the housing supply in the City. The document identifies the need to create 135,000 above and below market-rate housing units over the next 10 years. *The Housing Blueprint* also establishes an aspirational goal of creating and preserving 60,000 units of affordable housing for Austinites making below 80% MFI. The North Lamar Corridor was assigned a geographic goal total of 1,326 affordable units. The North Lamar Boulevard study area falls within the boundaries of City Council Districts 4 and 7, which were assigned the geographic goals of 3,105 and 6,651 units, respectively (Resolution No. 20190606-010). See page 98 - Housing - for a more detailed description of the *Austin Strategic Housing Blueprint*.

It is important to note that NHCD will evaluate available resources and programs and will direct those resources towards making the highest Blueprint impact first and will evaluate proposals and leverage resources to meet as many Blueprint goals as possible wherever they may be most impactful.

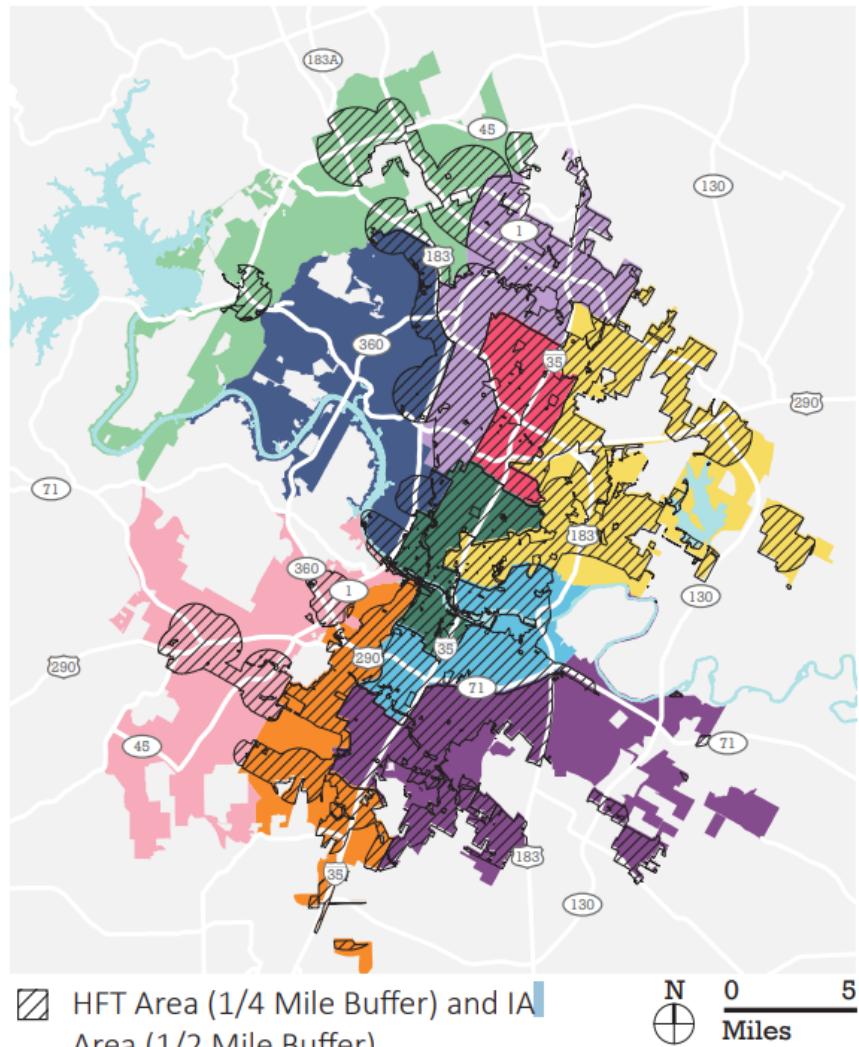
Strategic Directions 2023 (March 8, 2018)

Austin Strategic Direction 2023 establishes strategic outcomes that will direct the City's service delivery approach for the next 3-5 years. It identifies six outcomes that foster complete communities. Associated with the outcomes are a number of challenges to overcome and strategies to address them.

- **Economic Opportunity and Affordability** – Having economic opportunities and resources that enable us to thrive in our community.
- **Mobility** – Getting us where we want to go, when we want to get there, safely and cost-effectively.
- **Safety** – Being safe in our home, at work, and in our community.
- **Health and Environment** – Enjoying a sustainable environment and a healthy life, physically and mentally.
- **Culture and Lifelong Learning** – Being enriched by Austin's unique civic, cultural, ethnic, and learning opportunities.
- **Government That Works for All** – Believing that city government works effectively and collaboratively for all of us—that it is equitable, ethical and innovative.

Map 2.1

High-Frequency Transit and Imagine Austin Centers and Corridors



Source: June 2018 Transit Data, Capital Metro, Downloaded May 23, 2018.
City of Austin, Downloaded September 25, 2018.

District	Distribution of Affordable Units
1	7,086
2	4,492
3	6,295
4	3,105
5	4,473
6	8,590
7	6,651
8	7,217
9	3,635
10	8,456
	60,000

Figure 2.1

Austin Strategic Mobility Plan

The Austin Strategic Mobility Plan (ASMP) is the City's new transportation plan. Adopted in April 2019, the plan guides our transportation policies, programs, projects, and investments for the next 20+ years. The ASMP replaces the *Austin Metropolitan Area Transportation Plan* adopted in 1995.

Other City of Austin Plans

Austin Parks and Recreation Department's *Long Range Plan for Land, Facilities, and Programs* (November 18, 2010)

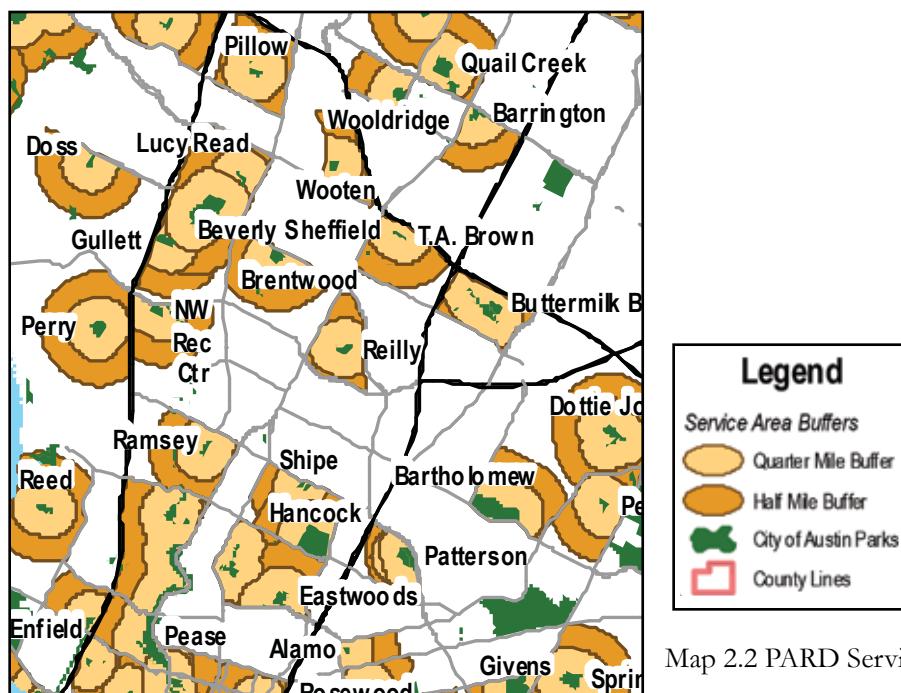
The Austin Parks and Recreation Department's (PARD) *Long Range Plan for Land, Facilities, and Programs* has several recommendations for new and improved parks in the three planning areas (North Austin Civic Association [NACA], Georgian Acres, and North Lamar) within the North Lamar Boulevard study area. The plan's "City of Austin's Parks Service Areas (Gap Analysis) Map" indicated that much of the proposed study area is underserved by parks.

PARD is currently in the process of developing an updated master plan, *Our Parks, Our Future 2018-2028*, for Austin's park system..

CITY COUNCIL RESOLUTIONS

Resolution No. 20170928-101

On September 28, 2017, the Austin City Council passed Resolution No. 20170928-101 which provides new direction for future small area planning



efforts. The resolution provides guidelines in developing and selecting future small area planning “districts.” Among the characteristics to be considered for identifying these areas are:

- Streets and arterials designated for construction or planning funding in the 2016 Mobility Bond
- Transit routes identified in the future by Cap Metro’s Project Connect high-capacity transit system
- Roadways identified in Austin Transportation Department’s updated Austin Strategic Mobility Plan (ASMP).

The resolution provides additional direction for selecting future small area planning districts. These criteria include:

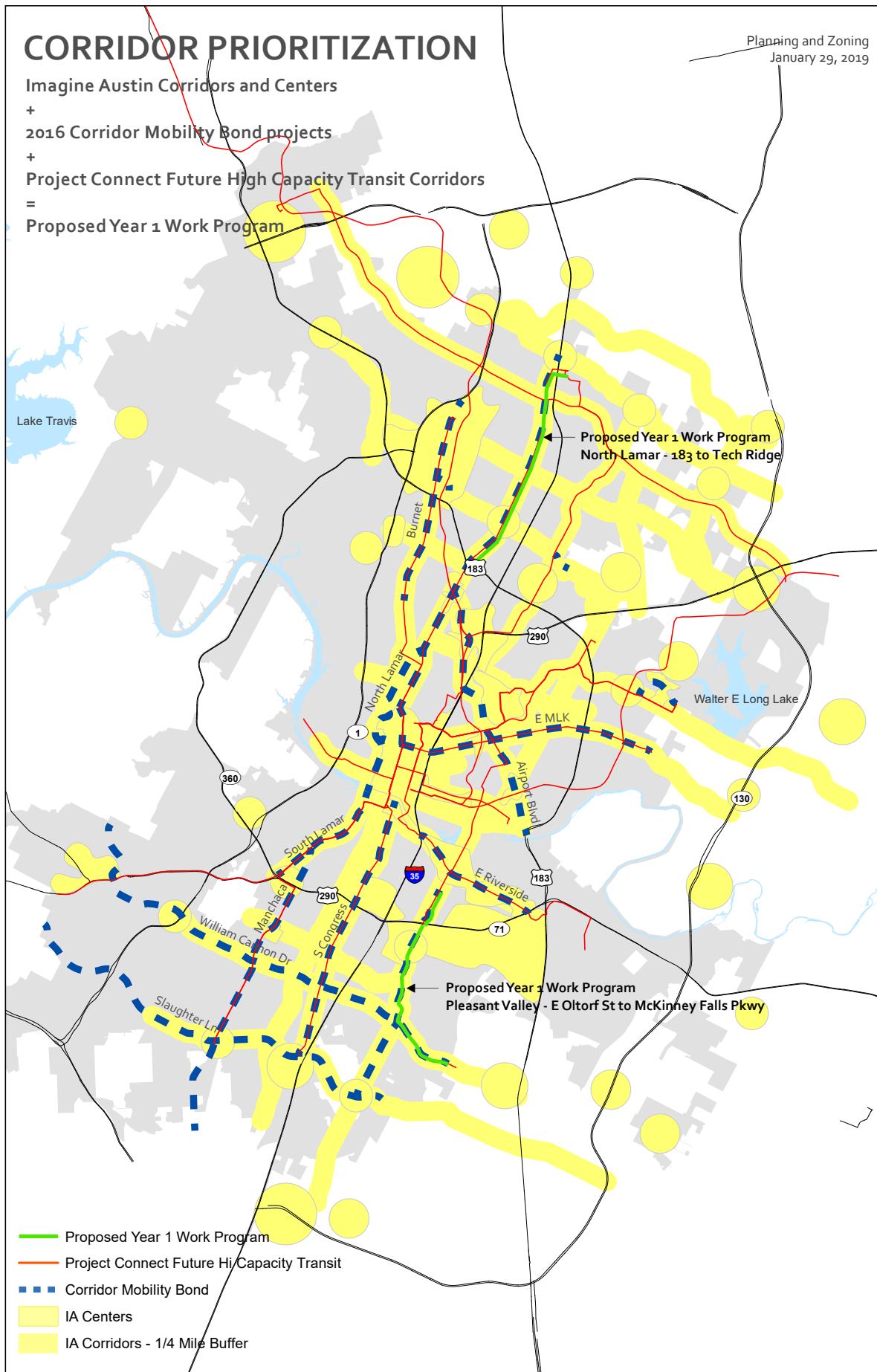
- Planned transportation investments, including corridors with transportation bonds and public transit investments
- Affordable housing investments
- Significant number or scale of private development
- Market force indicators expressing need and opportunity to leverage an area’s potential
- Significant public investment via facilities or other infrastructure
- Consideration for inhibiting displacement
- Preserving cultural and historic assets
- Promoting family-friendly housing and support neighborhood schools, particularly schools with under enrollment or in areas of rapid displacement.

In order to better implement *Imagine Austin* and leverage City investments in transportation, housing, and other infrastructure, the resolution directs staff to develop criteria for zoning changes developed through the planning process.

In May 2018 the Planning and Zoning Department distributed a memo to the City Council recommending a new approach to small area planning. Among the memo’s recommendations was to focus planning efforts in and along Imagine Austin Activity Centers and Activity Corridors. On May 2, 2019 City Council adopted policy direction for the rewrite of the land development code which included direction to staff to develop a planning process for Imagine Austin’s Activity Centers and Activity Corridors and surrounding areas that are susceptible to change. These plans should include specific objectives for each plan related to achieving the goals of the Austin Strategic Mobility Plan, Austin Strategic Housing Blueprint, and other Council policy priorities. These priorities include

- Housing capacity to reach the city’s 10-year goals and beyond
- Affordable housing, especially in high opportunity areas
- Anti-displacement and anti-gentrification measures where relevant

Map 2.3



- Shared parking
- Regional storm water and water quality planning
- Parkland accessibility
- Utility infrastructure
- Walkability and connectivity
- Increasing opportunities for missing middle housing
- Policy priorities associated with complete communities.

SMALL AREA PLANS

Portions of the North Lamar Boulevard study area fall within the boundaries of the *North Austin Civic Association Neighborhood Plan*, the *North Lamar Combined Neighborhood Plan* and the *North Lamar Area Study*.

North Austin Civic Association Neighborhood Plan (adopted June 29, 2000)

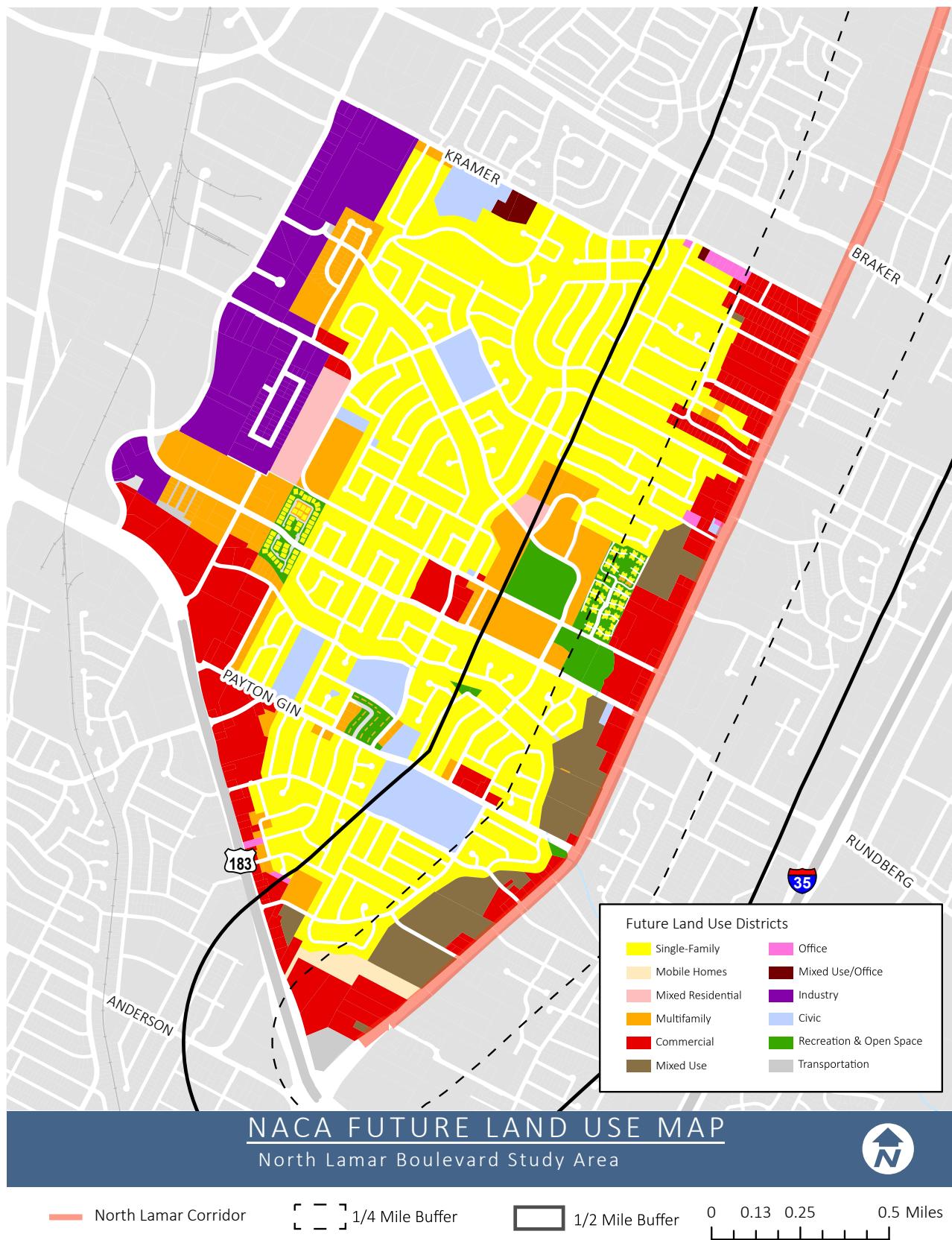
The *North Austin Civic Association Neighborhood Plan* (NACANP) was adopted by the City Council in 2000 as amendment to the *Austin Tomorrow Comprehensive Plan* by ordinance #000629-106. It was subsequently attached to the *Imagine Austin Comprehensive Plan* upon that plan's adoption in June 2012. The NACANP's boundaries are North Lamar Boulevard on the east, Kramer Lane to the north, Metric Boulevard on the west, and US 183 on the south.

Although the primary focus of the NACANP is code enforcement and similar quality of life issues, the plan provides some direction for future change along North Lamar Boulevard. The plan's primary focus is preserving the character of the single-family built environment of the planning area's interior. However, in acknowledgement that change is likely to occur in the planning area, the plan recommends that the bulk of future growth should be accommodated along North Lamar Boulevard. This desire is expressed as the first planning principle in the land use portion of the plan, "The City should direct growth along Lamar Boulevard and away from the single-family residential areas of the neighborhood." (NACANP, p. 19). The "NACA Neighborhood Vision" (NACANP, p. 13) and the overall goal for land use expresses a desire for mixed use development along the planning area's boundary roadways (NACANP, p. 19).

With an emphasis of accommodating growth along North Lamar Boulevard, the plan makes a number of recommendations to improve the quality of the built environment along the roadway. One of the plan's top 10 priorities is to make North Lamar Boulevard a "Great Street" (NACANP, p. 16). This is expanded upon in the actions connected with land use section's Objective 3, "Direct future growth along Lamar Boulevard and make Lamar Boulevard a "Great Street." (NACANP, p. 23)." The recommendations include

- Improving walkability
- Burying overhead power lines

Map 2.4



- Add landscaping, benches, and open spaces.

The vision for the built environment is expressed in the plan's voluntary design guidelines. Generally these guidelines for new development provided three objectives for commercial development

- Construct buildings with human scale along the commercial corridors of the neighborhood
- Enhance the pedestrian environment to provide interest, safety, and weather protection
- Minimize the visual impact of parking lots and parking structures.

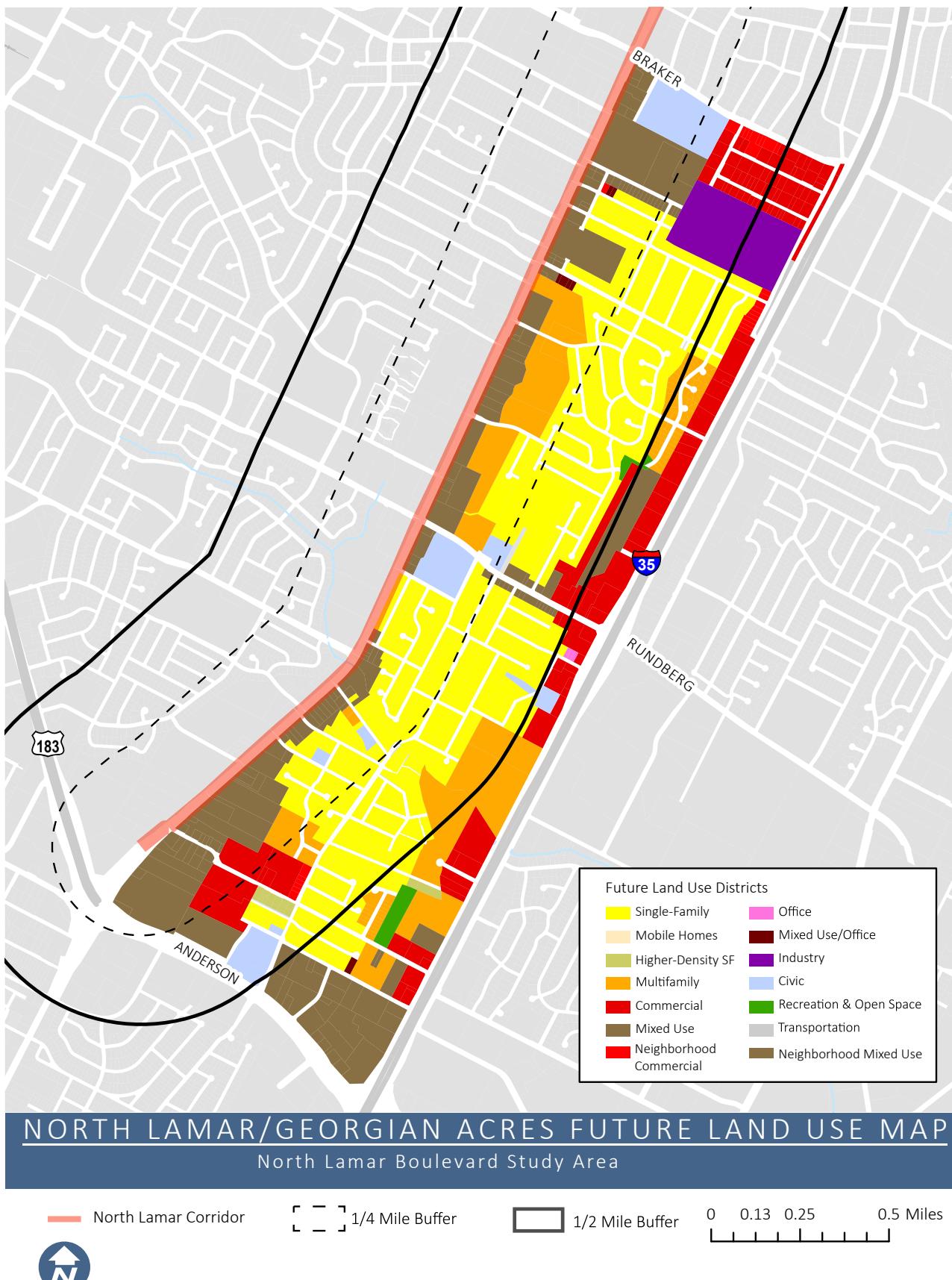
Although the plan text provides recommendations regarding a reimagined North Lamar Boulevard, its future land use map (FLUM) is not fully consistent with that vision. Less than half of the lots fronting the roadway are designated "mixed use." The associated rezonings (Ordinance # 010524-94) to implement the plan's land use vision only included five tracts with some type of mixed use zoning in the form of the "neighborhood mixed use building" special use. Most of the parcels designated as mixed-use are much larger than the use's maximum one-acre site area. Additionally, although this could not have been known at the time of the rezonings (May 2001), this special designation has not generated significant small-scaled mixed use development.

North Lamar Combined Neighborhood Plan (adopted June 24, 2010)

The *North Lamar Combined Neighborhood Plan* (NLCNP) was adopted by the City Council as an element of the *Austin Tomorrow Comprehensive Plan* by ordinance #20100624-110. It was subsequently attached to the *Imagine Austin Comprehensive Plan* upon that plan's adoption in June 2012. It covered the Georgian Acres and North Lamar Neighborhood Planning Areas. The boundaries of the combined planning area are IH-35 on the east, Braker Lane on the north, North Lamar Boulevard on the west, and US 183 on the south.

In comparison to the NACANP, the NLCNP included a wider variety of topics and placed a greater emphasis on North Lamar Boulevard. The plan envisions the roadway as Austin's "International Main Street," catering to the City's increasingly cosmopolitan population. The plan's "Community Vision" suggests that, over time, this segment of North Lamar Boulevard will become a more walkable, urban, and complete community served by high-quality transit service. However, the plan recognizes that fulfilling this vision will take time and that the current state of the built environment is not conducive to realizing that goal (NLCNP, p. 5-6). It calls for design elements to be incorporated into future development (mixed use, commercial, or residential) along the North Lamar Boulevard corridor. Neighborhood stakeholders indicated that new buildings should be sited at the front of their lots nearest the roadway with parking located to the rear or side of the buildings. The buildings' commercial entrances should front the street to create a more pedestrian-friendly

Map 2.5



atmosphere. Trees or other shading devices such as awnings also need to be included in future developments to provide pedestrians shelter from intense sunlight and heat, especially during the summer months.

Although neighborhood stakeholders recommended that North Lamar Boulevard become a mixed use corridor, there was a recognition and concern about the affordability of these future developments. Concerned about affordability in similar developments throughout the City, neighborhood stakeholders wanted a portion of the new residential units of mixed use developments to be as affordable as possible. They felt it important to ensure affordability in these new developments to maintain the NLCNPA's position as a relatively affordable neighborhood (p. 76-78) within the City of Austin.

In contrast to the NACANP, the NLCNP's FLUM is much more in alignment with its goals for North Lamar Boulevard. All but one of the parcels fronting the roadway are designated mixed use on the FLUM. The rezonings (Ordinance #20100624-111[North Lamar NPA] and Ordinance #20100624-112 [Georgian Acres NPA]) to implement the plan's land use elements applied the Vertical Mixed Use Combining District (V) to almost all of the all of the commercially-zoned properties. Additionally, associated with the plan was a code amendment to designate the segment of North Lamar Boulevard between US 183 and Braker Lane as a Core Transit Corridor. This designation would ensure, in the event of redevelopment, a more urban and pedestrian-friendly built environment. However, subsequent code amendments changed this designation to Future Core Transit Corridor, which does not have as pedestrian-friendly development requirements as the previous designation.

North Lamar Area Study (May 31, 1985)

In the mid-1980s, half of the land within Austin had interim zoning. To address this, the City of Austin conducted a number of Area Studies to develop recommendations for permanent zoning for interim-zoned parcels. Within the eight square miles within the boundaries of the *North Lamar Area Study*, six were interim-zoned. Generally, the boundaries of the North Lamar study area are Howard Lane along the north, IH 35 along the east, Braker and Kramer Lanes along the south, and Burnet Road (FM 1325) along the west. Some parcels north of Howard Lane, south of Braker and Kramer Lanes and west of Burnet Road were included because of the presence of interim zoning. Although it is almost 34 years old as, the *North Lamar Area Study* is still be used as part of the decision-making process for zoning case recommendations.

In the intervening three decades, the zoning scheme put in place in the mid-1980s resulted in a familiar low-density suburban development pattern and transportation infrastructure favorable to automobile mobility and not to bicyclists and people walking, and, as a consequence, difficult to efficiently serve by transit. Among the study's numerous findings are:

- Intense commercial development should be directed to locations with good access to IH-35 and Mopac and place transitional zoning between more and less intensive uses.
- Strip commercial development should be strongly discouraged and new strip development should not be permitted to expand.
- In single-family areas zoning should allow for single-family or duplex uses.
- Multi-family zoning, along with limited retail and office zoning should be allowed on major collector streets.
- Increase the entitlements on certain properties following a review of more detailed development proposals.
- Assign Development Reserve (DR) on several large parcels pending future development proposals.
- Detailed recommendations regarding a regional mall (the mall was never built and in its place are automobile-oriented shopping centers).
- Recommendations concerning impervious cover and development in the 100-year flood plain.
- Recommendations to increase the number of lanes for several planned roadways.
- Recommendation to develop a collector street plan for the study area.
- Acquisition of flood plains as public open space.
- Development of numerous neighborhood parks.
- The need for additional elementary, middle, and high schools.
- Conserve natural drainage systems.
- Ensure infrastructure is in place prior to development.

OUTSIDE AGENCY PLANS

Capital Metro's Project Connect

Project Connect is Capital Metro's transit vision for a system of high-capacity transit options that will connect people, places, and opportunities in an affordable, efficient, and sustainable way. On December 18, 2018 the Capital Metro's Board of Directors adopted this long-term vision. The vision indicated that the segment of North Lamar Boulevard from US 183 to the Tech Ridge Park and Ride as a future extension of the Orange Line (North Lamar to South Congress) High-Capacity Transit line.



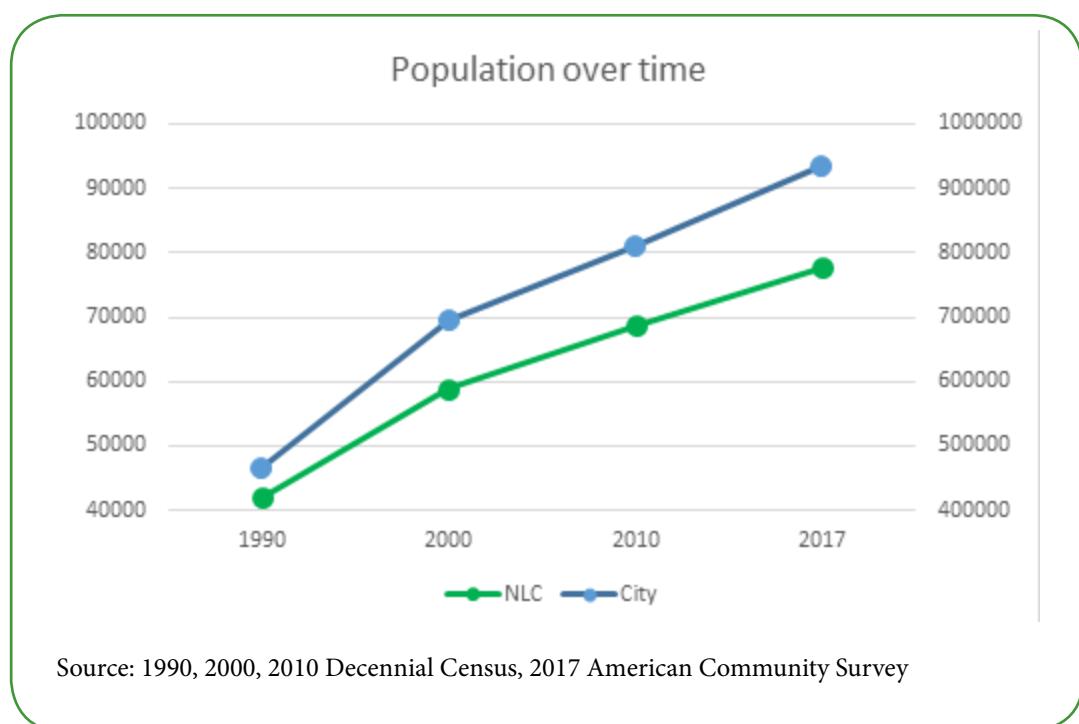
3. DEMOGRAPHICS



Population, Age & Trends

The North Lamar Boulevard study area is home to roughly 8% of Austin's residents (approximately 78,000 residents)^[1]. There were an estimated 77,763 residents living in the census block groups within ¼ mile of the corridor in 2017. The area varies from densely populated neighborhoods (mostly in the southern third of the corridor) to suburban-styled residential and commercial developments, vacant and underutilized sites, and a large metropolitan park.

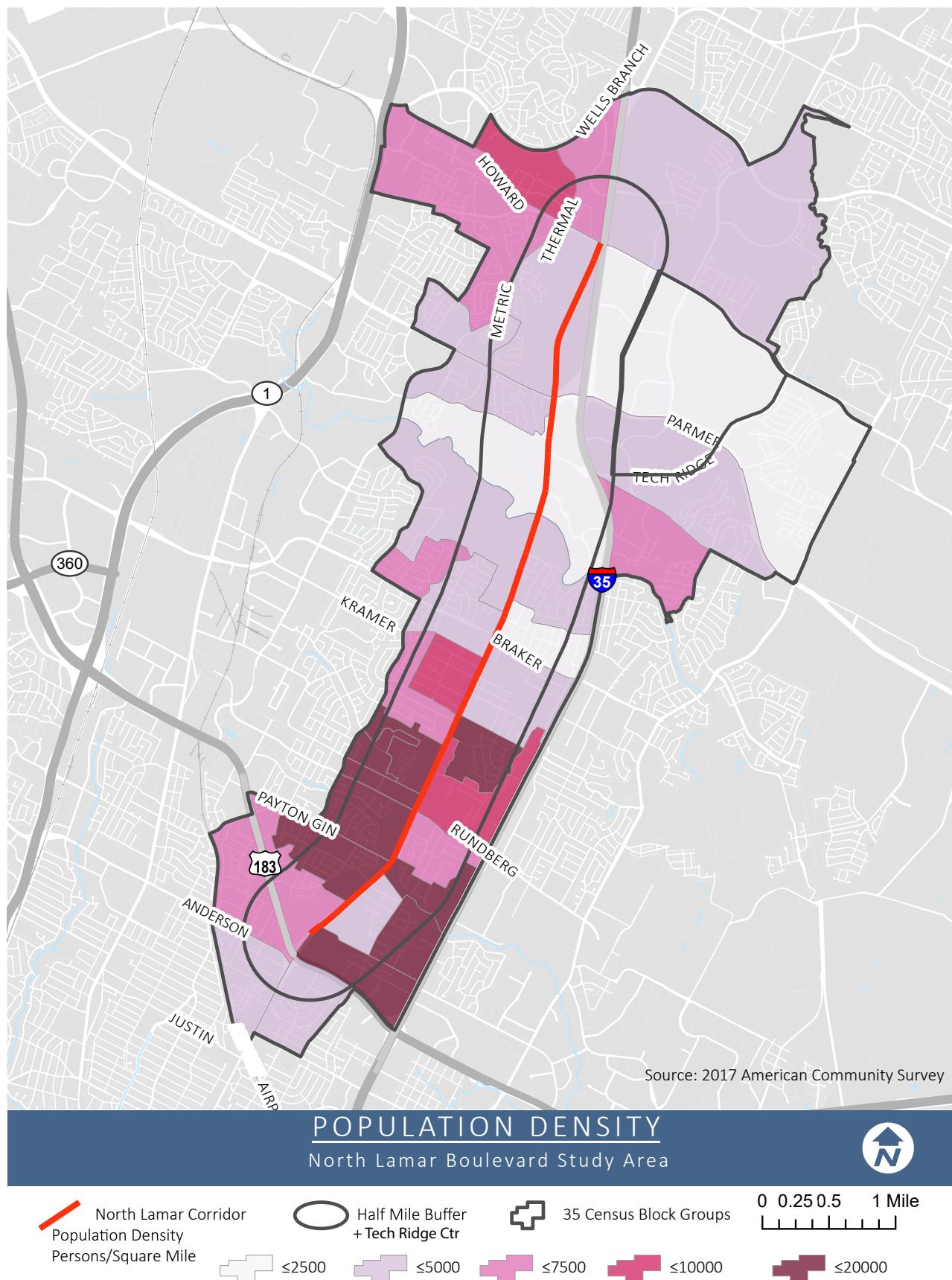
Figure 3.1



The population in the study area has been steadily growing since 1990, but not quite as fast as the City as a whole. The corridor is an urban environment lacking undeveloped land, but population will likely increase as Citywide pressure to redevelop underutilized parcels brings new mixed-use, multifamily, and commercial uses. Hispanic residents attained the highest growth rates in the corridor, as well as in Austin overall. From 2010-2017, US Census data show the population growth rate for the study area was 1.65%, lower than the citywide growth rate of 1.98% for the same time period.

¹ Almost all of the figures in this section come from American Community Survey (ACS) 5-year estimates. These estimates may have a high margin of error. Figures dated 2000 or 2010 are actual counts from the Decennial Census.

Map 3.1



Residents of the North Lamar Boulevard study area are slightly younger than the City as a whole, with median ages of 32.0 and 32.6, respectively. There are higher percentages of young children and 25 to 39 year-olds in the study area than in the City as a whole, and fewer college-age and retirement-age adults. The large number of school-aged children has, in some instances, led to elementary school overcrowding. The median age for both the corridor and the City has increased by just over one year since the 2010 Census. Males outnumber females in age groups below 55 years old, with more females in the upper age groups.

Race, Ethnicity, and Language

The North Lamar Boulevard study area is among the most diverse areas of Austin. It is home to many immigrants and businesses that cater to a variety of cultures. About 50% of the population living along the corridor is Hispanic. African American and Asian groups are also represented at higher rates within the corridor than the City as a whole. The Racial Distribution map shows the population distribution of African Americans, Asians and Hispanics throughout Austin. The areas near the southern part of the North Lamar Boulevard study area show a Hispanic population cluster. In the northern areas, Asians have a slightly higher population density and in a cluster near the University of Texas. African Americans are clustered east of I-35 and north of US 183.

Figure 3.2

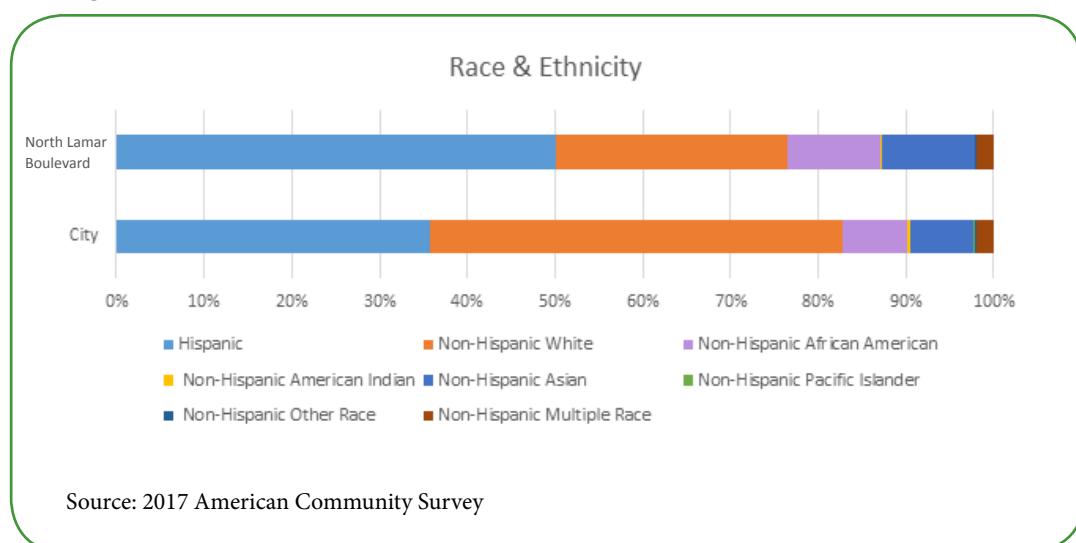
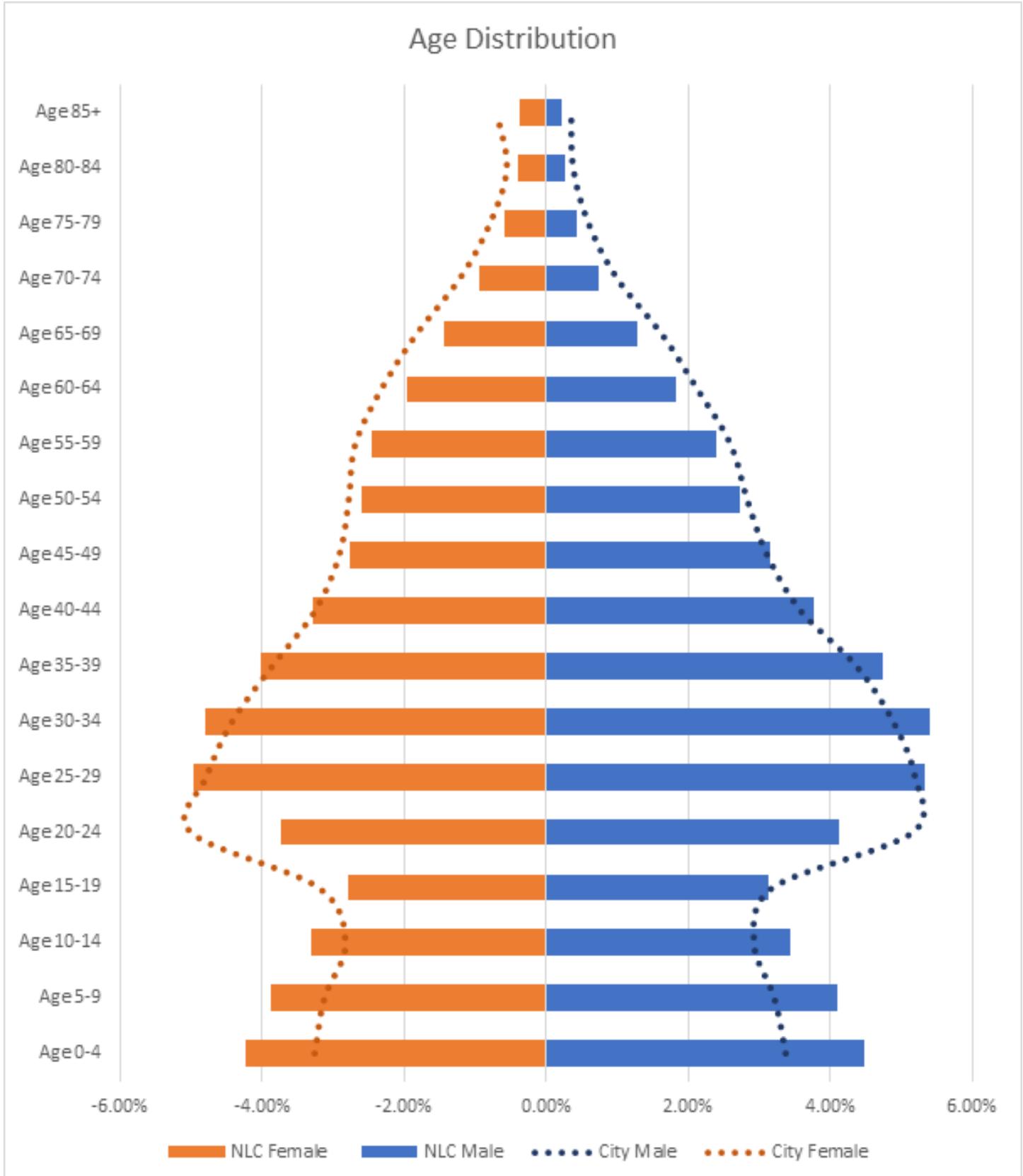
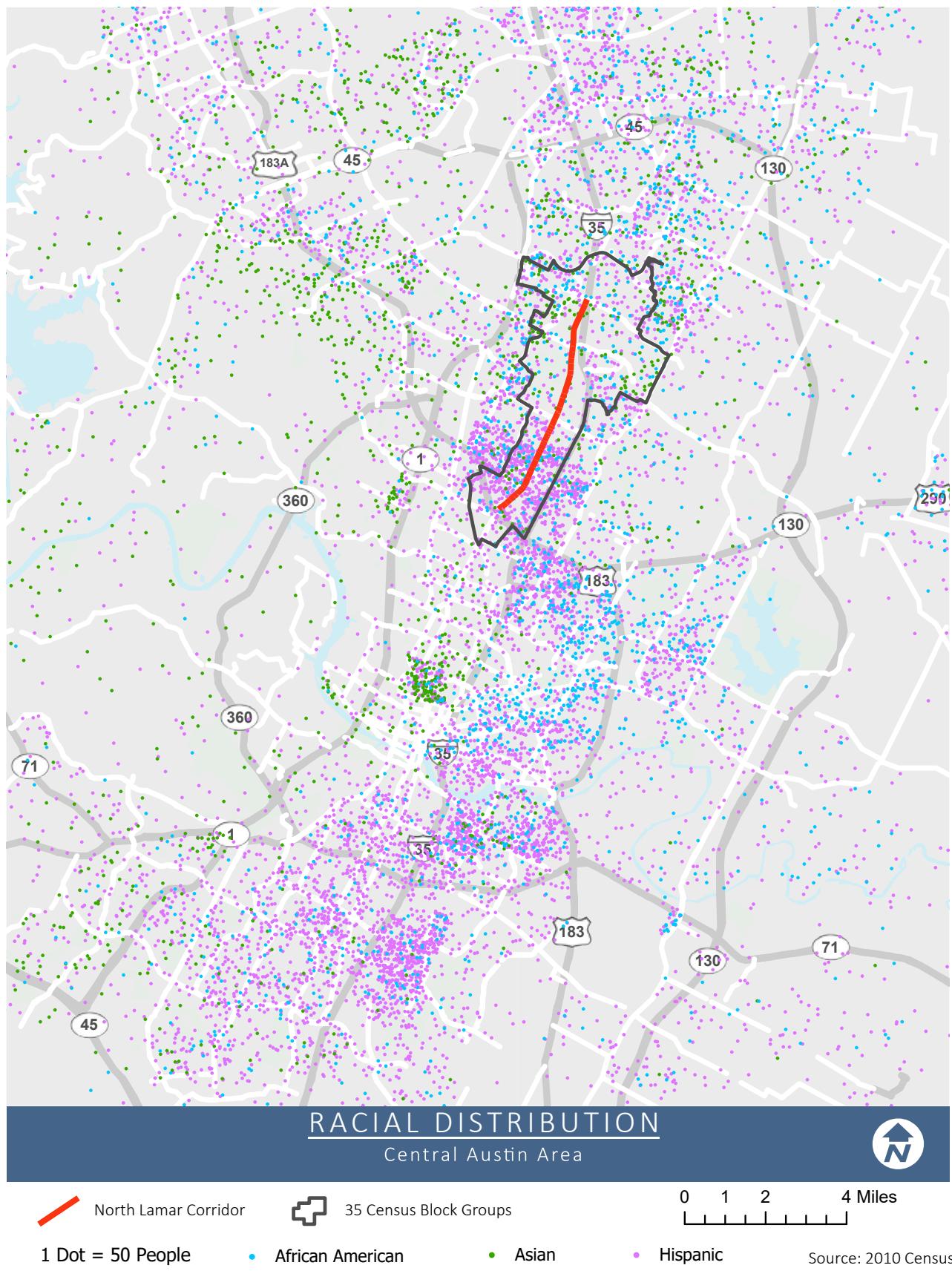


Figure 3.3



Source: 2017 American Community Survey

Map 3.2



From 2010 to 2017, the Hispanic population grew by over 7% in the corridor. However, non-Hispanic whites are moving into Austin at a much higher rate (5% growth rate) than they are the corridor (less than 2%). The chart below compares the rates at which each population group is growing for the corridor versus Austin as a whole.

Figure 3.4

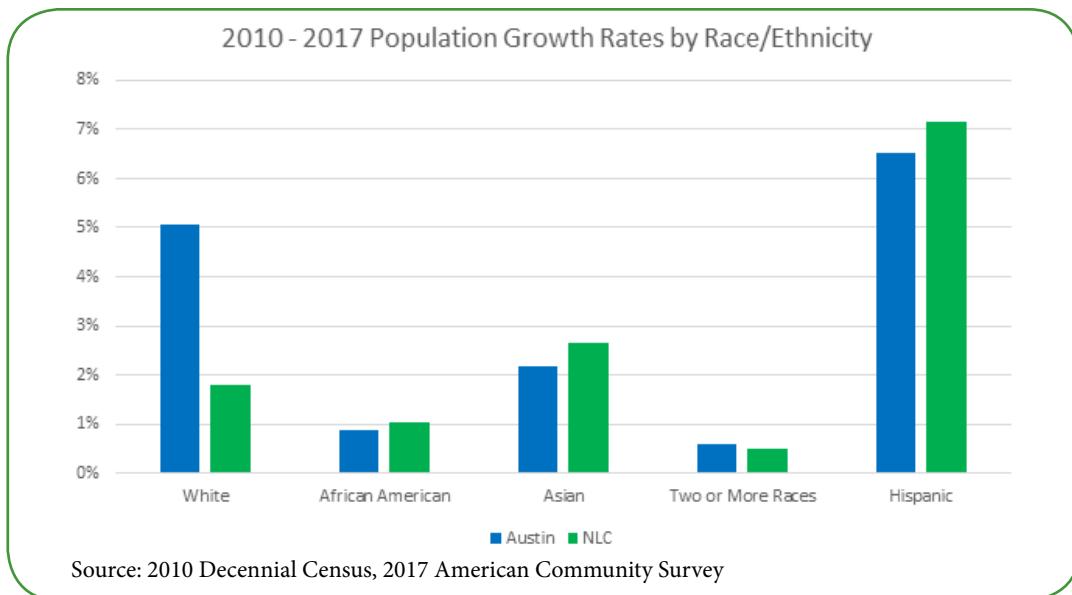
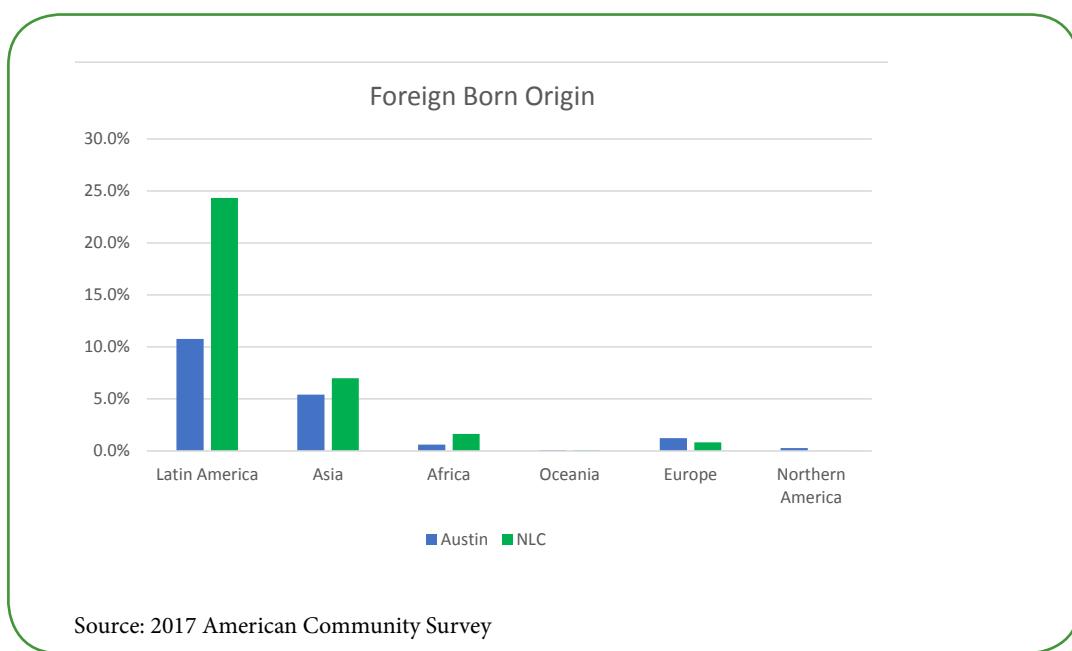


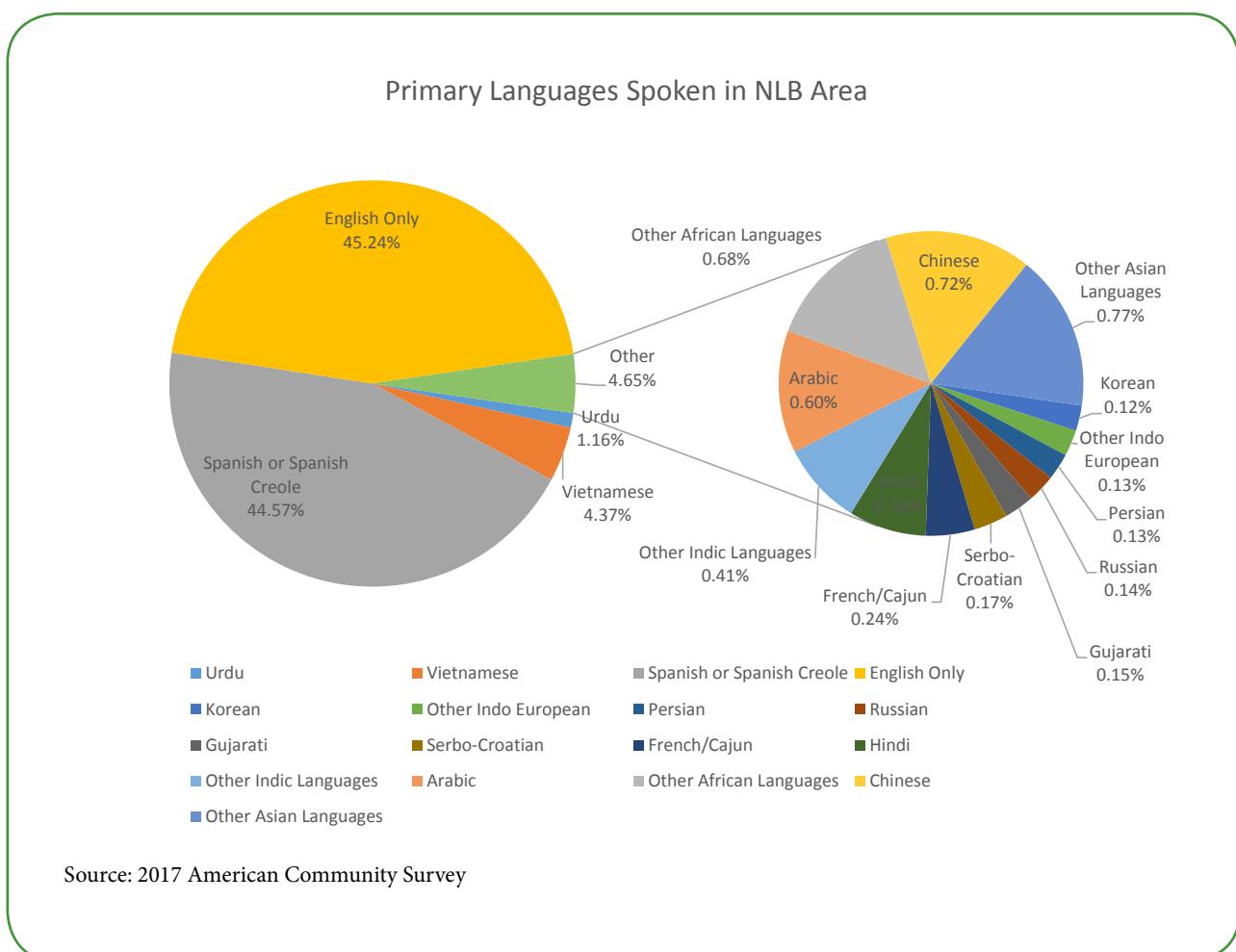
Figure 3.5



Slightly more than a third of the study area's residents were born outside of the United States, compared to 18.4% for the City as a whole. More than 20% of the corridor's foreign-born residents are naturalized citizens. As shown in the chart, a majority of immigrants come from Latin American countries (Mexico, Central America, or South America), and 20% are from Asia. These Latin and Asian roots can be seen in the businesses that line the corridor, and especially near the Chinatown shopping center.

ACS estimates of languages spoken by residents over five years old are available for census tracts touching the corridor. English is the most commonly spoken language with 45% of residents speaking only English—although 70% of residents speak English proficiently. Spanish is the second-most spoken language (44.3%). Vietnamese and Urdu are the third and fourth most commonly spoken languages. Reflecting the cosmopolitan nature of the area surrounding, 27% of the City's Vietnamese speakers and 22% of the City's Urdu speakers live in the study area.

Figure 3.6



The charts below show number of speakers and English proficiency of residents over five years old. The majority of Spanish-speaking and Vietnamese-speaking residents are not proficient in English, per ACS estimates. This also holds true for several other groups such as those categorized as Arabic, Chinese, Russian, Persian, and Hindi.

Figure 3.7

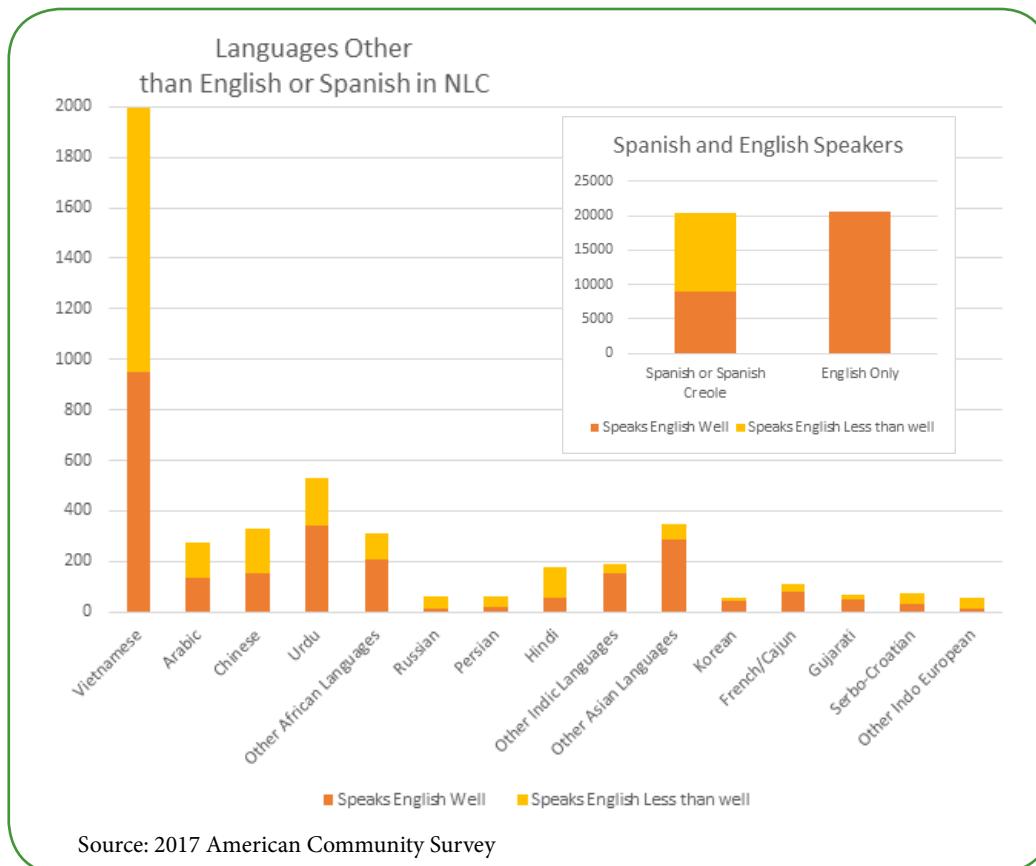


Figure 3.8

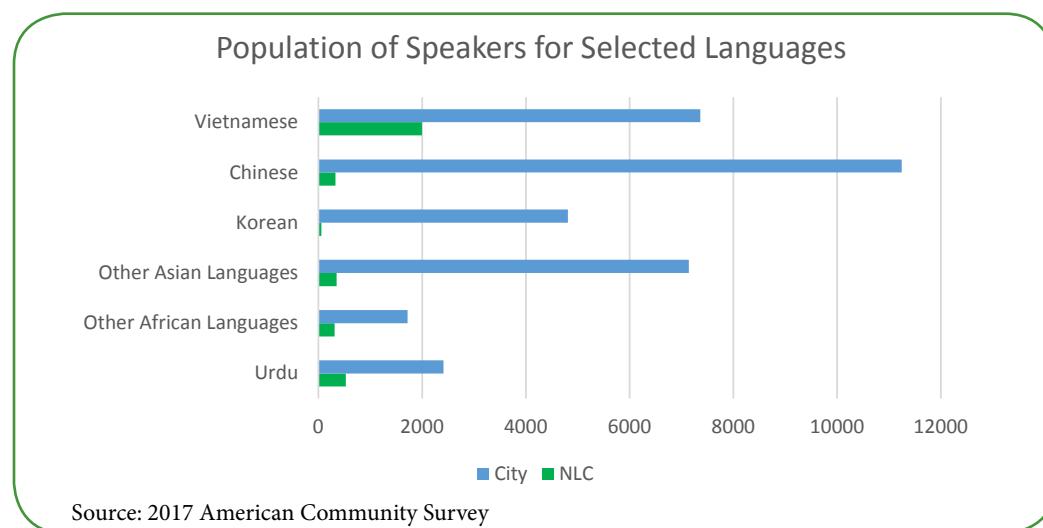


Table 3.1

Language	Speaks English Well	Speaks English Less than well
Vietnamese	950	1046
Urdu	343	187
Chinese	156	174
Arabic	133	143
Hindi	55	120
Other African Languages	210	100
Other Asian Languages	285	66
Russian	12	51
Other Indo European	13	46
Serbo-Croatian	32	44
Persian	22	38
Other Indic Languages	155	32
French/Cajun	81	29
Gujarati	48	20
Korean	43	14

Household Characteristics

The corridor roughly follows the City as a whole in terms of marital status. However, household sizes are about 10% larger in the corridor. The most probable reason, considering the school overcrowding in this part of North Austin, is a large number of households with children. It can also be due to a greater number of multi-generational households, or households with four or more related or unrelated individuals

Figure 3.9

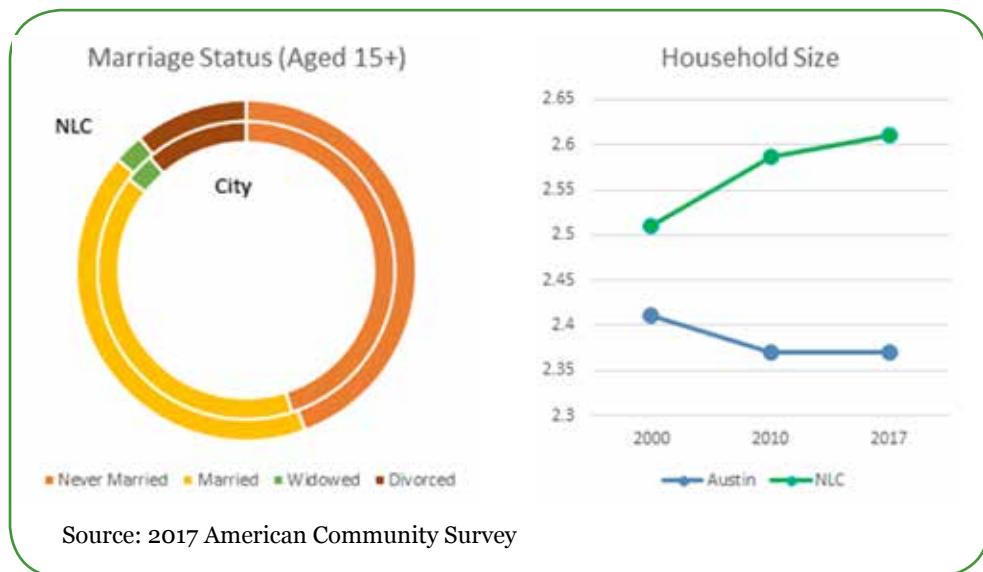
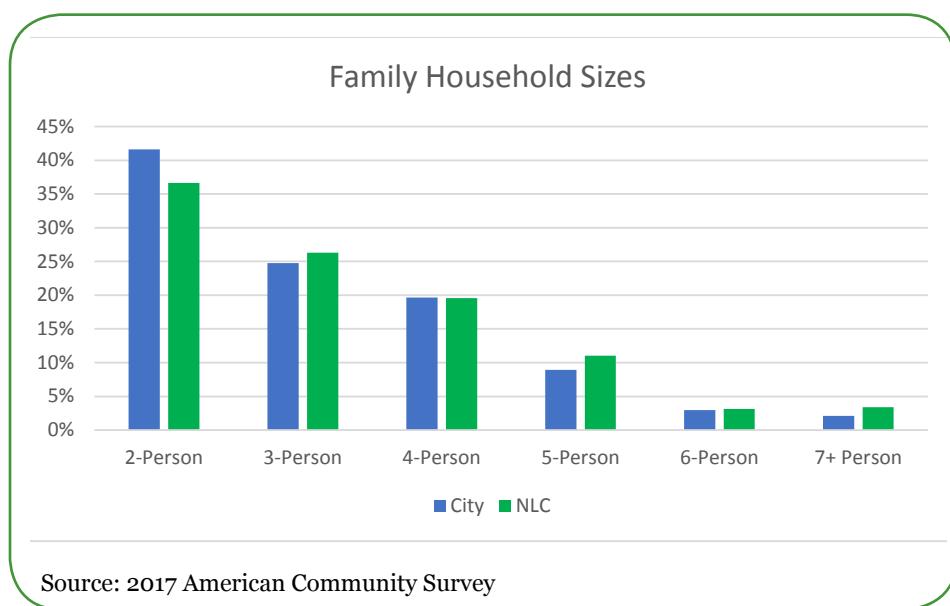


Figure 3.11



Education, Income, & Health

The corridor has lower levels of educational attainment and income than Austin as a whole. Almost 18% of households in the corridor have incomes below the poverty line, a 3% higher rate than the City.

Figure 3.12

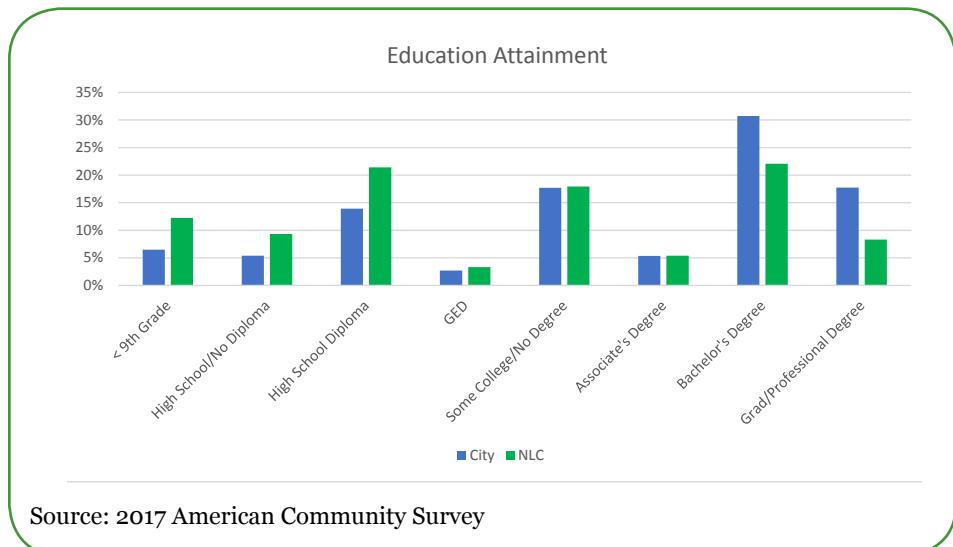
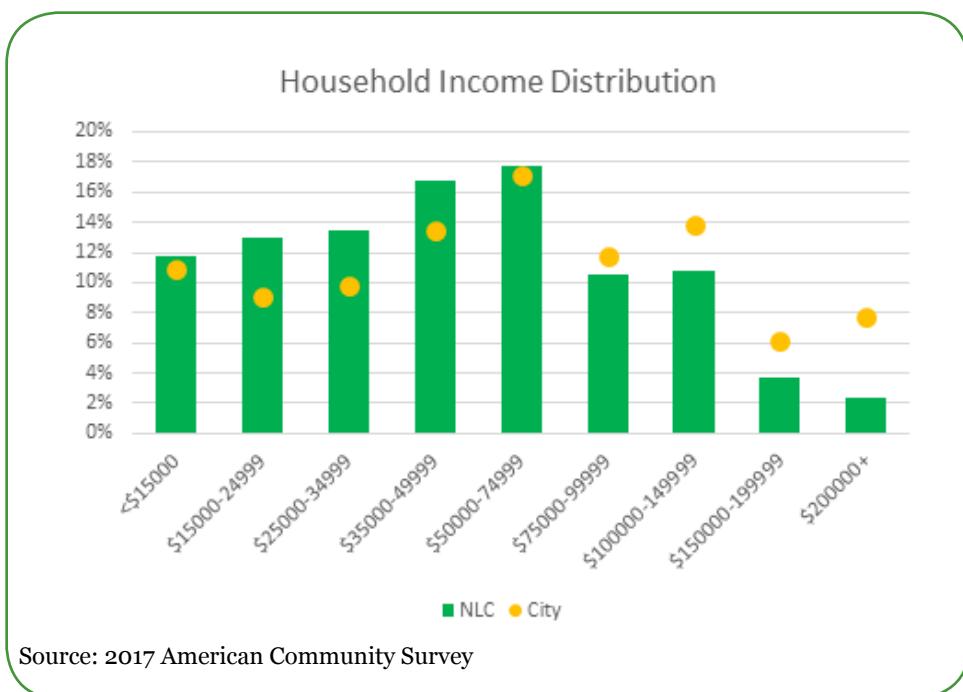


Figure 3.13



What Are the Implications for Planning?

The North Lamar Boulevard study area is a long-established part of the city, but its demographics continue to change as Austin becomes more diverse and more expensive.

The corridor is gaining population at a slower rate than the City overall, but is gaining Hispanic and non-white residents at a faster rate.

The area is very diverse compared to Austin as a whole. There is a large concentration of Hispanic residents, and higher proportions of African American and Asian residents in the corridor. Over a fifth of the City's Urdu speakers and over a quarter of the City's Vietnamese speakers live in the corridor.

The southern half of the study area is an established immigrant gateway community for Austin. This is borne out by the diverse population, and the short tenure of many residents. Income and educational attainment, trail the City. The corridor is slightly younger than the rest of the City, and has more families with children.



4. Natural Environment



Topography

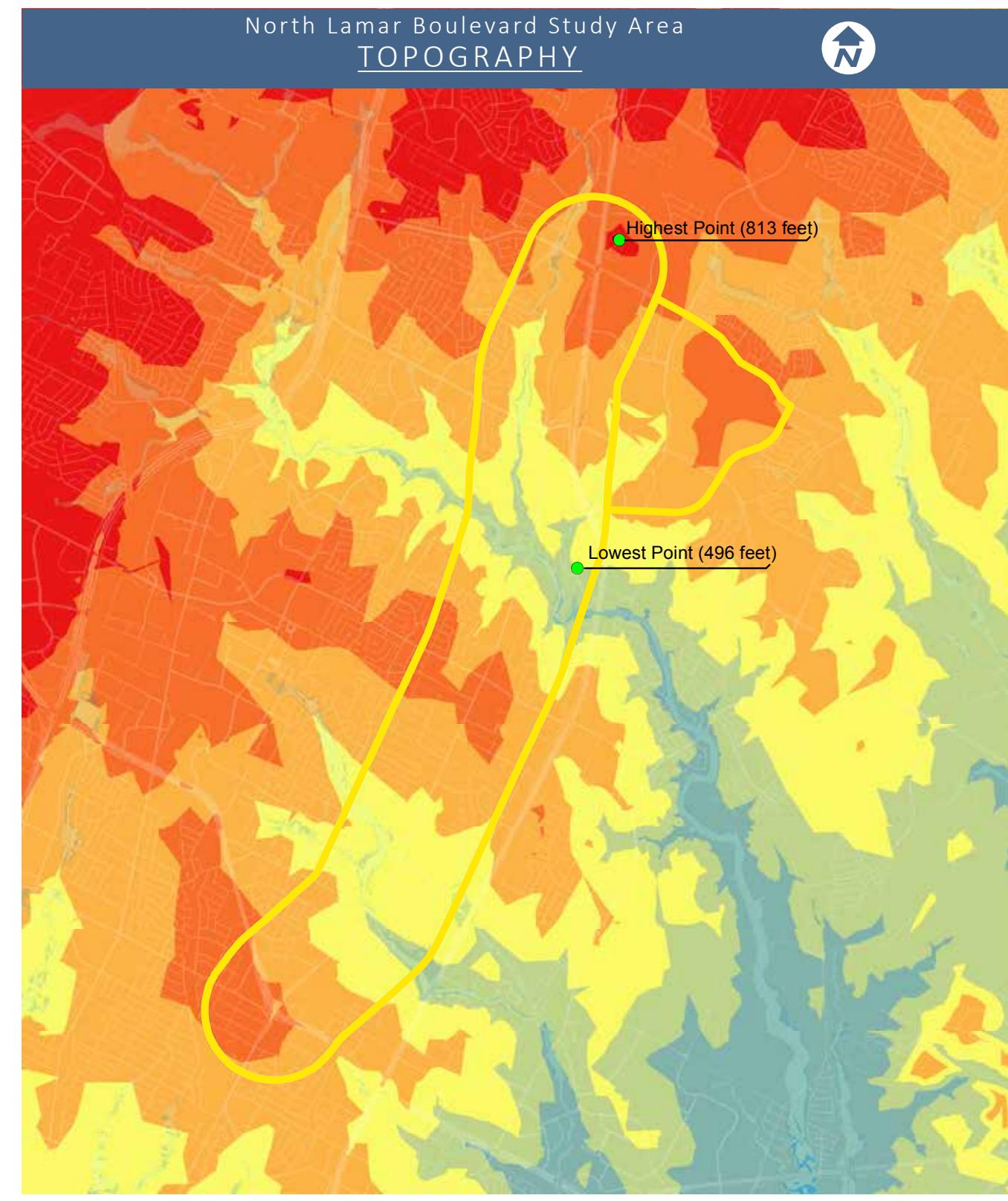
The North Lamar Boulevard study area has a few significant grade changes along the 6-mile stretch from US 183 to Howard Lane. With nearly a 226-foot difference in height, the most dramatic change occurs from the highest elevation point near I-35 and Howard Lane (813 ft.) to the lowest point (496 ft.) located in the Walnut Creek basin just east of I-35 and Park 35 Circle. The two creeks that cross the study area, Walnut Creek and Little Walnut Creek are home to the lowest elevation points.

Tree Canopy

In 2006 aerial imagery of the City of Austin was taken and used to extract tree canopy information. The information was then processed using Geographic Information Systems to determine the area of land covered by tree canopy at the neighborhood and parcel level for council adopted neighborhood plans. The 2006 analysis showed that an estimated 30% of the entire city jurisdiction had tree coverage. Tree canopy refers to a tree's above ground layer of leaves, branches, and stems. In 2013 the Urban Forestry Program produced the Austin Tree Canopy Map Book which illustrates the amount of canopy coverage for each neighborhood plan area in the city. Tree canopy percentages were calculated by using the tree canopy area divided by the total land area for a neighborhood or parcel. The following table shows the canopy cover percentages for the five neighborhood planning areas that are fully or partially within the North Lamar Boulevard study area. The northern half of the North Lamar Boulevard study area is not within the boundaries of neighborhood planning areas and does not have tree canopy coverage data in the "Tree Canopy Cover Percentages" table.

The tree canopy in the North Lamar Boulevard is greatest within area parks such as Walnut Creek Metro Park, along creeks and urban trails, and within the single-family residential areas. Braker Lane provides a clear dividing line between the denser southern half of the study area and the more open northern half. The southern half of the corridor is more dense in terms of population, but also has less tree coverage. Walnut Creek Metro Park and the creeks in the northern half provide more tree coverage than the small amount of single-family lots in the southern half. Concentrations of tree coverage in the southern half of the North Lamar Boulevard study area can be found near Little Walnut Creek close to I-35 and in the area near Guerrero-Thompson Elementary School just east of North Lamar Blvd. In the northern half of the study area tree coverage is greatest along Wells Branch Creek and Walnut Creek, inside of the Walnut Creek Metro Park, Gracywoods Neighborhood Park, and the Northern Walnut Creek Greenbelt.

Map 4.1



 North Lamar Boulevard Half Mile Buffer
+ Tech Ridge Center

0 0.25 0.5 1 Miles

Map 4.2

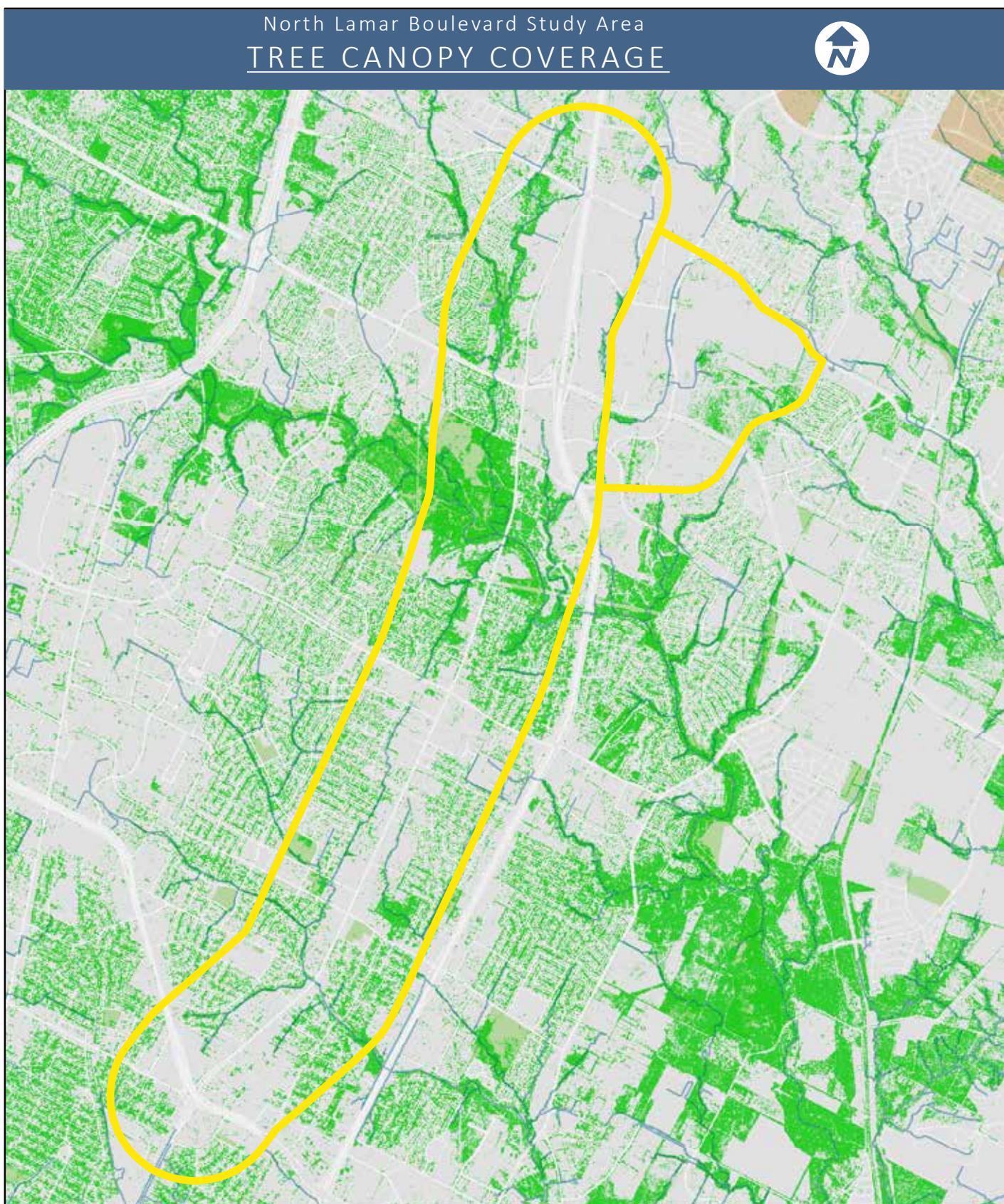


Table 4.1

Tree Canopy		
Neighborhood Plan Area	Area (sq. miles)	Percentage Canopy Cover
North Austin Civic Association	3.1	21.5%
North Lamar	1	19.3%
Georgian Acres	1	24.3%
Highland	1.3	21.8%
Crestview	1	27.8%

*June 2006- Urban Forestry Program Austin Tree Canopy Map Book (2013)

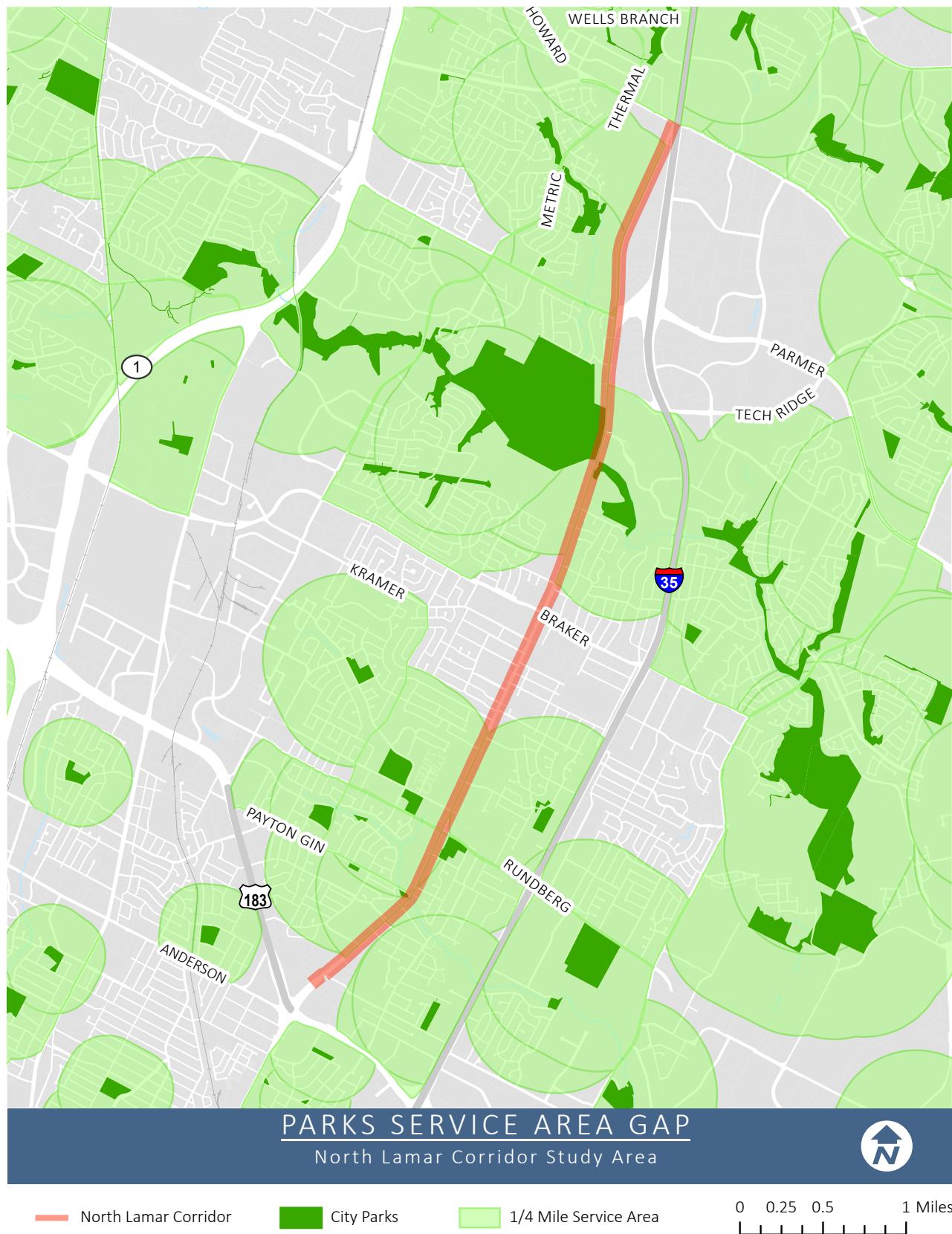
Parks and Urban Trails

Within the half-mile boundary of North Lamar Boulevard there are four neighborhood parks, three pocket parks, one public pool, one recreation center, one metro park, and one greenbelt. The Walnut Creek Metro Park has 290 acres of park space and the connecting Northern Walnut Creek Greenbelt has 387 acres of park and open space. Quail Creek Park is the largest open space in heavily populated southern half of the North Lamar Boulevard study area at approximately 16 acres. The YMCA North Austin Community Recreation Center is also located in the more densely populated southern half.

According to the Austin Parks and Recreation Department 2018 Annual Report, 60% of the city is park deficient. A park deficient area is defined as an area where residents live further than a $\frac{1}{4}$ mile from a park in the urban core or $\frac{1}{2}$ a mile from a park outside of the urban core. The North Lamar Boulevard study area is outside of urban core.

There are a few parks with recreational trails existing in the study area, such as Walnut Creek Metropolitan Park. There are no urban trails within the study area, although several potential trails and greenbelts have been identified, but are not yet funded. In addition to on-street routes, there are several recreational mountain bike trails in Walnut Creek Metropolitan Park.

Map 4.3



Watersheds

Most of the North Lamar Boulevard study area lies within two Austin Watershed areas: Walnut Creek, and Little Walnut Creek. Walnut Creek is the biggest central Austin watershed covering almost 36,000 acres. The study area is covered by Council District 4 and Council District 7.

According to a 2015 Watershed Protection Department Profile on District 4, watersheds in this area are heavily urbanized, with high levels of impervious cover and very few pieces of undeveloped land. Older developments in the area built prior to the adoption of watershed protection regulations in the 1970s and 1980's may contribute to drainage and environmental problems. One of the areas most at risk for flooding is in the Little Walnut watershed. On Memorial Day 1981 approximately a dozen homes were flooded in the neighborhood along Mearns Meadow Drive in District 4. See the Flood and Erosion Control – Capital Improvement Projects section on page 47 for information on planned flooding mitigation projects by the Watershed Protection Department.

The 2015 District 7 Profile reports that the portion of the Walnut Creek watershed in this district had bacteria levels that exceeded state standards considered safe for recreational use. Stakeholders have worked with the Texas Commission on Environmental Quality to develop an implementation plan to reduce the bacteria levels through a variety of solutions.¹

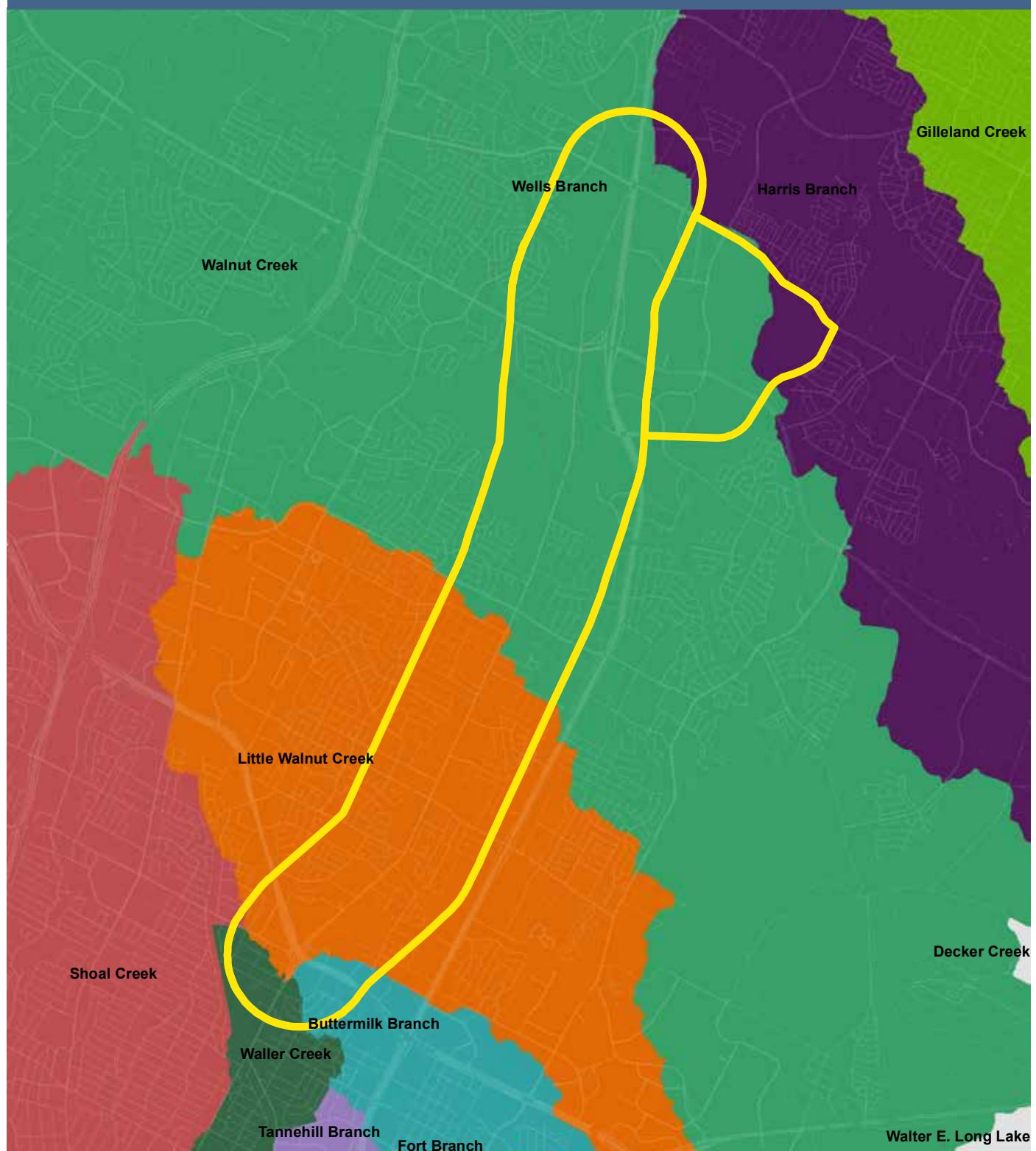
For additional information on watershed problem scores within the North Lamar Boulevard study area, please visit the Master Plan Problem Score Map Viewer at: <http://www.austintexas.gov/department/watershed-protection-master-plan>.

¹ The Austin Watershed Department scores the quality levels of the city's 123 watersheds. The overall quality scores are calculated using an average of the other quality scores. To find watershed quality scores and definitions visit atxwatersheds.com/findyourwatershed.

Map 4.4

North Lamar Boulevard Study Area

WATERSHEDS



- Walnut Creek
- Little Walnut Creek
- Shoal Creek
- Waller Creek
- Tannehill Branch

- Harris Branch
- Buttermilk Branch
- Gilleland Creek
- Wells Branch

- North Lamar Boulevard
- North Lamar Boulevard Half Mile Buffer + Tech Ridge Center

0 0.25 0.5 1 Miles

Flood Risk

Floodplains are the areas that are likely to flood when creeks and lakes rise and their waters overflow their banks. The North Lamar Boulevard study area has several creeks running throughout that may expose nearby properties to flooding. Area creeks and tributaries include Walnut Creek, Wells Branch Creek, Tar Branch Creek, Little Walnut Creek, and Quail Creek Branch.

The City of Austin's Watershed Protection Department (WPD) maintains and updates floodplain maps and administers floodplain regulations that can restrict how and what can be built within a flood zone. In 1983 regulations were first introduced to limit encroachment into the 100-year floodplain.

Floodplains can change over time. New development, recorded rainfall amounts, and other factors can require that floodplain maps be adjusted. Floodplain maps are broken down by 25-, 100-, and 500-year storm levels. A 100-year storm has a 1% chance of occurring once in any given year. Structures within the 500-year flood plain are less vulnerable to flooding than those within the 100-year and 25-year flood plains.

Table 4.2

Storm Level and Probability			
Probability of occurrence in any given year	Storm Level	Current Rainfall Depth (24-hour storm)	Updated Rainfall Depth (24-hour storm)
4% chance	25-year	7.6 inches	Almost 10 inches
1% chance	100-year	10.2 inches	Up to 13+ inches
0.2% chance	500-year	13.5 inches	Up to 19.5 inches

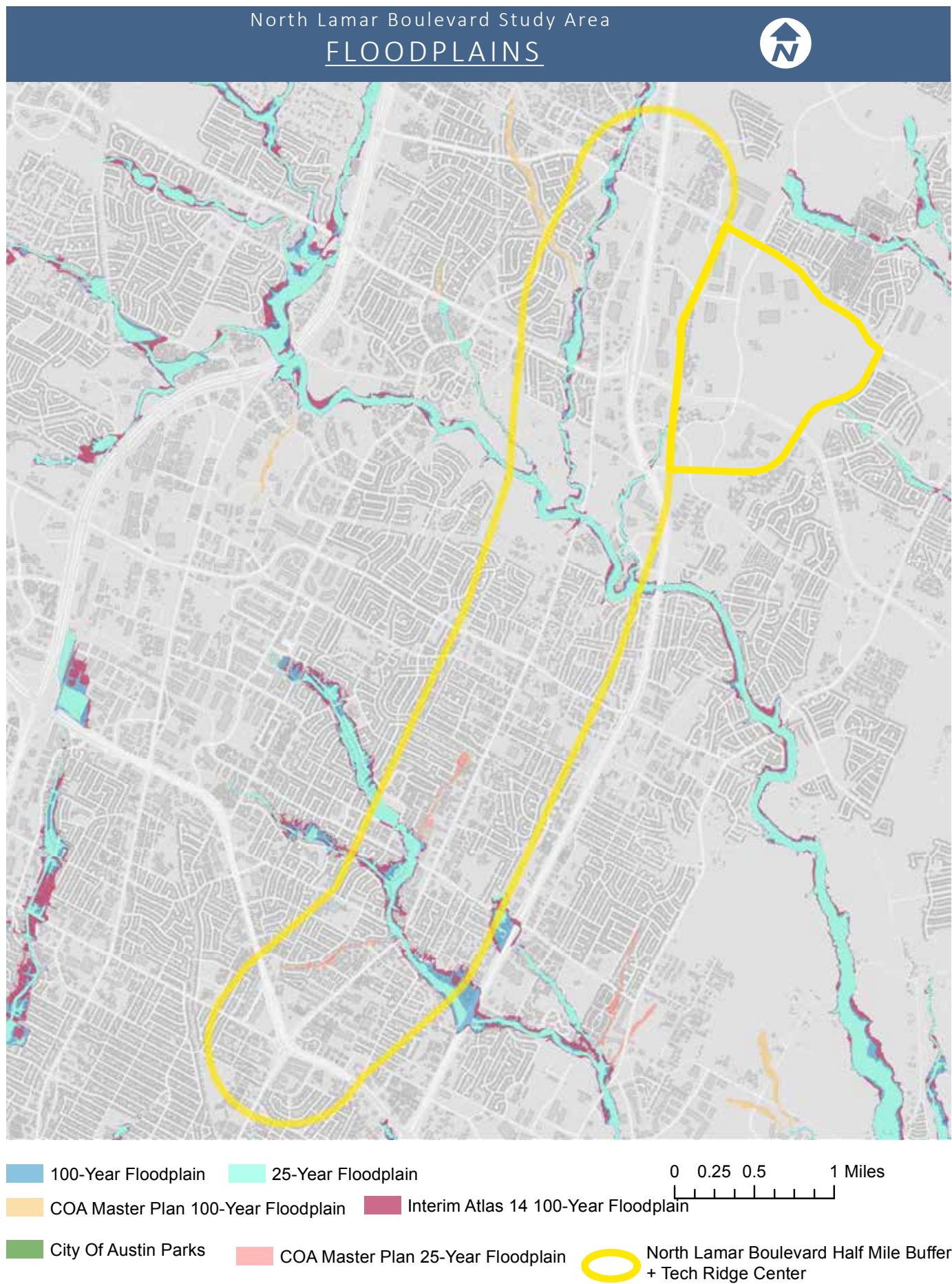
Source: COA Watershed Protection Department Flood Risk and Atlas 14: Details

Atlas 14

The National Weather Service along with Federal, State, and Local agencies conducted an update and study of rainfall data, Atlas 14. The study examined historic rainfall data from 1994-2017. The study shows rainfall depths increasing and current 100-year storms occurring more frequently. Additionally, more low water crossings are at risk of flooding, and the depth and velocity of flooding over roadways is set to increase.

The City of Austin proposes to change City code to deal with Atlas 14 rainfall updates. The Watershed Protection Department is proposing an interim 100-year floodplain for regulations until new floodplain maps can be redrawn. The department has a program in place to re-study and re-map the City's floodplains using this new information. It is anticipated that these studies will take two to three years to complete at which point new maps will be submitted to FEMA for approval.

Map 4.5



The interim 100-year floodplain is based on the current 500-year FEMA floodplain. This means that Austin's floodplains will expand, adding more homes and businesses to the floodplain maps and affecting development regulations within the flood zones. Once the new post-Atlas 14 maps have been updated, those maps will replace the interim maps for the 25-year and 100-year floodplains.

There are approximately 4,000 buildings in the current 100-year floodplain or approximately 9% of City area. The current 500-year floodplain has approximately 7,200 buildings within its mapped boundaries. The proposed interim 100-year floodplain would add 3,200 buildings within the city as a whole. Property owners and businesses in the interim 100-year floodplain will have new restrictions if they want to develop, expand, remodel or improve their properties. The new regulations will include:

- A new exception that allows for administrative approval for redevelopment of residential buildings in the floodplain that reduce flood risks. Currently, this type of development would require a City Council approval.
- An expansion of an existing exception that allows buildings to encroach on the 100-year floodplain of Austin's larger bodies of water including lakes and rivers.
- An increase in the freeboard requirement for buildings from 1 foot to 2 feet. A freeboard is the minimum height between a building's lowest floor and the 100-year floodplain.

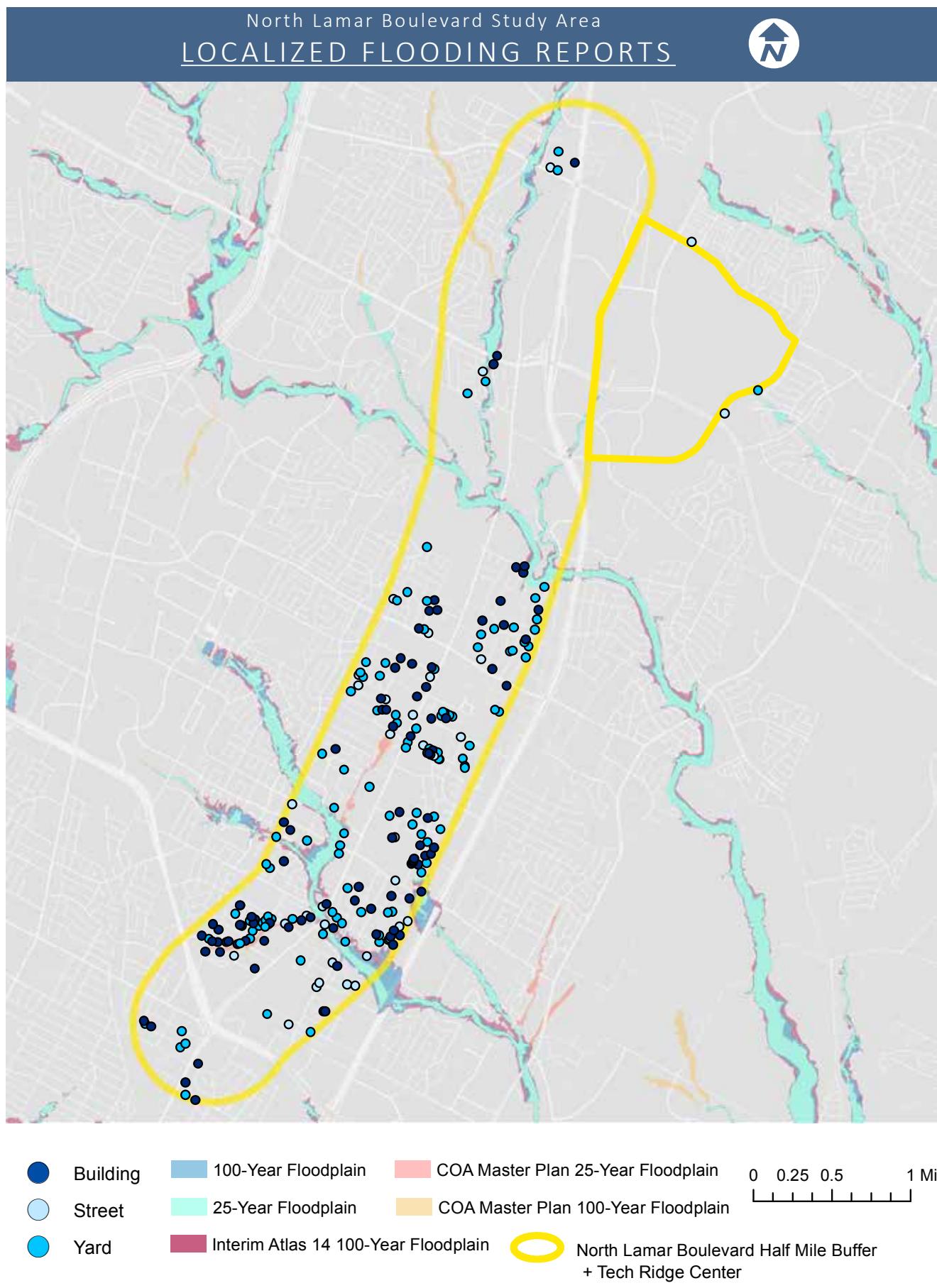
These updates have been proposed in a draft ordinance dated August 14, 2019. City Council will determine the effective date for these changes. The draft ordinance is scheduled to be heard by City Council on October 17, 2019.

Homes and businesses in high-risk flood areas with mortgages from federally regulated or insured lenders are required to have flood insurance. Areas within the 100-year floodplain zone are considered high-risk. Areas between the 100-year and 500-year flood zones are considered moderate risk areas. Areas outside of the 500-year flood zone are considered low risk areas. Moderate- to low-risk flood areas do not require flood insurance.

Of the 6,152 parcels in the NLC half mile study area, 444 are affected by the pre-Atlas 14 City of Austin 100-year floodplain. Of these, 342 are residential and 102 are non-residential. Although a parcel is affected by the floodplain, it does not necessarily mean that any structures fall within the floodplain.²

² Please note that this analysis was conducted using geographic information system (GIS) data. If there is a question as to whether or not a structure falls within the 100-year Federal Emergency Management Agency (FEMA) designated floodplain, a survey of the property would be required.

Map 4.6



Localized Flooding

Localized flooding occurs when runoff from heavy rainfall overwhelms the existing storm drainage system, diverting water before it gets to a creek. The stormwater may flow through streets, yards and structures as the water seeks a path to a creek. This may happen due to a shortage of ditches or storm drains or because something is blocking the flow of water. Localized flood issues are identified by staff through evaluations of the storm drainage system or by residents identifying a problem and reporting it via 311. Most instances of reported localized flooding in the North Lamar Boulevard study area are within the neighborhood street system and not on North Lamar Blvd., itself.

Flood and Erosion Control – Capital Improvement Projects

There are several flood and erosion control projects in and near the NLC study area that aim to reduce flood and erosion risk to homes and streets. The Jamestown Tributary Erosion and Drainage Improvements project along Little Walnut Creek will stabilize streambanks, upgrade the storm drain system along Jamestown Drive, and replace a frequently flooded culvert with a bridge. This project is currently finalizing design and is anticipated to begin construction in 2021. The Little Walnut Flood Risk Reduction from Metric to Rutland project will install a creek bypass system under Mearns Meadow, pond improvements at Quail Creek Park, and wastewater system upgrades. This project is currently finalizing design and is anticipated to begin construction in 2020.

The Wells Branch Willow Bend Restoration project will stabilize areas of erosion to protect residential properties and storm drain infrastructure. This project is currently in the planning phase.

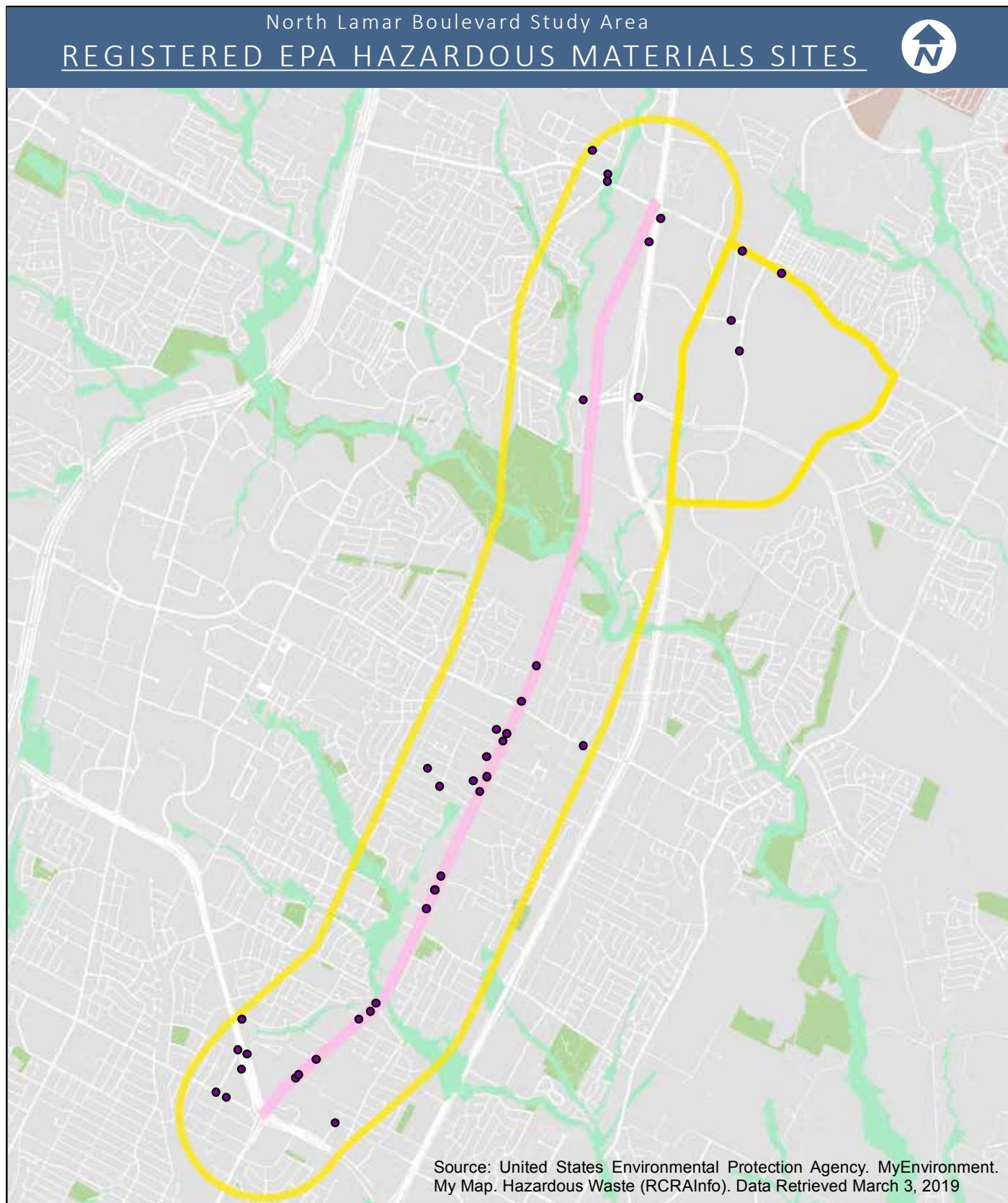
Hazardous Waste and Contamination

The Environmental Protection Agency keeps an inventory of hazardous waste handlers. “In general, all generators, transporters, treaters, storers, and disposers of hazardous waste are required to provide information about their activities to state environmental agencies.” State agencies then pass along this information to regional and national EPA offices who compile and maintain the inventory.³ Hazardous wastes can be in the form of liquids, solids, gases, or sludges. They can be discarded commercial products, like cleaning fluids or pesticides, or the by-products of manufacturing processes.

Within the 35 Census Block Groups that make up the North Lamar Boulevard study area there are 68 registered hazardous waste sites. Of those 68 sites, 41% or 28 of the sites, are registered as Automotive Repair and Automotive Sales. 5% of the total sites are Dry Cleaners and another 5% are Pharmacies. The remaining sites are either uncategorized or are in unique categories.

³ The Resource Conservation and Recovery Act (RCRA) regulates this management and inventory system. An online database “RCRAinfo Search” was used to determine which sites within the NLC are registered as hazardous waste handlers. Source: www.epa.gov/environmental-health-and-safety/hazardous-waste/hazardous-waste-management-and-control/resource-conservation-and-recovery-act-rcra

Map 4.7



- Hazardous Materials Registered Sites
- Parks, Trails, and Greenbelts
- 0 0.25 0.5 1 Miles
- North Lamar Boulevard
- Floodplain
- North Lamar Boulevard Half Mile Buffer

Only one of the 68 sites in the area is registered as contributing toxic substances into the air. The remaining sites either generate, transport, treat, store, and dispose of materials such as ignitable waste, mercury, benzene, arsenic, barium, spent nonhalogenated solvents, lead, barium, chromium, corrosive waste, and tetrachloroethylene to name a few. There are no identified brownfield sites in the North Lamar Boulevard study area.⁴

There are several areas within the North Lamar Boulevard study area where there are concentrations of warehouse, light industrial, and automotive-centered uses. By and large these areas are also where clusters of registered EPA sites can be found. One of these areas is just outside of the City limits north of Howard Lane and west of Thermal Drive. Another light industrial area hosting a grouping of hazardous waste sites is just south of Kramer Lane and west of North Lamar Blvd. Although sites are more interspersed, North Lamar Boulevard south of Payton Gin Road and US 183 west of North Lamar Boulevard towards Ohlen Road also have large numbers of registered sites.

⁴ A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant.



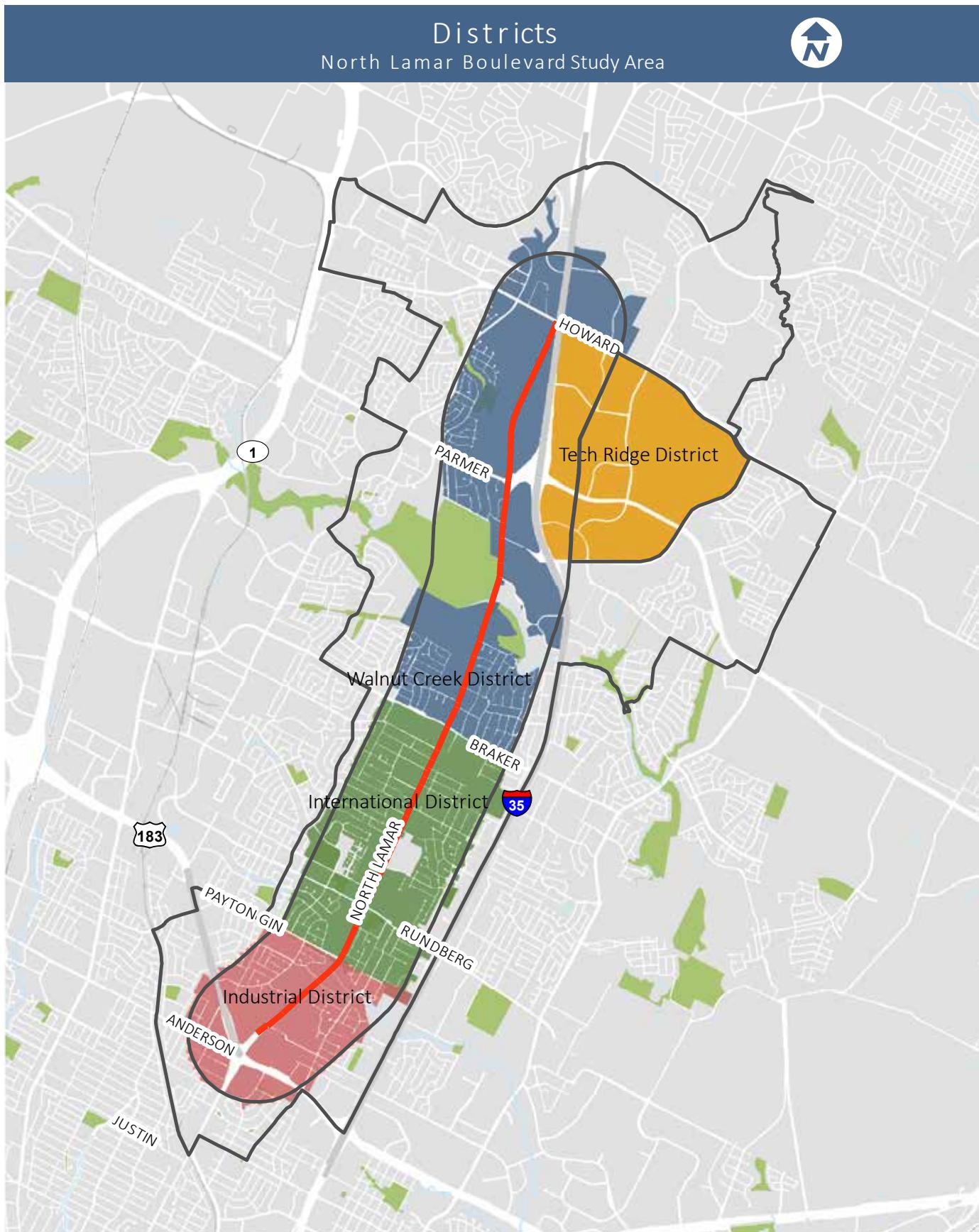
5. LAND USE & DEVELOPMENT

THE NORTH LAMAR BOULEVARD STUDY AREA IN CONTEXT

The study area is divided into four different districts.

- **Tech Ridge Activity Center** — Located East of IH-35, this center is to the East of North Lamar Boulevard and includes the northern terminus of the 801 Metro Rapid route. Tech Ridge is also a major commercial and job center. In Imagine Austin, this Neighborhood Center was identified as a circle at the intersection of North Lamar Boulevard and Howard Lane and extended east of IH-35. The intent of Imagine Austin is that more defined boundaries would be established through small area planning. The boundaries of the Tech Ridge Center have been defined in this section to include the Capital Metro Tech Ridge Park & Ride and the adjacent TOD property.
- **Walnut Creek District** — Situated at the northern portion of the study area, this segment of North Lamar Boulevard runs for approximately three miles from Howard Lane to the intersection with Braker Lane.
- **International District** — This is the middle district along North Lamar Boulevard and runs for almost two miles from Braker Lane to the intersection of Peyton Gin Road/Little Walnut Creek. It is a dynamic, major commercial district that serves Austin's increasingly diverse population. This also included area between Rutland Drive and Rundberg Lane between North Lamar Boulevard and Parkfield Drive and east along Rundberg Lane to IH-35.
- **Industrial District** — The southernmost district along North Lamar Boulevard runs for just under a mile from the intersection Peyton Gin Road/Little Walnut Creek to US Highway 183. This also includes a segment of Powel Lane between North Lamar Boulevard and Georgian Drive.

Map 5.1



North Lamar Corridor

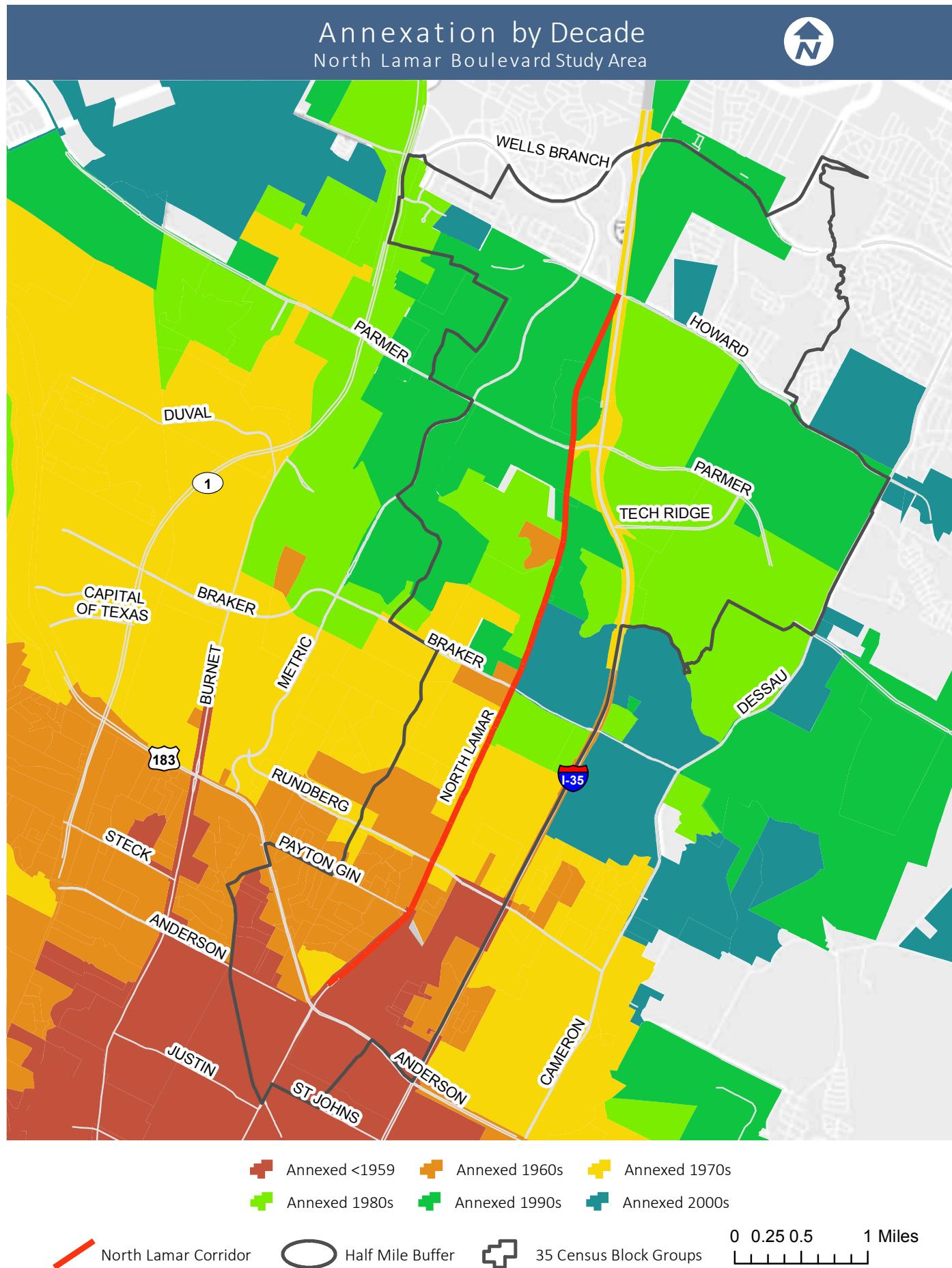
Half Mile Buffer
+ Tech Ridge Ctr



35 Census Block Groups

0 0.25 0.5 1 Miles

Map 5.2



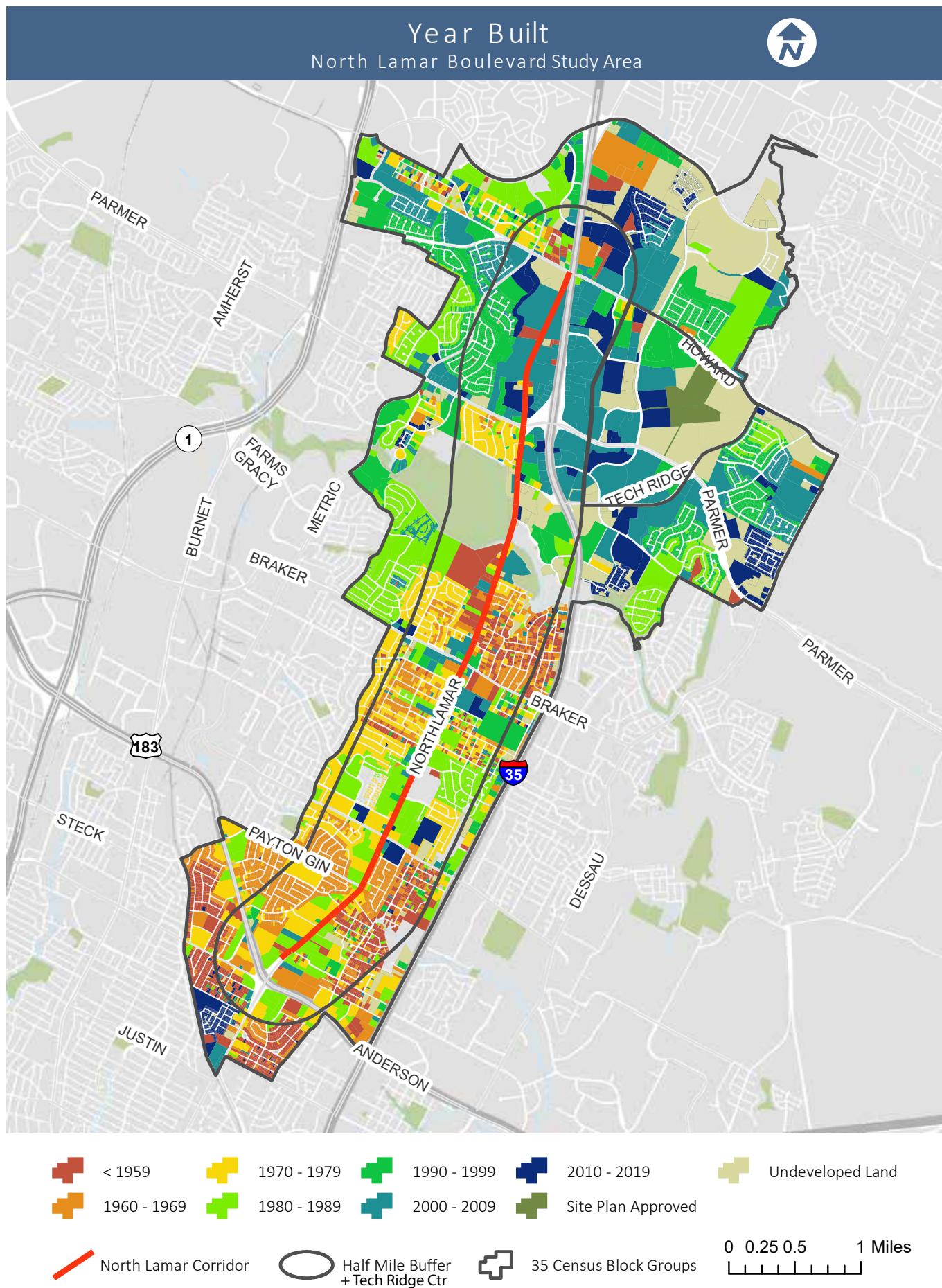
Annexation History

Prior to 1960, most of the study area was outside Austin's city limits except for a section between US Highway 183 and Rundberg Lane between IH-35 and North Lamar Boulevard. See Map 5.2 Annexation by Decade. The majority of the area within the Industrial District and the International District was annexed in the 1960s and 1970s. North of Braker Lane and including the Tech Ridge Activity Center, the pattern of annexations continued through the 1980s and 1990s, when Austin's city limits reached those of the Wells Branch Municipal Utility District (MUD), north of Howard Lane. The only portion of the study area annexed in this century is located between North Lamar Boulevard and IH-35, north of Braker Lane. This area, which includes the Eubanks Acres neighborhood, was a "doughnut" hole surrounded by the City of Austin. As a result of its annexation, many of the houses received City of Austin wastewater services and were taken off their septic systems.



Recently developed office parks in the Tech Ridge Activity Center.

Map 5.3



Year of Construction

In general terms, the decade of construction and the decade of annexation roughly parallel one another, particularly for residential areas. See Map 5-4 Year Built by Decade. There are several residential areas developed prior to 1960 when they were in the county. Between North Lamar Boulevard and IH-35, south of Rundberg Lane in the Georgian Acres neighborhood in the North Lamar Combined Neighborhood Planning Area (NLCNPA) there are clusters of housing built prior to 1959. Another cluster is located between North Lamar Boulevard and IH-35, north of Braker in the Eubanks Acres neighborhood. There are two smaller clusters of older houses along Neams Drive and between East Applegate Drive and Grady Drive in the NLCNPA. The majority of the structures south of Walnut Creek were built during the 1980 or earlier. The residential areas in the North Austin Civic Association Neighborhood Planning Area (NACANPA) were built over successive decades beginning in 1960s and continuing through the 1980s.

Zoning in the Study Area

Within the activity center and along the corridor there is a mix of, mostly commercial, zoning. The following two tables contain descriptions of all of the zoning base districts and combining districts along the corridor. Zoning base districts establish what can be built and what uses are allowed on a given site. Combining districts are sets of additional regulations that when combined with base zoning districts can either restrict or expand development. Table 5.1 and Table 5.2 provide an overview of Base Zones and Combining Zones.



Warehousing and auto centered uses cluster in a 60-acre intensive commercial area of the International District.

Table 5.1

Overview of Zoning Districts in the Area Covered By the Land Use and Zoning Analysis

Zone	Description
Public (P)	This district is for governmental, civic, public service, or public institution uses.
Rural Residence (RR)	Intended for low density residential uses on lots that are a minimum of one acre. An RR district may be applied to a use in an area where rural characteristics are desired or an area where terrain or public service capacity requires lower densities.
Single Family Residence: Large Lot (SF-1)	Intended for low-density single-family residential uses on lots that are a minimum of 10,000 square feet.
Single Family Residence: Standard Lot (SF-2)	Intended for moderate-density single-family residential uses on lots that are a minimum of 5,750 square feet. Limited to one structure.
Family Residence (SF-3)	Intended for areas of moderate density single-family residential. The minimum lot size for houses and houses with accessory dwelling units is 5,750 square feet. Duplex are allowed on lots 7,000 square feet or greater.
Townhouse and Condominium Residence (SF-6)	Intended for areas of moderate-density single-family, duplex, two family, townhouse, and condominium uses. SF-6 is appropriate in areas serving as transitions between single-family and more intense uses.
Multi-Family Residence: Low Density (MF-2)	This district is for multi-family sites with a maximum density of 23 units per acre. A MF-2 district designation may be applied to a multi-family residential area located near single-family neighborhoods or in an area where low-density multifamily use is desirable.
Multi-Family Residence - Medium Density (MF-3)	This district is for multi-family sites with a maximum density of 36 units per acre. This district is appropriate for multi-family residential areas located near supporting transportation facilities and commercial uses.
Multi-Family Residence - Moderate-High Density (MF-4)	This district is for multi-family and group residential sites with densities of 36 to 54 units per acre, depending on unit size and mix.
Neighborhood Office (NO)	This is for small offices serving neighborhood or community needs. It may be located in or adjacent to a residential neighborhood and on a collector street that has a width of 40 feet or more.
Limited Office (LO)	This district is for office serving neighborhood or community needs and located in or adjacent to residential neighborhoods.
General Office (GO)	This district is for offices and selected commercial uses serving community or citywide needs such as medical or professional offices.
Neighborhood Commercial (LR)	This district is intended for commercial sites providing limited shopping and office serving residents of nearby neighborhoods.
Community Commercial (GR)	This district is for offices or other commercial sites serving neighborhood and community needs and are generally accessible from major roadways.
Warehouse Limited Office (W/LO)	Intended for office or warehouse sites that do not require highly visible locations, generate substantial heavy truck traffic, generate low or moderate vehicular trips, and require less access than a commercial areas.
General Commercial Services (CS)	Intended for commercial and industrial sites having operating characteristics or traffic requirements generally incompatible with residential environments.
Commercial-Liquor Sales (CS-1)	Same as CS with the additional allowance of liquor sales and cocktail lounges.
Commercial Highway (CH)	Intended for major mixed use developments requiring locations at the intersection of state maintained highways—excluding scenic arterials. Significant residential densities are expected. Site development regulations and performance standards for this district are intended to ensure adequate access and permit combinations of office, retail, commercial, and residential uses within a single development.
Limited Industrial Service (LI)	This district is intended for intensive commercial uses or for limited manufacturing.

IMAGINE AUSTIN CENTERS AND CORRIDORS

Table 5.2

Overview of Combining Districts in the Area Covered By the Land Use and Zoning Analysis

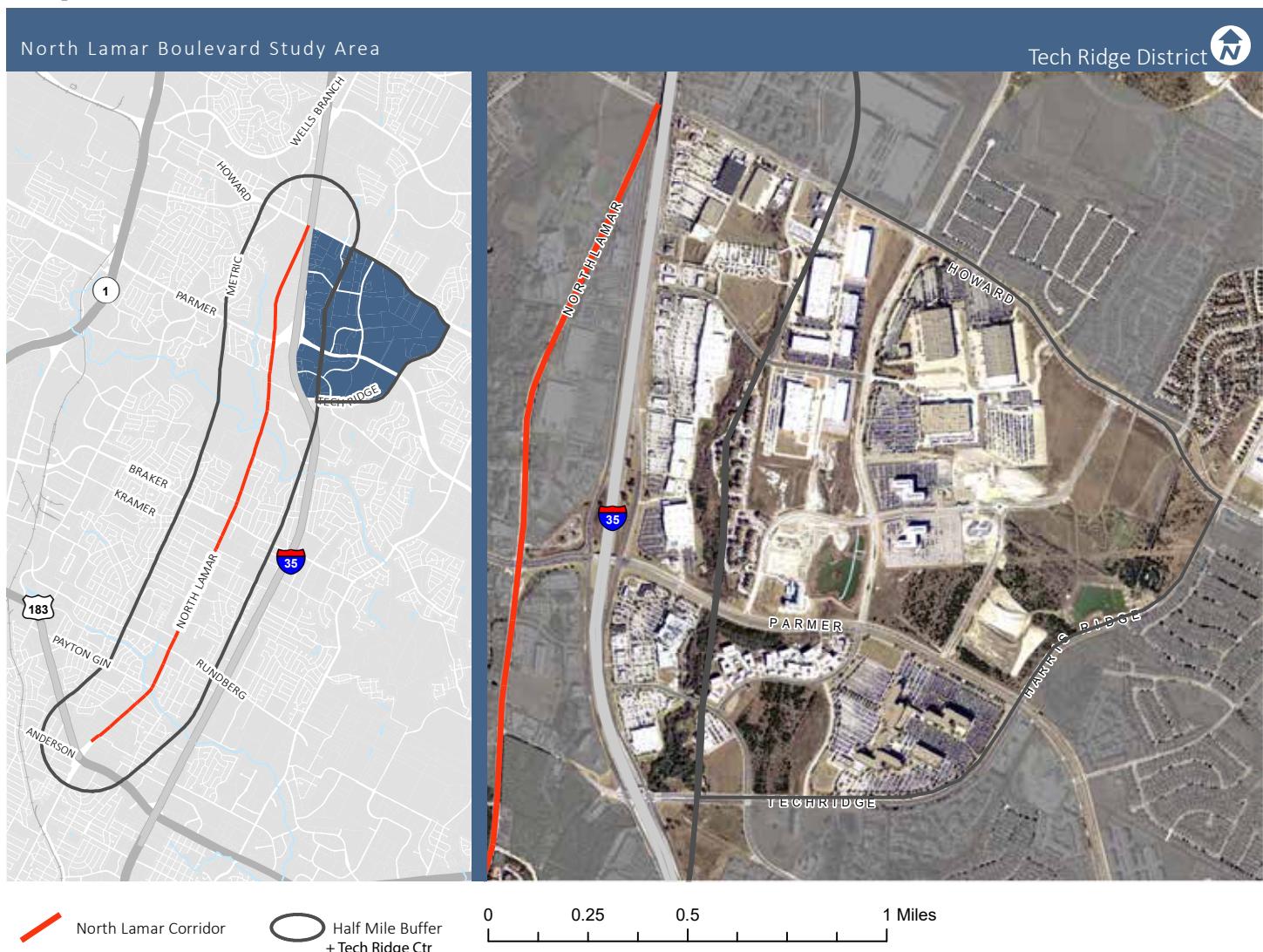
Combining District	Description
Conditional Overlay Combining District (CO)	Modifies use and site development regulations to address specific circumstances presented by a site. Use and site development regulations imposed by a CO are more restrictive than the restrictions otherwise applicable to the property and cannot be used to add uses or increase development standards.
Mixed Use Combining District (MU)	When combined with commercial and office zoning districts it allows the combination of office, retail, commercial, and residential uses within a single development or it can allow a purely residential development. It allows development of all types of residential uses, including single-family residential, multifamily residential, and townhomes.
Vertical Mixed Use Building Combining District (V)	When combined with commercial and office zoning districts it allows the combination of office, retail, commercial, and residential uses within a vertical mixed use building. There are additional regulations governing building design and affordability requirements.
Neighborhood Plan Combining District	Used to implement the land use element of a neighborhood plan. This combining district allows for the adoption of other combining districts (CO, MU, V, etc.), base district zone changes, and the application of infill regulations and single-family building design regulations.
Planned Development Area Combining District (PDA)	Allows industrial and commercial uses in certain commercial and industrial base districts; or incorporate the terms of a planned development area agreement into a zoning ordinance following annexation of a property subject to a planned development agreement.

EXISTING DEVELOPMENT, ZONING, AND LAND USE BY DISTRICT

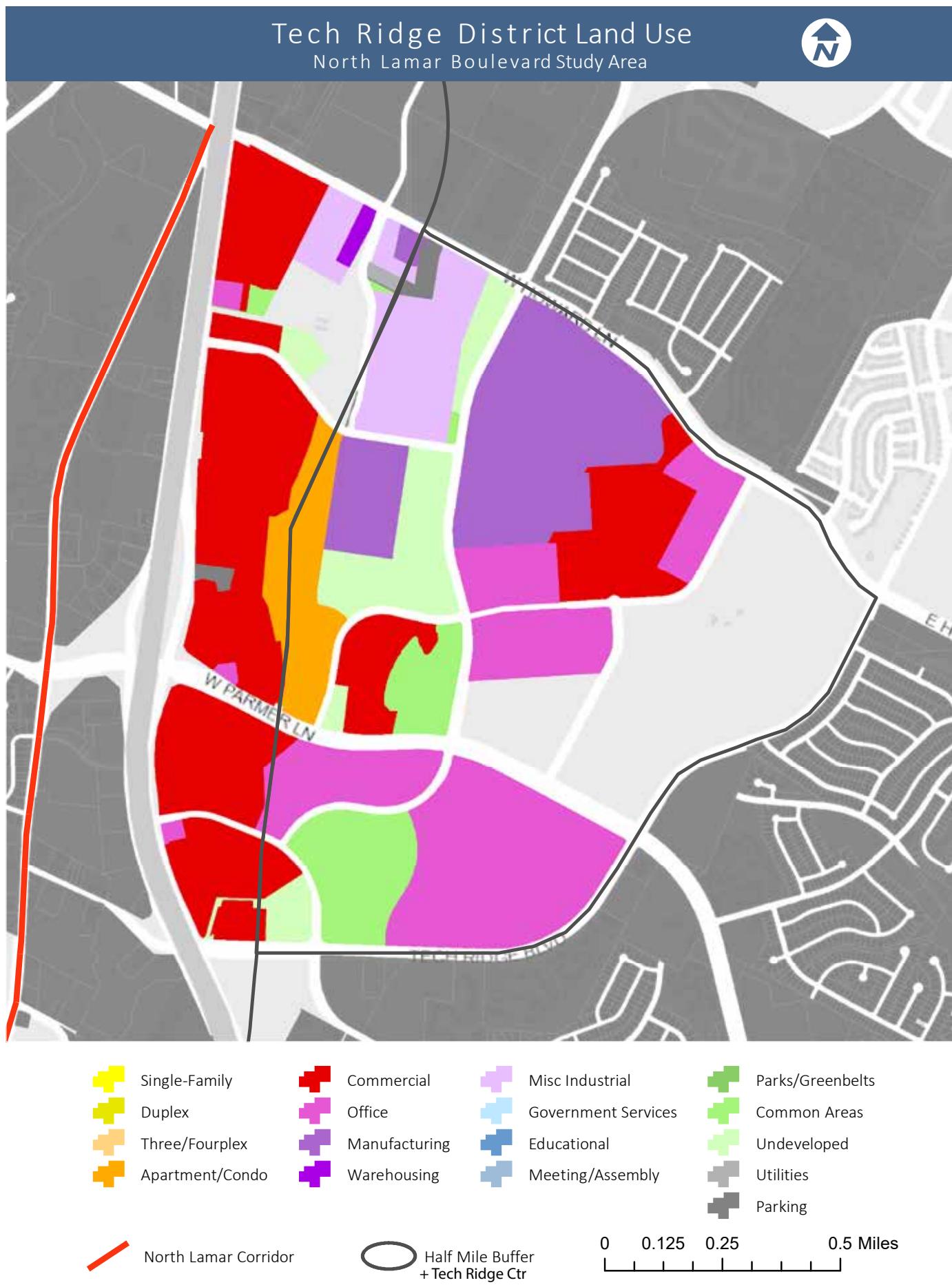
Tech Ridge Activity Center

The Tech Ridge Activity Center contains few undeveloped parcels. Development in the center includes retail, multi-family, offices, warehousing, manufacturing, and water quality and detention facilities. North to south the center is approximately 1.6 miles wide and east to west it is approximately 1.4 miles wide.

Map 5.4



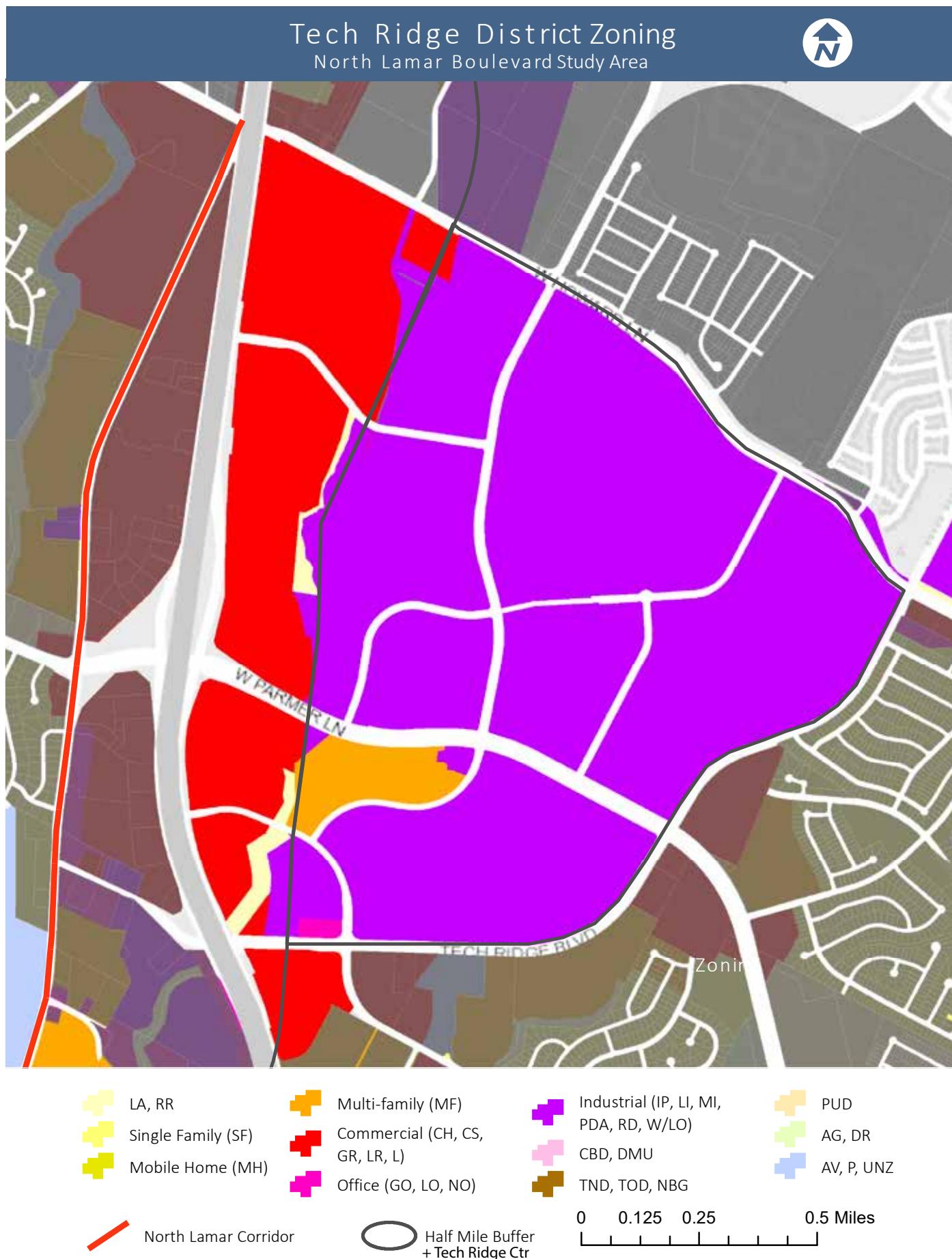
Map 5.5



The west and east sides of the center have different characters (see Map 5.5 Tech Ridge Center Land Use). The majority of the land in the western quarter of the center is zoned commercial, whereas the eastern three-quarters is mostly zoned industrial. Between Howard Lane and Parmer Lane, along IH-35, is the Shops at Tech Ridge shopping center. The conditional overlays (COs) for the commercially zoned properties generally prohibit uses with real or perceived negative characteristics such as Adult Oriented Businesses or Kennels, or those considered inappropriate for a commercial power center with a mile of IH-35 frontage. These include uses such as Equipment Repair or Sales Services, Custom Manufacturing, Agricultural Sales and Services, and Vehicle Storage. The CO for the CH-CO zoned property at the northeast corner of Parmer Lane and IH-35 limits building height to 120' and requires a traffic mitigation plan before a site plan can be released (see Map 5.6 Tech Ridge Activity Center Zoning Map).

In 1998, most of the eastern three-quarters of the Activity Center were rezoned Limited Industrial Services-Planned Development Area Combining District (LI-PDA). Some of this land was later rezoned to modify the terms of the PDA. The center's PDAs allow for a mix of multi-family, offices, warehousing, and manufacturing, much of which is already built or currently under construction. Much of this is under development as part of the Parmer development.

Map 5.6



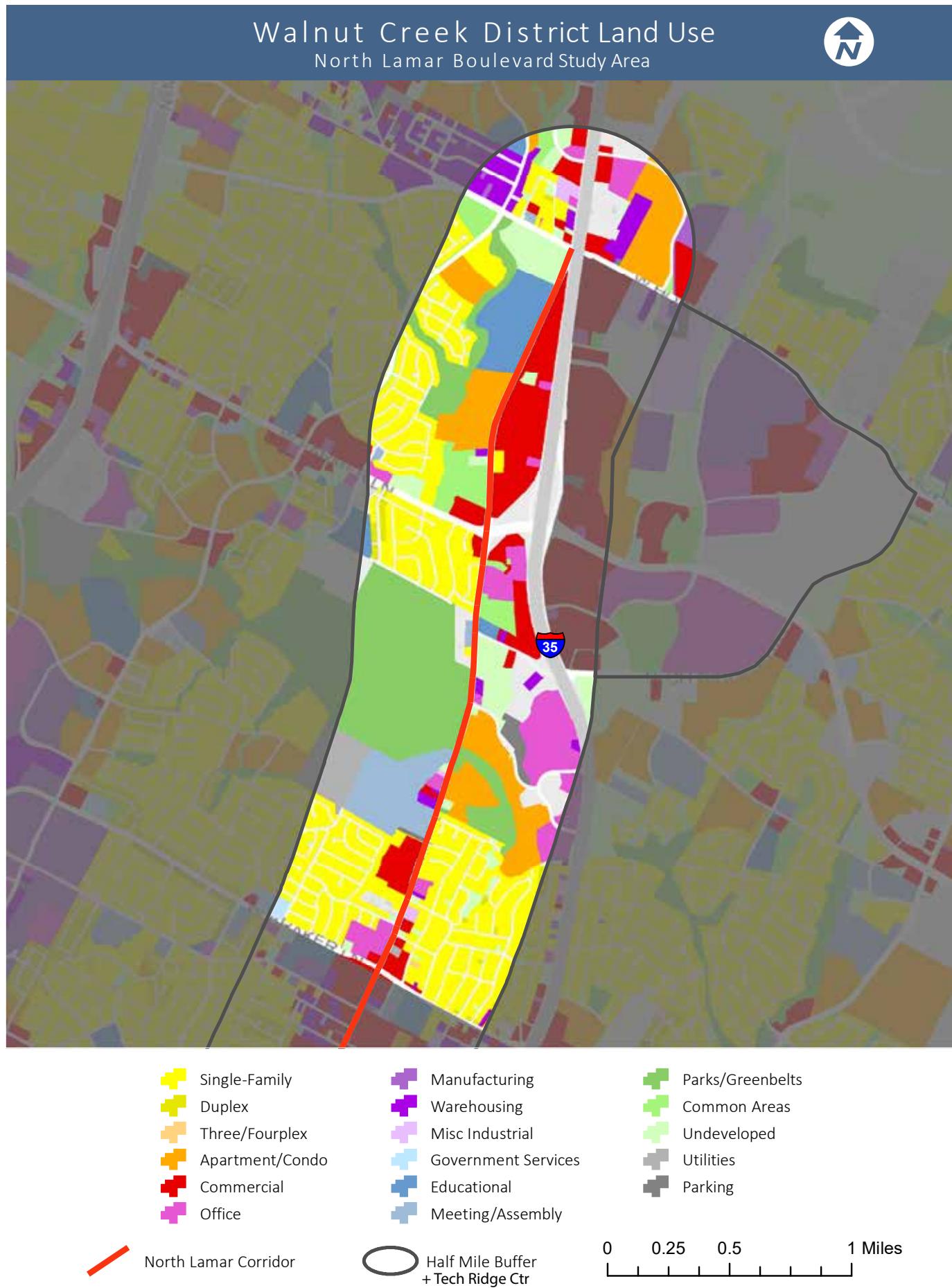
Walnut Creek District

The current character of this segment of North Lamar Boulevard was largely shaped by the *North Lamar Area Study* (see page 21 for a more detailed discussion). The resulting suburban landscape is not very walkable, bikable, or transit-supportive. North of Parmer Lane, there are a few development/redevelopment opportunities. South of Parmer Lane, extending to Walnut Creek, on developable parcels, the same drivable suburban development pattern is continuing. However, south of the creek, the zoning put in place to implement the findings of the area study as well as subsequent zone changes have had a restraining effect on development activity. See Map 5.7 Walnut Creek District map.

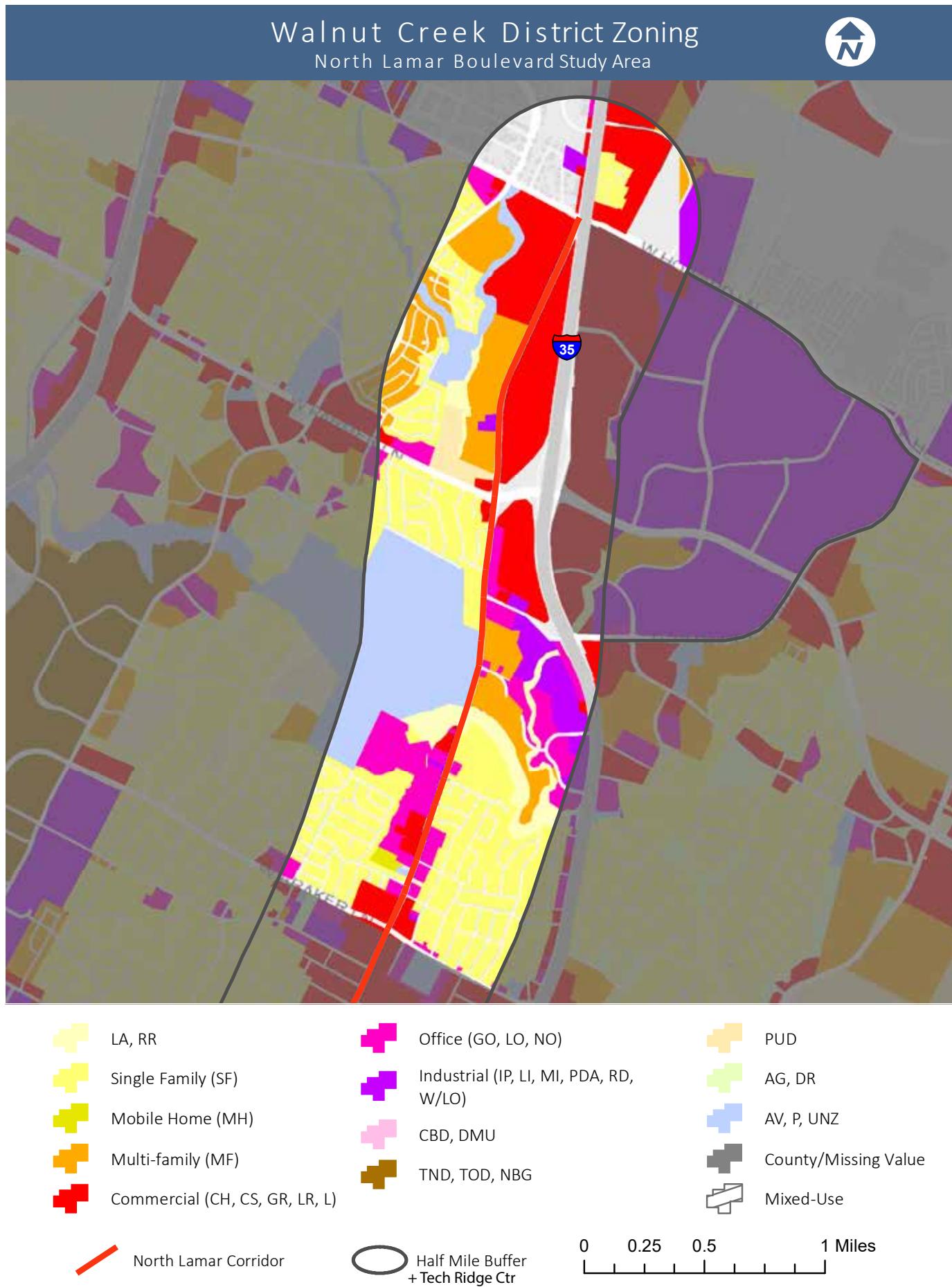
Map 5.7



Map 5.8



Map 5.9



Howard Lane to West Parmer Lane

This northernmost portion of the Walnut Creek District is the most developed. The east side of this segment of North Lamar Boulevard is dominated by the backside of a large freeway commercial shopping center as well as several other suburban-styled commercials uses. The west side is a mixed land use pattern of vacant land, Pflugerville ISD's John B. Connally High School, garden-styled apartment complexes, a warehouse, self-storage, several other suburban-styled commercials uses, and land set aside for flood control. The zoning along this segment of North Lamar Boulevard is mostly a mix of intensive commercial, multi-family, and PUD. The Rural Residential Zoning (RR) is designated for the area used for flood control.

Parmer Lane to Braker Lane

Along this segment of North Lamar Boulevard there are multiple land uses and land use trends that will affect the roadway's character. Beginning in the late 1990s there was a modest uptick in development, particularly nearer to Braker Lane. This decade, particularly over the past few years, the amount of development activity increased in the form of several garden-styled apartment complexes along the east side of the roadway north of Walnut Creek. It is worth noting that much of the new development over the past 30 years required zoning changes from the restrictive zoning put in place to implement the findings of the North Lamar Area Study. However, along much of the rest of this segment of North Lamar Boulevard, there has been little change since many of the commercial building were first constructed, particularly along the west side of the roadway between Walnut Creek and North Bend Drive.

Along the west side of the roadway, south of the River Oak Lake Estates neighborhood is the 290-acre Walnut Creek Metropolitan Park. While it is an amenity for the corridor, the approximately 2,000 linear feet of permanently undeveloped land fronting North Lamar Boulevard precludes active uses from ever being located along that portion of the roadway.

Along several sections of this segment of North Lamar Boulevard are single-family neighborhoods adjacent to the roadway. The properties backing up to North Lamar Boulevard create segments where the possibilities active uses is rendered unrealistic for the foreseeable future.

Perhaps the most interesting land use and zoning pattern along this segment of North Lamar Boulevard is the section between Walnut Creek and North Bend Drive. Many of the uses along this section are either nonconforming or illegal, particularly along the 11900 (Map 5.10) and 12000 (Map 5.11) blocks of North Lamar Boulevard. Collectively, this grouping of lots have seen little investment, although they have been the subjects of six different zoning cases. South of this collection there have been an additional eight zoning cases; however, with the exception of the North Austin Muslim Center

Map 5.10

Focus Area: 11900 & 12000 Blocks of Lamar
North Lamar Boulevard Study Area



North Lamar Corridor

0 75 150 300 Feet

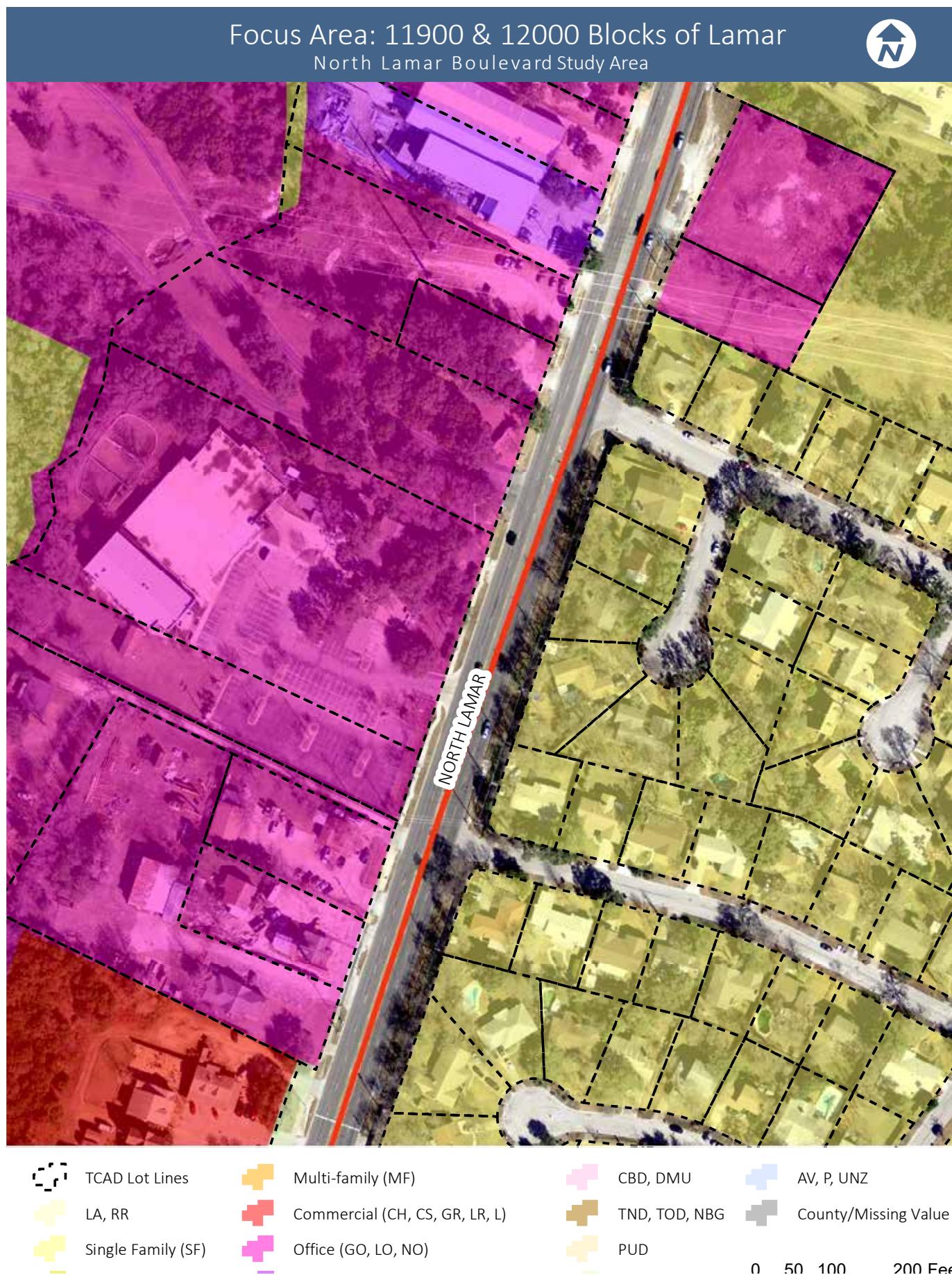
IMAGINE AUSTIN CENTERS AND CORRIDORS

and the Brentwood Oaks Church of Christ and its associated Brentwood Oaks Christian School there has been nominal investment. Opposite these sites, the east of the roadway has also been affected by similar factors; however, not to nearly to the same extent as the west side.

This segment of the roadway is also home to a diverse grouping of houses of worship located less than a mile from another:

- Thien Hau Temple
- Walnut Creek Baptist Church
- Vietnamese Unity Baptist Church
- Brentwood Oaks Church of Christ
- North Austin Muslim Community Center.

Map 5.11



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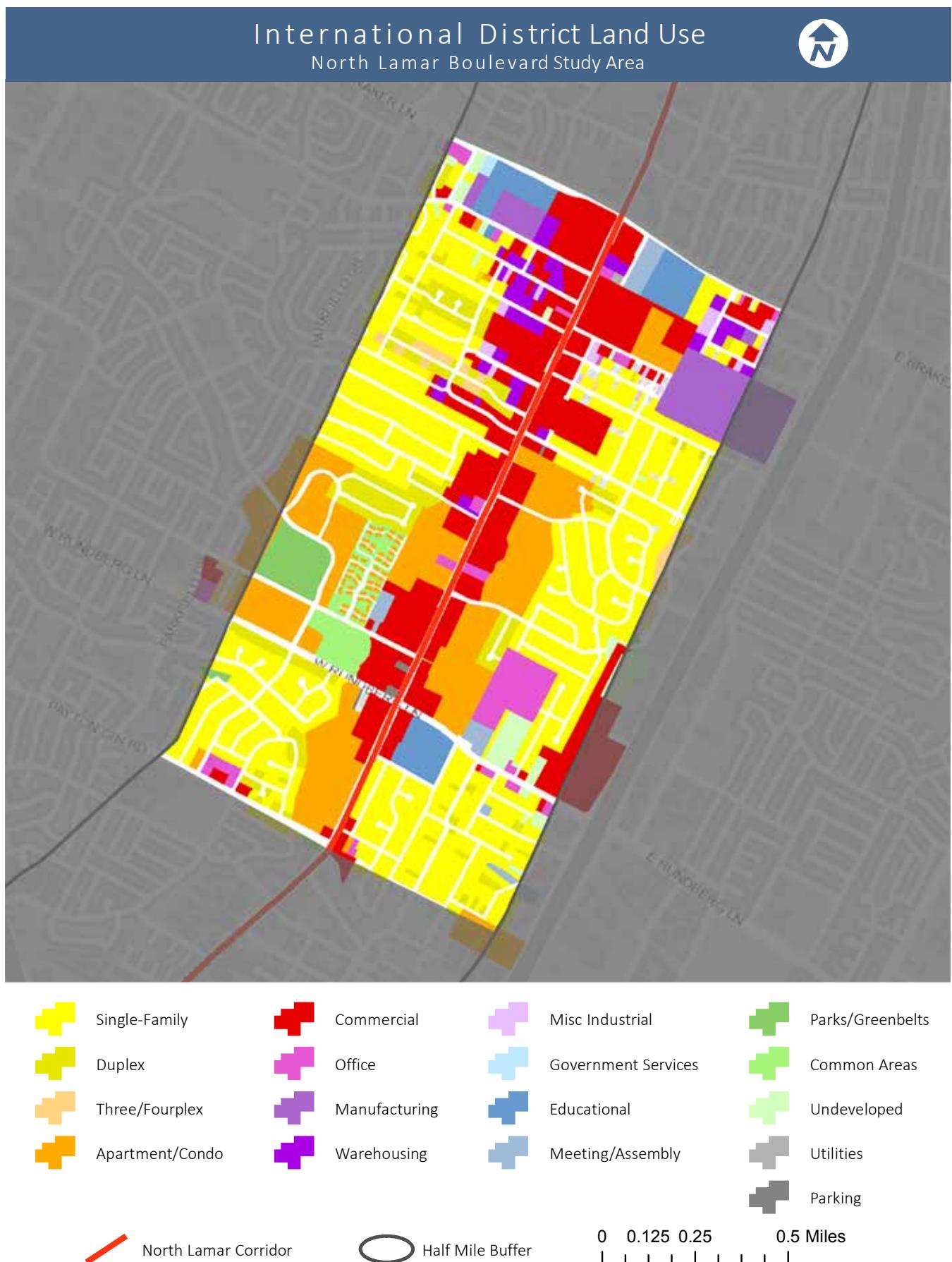
The International District

The International District extends from West Braker Lane to the intersection of Peyton Gin Road/Little Walnut Creek. This district is the most densely developed of the four districts and while there may be parcels that may be underutilized, none are undeveloped. However, what makes the district unique in all of Austin is the variety of businesses and the numerous businesses catering to Austin's increasingly diverse population.

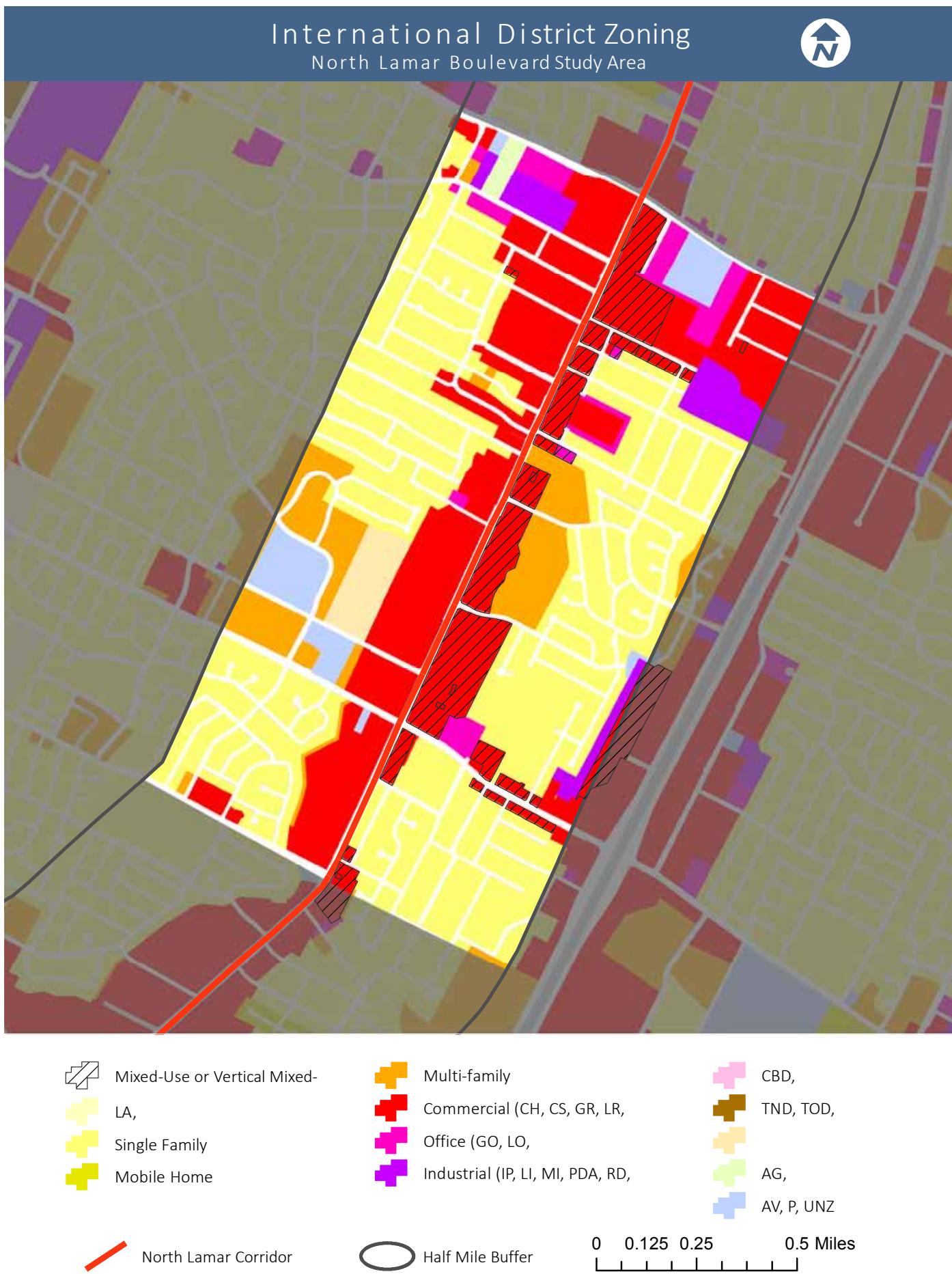
Map 5.12



Map 5.13



Map 5.14



The International District and the Industrial District to the south are within the boundaries of adopted neighborhood plans: the North Austin Civic Association Neighborhood Plan (NACNP) on the west and the North Lamar Combined Neighborhood Plan (NLCNP) on the east. Associated with the development of the plans were zoning cases to implement the plans' land use elements. These rezonings and the COs put in place as a result of the planning process were developed in a coordinated way to advance the plans' goals. This is in contrast to the negotiated rezonings and COs in the Walnut Creek District. For example, within the NLCNPA, there was a standard CO applied to almost every commercial property along North Lamar Boulevard that prohibited the following uses:

- Automotive repair services
- Automotive sales
- Automotive washing (of any type)
- Drive-in service as an accessory use to a commercial use
- Hotel-motel.

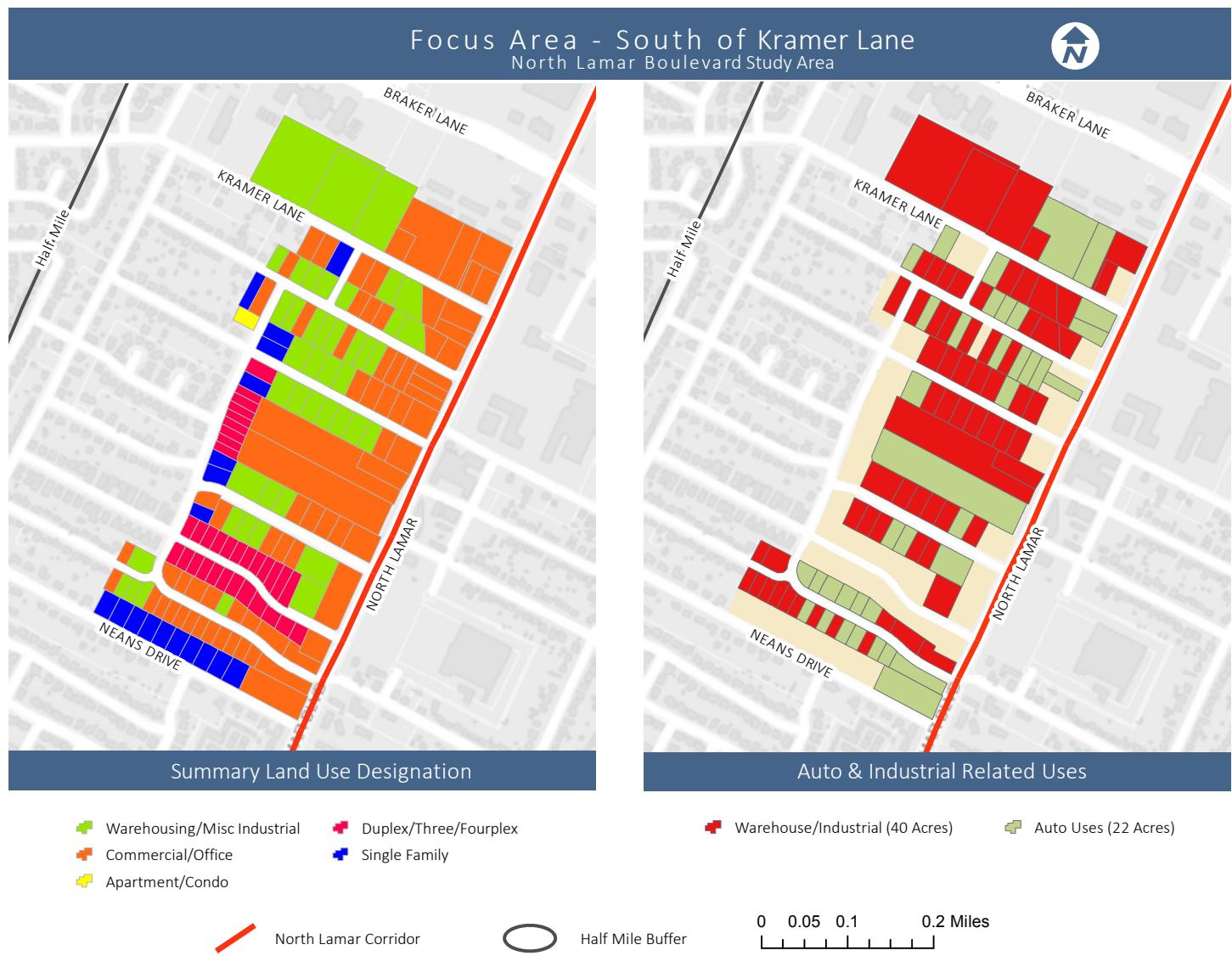
Braker Lane to Rundberg Lane

One of the most distinctive characteristics of the segment of the roadway is the approximately 60-acre intensive commercial area with a preponderance of automotive uses located between Kramer Lane and Sagebrush Drive (see Map 5.15). The properties fronting North Lamar Boulevard between Sagebrush and Ken Street contain a mix of commercial and automotive-related retail and services. South of Ken Street the mix and types of land uses begins to transition to multi-family, services, and retail. Between Rutland Drive and Rundberg Lane is a HEB grocery store. The zoning is a mix of CS and GR (Map 5.14) with an assortment of different conditional overlays. This portion of the North Lamar Boulevard study area is not covered by the NACNP.

The east side of North Lamar Boulevard, between Braker Lane and Rundberg Lane, is more retail-oriented than the west. The exception is the collection of automobile-related business between Ferguson Drive and East Grady Drive, although not nearly to the scale of the west side. Between Braker Lane and Applegate Drive there are two large commercial sites. The first is the +180,000 square foot Chinatown Center shopping center anchored by the 65,000 square foot MT Supermarket. The grocery store and other business in the shopping center target the Asian market. The second is Market Place Austin. Housed in a former 106,586 square foot Sam's Club building built in 1986, Market Place Austin is located on an approximately 13-acre site and is a large indoor market targeting the Hispanic market. South of the market the businesses include a large grouping of automobile-related retail, fast-food and sit-down restaurants, several small grocery stores, and a number of different retail establishments. Between Braker Lane and Applegate Drive the zoning is generally CS-V-CO-NP. Between Applegate Drive and Rundberg Lane it is GR-V-CO-NP.

IMAGINE AUSTIN CENTERS AND CORRIDORS

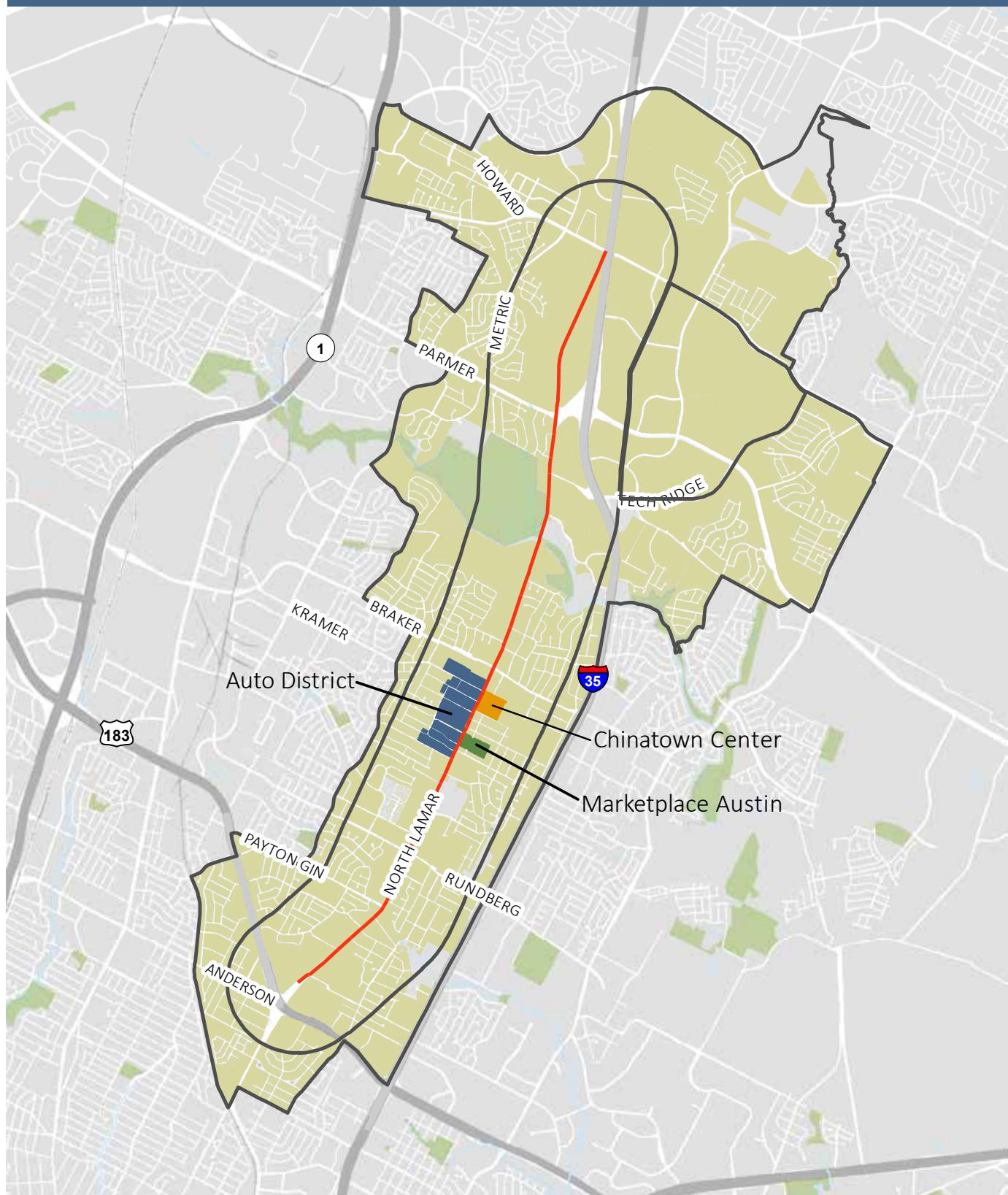
Map 5.15



Map 5.16

Auto District, Marketplace Austin & Chinatown Center

North Lamar Boulevard Study Area



North Lamar Corridor

Half Mile Buffer
+ Tech Ridge Ctr



35 Census Block Groups

0 0.25 0.5 1 Miles

IMAGINE AUSTIN CENTERS AND CORRIDORS

Rundberg Lane/Rutland Drive and Parkfield Drive

Extending a little more than a half mile west of North Lamar Boulevard and sandwiched between Rutland Drive and Rundberg lane this part of the study area contains a variety of land uses (Map 5.13). To the west of the HEB Grocery store is a P zoned parcel that Little Walnut Creek flows through and contains the North Austin Community Garden. West of this is a large apartment complex and a collection of four-plexes along Grouse Meadows Lane.

At the western end of the area, along Parkfield Drive is a small commercial district. Along the east side of the roadway is a convenience store, a carwash, a self-storage and rental truck business, and the Quail Creek Center business complex. Although built in 1981 and unlike the site of Market Place Austin (Map 5.16), this center's improvements are appraised for significantly more than is the land. This trend has continued since 2014, although the assessed value of the land more than doubled in 2016 from \$259,613 to \$593,000. On the opposite side of Parkfield is the approximately 60,000 square foot Quail Creek Plaza Shopping Center. Like the Quail Creek Center, this shopping center's improvements are a little more than double the assessed land value. Similarly, the Quail Creek Plaza's land value increased in 2016 by almost 30%.

Rundberg Lane to Peyton Gin Road/Little Walnut Creek

On the west side of North Lamar Boulevard between West Rundberg Lane and Peyton Gin Road the majority of property is zoned GR-NP. Along this segment the land uses include two shopping centers and three large garden-style apartment complexes.

On the east side of North Lamar Boulevard, south of West Rundberg Lane the intensely commercial character of the roadway begins to change. At the southeast corner of the intersection are several free-standing retail and fast food establishments. South of Cooper Drive to one lot short of Carpenter Avenue are the back yards of SF-3-NP zoned houses that front on Shepard Street. At the corner, there is a building housing a title company in a space that once housed a Chinese restaurant.

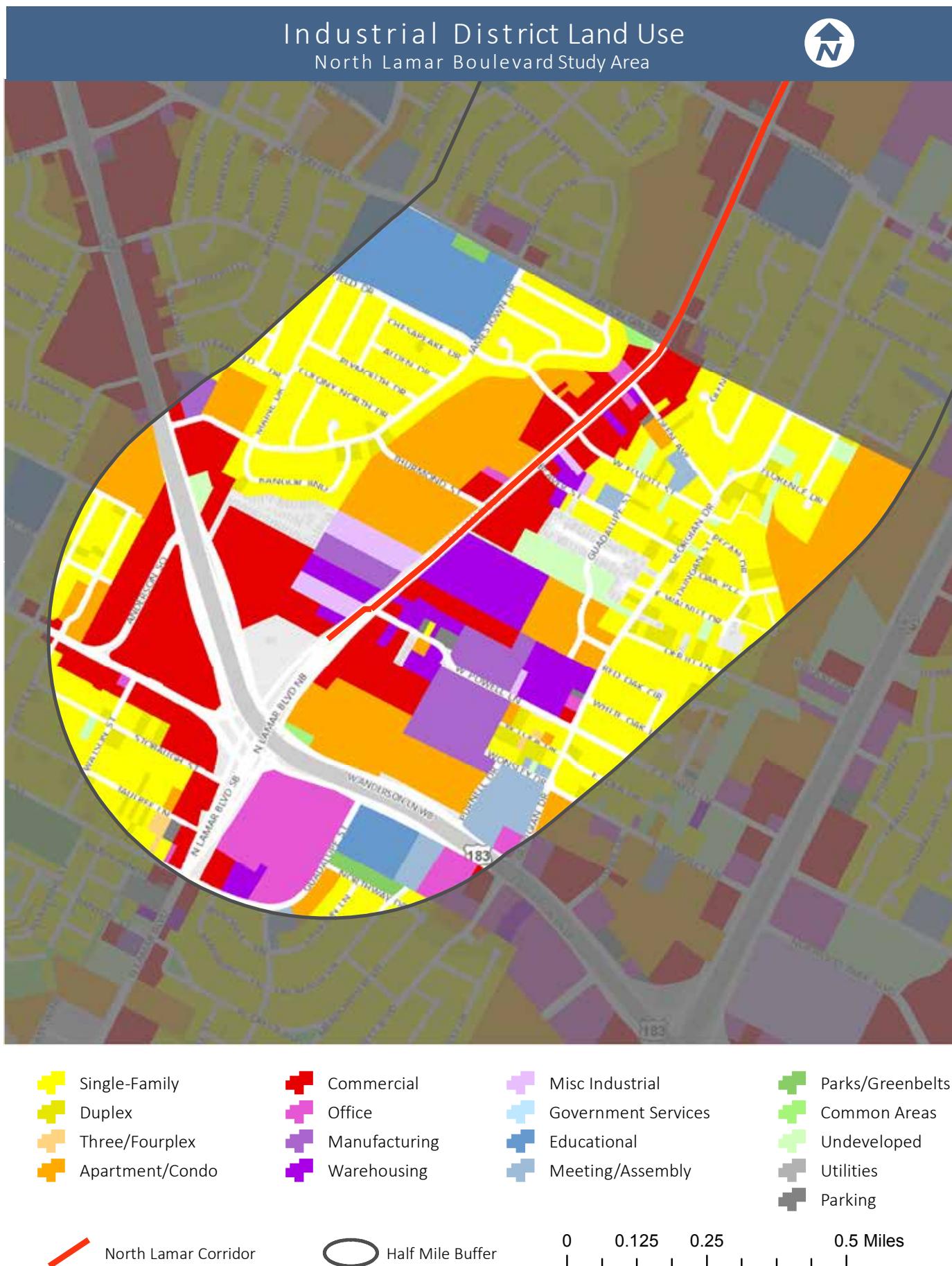
The Industrial District

South of the intersection with Peyton Gin Road/Little Walnut Creek the character of North Lamar Boulevard begins to transition away from the retail and service-oriented commercial character of the International District. Although still a commercial area, the Industrial District is less dense and the retail mix has more intensive commercial and industrial uses. While both sides of the roadway's segment have intensive commercial uses, industrial zoning (Map 5.19) is limited to the east of the corridor, especially near and along West Powell Lane.

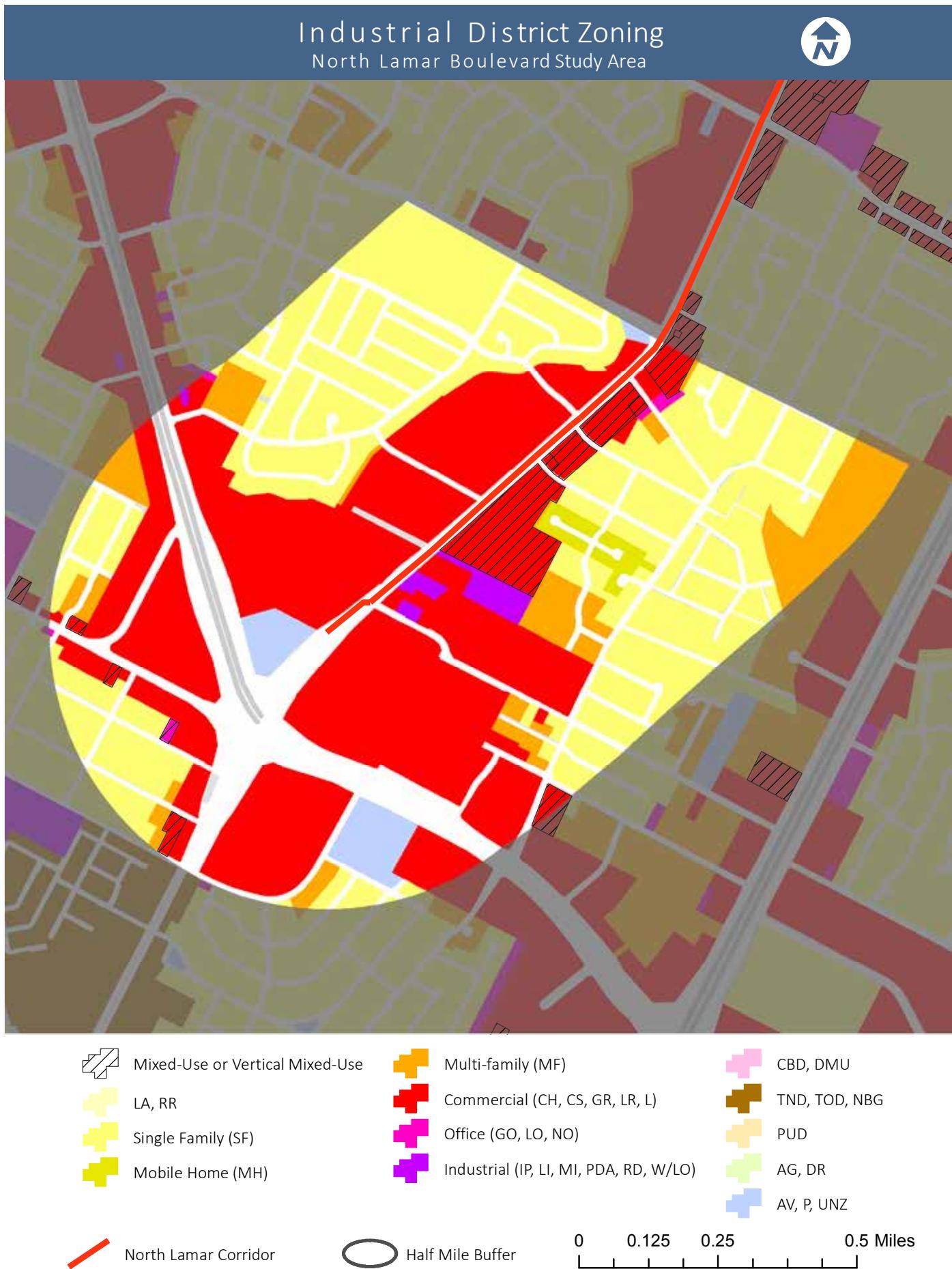
Map 5.17



Map 5.18



Map 5.19



IMAGINE AUSTIN CENTERS AND CORRIDORS

The types of land uses (Map 5.18) and businesses along the east side of the roadway include various automotive-related businesses, a propane supplier, self-storage, varied retail establishments, and construction sales and tradesperson offices. Many of these businesses have open yard storage of vehicles and materials. At the northeastern corner of North Lamar Boulevard and US 183 is the Santa Maria Village apartment complex. The zoning along this side of North Lamar Boulevard fairly intense base zones and different combining districts.

Along the west side of North Lamar Boulevard there is a more varied and generally less intensive land use pattern. The businesses along this segment include various retail outlets, fast food and sit-down restaurants, car washes, convenience stores, a dentist, four apartment complexes (this includes the Housing Authority of the City of Austin's Thurmond Heights Apartments), several warehouse/ commercial centers, and self-storage facilities. At the intersection of US 183 is Cap Metro's 6-acre North Lamar Transit Center on a P zoned parcel. The zoning included a mix of intensive commercial zones, but fewer combining districts than the east side.

DEVELOPMENT ACTIVITY

The majority of development activity since 2010 in the study area, in terms of new construction, has occurred in the Tech Ridge Activity Center and along North Lamar Boulevard in the Walnut Creek District. As stated earlier in this chapter, almost the entire activity center is developed or covered by an active site plan. Other than these two areas there has been very new construction in this decade.

A significant amount of development within Tech Ridge is due to the Parmer development “Parmer Austin.” Parmer Austin is a business park that encompasses hundreds of thousands of square feet of newly developed office space and much more underway and planned. Current tenants include industry 3M, Home Depot, GM, Allergan, Blue Apron, and Natera. The project is bounded by Howard Lane to the north, Harris Ridge to the east, Parmer Lane to the South and McAllen Pass on the west. This development could ultimately yield over 1,000,000 rentable square feet of office and flex space. The development also advertises two amenity spaces: Parmer Grove and Parmer Pond and Trails. Parmer Grove envisions food service, an open grass lawn, bocce ball, corn hole, screened table tennis, and a putting green. Parmer Pond and Trails is planned to include an 11-acre lake and space for dining, food trucks, paddle boarding, trails, and an amphitheater.

The IO at Tech Ridge Apartments located at 12600 McAllen Pass, situated east of IH-35, south of Parmer Lane, and north of West Canyon Ridge Drive, is a 351-unit apartment complex that halted in mid-construction in 2016 and has sat vacant, seemingly abandoned ever since. The property was auctioned off to Karlin Real Estate in 2018, the company behind the Parmer Austin development which is located across the street.

North of Walnut Creek, along the east side of North Lamar Boulevard there have been a number of apartments developed or under construction. These include the Walnut Creek Apartments and Limestone Canyon Apartments.

REDEVELOPMENT/DEVELOPMENT POTENTIAL

Introduction

While there are places in Austin where the built character has remained largely unchanged since the buildings were first built, there are many that have changed. Downtown, the Domain, East Austin between East 7th Street and East 4th Street, South Lamar Boulevard, and West Campus are very different places than they were at the turn of the 21st Century. The South Central Waterfront District, North Lamar Boulevard between 51st Street and Crestview Station, and South Congress Avenue south of Riverside Drive and South Congress near St. Elmo Road are also on the cusp of their own transformations. As part of a future North Lamar Boulevard planning process, it will be important to determine where the corridor falls on this continuum.

Methodology

For the North Lamar Boulevard development/redevelopment analysis, staff developed a basic geographic information system (GIS) model that employed available datasets. The process included several steps designed to identify sites along the corridor that may be subject to redevelopment pressure. (Map 5.20)

Exclude civic and institutional land uses: The focus of the analysis was on properties falling within $\frac{1}{2}$ mile of North Lamar Boulevard or the Tech Ridge Activity center (a total of 13,745 parcels are listed in 2018 City of Austin Land Database). Because of this scope, this area would also include a sizable number of institutional and civic land uses which are less likely to be suitable for major commercial redevelopment. As such, a number of them (totaling 453 parcels) were excluded from the analysis:

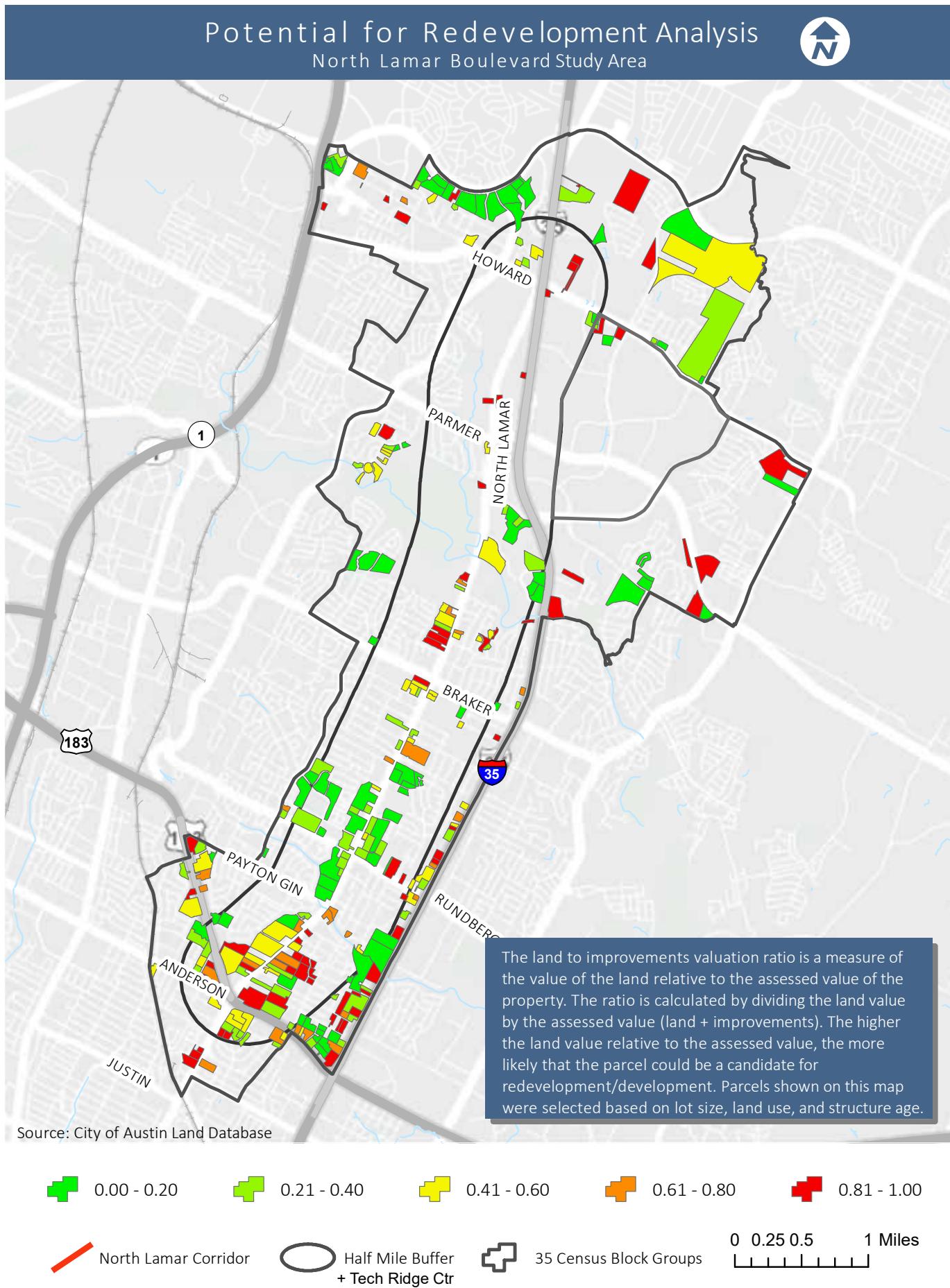
- Civic uses such as houses of worship/cemeteries
- Utilities.
- Parks/Greenbelts
- Educational uses
- Cultural Services
- Government uses
- Hospitals
- Railroad facilities/Transportation Facilities

The remaining uses were considered potential development/redevelopment candidate included (totaling 2,292 parcels):

- Mobile homes
- Offices
- Agriculture
- Residential Uses
- Industrial/Manufacturing/Warehousing
- Commercial/Mixed-Use
- Undeveloped parcels
- Apartment/Condo
- Parking

Exclude all parcels below one acre: This parcel size was selected based on the assumption that due to the current development regulations, redevelopment on sites much smaller than this would not meet all of the requirements and still be economically viable. An additional 12,670 parcels were excluded, leaving 622 parcels over 1 acre.

Map 5.20



Exclude parcels with buildings constructed after 1989: This date would include sites with buildings that are 30 years and older. This step assumed building newer than 30 years would not be redevelopment candidates. An additional 338 parcels were excluded, leaving 284 parcels constructed before 1990.

Calculate Land to Improvements Value Ratio: The land to improvements valuation ratio is a measure of the value of the land relative to the assessed value of the property which includes the value of the land plus the improvements on the land (buildings, paved areas, landscaping, etc). The ratio is calculated by dividing the land value by the assessed value (land + improvements). The higher the land value is relative to the assessed value, the more likely that the parcel could be a candidate for redevelopment/development. This ratio is expressed in a 0.00 to 1.00 score. The greater the number, the greater likelihood that the parcel could be a redevelopment/development candidate.

Exception: A 0.5 ratio means that the land and the improvements are equal in value. Similarly priced low cost land and low cost improvements as well as similarly priced high cost land & high cost improvements will result in a 0.5 ratio. The ratio should always be taken as one of many indicators, but in particular as it approaches 0.5, other factors such as the actual valuations and local market conditions should be taken into consideration among other factors.

Findings

At the beginning of this analysis, there were 13,745 parcels within the 35 census block groups being considered. The process of removing parcels that are less likely to redevelop due to their land use designation, parcel size (under 1 acre), and year built (before 1990) resulted in 284 remaining parcels that are potential candidates for redevelopment based on these factors. For the purposes of this analysis, the land to improvement ratio was calculated for the 284 remaining properties and the distribution of ratios was divided into four groupings with a fifth group for parcels with missing data. Of the four groups scores the bottom two (0.01-0.2 [green] and 0.21-40 [light green]) are not considered likely redevelopment/development candidates at this time (see Map 5.20 Land to Improvement Ratio). Properties with a redevelopment ratio of more than .61 are facing more redevelopment pressure than parcels below this figure. The land to improvement ratio is one indicator but should be taken into consideration with many other factors to assess true redevelopment potential.

PLANNING IMPLICATIONS

Across the almost six miles of the North Lamar Boulevard study area, the built and natural environments' characters change as one travels north to south. These the study area's variable conditions present a number of implications for planning.

Tech Ridge

The Tech Ridge Activity Center could soon be approaching buildout. The majority of parcels are developed or are covered by approved site plans. Since the development is relatively recent and ongoing, there are limited redevelopment opportunities (Map 5.4). Planning-related activities for the center would likely focus on improving the pedestrian and bicycling environment as well as possible urban design interventions. The exception to this is the land surrounding the Capital Metro Tech Ridge Park and Ride (northern terminus for the MetroRapid 801 route) owned by the transportation authority. The two parcels constitute approximately 36 acres (8 to 10 acres is currently used for the park and ride) while the rest are undeveloped or used for water quality/detention. This site could provide an opportunity for transit oriented development (TOD).

Walnut Creek District

The opportunities along this section of the Walnut Creek District for future land use changes are fairly limited. Along Howard Lane between Metric Boulevard and North Lamar Boulevard Howard Lane there is a 12-acre undeveloped parcel with CS-CO and GR zoning(Map 5.9). Although the site has 100-year flood plain along the western edge, were it to be developed under these entitlements and based on its location in the city, the result would likely be similar to recent commercial development in the area. Apartments could be constructed if the owner successfully seeks a zoning change. This is further reinforced by the 1,901 students at the John B Connally High School. (<https://www.usnews.com/education/best-high-schools/texas/districts/pflugerville-independent-school-district/john-b-connally-high-school-19698>)

Parmer to Braker Lane (Walnut Creek District)

Along the east side of North Lamar Boulevard between West Parmer Lane and Walnut Creek the majority of the land is developed, under development, or has an active site plan. Consequently, there are few opportunities for any future planning process to identify opportunities to address pressing citywide issues such as housing besides the recently developed apartments.

Most of the land use and zoning issues along this segment of North Lamar Boulevard are related to the North Lamar Area Study and the associated rezonings from the mid-1980s and mostly affect a segment of the roadway between Walnut Creek and North Bend Street/Scurry Street. Both sides of North Lamar Boulevard were affected by these rezoning; however, the majority of the land affected is on the west side. Although North Lamar Boulevard is

a roadway of regional significance, there has been very little private sector investment between the creek and Scurry Street. The collection of land uses, lack of sidewalks, the roadway's wide right-of-way, and a posted speed of 50 MPH contribute to creating a character more reminiscent of a highway on the urban fringes, rather than one located well within the city limits.

As mentioned earlier, the North Lamar Area Study put in place a regulatory environment that likely suppressed investment along this segment. It also created nonconforming uses. Subsequent zoning changes seeking to "right-zone" the properties or to bring them into conformance resulted in restrictive conditional overlays and restrictive covenants (used to control development-related standards that cannot be regulated through zoning) that have likely contributed to the generally lackluster business environment along this segment. As these overlays and restrictive covenants are often the result of negotiations between property owners and nearby stakeholder groups such as neighborhood associations, there is likely a constituency that supports limiting change along this segments of the roadway. This is significant because there are numerous parcels that could be candidates for residential or commercial redevelopment. See the Redevelopment Potential analysis beginning on page 81.

The variety of the houses of worship along this segment of North Lamar Boulevard is indicative of the study area's diversity. This diversity will require new and creative outreach solutions to capture the input from the different groups living, engaging in commerce, receiving services, and visiting the corridor.

International District

From a land use perspective this segment of North Lamar presents multiple issues. The +60-acre heavy commercial area presents a host of challenges (Map 5.15). This area is a source for significant amount of jobs, goods, and services and home to a large assortment of small businesses. It is also adjacent to a rapid bus station on the 801 Line. This proximity raises several planning-related questions: "Is this type of transit facility appropriately sited next to so many automotive-related businesses?" If not appropriate, what strategies could be developed to foster a different, more transit-compatible land use pattern? Additionally, how is the Strategic Housing Blueprint's goal of locating housing along and near activity corridors reconciled with the potential displacement of these businesses and the loss of economic activity should any future planning process indicate that housing is the more appropriate use? This will be an issue for all of the commercially and industrially-zoned sites between Braker Lane and US 183.

The Market Place Austin site is another area that could affect future planning processes (Map 5.16). Unlike the automobile-heavy commercial area, this is one parcel under a single ownership. Additionally, the value of the site has

dramatically increased since 2014. In the five years between 2014 and 2018, the assessed value of the site has increased by 58% and the land value has increased 73%. Additionally, for tax year 2018, the improvements on the site are just 18% of the total value as compared to 46% in 2014. This marked increase in values over the five-year period, the improvement's demising share of the total value, and the commensurate increase in property taxes point to a site that could be a prime candidate for redevelopment in the future.

Rundberg Lane/Rutland Drive and Parkfield Drive

Based on the land value relative to that of the improvements on the site, it is unlikely that Quail Creek Plaza or Quail Creek Center will be redevelopment candidates in the foreseeable future (Map 5.20). This portion of the study area contains significant numbers of market-rate affordable units and strategies to preserve the affordability will likely be central to planning discussions. The cluster of commercial uses along Parkfield Drive could evolve into a small transit hub feeding high-capacity lines along North Lamar Boulevard and a future planning process may identify mobility improvements and urban design interventions that could make this a more pedestrian-friendly part of the study area.

Rundberg Lane to Peyton Gin Road/Little Walnut Creek

This segment of North Lamar Boulevard offers several challenging implications for any future planning process. Chief among these are:

- How to preserve and balance the vibrant mercantile character of the area with the Austin's Strategic Housing Blueprint call for more housing along and near Activity Corridors?
- The necessity of preserving market rate multi-family units.
- The conceivable "domino effect" of redevelopment—particularly of large sites—and the potential change in the area's social and built character.
- The need to create a land use pattern to facilitate increased transit ridership.

Stemming from the North Lamar Combined Neighborhood Plan process, the east side of the roadway has the lot depth and appropriate entitlements (the Vertical Mixed Use Overlay) to foster a more transit-supportive built environment. Additionally, the apartments along or close to the corridor were not rezoned as part of the planning process (Map 5.14). This is in contrast to the western side covered by the North Austin Civic Association Neighborhood Plan. The NACANP's associated rezoning case made no significant base zoning changes to foster a more transit-supportive environment. A challenge of any future corridor planning process will be to develop a set of land use and capital improvement recommendations that addresses the existing retail environment,

the commercially-zoned apartment complexes, and fosters a more transit-supportive environment. Another significant challenge will be the community conversation about the proliferation of automotive-related businesses along a corridor served by high-capacity transit service.

The Industrial District

The opposite sides of this segment of North Lamar Boulevard provide different challenges for a future planning process. Along the east side, the intensive commercial/industrial character is supported by the current zoning and appears to be economically healthy commercial area (Map 5.19). Similar to the large, intensive commercial area in the International District, the question for the a future planning process to answer will be, “Are these types of uses appropriate for corridor served by high-capacity transit?” As any future planning process progresses, it should consider the value these types of businesses bring to the overall economic health of the city and as these types of places shrink or replaced in other parts of Austin, should we actively preserve them. The west side’s issues mirror some of those on east; however, the more significant issue are the commercially-zoned apartment complexes. Future planning process discussions regarding these complexes should focus on whether to “right-zone” them to the appropriate multi-family district or should the entitlements be increased to allow redevelopment of these sites.



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6. COMMERCIAL LANDSCAPE

Commercial Mix- Land Uses

According to the 2016 Land Database, the North Lamar Boulevard study area has 531 parcels designated as Commercial land use, 26 parcels as Manufacturing, 64 parcels as Industrial, 90 parcels as Agricultural, 126 parcels as Office, 251 parcels as Warehousing and 1 parcel as Mixed-Use, totaling 1,089 parcels (see Table 6.1). The 531 commercial parcels in the study area represent 10.4% of all commercial parcels in the City of Austin (5,096). Other notable land uses in the study area include Industrial and Warehousing. Twenty-four percent of citywide Industrial parcels and 21% of citywide Warehousing parcels are located in the North Lamar Boulevard study area.

Table 6.1

Commercial Mix	
Land Use Designation	North Lamar Study Area
Commercial	531 parcels
Industrial	64 parcels
Agriculture	90 parcels
Office	126 parcels
Mixed Use	1 parcel
Warehousing	251 parcels
Manufacturing	26 parcels

¹

Retail Sales and Businesses

According to 2017 US Census estimates, the North Lamar Boulevard study area contains 8% of the City's retail businesses (597 of 7,506 citywide retail businesses) and 6.63% of total City of Austin retail sales (\$1.2 billion of citywide \$18.3 billion in retail sales).

Retail establishments with the most sales in the study area mirror those of the City of Austin: Vehicle and Parts Dealers, Food and Beverage Stores, Grocery Stores, Auto Dealers, and Food Service/Drinking Places. North Lamar and the City of Austin have a similar mix of businesses as well. Most businesses, in both the City and the study area, are Food Service/Drinking Places, Restaurants/Other Eating Places, Food and Beverage Stores, Clothing/Accessories Stores, Vehicle and Parts Dealers and Grocery Stores.

Table 6.3 shows North Lamar sales and Table 6.2 shows North Lamar businesses as a proportion of all City sales and businesses. For example, 23.4% of all Auto Part/Accessory/Tire businesses in Austin and 22% of Auto Part/Accessory/Tire sales in Austin are located in the North Lamar study area, showing the relative strength of auto -related services and products in the study area when compared to the rest of the City.

Table 6.2

Count of Businesses	
Business Category	North Lamar Study Area
Auto Part/Accessory/Tire Stores	40
Vehicle and Parts Dealers	82
Auto Dealers	38
Vending Machine Operators	2
Building Materials/Supplies	32

2

Table 6.3

Retail Sales Revenue	
Business Category	North Lamar Study Area
Auto Part/Accessory/Tire Stores	45,722,653
Vending Machine Operators	1,262,769
Office Supply/Gift Stores	29,897,499
Lawn/Garden Equip/Supply	2,964,502
Dept Stores excluding Leased Depts	144,469,457

3

Employment Sectors

The North Lamar Boulevard study area contains 8% of the City's 2017 +16 years of age employment base. The 2017 estimated unemployment rate in the study area is higher (5.05%) than the unemployment rate for the Austin-Round Rock-San Marcos Metropolitan Statistical Area as a whole (2.7% for November 2018).

A general count of employment by industry indicates that North Lamar and the City of Austin share accommodation/food services, retail trade, and health care as their top employment industries. However, they differ in that North Lamar has construction and manufacturing in its top five while the City has professional and tech services and educational services.

Figure 6.1 illustrates the study area industry employment compared to the City of Austin. North Lamar has relative strengths in construction, transportation, waste management, and manufacturing employment sectors.

Largest Employers

Employers with more than 100 workers in the study area employ approximately 6,600 people. Table 6.4 lists those employers by Category and Type.

2 2017 ESRI Business Analyst

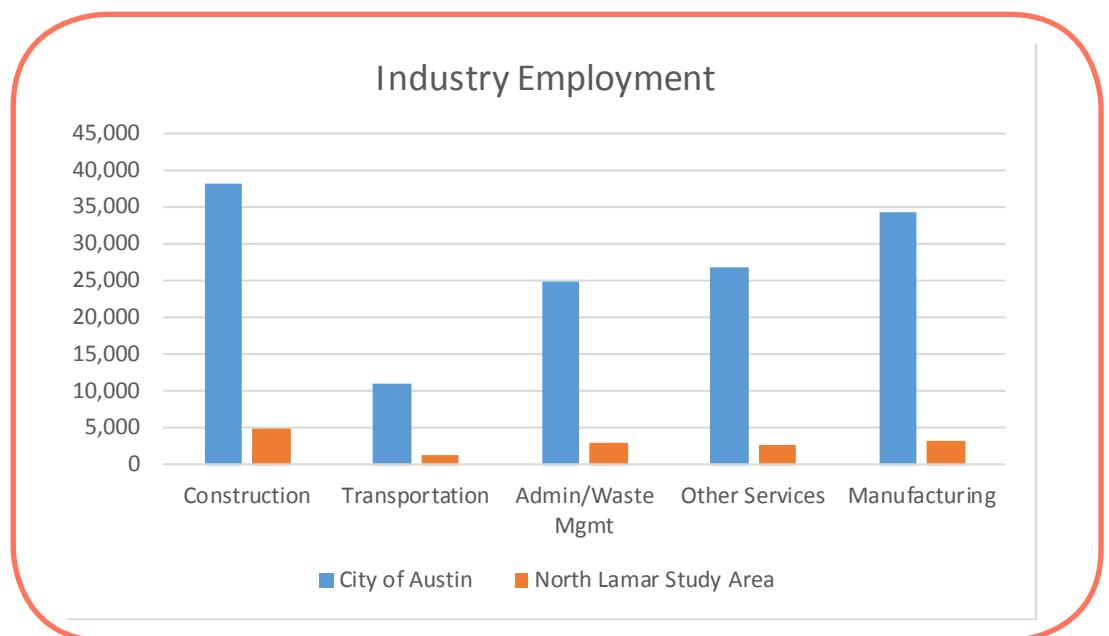
3 2017 ESRI Business Analyst

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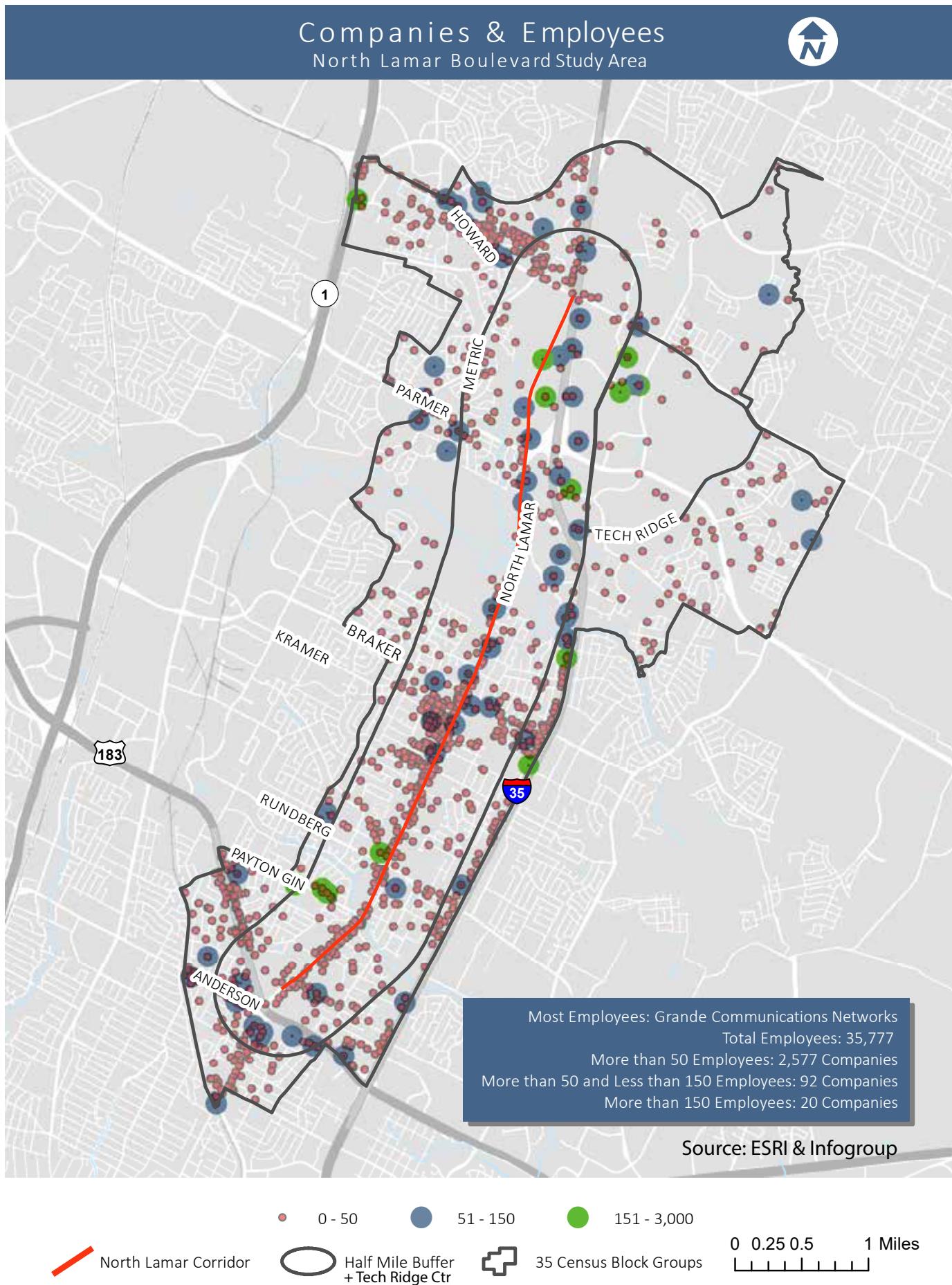
Table 6.4

North Lamar Study Area Employers		
Business Category	Employees	Type
General Motors	1,600	IT innovation center, vehicle applications
Dynamic Manufacturing Solutions	800	Manufacturing and engineering
Rackspace	600	Managed hosting services
Pearson Assessments	600	Test design, scoring, & packaging center
Yodle	535	Online marketing technology & services
The Home Depot Technology Center	500	Corporate tech and data center
HID Global	400	World Headquarters - Secure Identity Services
Marco Fine Arts	300	Art reproductions and custom finishings
Interactions Corp.	300	Business and technology services
Wincor Nixdorf	250	Technology
Allergan	250	Pharmaceuticals
US Farathane	228	Manufacturing - Plastic injection molding
Ultra Clean	130	Semiconductor Manufacturing
Virtex Assembly Services	105	Electronics Manufacturing
Natera	50	Genetic testing and diagnostics (call center)
Retro Studios (Nintendo)	50-150	Software/Gaming

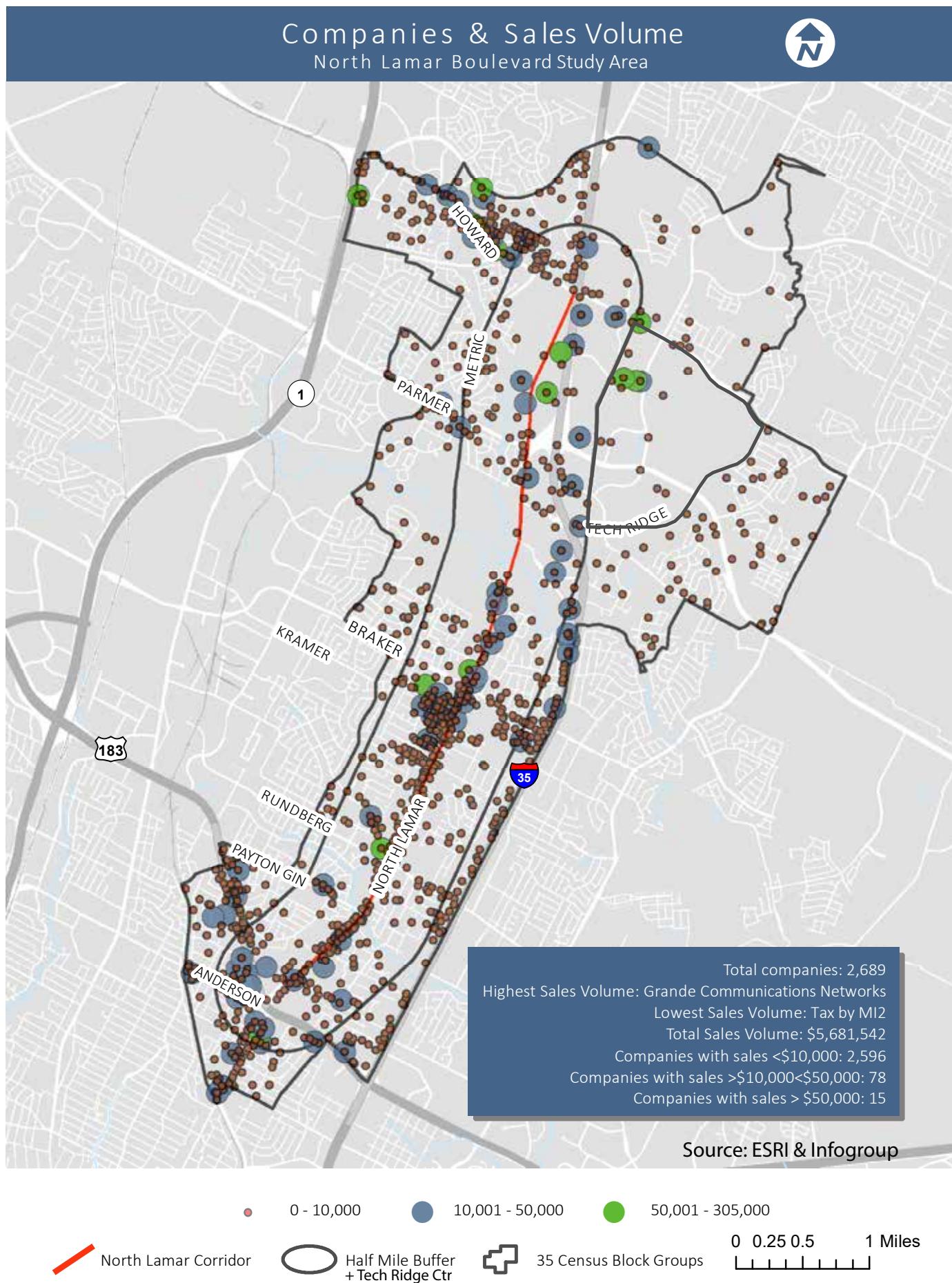
Figure 6.1



Map 6.1



Map 6.2



The 2016 City of Austin Land Database includes employment estimates for some of the major retail centers within the North Lamar Boulevard study area. These include the Shops at Tech Ridge (500 employees), Tech Ridge Center (450 employees, including HEB), and Walmart Supercenter (280 employees). Other major retailers in the study area for which employment figures are not available include: HEB at Rundberg Lane, Lowes Home Improvement, Home Depot Store, Kohls Department Store, CarMax, and Goodwill Central Texas Scofield Store.

The study area also contains many small businesses employing hundreds of people. The American City Business Journal and Austin Business Journal reported that 35.1% of 2013 local private sector jobs in the Austin metro area were generated by small businesses—defined as a company with one to 99 employees.⁴

International District

North Lamar Boulevard between Payton Gin Road and Braker Lane is a vibrant commercial district with the highest density of housing units and population in the study area, the greatest access to transit, and the commercial hub of the corridor. In addition to two major grocery stores—HEB at Rundberg Lane and MT Supermarket at Kramer Lane in the China Town shopping center—this section of the study area has an abundance of small international grocery stores. It also has approximately 45 restaurants and 15 mobile food vendors representing the cuisines of from countries as diverse as El Salvador, Cuba, Nigeria, Pakistan, India, Mexico, China, Vietnam, and Korea. The diversity of the corridor's eateries and other businesses bring credence to the notion that it is Austin's "International Main Street." The census tracts that are most vulnerable to future gentrification are located between US 183 and West Braker Lane. This section also has the highest density of housing units and population, the most access to transit, and is the commercial hub of the corridor (see page 98, Housing section).

What are the implications for planning?

The commercial data provides several implications for any future planning process:

- As an Imagine Austin Activity Corridor, North Lamar Boulevard presents an opportunity to connect people across Austin to commercial services and employers on one of the city's most connected roadways.
- Within the North Lamar Boulevard study area is a diverse mix of businesses, including many international food businesses, grocery stores, as well as auto-related products and services. The study area is also thriving with small to medium sized businesses. The future planning process will need to assess the needs of small businesses and develop

⁴ The report resulted from a review of the nation's 106 largest metros and used data from the U.S. Census Bureau, the U.S. Bureau of Labor Statistics and the U.S. Bureau of Economic Analysis (<https://www.bizjournals.com/austin/news/2016/04/29/reportaustin-no-1-for-small-business.html>).

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strategies to preserve the area's diversity.

- One quarter of Austin's industrial uses and a fifth of all warehousing uses are located within the study area. As these uses get squeezed out of other parts of the city, it raises questions. How can the future planning process address the need to preserve these uses within the city limits while also accommodating the housing goals in the Strategic Housing Blueprint? How can these uses be reconciled along a corridor that currently and in the future will be served by high-capacity transit?
- The study area's major employers employ approximately 6,600 workers. There is also new and planned office/commercial/industrial space at the Parmer development in the Tech Ridge District being marketed to new companies. The future planning process will need to recommend strategies on how to enhance employment opportunities for residents and connect current/future employers to residents, and employees to housing and transportation options.
- Although the corridor is an urban environment lacking undeveloped land, the aging buildings provide a mix of opportunities for preservation and redevelopment. The future planning process' recommendations will need to balance redevelopment, preservation, and retaining the economic vitality and diversity of the commercial district.
- A future planning process can result in recommendations to improve access to businesses along the corridor and identify what are the major challenges and issues to commercial stakeholders both large employers, small businesses, and workers.
- The availability of transit provides reasonable access to products, services and employment opportunities for area residents living near North Lamar Boulevard, however, the area is not very conducive to walking or biking. Safe access along the corridor is more problematic due limited safe crossings and an abundance of driveways. Improving access in the study area will require transportation solutions. The network connecting establishments can be improved by providing additional sidewalk connectivity, safe crossings, bicycle lanes and transit options.



7. HOUSING

Housing Unit Mix

The 35 Census block groups surrounding North Lamar Boulevard between US 183 and Howard Lane contain 8% of the City's housing units—33,209 housing units of all types (US Census 2017 Estimate).

According to the 2016 Land Database, the study area has 10,369 properties designated as Single Family land use, 773 duplexes, 308 apartment/condos, 118 Triplexes/Fourplexes, 94 Mobile Homes, and 2 retirement communities. There are 29,911 total dwelling units for these land uses, not including the retirement communities. The study area is an urban environment with approximately 4% of the land identified as undeveloped (2016 Land Database).

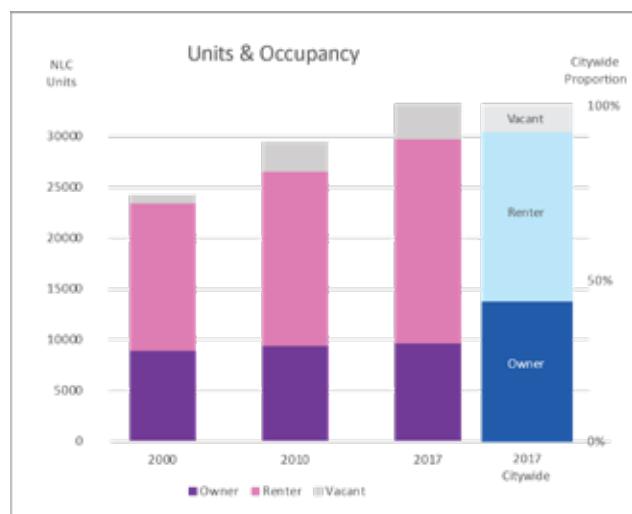
Housing Unit Types

Single-Family houses account for 44% of dwelling units citywide but only 35% of units in the study area. There are roughly the same proportion of duplexes, triplexes, fourplexes, and mobile homes as citywide, but a larger number of apartment/condo dwelling units in the study area. The North Lamar Boulevard study area has a higher proportion of multi-family units (62%) than the City of Austin overall (54%).

Housing Occupancy and Tenure

In the late 1970s and early 1980s, a large number of apartment complexes were constructed in the study area. As a result, most of the dwelling units in the corridor are rental. Renter occupancy is 61% of the total occupied housing, higher than the citywide percentage of 54%. Owner-occupied housing units represent 29% of housing units in the study area as compared to 39% of housing units citywide. Most study area residents live in rental units, and have moved into the corridor recently, as shown in the chart below.

Figure 7.1



Source: 2016 American Community Survey

Map 7.1

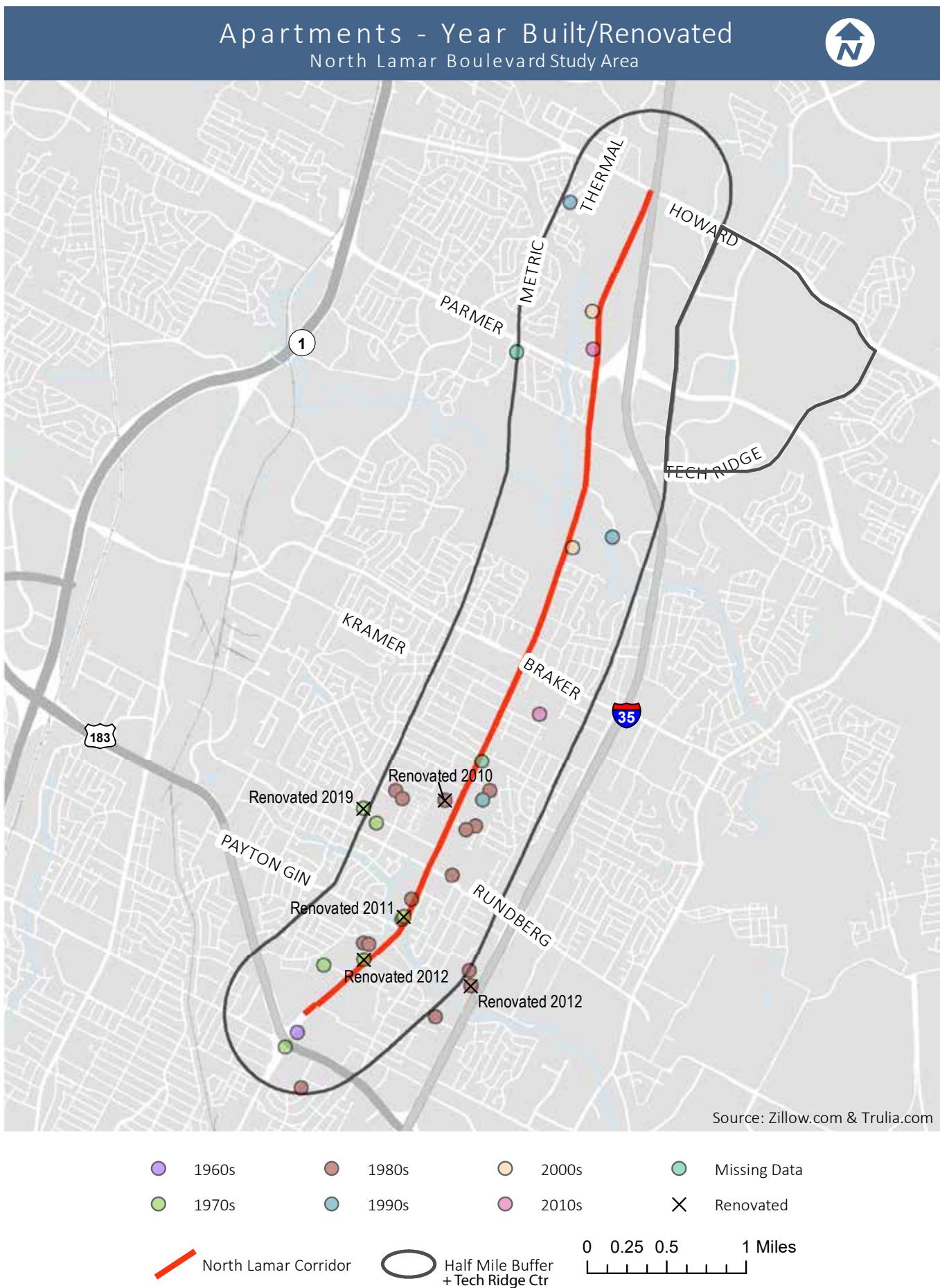
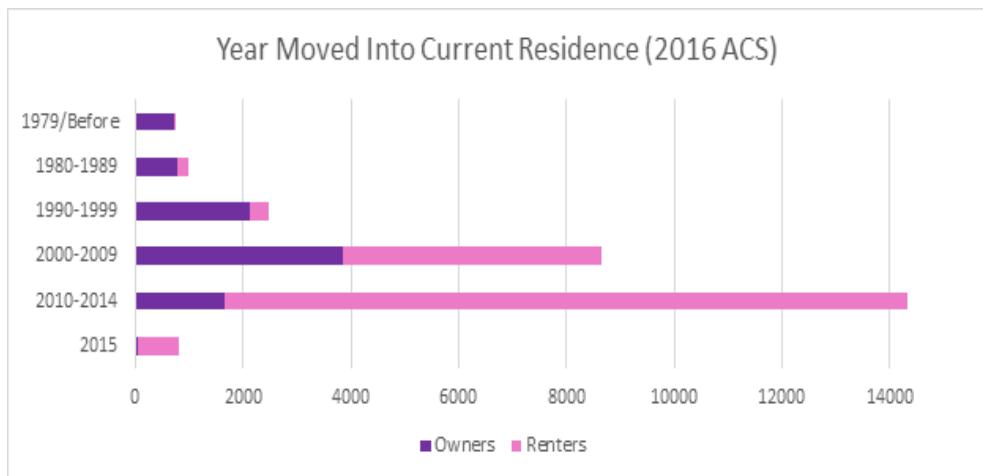


Figure 7.2



Source: 2016 American Community Survey

According to US Census estimates for 2000 through 2010, the number of owner and renter-occupied housing units in the study area and Austin have increased at different rates. In the study area, renter-occupancy is growing at a greater pace than home ownership. From 2000-2010 the rate of renter-occupancy increased by 19% (14,463 to 17,144) and 18% between 2010-2017 (17,144 to 20,160). By comparison owner-occupancy in the study area grew by only 5% (8,935 to 9,395) and 2% (9,395 to 9,600) respectively over the same periods.

The City of Austin as a whole has added both owner-occupied and rental housing units at a faster rate than the study area. For the same time periods, renter-occupancy increased by 22% and 23 % (from 150,347 to 182,718 and 182,718 to 224,037 respectively) and owner-occupancy by 16% and 7% (from 129,957 to 151,209 and from 151,209 to 162,296 respectively). Housing vacancy rates have generally followed Austin's broader housing market with an overall vacancy rate of 8% for the City and 10% for the study area (US Census; 2017 Estimate).

Single Family Home Valuation

In 2016, the average assessed value of a single family home in the City of Austin was \$145,227 more than a single family home in the study area (2016 Land Database). In terms of more recent figures, a check of two national real estate websites, Zillow.com and Trulia.com on December 28, 2018 and January 2, 2019 indicated that there were 32 houses for sale within 1 mile of North Lamar Boulevard between US 183 and Howard Lane. Five of the 32 houses are in a new gated community, Scofield Farms Meadows, located at 13501 Metric Boulevard. The asking sales prices for this townhouse community range from \$307,000 to \$335,000. Nine of the 32 homes (including two condominiums) are located south of US 183. The median asking house price of the sample was \$331,000 not including the nine houses south of US 183. This is \$29,600 more than the Austin-area median house price (\$301,400 for November 2018)

NORTH LAMAR BOULEVARD PLAN

and \$43,900 less than the City of Austin November 2018 median house price of \$374,900 as reported by the Austin Board of Realtors.¹

¹ (<http://www.abor.com/statsmay16/> accessed 12-27-18).
Table 7.1

Table #. Housing Characteristics of the North Lamar Corridor Study Area		
General Housing Characteristics	City of Austin	North Lamar Study Area
Total Population (2017)	935,806	77,763 (8% Citywide)
Population Growth Rate (2010-2017)	1.98%	1.65%
Unemployment Rate (2017)	2.70%	4.40%
Total Parcels (2016)	217,388	13,631 (6% Citywide)
Housing Units (2017)	417,730	33,209 (8% Citywide)
Dwelling Units (2016)	388,407	29,911 (8% Citywide)
Housing Mix (2016 Land Database - Designated Land Use)	City of Austin	North Lamar Study Area
Single Family	172,342	10,369
Duplex	10,359	773
Apartment/Condo	4,494	308
Triplex/Fourplex	1,332	118
Mobile Homes	1,313	94
Retirement Community	58	2
Undeveloped Land	6,938	532
Dwelling Units (2016 Land Database)	City of Austin	North Lamar Study Area
Multi Family Dwelling Units	209,477 (54% of COA DU)	18,630 (62% of NLC DU)
Occupancy (2017 US Census)	City of Austin	North Lamar Study Area
Owner-Occupied HU	162,296 (39% of COA HU)	9,600 (29% of NLC HU)
Renter Occupied HU	224,037 (54% of COA HU)	20,160 (61% of COA HU)
Renter/Owner Occupancy Growth Rates/Increases (US Census)	City of Austin	North Lamar Study Area
Renter Occupancy 2000-2010	22%	19%
Renter Occupancy 2010-2017	23%	18%
Owner Occupancy 2000-2010	16%	5%
Owner Occupancy 2010-2017	7%	2%
Property Valuation	City of Austin	North Lamar Study Area
Single Family House (2016 Land Database Assessed Value)	\$386,900	241,673 (38% < COA)
Median Asking Home Price (Zillow - Dec. 2018 & ABOR- Nov. 2018)	\$374,900	331,000 (12% < COA)
Rents (Apartments.com, Zillow.com, Trulia.com Oct. - Dec. 2018)	City of Austin	North Lamar Study Area
1 Bedroom	\$1,425	\$926 (35% < COA)
2 Bedroom	\$1,790	\$1,160 (35% < COA)
3 Bedroom	\$1,900	\$1,460 (23% < COA)

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Multi-Family Apartments

According to data pulled from Apartments.com on December 21, 2018, there are 30 large apartment complexes with a total of approximately 6,931 apartment units within ½ mile of North Lamar Boulevard. Of these, one apartment complex is managed by the Housing Authority of the City of Austin and provides 144 units of public housing and one apartment complex is income restricted and provides 176 units of affordable housing. The remaining 6,611 market-rate units have rents between \$559 for a studio and \$1,683 for a three bedroom apartment. According to listed rents on Apartments.com, average rents for one, two and three bedroom apartments are as follows: \$926 for a one bedroom, \$1,160 for two bedrooms and \$1,460 for three bedrooms (Apartments.com).

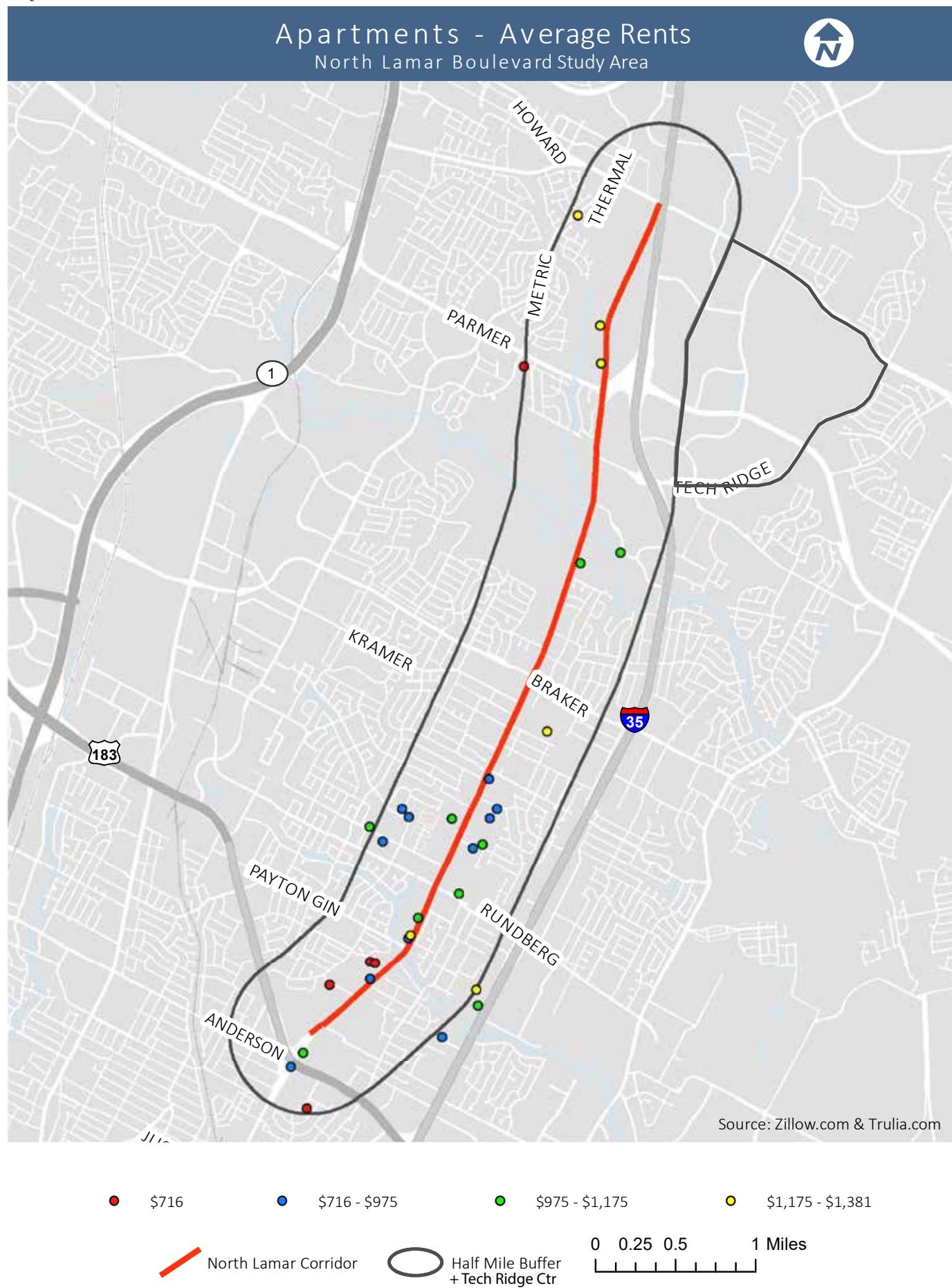
The table below illustrates the affordability of rental units within the Austin-Round Rock Metropolitan Statistical Area (MSA) for households ranging from 100% Median Family Income (MFI) to 30% of MFI. The table shows the maximum rent a family can pay for a one, two and three bedroom apartment at different income levels based on the MSA's MFI.

The highlighted portion of the chart indicates that a household's income is insufficient to cover the average cost of a unit. For example, a household of four earning 60% of the Median Family Income for Austin (\$51,600 annually) could afford to pay a maximum \$1,290 in rent (30% of monthly MFI). The average rent for a 2-bedroom apartment in the North Lamar Boulevard study area is \$1,160 and is therefore affordable to this family.

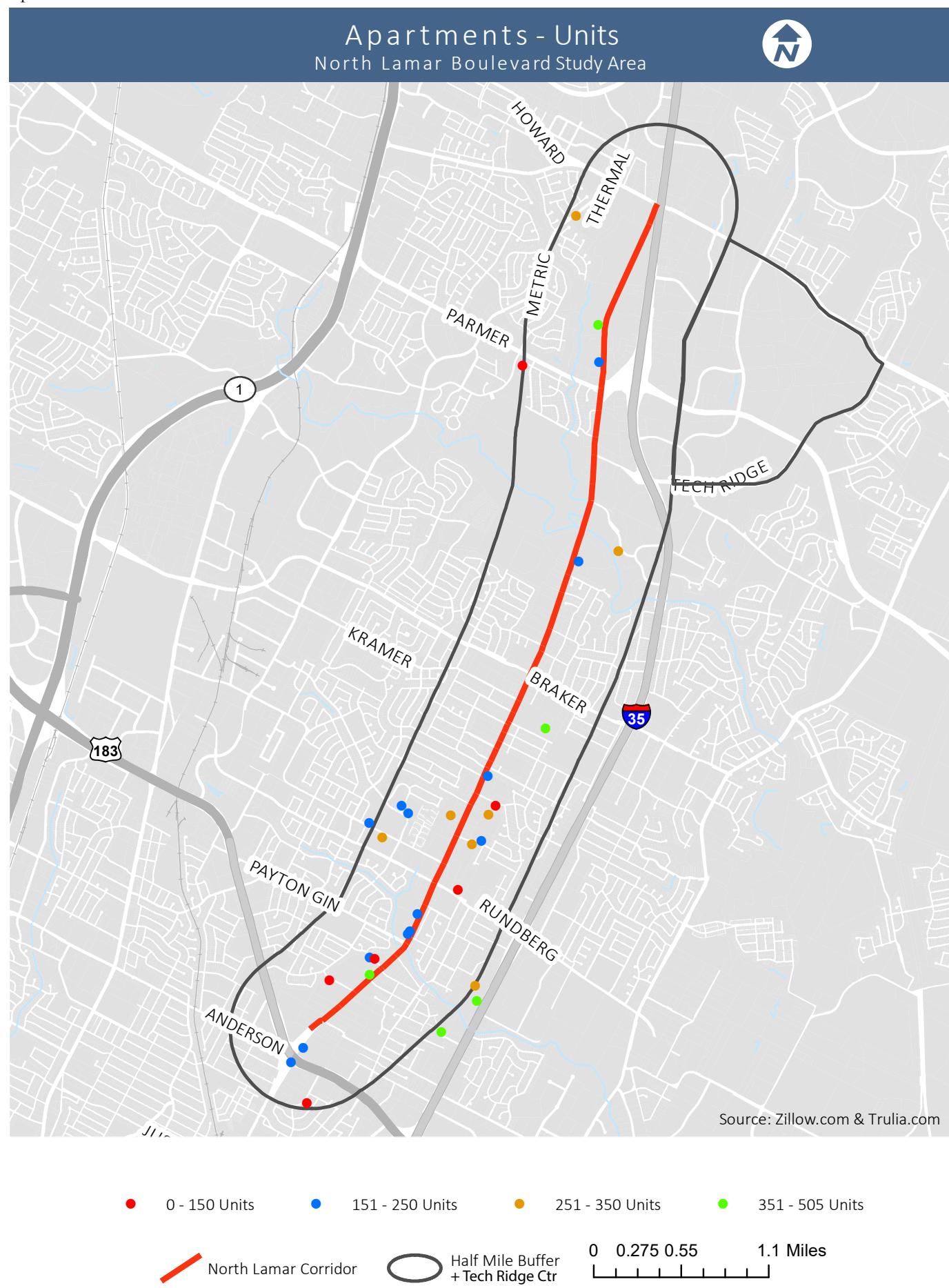
Table 7.2

Austin Metropolitan Statistical Area (MSA) Median Family Income (MFI)						
MSA MFI	1 Person HH	2 Person HH	3 Person HH	4 Person HH	5 Person HH	6 Person HH
100%	\$60,000	\$68,800	\$77,400	\$86,000	\$92,900	\$99,750
80%	\$48,000	\$55,040	\$61,920	\$68,800	\$74,320	\$79,800
70%	\$42,000	\$48,160	\$54,180	\$60,200	\$65,030	\$69,825
60%	\$36,000	\$41,280	\$46,440	\$51,600	\$55,740	\$59,850
50%	\$30,000	\$34,400	\$38,700	\$43,000	\$46,450	\$49,875
40%	\$24,000	\$27,520	\$30,960	\$34,400	\$37,160	\$39,900
30%	\$18,000	\$20,640	\$23,220	\$25,800	\$27,870	\$29,925
Ability to Pay Rent at Various Family Income Levels						
MSA MFI	NLC Median Rent: \$926 (1 Bedroom)	NLC Median Rent: \$926 (1 Bedroom)	NLC Median Rent: \$1,160 (2 Bedrooms)	NLC Median Rent: \$1,160 (2 Bedrooms)	NLC Median Rent: \$1,160 (2 Bedrooms)	NLC Median Rent: \$1,460 (3 Bedrooms)
100%	\$1,500	\$1,720	\$1,935	\$2,150	\$2,323	\$2,494
80%	\$1,200	\$1,376	\$1,548	\$1,720	\$1,858	\$1,995
70%	\$1,050	\$1,204	\$1,355	\$1,505	\$1,626	\$1,746
60%	\$900	\$1,032	\$1,161	\$1,290	\$1,394	\$1,496
50%	\$750	\$860	\$968	\$1,075	\$1,161	\$1,247
40%	\$600	\$688	\$774	\$860	\$929	\$998
30%	\$450	\$516	\$581	\$645	\$697	\$748

Map 7.2



Map 7.3



Displacement and Gentrification

The September 2018 University of Texas report, *Uprooted: Residential Displacement in Austin's Gentrifying Neighborhoods and What Can Be Done About It*, examines real estate market changes combined with changes in income, and racial and ethnic composition to identify census tracts experiencing gentrification and those tracts that may be vulnerable to it. The report categorizes gentrifying tracts as Susceptible, Early, Dynamic, Late, and Continued Loss. Three of seventeen census tracts within the North Lamar Boulevard study area have a designation under this analysis. Census tract 18.04 is categorized as Early Stage and tracts 18.05 and 18.06 are classified as Susceptible (this includes the southern end of the North Lamar Boulevard study area from US 183 to Payton Gin on the West side of North Lamar Boulevard and from US 183 to Rundberg Lane on the East side of North Lamar Boulevard).

The study also examined the vulnerability of census tract residents to future gentrification. Vulnerability was assessed by examining household income, educational attainment, racial makeup, resident tenure, and childhood poverty rates. In the North Lamar study area, census tracts 18.05, 18.06, 18.23, 18.19, are classified as Most Vulnerable and 18.22 is classified as More Vulnerable. The census tracts that include people most vulnerable to gentrification are located between US 183 and West Braker Lane. This section also has the highest density of housing units and population, the most access to transit, and is the commercial hub of the corridor.

In November 2018, the City of Austin completed a draft implementation plan for the *Austin Strategic Housing Blueprint*, the City's plan for combatting the affordable housing crisis. The Blueprint includes five guiding community values:

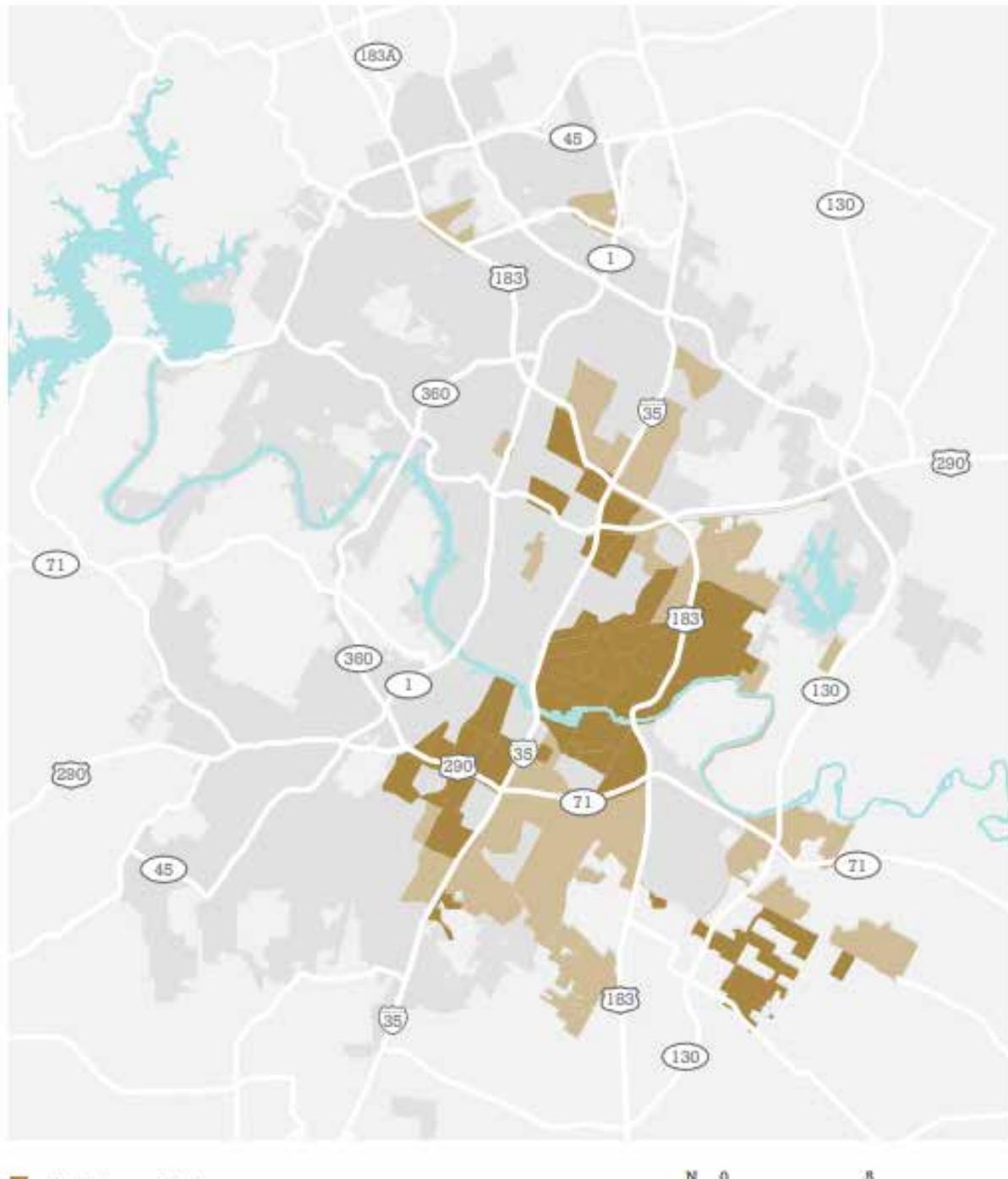
- Prevent households from being priced out of Austin
- Foster equitable, integrated, and diverse communities
- Invest in housing for those most in need
- Create new and affordable housing choices for all Austinites in all parts of Austin
- Help Austinites reduce their household costs.

The *Austin Strategic Housing Blueprint* includes an "Atlas of Existing and Historical Conditions and Corridor Analysis" (the Atlas) that includes data covering North Lamar Boulevard.

The Atlas divides census tracts into two categories: High Displacement Risk Areas (areas that are actively experiencing gentrification) and Future Displacement Risk Areas (areas vulnerable to gentrification but not yet experiencing changes in market, income, and population characteristics). In the North Lamar study area, census tract 18.04 is classified as a High Displacement Risk Area. Census tracts 18.05 and 18.06 are classified as a Future Displacement Risk Areas.

Map 7.4

Displacement Risk



Source: Mueller, Elizabeth; Heather K. Way, and Jake Wegmann. UT Austin Gentrification Study. 2018. Downloaded May 25, 2018.

Source: Atlas of Existing Conditions and Corridor Analysis, City of Austin *Strategic Housing Blueprint*

The Atlas also examines economic security and housing stability by census tract. The study area's census tracts are mostly in the lowest quintile for both measures which means lower economic security and housing stability when compared to census tracts citywide. Economic security is a composite measure that includes MFI, the percent of people in poverty, the unemployment rate, and the Labor Market Engagement Index Score (a measurement of the level of employment), labor force participation rate, and educational attainment. Housing Stability measures the ability of residents to stay in their homes without being forced to move out due to increasing rents or property tax increases. This composite measure is based on homeownership rate, forms of rental assistance, costs of housing relative to income, and housing quality, as measured by overcrowding.



Map 7.5



Map 7.6

The Atlas includes an analysis of the nine corridors (including North Lamar Boulevard from US 183 to Howard Lane) that are likely to receive major infrastructure investments through the 2016 City of Austin Mobility Bond. The Atlas describes three indicators on a scale of 1 to 10: transit access to low/medium wage jobs, affordable housing vulnerability, and development pressure (see full definitions below). The North Lamar Boulevard study area has the:

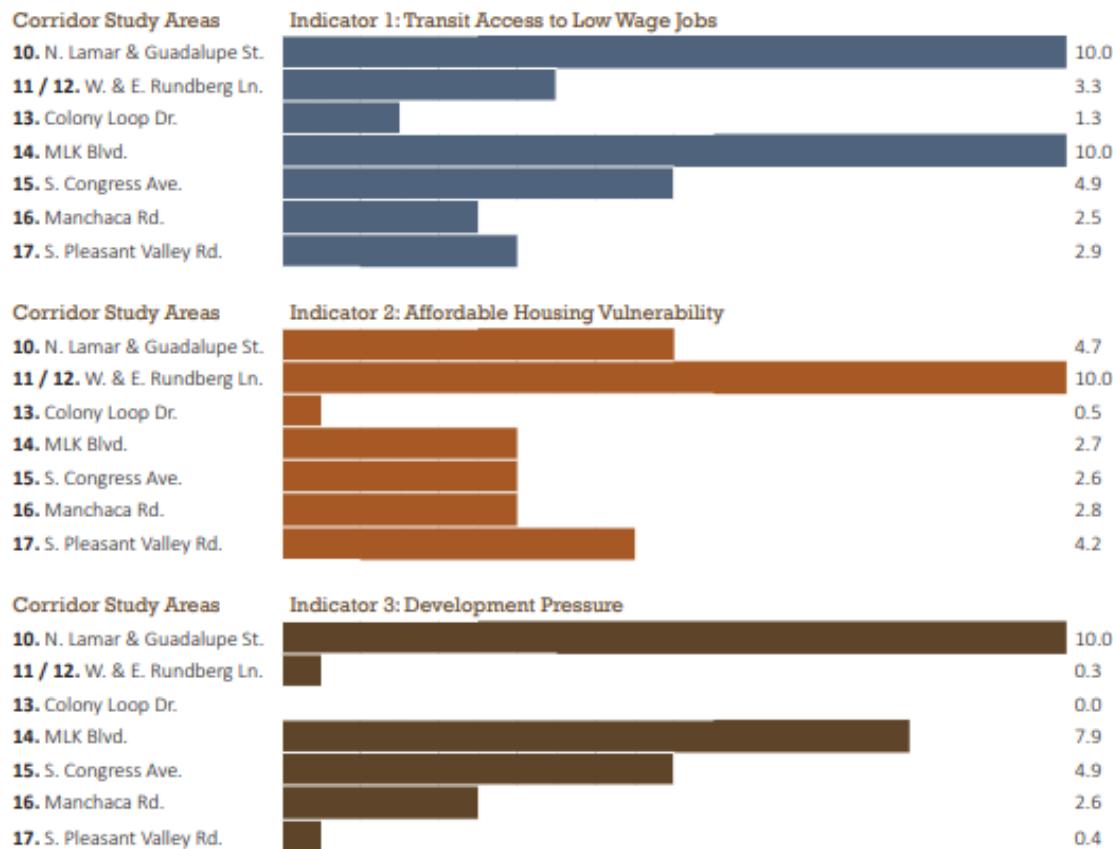
- Fourth lowest score for **Transit Access to Low/Medium Wage Jobs**
- Third highest for **Affordable Housing Vulnerability**
- Second lowest for **Development Pressure**.

Transit Access to Low/ Medium Wage Jobs calculates the average census block group job accessibility for each corridor. This is weighted by the share of low/medium wage jobs in the corridor's transit shed. This indicator measures the quality of life benefits for low-income renters generated by living in a particular urban corridor.

Affordable Housing Vulnerability calculates the density of affordable housing units along a transit corridor that may be vulnerable to such pressures. The result is an indicator number of rental units vulnerable to redevelopment per acre in each corridor.

Development Pressure evaluates the development pressure for each corridor. The tool multiplies the percentage of land used for multi-family that is predicted to redevelop in the next 5 years by the current value of redevelopment activity, and then divides this value by the area of the corridor to account for differences in size.

Figure 7.3



Source: Atlas of Existing Conditions and Corridor Analysis, City of Austin *Strategic Housing Blueprint*

Map 7.7

Indicator 1: Transit Access to Low Wage Jobs



Map 7.8

Indicator 2: Affordable Housing Vulnerability



Indicator 3: Development Pressure



Indicator 1	Indicator 2	Indicator 3
0-2	0-2	0-2
2-4	2-4	2-4
4-6	4-6	4-6
6-8	6-8	6-8
8-10	8-10	8-10

N 0 Miles

Map 7.9

DRAFT: November 19, 2018

81

Source: Atlas of Existing Conditions and Corridor Analysis, City of Austin *Strategic Housing Blueprint*

What are the housing implications for planning?

As an *Imagine Austin* Activity Corridor, North Lamar Boulevard presents an opportunity to preserve existing and create new affordable housing through infill development, redevelopment, and preservation of existing market-rate affordable housing on one of the city's most connected roadways.

Within the North Lamar Boulevard study area there is a significant amount of market-rate affordable housing for households earning between 100% MFI to 60% of the Austin MSA MFI. Families earning less may have a more difficult time finding affordable housing units along the corridor. The future planning process will need to develop strategies to preserve this housing and also identify opportunities to address affordability for households earning below 50% MFI.

While home prices in the study area are lower than the City as a whole, as with much of the rest of the city and region, housing prices continue to increase on North Lamar Boulevard. For the North Lamar Boulevard study area, increased housing prices could put economic strains on long-term residents. Sections of the study area, in particular, the southern portion from US 183 to Rundberg Lane, are experiencing some early signs of gentrification. As any future planning process progresses, there needs to be an awareness of potential recommendations that could exacerbate this trend.

Geographic Affordable Housing Goals

The City has set a goal of creating and preserving 1,326 units of housing affordable to 80% MFI within 1/2 mile of the North Lamar Corridor. This goal was based on several factors including:

- high opportunity areas
- high frequency transit or *Imagine Austin* centers/corridors (merged)
- gentrifying areas
- geographic dispersion of subsidized housing.

Although the corridor is an urban environment with little vacant land, the buildings are aging. The majority of the parcels, regardless of their use, were developed 25 to 50 years ago. Depending on their uses, conditions, and levels of long-term maintenance, they provide a mix of opportunities for preservation and redevelopment. Depending on their location along the corridor, the specific uses, and zoning of these aging buildings future planning process' recommendations will need to balance redevelopment, preservation of market-rate housing, and retaining the economic vitality of this significant commercial corridor.

Areas in the North Lamar Boulevard study area at risk for displacement pressures

In the North Lamar Boulevard study area, census tracts 18.05, 18.06 were highlighted as being the most vulnerable or susceptible to gentrification, followed by census tracts 18.04, 18.22, 18.23, and 18.19 (*Uprooted: Residential Displacement in Austin's Gentrifying Neighborhoods and What Can Be Done About It*). Census Tracts 18.05 and 18.06 encompass North Lamar Boulevard from US 183 to Payton Gin Road on the West side of the corridor and from Powell Lane to Rundberg Lane on the East.

Should residential demand and redevelopment pressures move north of US 183 into the North Lamar Boulevard study area and the adjacent residential area, there is a risk of residential displacement as existing affordable properties are replaced by more expensive housing. Policies in Under the Strategic Housing Blueprint the city aims to curtail this process by being proactive in implementing anti-displacement strategies and actions where significant displacement has not yet occurred.

Displacement Mitigation Strategy

Several studies, reports, assessments and plans, including the *Austin Strategic Housing Blueprint*, regarding residential displacement have been completed and offer over 300 recommendations to mitigate displacement. These community plans include:

- The University of Texas at Austin's Gentrification study, *Uprooted: Residential Displacement in Austin's Gentrifying Neighborhoods, and What Can Be Done About It* (56 recommendations)
- *People's Plan* (19 recommendations)
- *Anti-Displacement Taskforce Report* (107 recommendations)
- *Mayor's Task Force on Institutional Racism and Systemic Inequities Report* (40 housing recommendations)
- *Fair Housing Action Plan* (2015) (32 recommendations)
- *Central Texas Fair Housing Assessment* (2019) (In Development)
- *Austin's Plan to End Homelessness* (10+ housing-related recommendations)

NHCD and the Innovation Office evaluated each of the 300+ recommendations based on impact and effort, and as a result 15 strategies were included in the Displacement Mitigation Strategy. The 15 strategies (see page 117-118) are aspirational actions to be implemented over the next one to two years. There are no commitments at this time to use or take advantage of these tools and actions for any one particular *Imagine Austin* Center or Corridor.

It is important to note that NHCD will evaluate available resources and programs and will direct those resources towards making the highest Blueprint

Table 7.3

Displacement Mitigation Strategy: Short Term Actions		
	Target MFI Level	Blueprint Implementation Alignment
Action 1: Preference policy to prioritize new city-subsidized affordable units for income-qualified households that are appropriately sized to the unit and/or have ties to the City	80% and below	Community Value I: Prevent Households from Being Priced Out of Austin Objective I. 11: Pursue a Right to Return Policy Action I.11. A: Preference policy to prioritize new City-subsidized affordable units for income-qualified households that are appropriately sized to the unit and/or have generational ties to the city
Action 2: Increase communities of color participation in NHCD's affordable housing investment recommendations and displacement mitigation activities	80% and below	Community Value I: Prevent Households from Being Priced Out of Austin Objective I. 11: Make strategic investments to minimize displacement Action I.8. B: Engage Communities of Color in participating in NHCD's affordable housing investment recommendations and displacement mitigation activities
Action 3: Incorporate robust tenant protections for all rental properties receiving city support	80% and below	Community Value I: Prevent Households from Being Priced Out of Austin Objective I. 10: Prevent Displacement of Low and Moderate-Income Renters Action I.10.A: Incorporate robust tenant protections for all rental properties receiving City support
Action 4: Recalibrate, streamline, and expand density bonus programs to serve renters at or below 60% MFI	60% and below	Community Value I: Prevent Households from being priced out of Austin Objective I. 10: Prevent Displacement of Low and Moderate-Income Renters Action I. 10. B: Recalibrate, streamline & expand density bonus programs to serve renters at or below 60% MFI
Action 5: Streamline the application process for affordable units	80% and below	Community Value II: Foster equitable, diverse, and integrated communities Objective II.12: Improve access to affordable housing information for communities vulnerable to displacement Action II.12.A: Streamline the application process for affordable units
Action 6: Market NHCD-Subsidized affordable units to people of color in gentrifying areas	80% and below	Community Value II: Foster equitable, diverse, and integrated communities Objective II.12: Improve access to affordable housing information for communities vulnerable to displacement Action II.12.B: Market NHCD-Subsidized affordable units to people of color in gentrifying areas
Action 7: Engage directly with communities vulnerable to displacement and connect them with services	80% and below	Community Value II: Foster equitable, diverse, and integrated communities Objective II.12: Improve access to affordable housing information for communities vulnerable to displacement Action II.12.C: Conduct outreach to communities vulnerable to displacement and connect eligible community members with services

Displacement Mitigation Strategy: Short Term Actions		
	Target MFI Level	Blueprint Implementation Alignment
Action 8: Modify and expand home repair programs in gentrifying areas	80% and below	Community Value I: Prevent Households from being priced out of Austin Objective I. 4: Prevent Displacement of Low and Moderate-Income Renters Action I. 4.B: Assist 600 low-income households per year with home repair programs, with the objective to help preserve existing housing stock
Action 9: Land bank in gentrifying areas to acquire and develop affordable housing	50% and below for rental units; 80% and below for ownership	Community Value II: Foster equitable, diverse, and integrated communities Objective II.3: Undertake strategic land banking Action II.3.A: Strategically acquire and hold land in underdeveloped activity centers and corridors, making it available to private or non-profit developers for the construction of affordable housing as these areas develop
Action 10: Support tenant organizing and engagement and provide legal and other assistance to tenants facing eviction	80% and below	Community Value I: Prevent Households from being priced out of Austin Objective I. 10: Prevent Displacement of Low and Moderate-Income Renters Action I. 10.C: Support tenant organizing and engagement and provide legal and other assistance to tenants facing eviction
Action 11: Provide tenant relocation assistance and emergency rental assistance	70% and below	Community Value I: Prevent Households from Being Priced Out of Austin Objective I. 10: Prevent Displacement of Low and Moderate-Income Renters Action I.10.D: Provide tenant relocation assistance and emergency rental assistance
Action 12: Support the creation of deeply affordable units at 20% and 30% MFI and below	30% and below	Community Value III: Invest in housing for those most in need Objective III.9: Support the creation of deeply affordable units serving people at 20% and 30% MFI and below Action III.9.A: Focus resources and funding on housing that is affordable to this income bracket (20% and 30% MFI)
Action 13: Proactively monitor affordable properties at risk of losing affordability to try to extend affordability periods	60% and below	Community Value I: Prevent Households from Being Priced Out of Austin Objective I. 8: Make strategic investments to minimize displacement Action I.8.B: Track which income-restricted units are set to expire in a given year, and target these units with strategies like the strike fund, community land trust, and others
Action 14: Support capacity building for community development corporations	60% and below	Community Value IV: Create new and affordable housing choices for all Austinites in all parts of Austin Objective IV. 19: Support local non-profit entities to expand affordable housing production Action I. 8. B: Support capacity building for community development corporations
Action 15: Increase fair housing enforcement and education	All	Community Value II: Foster equitable, diverse, and integrated communities Objective II.2: Implement the City of Austin's Fair Housing Action Plan and bolster enforcement of existing fair housing requirements Action II.2.A: Implement the Fair Housing Action Plan in its entirety

impact first and will evaluate proposals and leverage resources to meet as many Blueprint goals as possible wherever they may be most impactful.

Vertical Mixed-Use Density Bonus Program: In an effort to encourage vertical mixed use buildings and support the creation of new affordable housing units, the City Council established a vertical mixed use (VMU) overlay district. VMU may be applied in combination with any commercial base zoning district and allows for the combination of office, retail, commercial and residential uses within a vertical mixed use building. VMU buildings have regulations governing affordability requirements to encourage the creation of new affordable housing units.

VMU districts include most commercially zoned and used properties along Core Transit Corridors and Future Core Transit Corridors as defined in “Subchapter E: Design Standards and Mixed Use” in the Land Development Code. North Lamar Boulevard is currently categorized as a Future Core Transit Corridor. The regulations encourage density on commercial corridors with higher levels of transit service, seeks to create a high quality pedestrian and transit-supportive environment, and provides a more sustainable development pattern.

Potential use in the North Lamar Boulevard Study Area? Vertical Mixed Use Combining District is allowed on the East side of North Lamar Boulevard from 183 to Braker Lane. To date, no developers have taken advantage of density bonuses in the corridor. Texas state law restricts the program to requiring no more than 10% affordable units. Developers may voluntarily agree to a greater level of affordability. On parcels along the corridor not zoned for VMU, a property owner may pay their fees and file a zoning case to request this designation.



8. MOBILITY



A Corridor for Many Users

North Lamar Boulevard is at its heart a very busy arterial street. The street is heavily trafficked by personal vehicles, trucks, transit, pedestrians, and a few bicycles and scooters. Many of the vehicles are driven by people with homes or jobs near the corridor, or running errands at its many businesses, but there are also a lot of commuters just passing through the corridor.

North Lamar Boulevard serves as a state highway (Texas Loop 275) throughout the study area. The road is generally five lanes wide, with two lanes headed in each direction and shared center left turn lane. The Rutland and Rundberg intersections have double left turn lanes. The road often experiences traffic congestion during peak hours, with low to failing levels of service (see adjacent table). Traffic counts for the corridor are provided by TxDOT. Just south of Farmer Lane, there are an average of 24,578 daily trips along Lamar Boulevard. This number increases as one traverses the corridor from north to south. At the southern edge, just north of Powell Lane, there are an average of 32,700 vehicles per day. A 2011 traffic study found even higher levels of traffic, with counts up to 36,000 vehicles per day traveling on Lamar Boulevard, north of US 183. These counts are typical of arterial streets near central Austin. These high vehicular volumes make Lamar Boulevard part of our Vehicle Priority Network (VPN). This means that Lamar Boulevard carries more vehicular traffic compared to other streets in Austin, and it is critical to the operations of our entire roadway system. Improving the travel-time reliability, the consistency and predictability of the time it takes to travel the corridor, safety, and connectivity of Lamar Boulevard is vital to serving the many people that use the corridor.



IMAGINE AUSTIN CENTERS AND CORRIDORS

Table 8.1

INTERSECTION LEVEL OF SERVICE FOR NORTH LAMAR CORRIDOR

INTERSECTION	AM	PM
	INTERSECTION LOS	INTERSECTION LOS
North Lamar Boulevard (SB) at US 183 EB Frtg Rd	D	B
North Lamar Boulevard (NB) at US 183 EB Frtg Rd	B	C
North Lamar Boulevard (NB) at US 183 WB Frtg Rd	B	B
North Lamar Boulevard (SB) at US 183 WB Frtg Rd	B	B
North Lamar Boulevard at Thurmond St	A	A
North Lamar Boulevard at Payton Gin Rd	C	B
North Lamar Boulevard at Rundberg Ln	D	F
North Lamar Boulevard at Rutland Dr	C	C
North Lamar Boulevard at W. Longspur Boulevard	B	B
North Lamar Boulevard at Masterson Pass	C	B
North Lamar Boulevard at Meadows Dr	A	A
North Lamar Boulevard at Kramer Ln	B	C
North Lamar Boulevard at Braker Ln	E	E
North Lamar Boulevard at Bend Dr	A	A
North Lamar Boulevard at Yager Ln	B	C
North Lamar Boulevard at Parmer Ln	E	F
Howard Ln at IH 35 SB Frtg Rd	F	E
Howard Ln at IH 35 NB Frtg Rd	E	E

Source: City of Austin Transportation Department, 2013

Pedestrian Facilities

Map 8.1 shows an incomplete network, with segments missing along Lamar Boulevard. South of Rundberg Drive, both sides of Lamar have complete sidewalks. From Rundberg to Braker there are sections of missing sidewalk on both sides. North of Braker Lane, almost all of the sidewalks are missing. Some adjacent neighborhoods have sidewalks, and some do not. The Sidewalk Master Plan shows High Priority (in blue) and Very High Priority (in red) sidewalks connections along Lamar and within connecting streets, mostly in areas south of Braker Lane. In addition to lack of sidewalks, there are stretches of the corridor with high amounts of driveways to commercial parcels, further exacerbating unsafe conditions for pedestrians. In particular, between Grady Drive and Ferguson Drive, most of the sidewalk is along wide stretches of head-in parking. Other than this stretch, most parcels have driveways that lead to self-contained parking lots.

Table 8.2

DRIVEWAYS PER MILE FOR NORTH LAMAR CORRIDOR

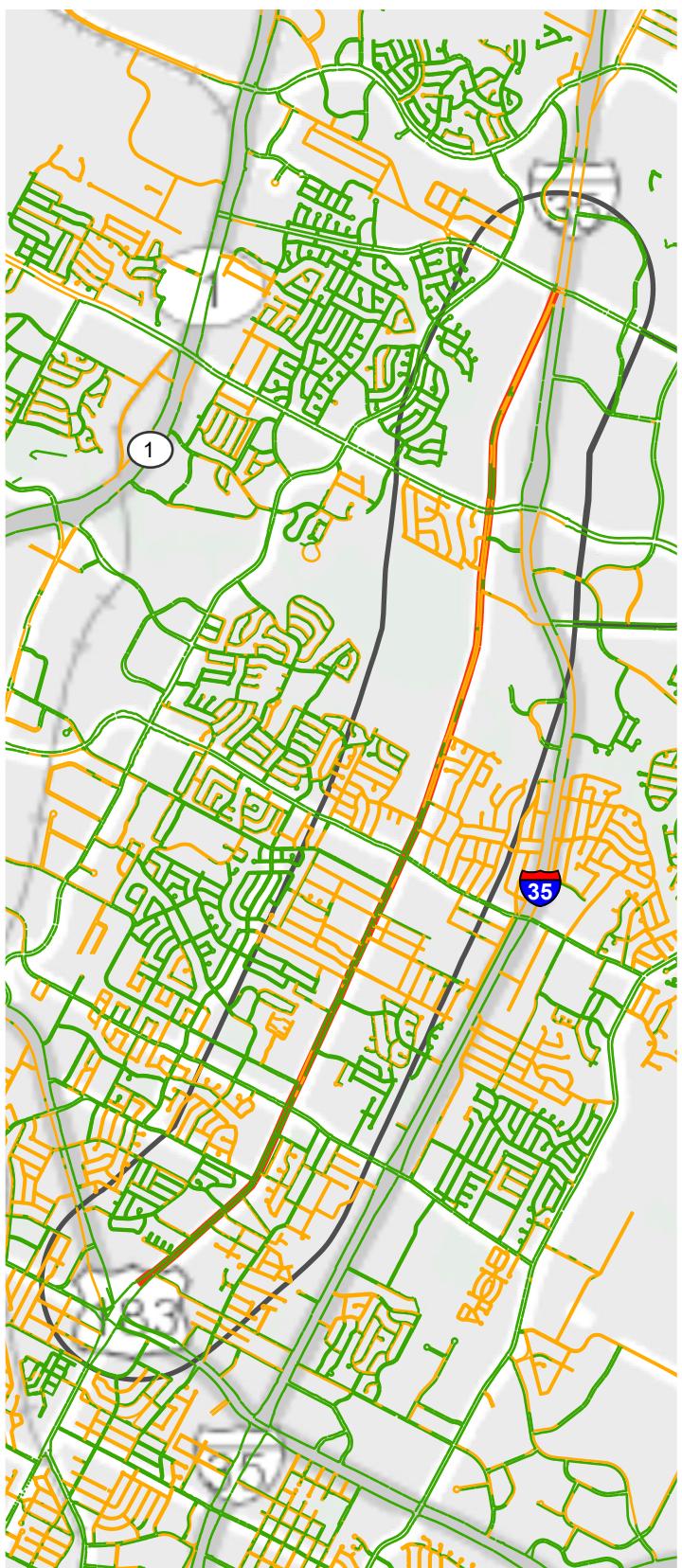
SEGMENT	LENGTH	Southbound		Northbound	
		DRIVEWAYS	DRIVEWAY/MI	DRIVEWAYS	DRIVEWAY/MI
US 183 to Rundberg Lane	1.4	34	24.3	55	39.3
Rundberg Lane to Braker Lane	1.4	53	37.9	37	26.4
Braker Lane to Parmer Lane	1.9	37	19.5	21	11.1
Parmer Lane to Howard Lane	1.2	10	8.3	6	5.0

Source: City of Austin Transportation Department, 2013

Crossing the corridor can be difficult. With a lack of crosswalks, pedestrians could have to travel thousands of feet out of their way to safely cross Lamar Boulevard. Thirteen signalized intersections along the corridor have crosswalks to provide for safe pedestrian crossings. Intersections at US 183, Meadows Drive, and Howard Lane lack pedestrian facilities. The longest distance between signalized crossings is 1.25 miles between North Bend Drive and Yager Lane . The longest crosswalk along the corridor is 112 feet at Parmer Lane. There is a pedestrian hybrid beacon near Connally High School, and more are proposed in the North Lamar/Burnet Corridor Program.

In terms of trails, there are a few parks with recreational trails within the study area, such as Walnut Creek Metropolitan Park. There are no urban trails within the study area, although several potential trails and greenbelts identified. None of these urban trails are yet funded.

Map 8.1



EXISTING & ABSENT SIDEWALKS
North Lamar Boulevard Study Area



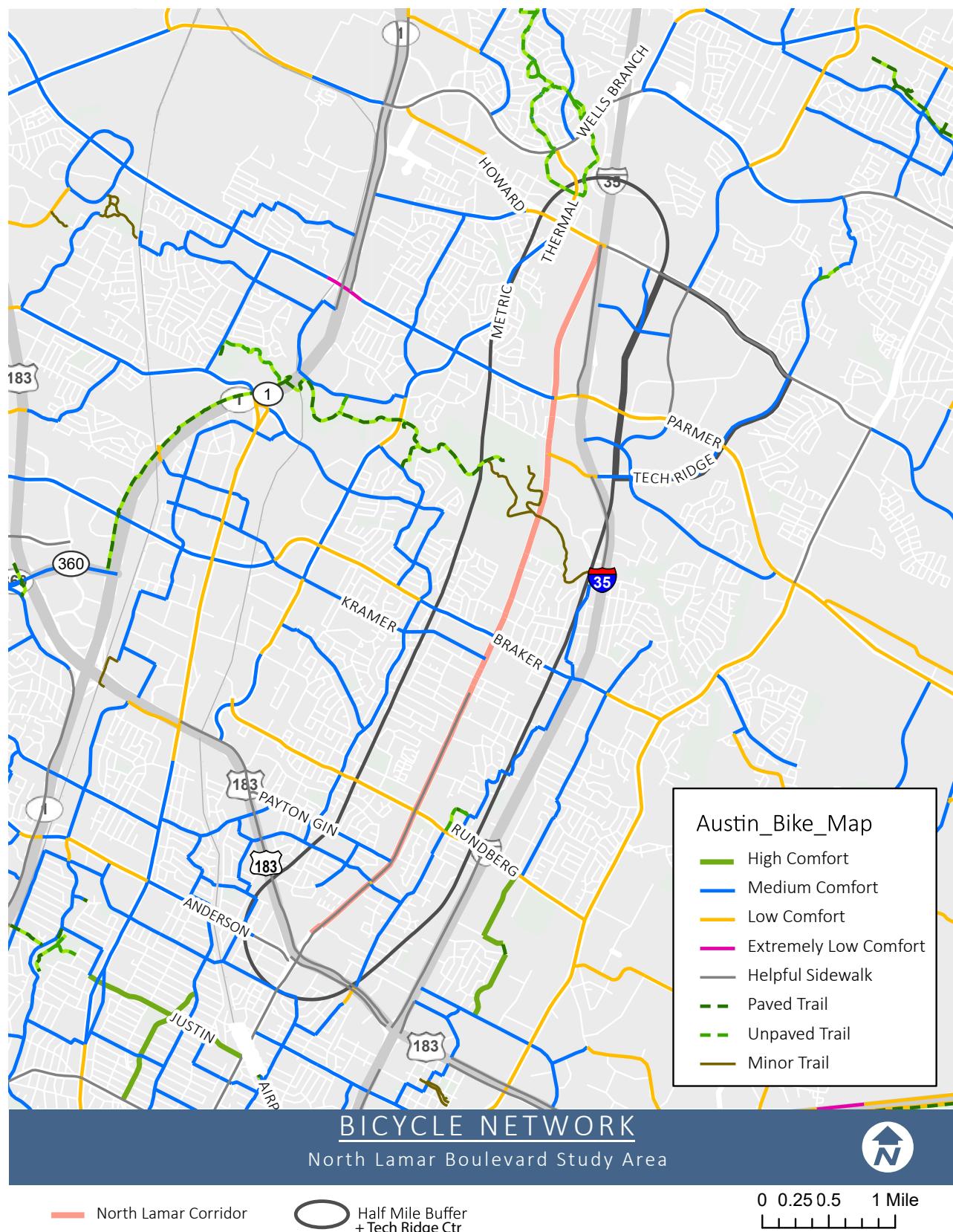
Map 8.2



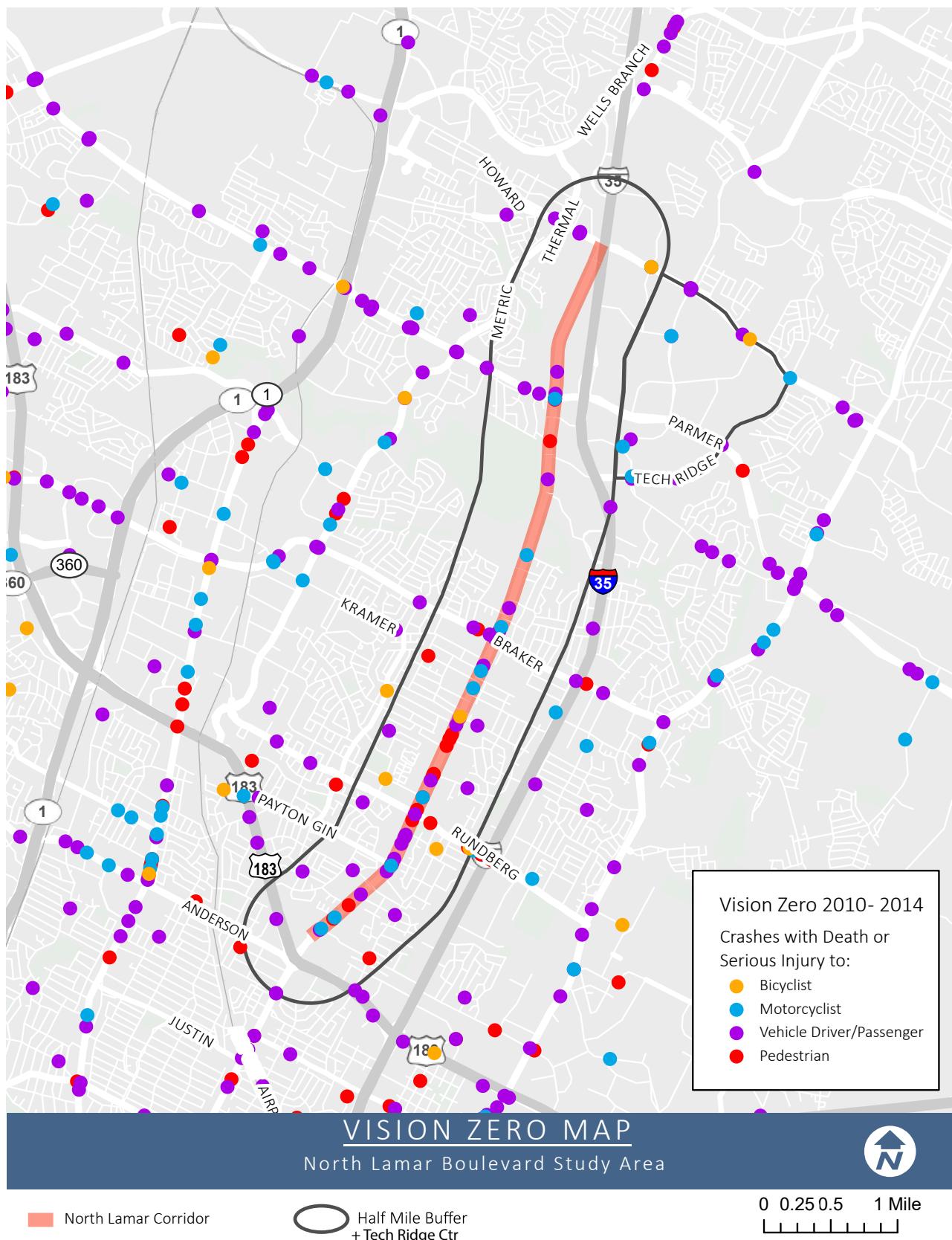
PRIORITY SIDEWALK NEEDS
North Lamar Boulevard Study Area

0 0.5 1 2 Miles

Map 8.3



Map 8.4



Bicycle System

There are no on-street bicycle facilities that currently exist along this section of Lamar Boulevard. The Austin Bike Map recommends bicycle riders use the “helpful sidewalks” that exist for bicycling on a portion of the corridor. Side streets, such as Georgian Drive and Parkfield Drive are also recommended as alternate north-south routes. However, Lamar Boulevard is noted as part of Austin’s Bicycle Priority Network, which calls for all ages and abilities facilities on streets that are critical to modal connectivity. The Austin Strategic Mobility Plan, our city’s transportation plan, calls for completion of the Bicycle Priority Network, which supports the 2014 Bicycle Plan. The 2014 Bicycle Plan called for Lamar Boulevard within the study area to offer full multimodal facilities for riders.

Safety

Lamar Boulevard is part of Austin’s High Injury Network (HIN). The HIN identifies streets in Austin with a relatively high number of serious injury and fatal crashes. There are separate modal High-Injury Networks for motorcycles, bicycles, and pedestrians looking at moderate, severe, and fatal injury crashes. A separate motor vehicle HIN was developed by looking exclusively at severe and fatal injuries. These separate modal networks were then combined into a single, multimodal High-Injury Network.

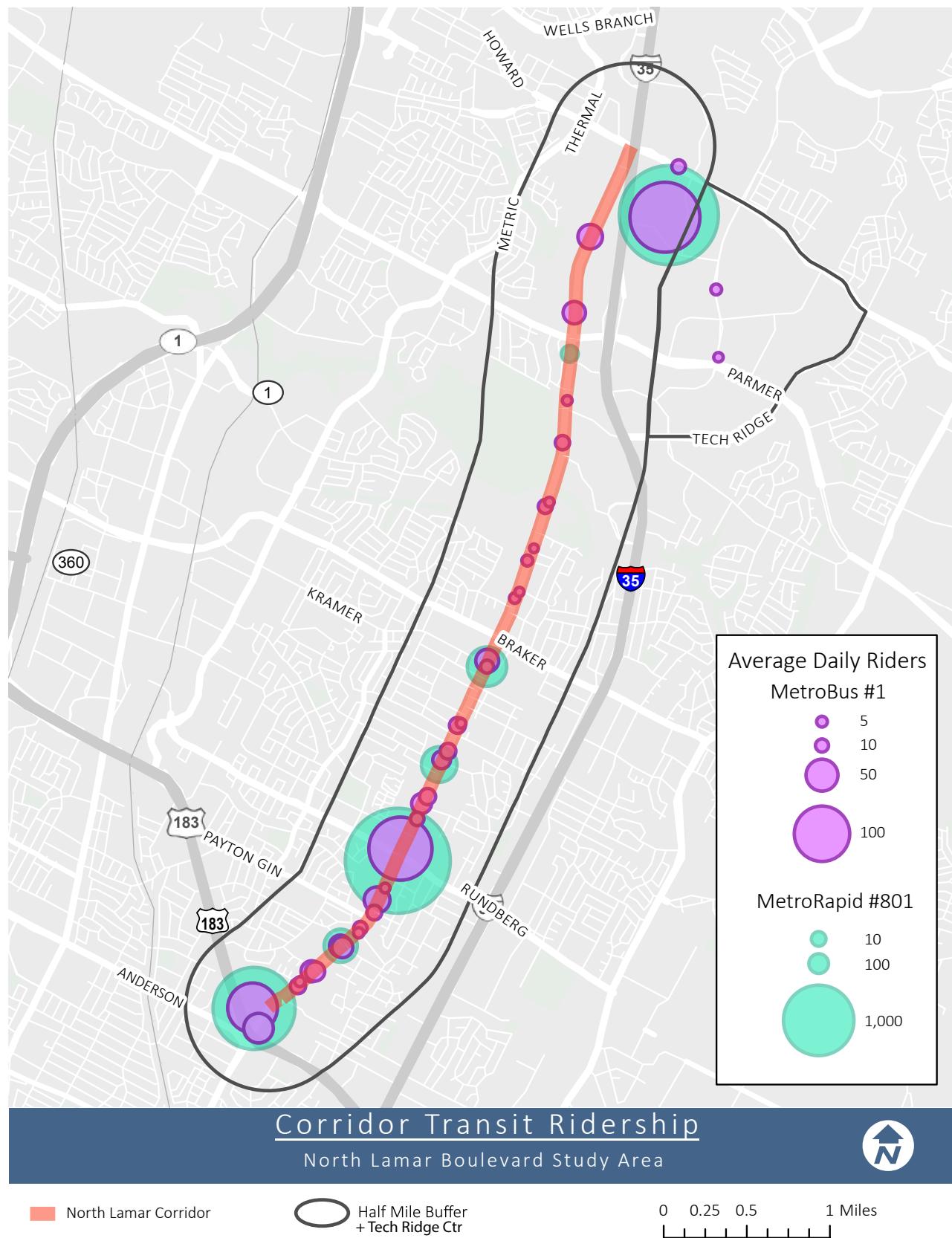
The Lamar Boulevard corridor examined in this study is on the Vehicle and Motorcycle High-Injury Networks. Part of the corridor, from the southern terminus up to N Bend Drive, is also on the Pedestrian High Injury Network.

Austin’s Vision Zero plan analyzes factors that contribute to injuries and deaths due to crashes between vehicles and pedestrians or bicyclists. The plan recommends policy and infrastructure changes to reduce those injuries and deaths. Vision Zero’s analysis shows 48 crashes along the North Lamar Boulevard study area resulting in death or serious injury, from 2010 to 2014. As shown on Map 8.4, many of these crashes involved pedestrians. According to the North Lamar/Burnet Corridor Program Report, the corridor experiences crashes at much higher rates than the statewide average for four-lane urban roadways.

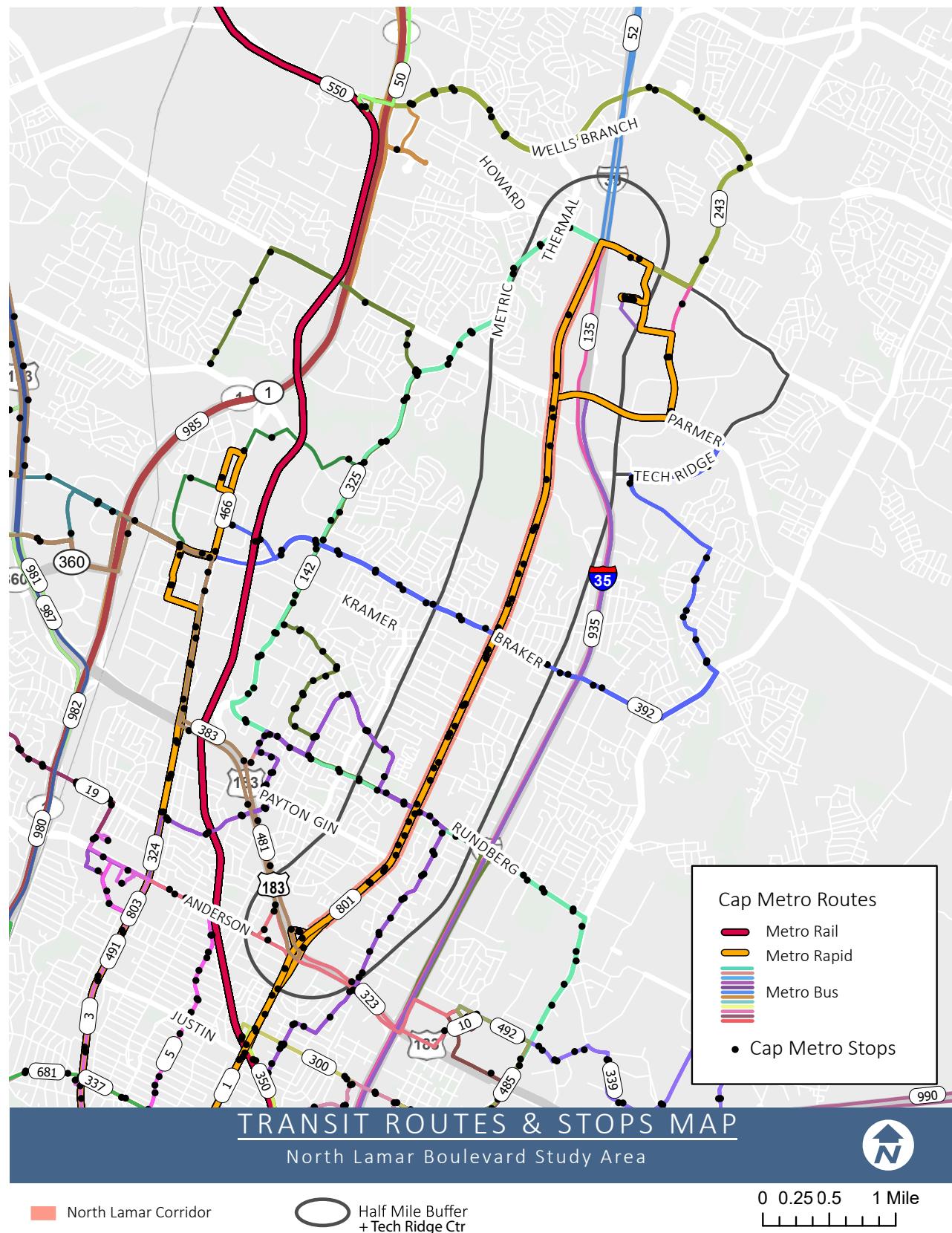
Mode Split

The American Community Survey provides estimates for how workers sixteen years and over commute to work. In 2017, the dominant mode for workers in the corridor was driving alone (74.6%). Other modes are shown in the above chart. Compared to the rest of Austin residents, workers in the corridor carpooled at a higher rate, but most other modes were used at a lower rate. Commutes took longer for workers residing in the corridor, at 24.9 minutes, compared to the average Austin resident at 23.4 minutes. On average, households in the corridor (and throughout the city) own/lease 1.6 vehicles.

Map 8.5



Map 8.6



Public Transit

North Lamar Boulevard is part of the ASMP's Transit Priority Network. This network includes Capital Metro's high frequency service and planned expansions identified in Connections 2025 under the Project Connect transit vision. Dedicated transit pathways are currently being examined for Lamar Boulevard just south of the study area, terminating at the current North Lamar Transit Center. However, a planned extension could continue the dedicated transit pathways up to Tech Ridge at the northern edge of the study section in the future.

Two "Mobility Hubs" are called for within the study area. The existing North Lamar Transit Center is just south of US 183, while an additional one is envisioned at the intersection of Lamar Boulevard and Rundberg Lane. Mobility Hubs are spaces where multiple transportation, community, and civic resources intersect to serve as connection points between different transportation options and provide community resources.

Capital Metro has provided average weekday ridership counts for the Route 1 MetroBus and Route 801 MetroRapid. Route 1 is a standard bus, with 35 stops along Lamar Boulevard and 4 stops west of I-35 in the Tech Ridge area. These 39 stops have an average of 933 boardings and 891 alightings (users getting off the bus) per weekday. The MetroRapid 801 bus also runs along Lamar, but runs more often with only seven stops in the corridor study area. The Tech Ridge Terminal is the end of the line for the 801. There are an average of 2,945 boardings and 2,599 alightings for the 801 on weekdays. Map 8.5 shows the distribution of ridership within the North Lamar Boulevard study area. Together, the 801 and 1 convey 7,369 passengers on the average weekday. If those passengers all drove alone in cars, traffic along the North Lamar Boulevard study area would increase by 22%.

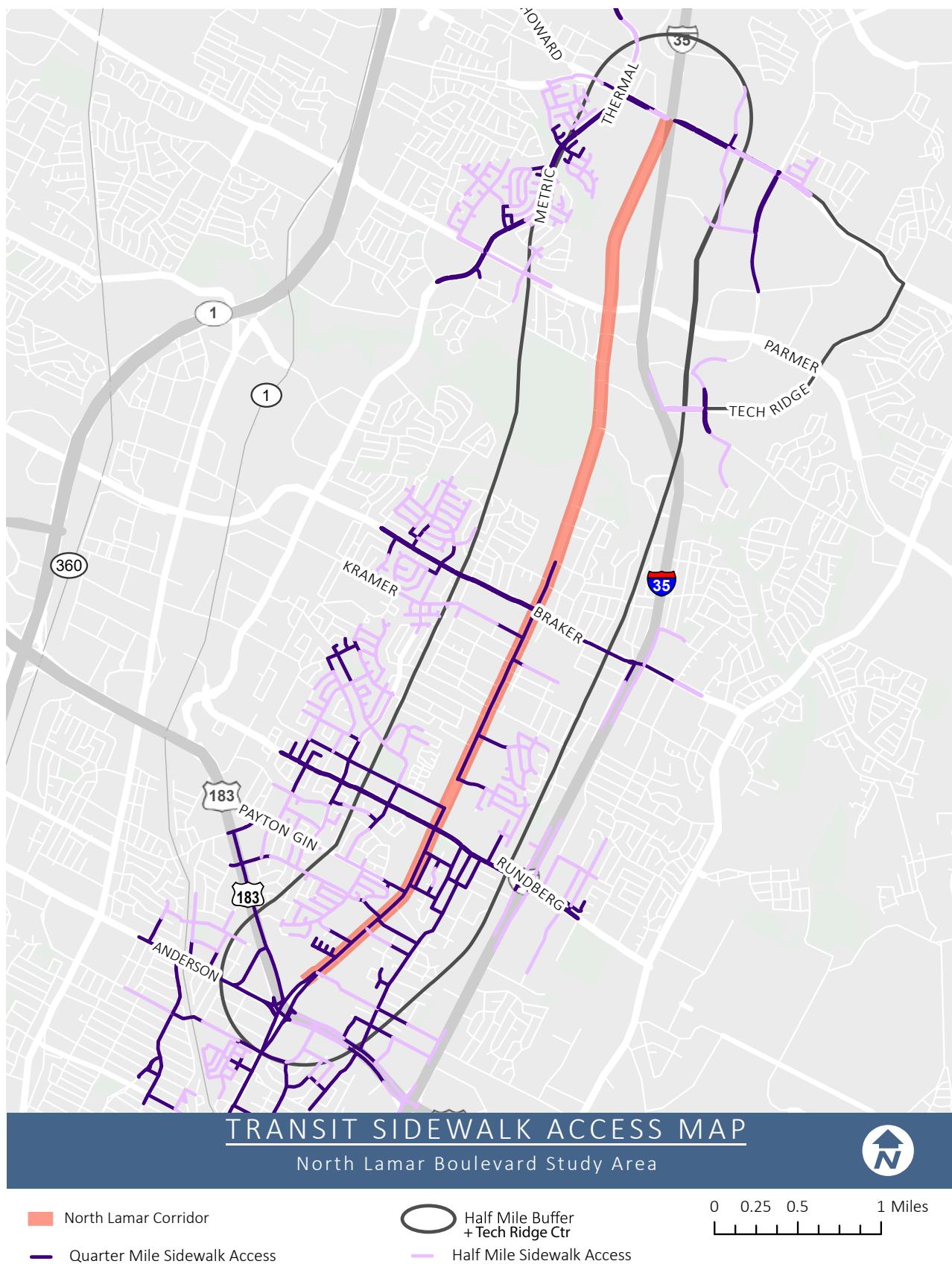
Additional Capital Metro routes within one half mile of the North Lamar Boulevard study area include the 135, 142, 243, 323, 324, 325, 383, 392, 481, 52, and 935. Map 8.6 shows bus routes and stops near the corridor.

Project Connect is Capital Metro's long-term vision for improving transit throughout the Austin area. In the plan, North Lamar Boulevard is designated as High Capacity Rapid Transit (Potential Future Extension). While Project Connect does not specify exactly what form this high capacity rapid transit will take, the core line would initially extend from downtown and University of Texas to the Lamar Transit Center.

Transit Pedestrian Shed

Combining the existing sidewalk network with Capital Metro bus and rapid transit stops results in the Transit Pedestrian Shed Map. Map 8.7 shows all of the areas that can be accessed within a one-half mile walk of transit stops, using only sidewalks. Further areas can be accessed if one is able to walk over

Map 8.7



grass, curbs, and ditches, but this is the area that would be accessible to all transit users, including seniors and the mobility impaired. The dark purple lines represent areas within one quarter mile, and the light purple lines show areas between one quarter and one-half mile from a transit stop. The map covers all transit stops within one half mile of North Lamar Boulevard.

Implications for Planning

Existing conditions show that North Lamar Boulevard is heavily trafficked, with lots of motor vehicles and an expansive transit system. However, the pedestrian and bicycle systems are in need of improvement. They are each major gaps in their respective systems and limit multimodal connectivity on and through the corridor. In addition to extending the networks, safety of facilities, crossings, and street intersections should be improved. There are already plans and funding to build needed improvements through the 2016 Mobility Corridor Bond Projects, including:

- Signal improvements for up to 13 intersections
- Intersection improvements at three major cross streets
- 11.5 miles of new or rehabilitated sidewalks
- 10 miles of dedicated bike lanes
- 5.5 miles of pavement rehabilitation and 1 mile of full street reconstruction
- A new bridge over Walnut Creek
- A new transit connection at Howard Lane
- Stormwater system upgrades
- Additional installation of pedestrian crossing signals.

The City, State, and Cap Metro have adopted numerous transportation plans that will affect how residents, shoppers, and commuters travel through the corridor. As a state highway, the City has limited ability to make changes to physical infrastructure along North Lamar Boulevard. Along with these plans, the context of the corridor as a major transportation route should be considered as input is gathered and recommendations are formulated. As part of the Vehicle, Transit, and Priority Networks safe and connected multimodal improvements are critical for not just North Lamar Boulevard, but also for our greater transportation network. The Austin Strategic Mobility Plan will further guide many of the improvements along North Lamar Boulevard related to mobility. These range from implementing safety improvements (ASMP Action 8) to improving the transit stop siting along the corridor for safer pedestrian access and improved public transportation efficiency (ASMP Action 92), as well as operational improvements, such as improving the signals along the corridor (ASMP Action 133). Where possible, future planning in the corridor should stitch together these improvements, along with land use, housing, and economic opportunity.

Additional information on existing conditions and planned improvements:

Austin Strategic Mobility Plan: <http://www.austintexas.gov/asmp>

Austin Corridor Mobility Program: <https://data.austintexas.gov/stories/s/Corridor-Mobility-Program/gukj-e8fh/>

North Lamar/Burnet Corridor Study: <http://www.austintexas.gov/northlamarburnet>

Cap Metro TOD Priority Tool: <https://capmetro.org/tod/>

Cap Metro Project Connect: <https://capmetro.org/ProjectConnect/>

集成超級市場
INTO MEGA SUPER
HÀNH CHÀO QUÝ

9. QUALITY OF LIFE



Food Access

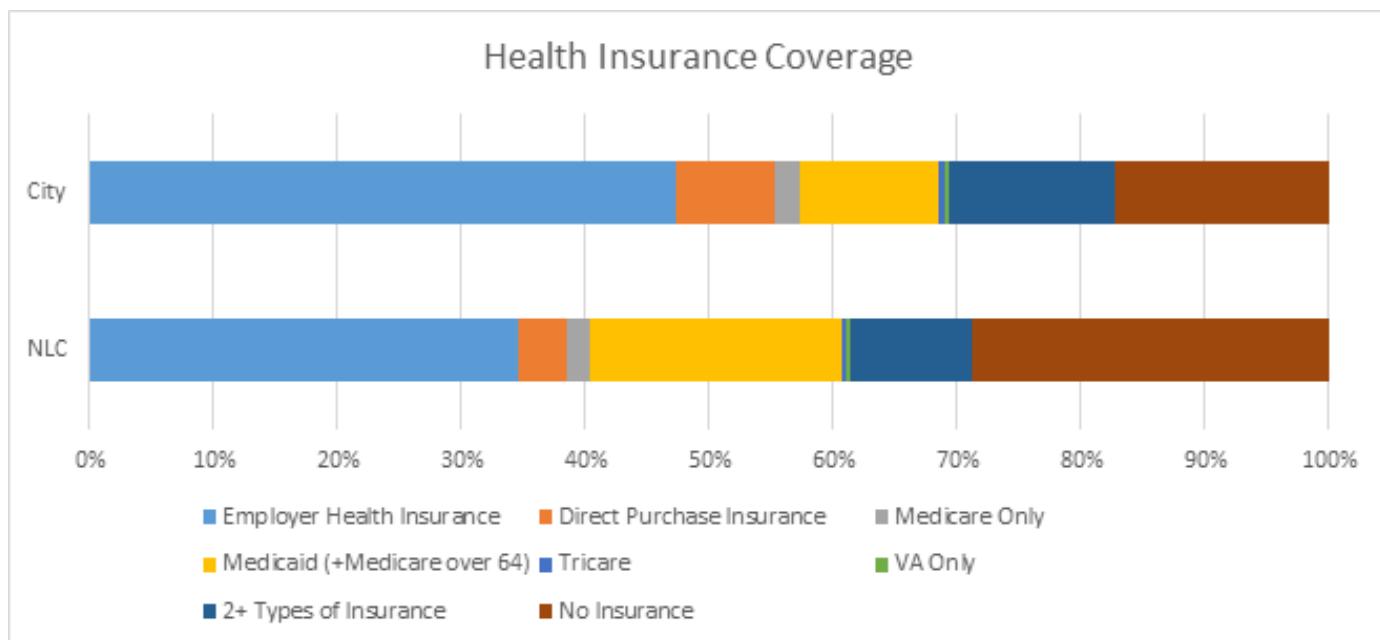
Within a one-mile buffer surrounding the corridor (6.5 square miles) there are four major grocery stores: two HEBs, a Walmart Supercenter, and MT Supermarket which sells international groceries with a focus on products from Asia. There are also 16 small grocery stores and 21 food marts or gas stations. Of the land area within the one mile buffer, approximately 3.7 square miles (57%) is within a ½ mile of each of the four major grocery stores, and 4.5 square miles (70%) is within a ½ mile of a small grocery store. Two of the four major grocery stores (HEB at Tech Ridge and Walmart Supercenter at Parmer Lane) are not accessible by an established pedestrian network and cannot be accessed via a Capital Metro bus route.

In addition to a variety of international grocery stores, along North Lamar Boulevard between US 183 and West Braker Lane there are approximately 45 restaurants, 15 mobile food vendors, and 15 fast food establishments. Reflecting the diversity of this section of the study area, of the 45 restaurants, 35 serve food from El Salvador, Cuba, Nigeria, Pakistan, India, Mexico, China, Vietnam, and Korea.

Health

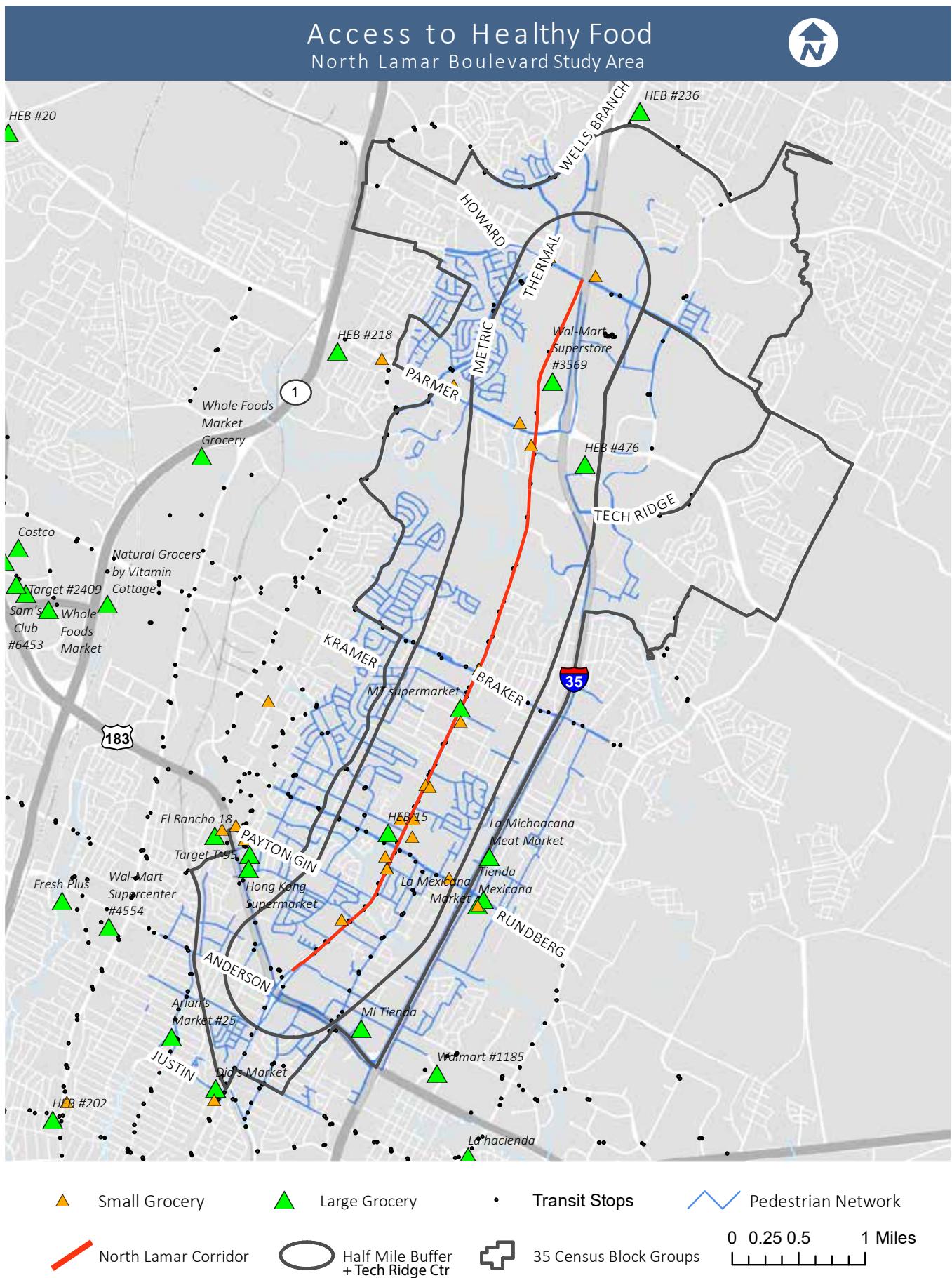
Health insurance coverage is lower within the corridor, with 29% of residents being uninsured (compared to 17% citywide). When compared to the rest of the city, a smaller proportion of residents have employer-purchased health insurance and a larger proportion are on Medicaid than citywide. Slightly fewer residents along the corridor are veterans (4.7%) when compared to citywide (5.4%).

Figure 9.1



Source: 2017 American Community Survey

Map 9.1



The US Department of Health & Human Services provides an online database of the total number of health plan selections through the HealthCare.gov platform, including the state health exchanges. In 2015, there were 53,696 health plan selections across the City of Austin. Of these, 6,364 or 12% were health plan selections made by residents in the two zip codes which overlap with the North Lamar study area (78753 and 78758, an area totaling approximately 20 square miles). Approximately 6% of residents within each zip code selected a health plan through the health exchanges. The data show a similar trend in 2014 and 2015.

In November 2018, City of Austin Neighborhood Housing and Community Development Department completed a study that included sections of the North Lamar Boulevard corridor. The “Atlas of Existing and Historical Conditions and Corridor Analysis” is a part of the implementation plan for the City of Austin Strategic Housing Blueprint. The report examines health and well-being by census tract along the corridor by looking at health status and insurance coverage. The census tracts surrounding the North Lamar Boulevard study area are mostly in the lowest quintile for the health and well-being measure, indicating lowest health and well-being outcomes when compared to census tracts citywide.

Healthcare facilities located in study area include Seton Family of Hospitals, Care Now Urgent Care Tech Ridge, RediClinic TechRidge, Minute Clinic, and four private medical practices.

Crime

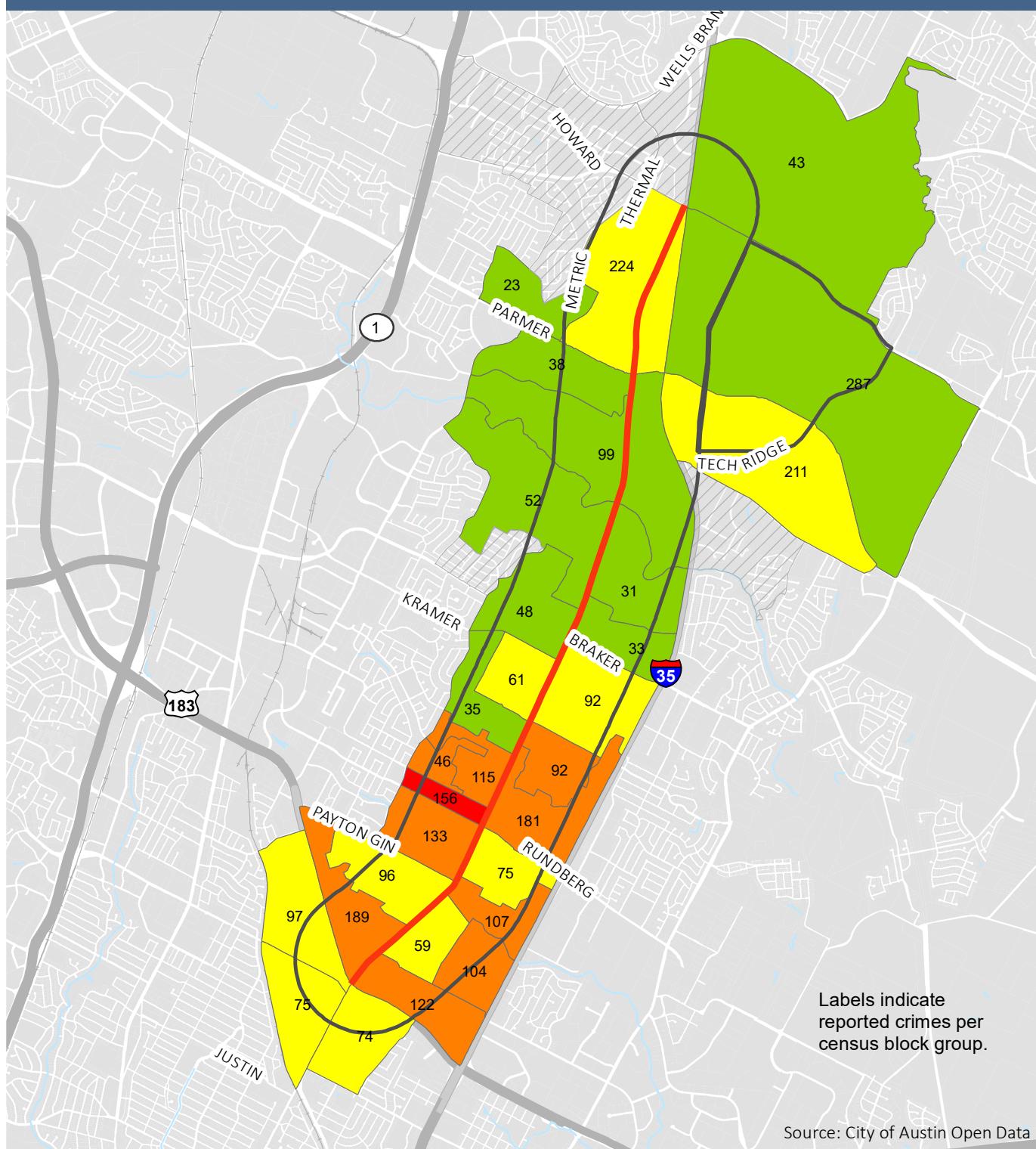
Six percent of all citywide property and violent crime occur within the 23 census block groups (need to redo this analysis to correspond with the study area of 35 census block groups) that front or contain a segment of North Lamar Boulevard in the study area. The five most frequent types of crimes committed in the area mirror the five most frequent crimes committed citywide: theft, burglary of a vehicle, theft by shoplifting, burglary of a residence and auto theft. Annual property crime and violent crime data from the Austin Police Department for 2014-2017 show a consistent, overall decrease in crime. There were 2,631 incidents in 2014 compared to 2,188 in 2017.

Restore Rundberg, an initiative of the Austin Police Department from 2014 to 2018, was successful at dramatically reducing crime in three crime “hot spots” near North Lamar Boulevard: Sam Rayburn Drive, the Northgate neighborhood, and the intersection of IH-35 and Rundberg Lane. The program added frequent foot patrols and helped establish neighborhood groups and student programming. The grant-funded program ended in September 2018. The Restore Rundberg Community Initiative team made up of neighbors and community stakeholders is continuing to meet on a quarterly basis throughout 2019.

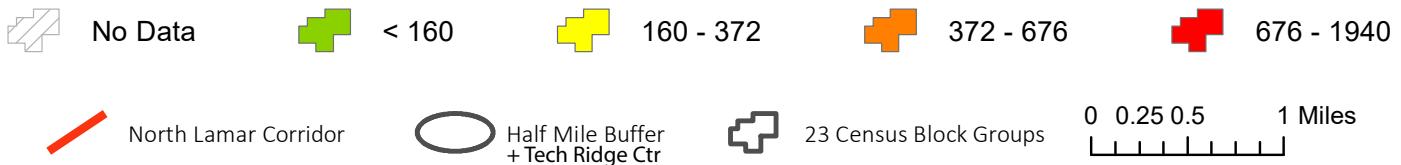
Map 9.2

Non Violent Crime - 2017 Incidents

North Lamar Boulevard Study Area



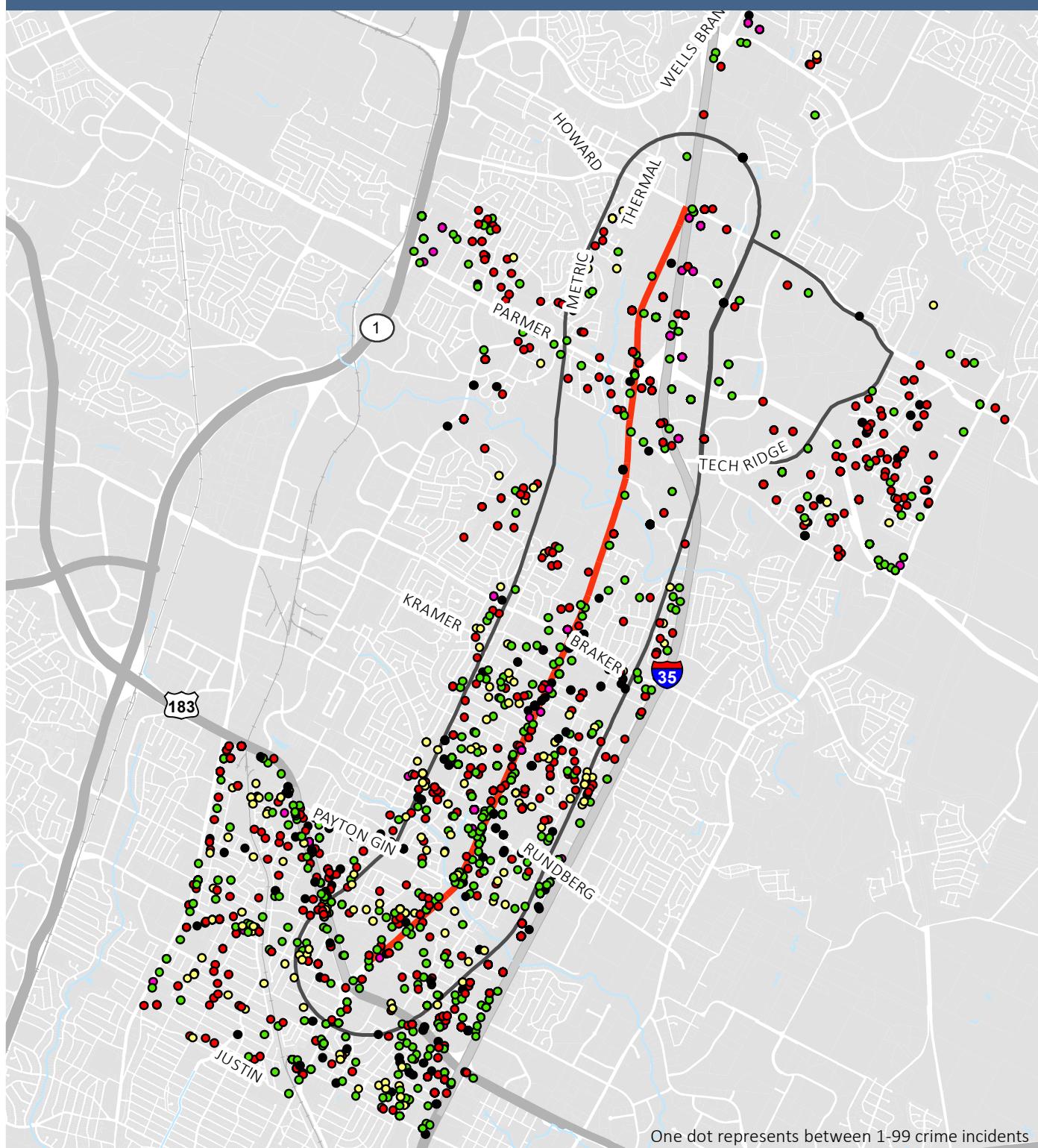
Non Violent Crime per Square Mile



Map 9.3

Non Violent Crime - 2017 Incidents

North Lamar Boulevard Study Area



● AUTO THEFT

○ BURGLARY OF RESIDENCE

● BURGLARY OF VEHICLE

○ THEFT

● THEFT BY SHOPLIFTING

North Lamar Corridor

Half Mile Buffer
+ Tech Ridge Ctr

35 Census Block Groups

0 0.25 0.5 1 Miles

IMAGINE AUSTIN CENTERS AND CORRIDORS

Homelessness

In the early hours of January 27, 2018, over 500 volunteers counted the number of children, families, and adults experiencing unsheltered homelessness throughout Austin/Travis County. 1,003 unsheltered persons were counted across Austin's City Council Districts, including 81 in District 4 (overlapping with North Lamar Boulevard from US Highway 183 to Braker Lane) and 110 in District 7 (overlapping with North Lamar Boulevard from Braker Lane to Howard Lane). The only two districts in the city with higher counts of homelessness were downtown (District 9) and southeast Austin (District 3).

Nonprofits serving the homeless within a mile of the study area include Lifeworks, Caritas of Austin North, Beckner International, Texas Network of Youth Services, Foundation for the Homeless, Catholic Charities of Central Texas, Upbring the new Lutheran Social Services, and United Way.

Code Violations

The City of Austin maintains and publishes a dataset that contains 84,142 code violation complaints citywide occurring between September 2004 and January 2019. During this time period, there were 6,059 code violation complaints in the North Lamar Boulevard study area—7.2% percent of code violation complaints citywide.

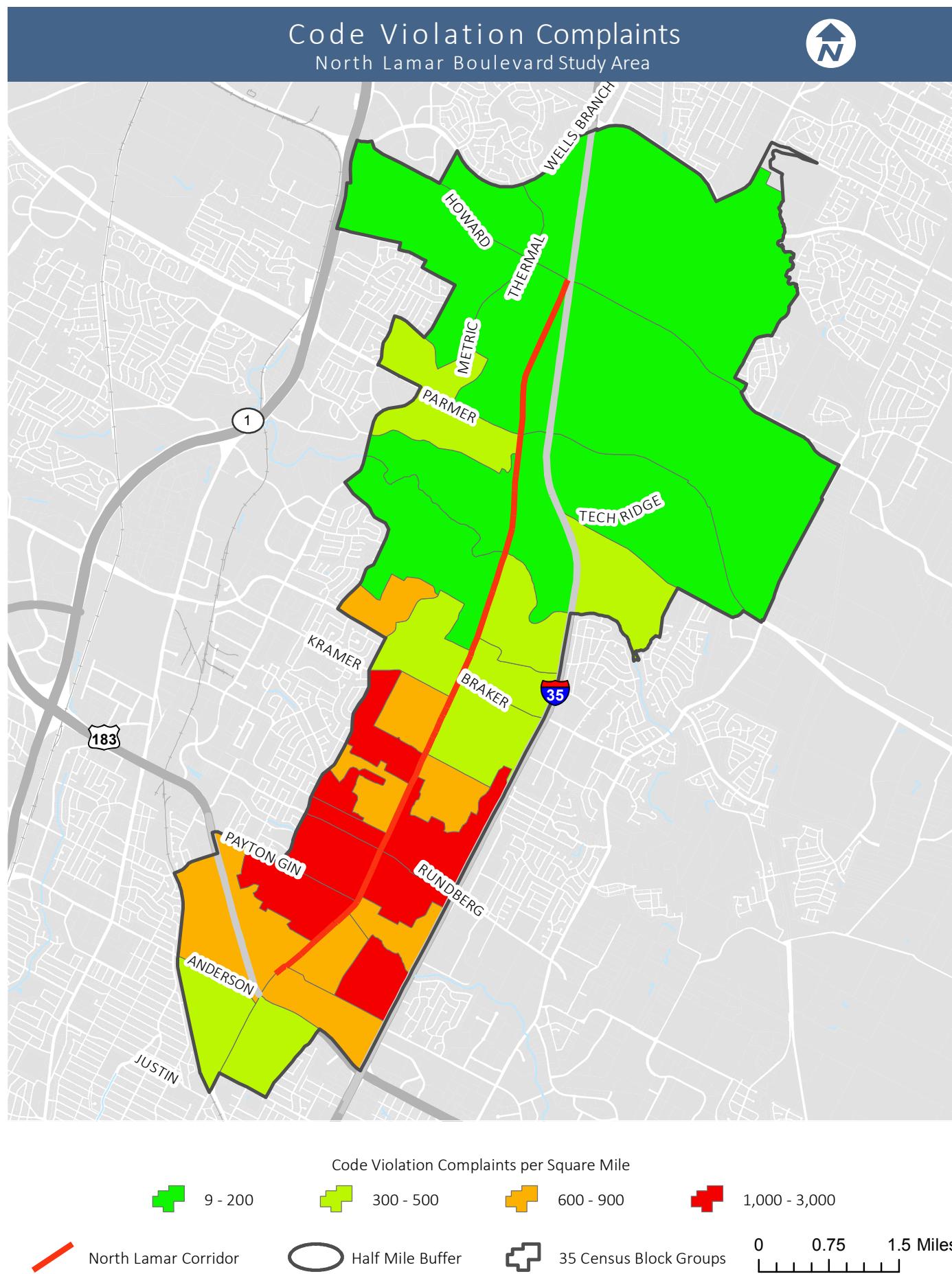
The most frequent code violation complaints in the North Lamar Boulevard study area and the City were Property Abatement, Structure Condition Violations, Land Use Violations and to a lesser degree, Work without a Permit. The North Lamar Boulevard study area has relatively more Structure Condition violations and fewer Land Use violations than the City of Austin. The City of Austin has a similar number of Structure Condition and Land Use violations

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Table 9.1

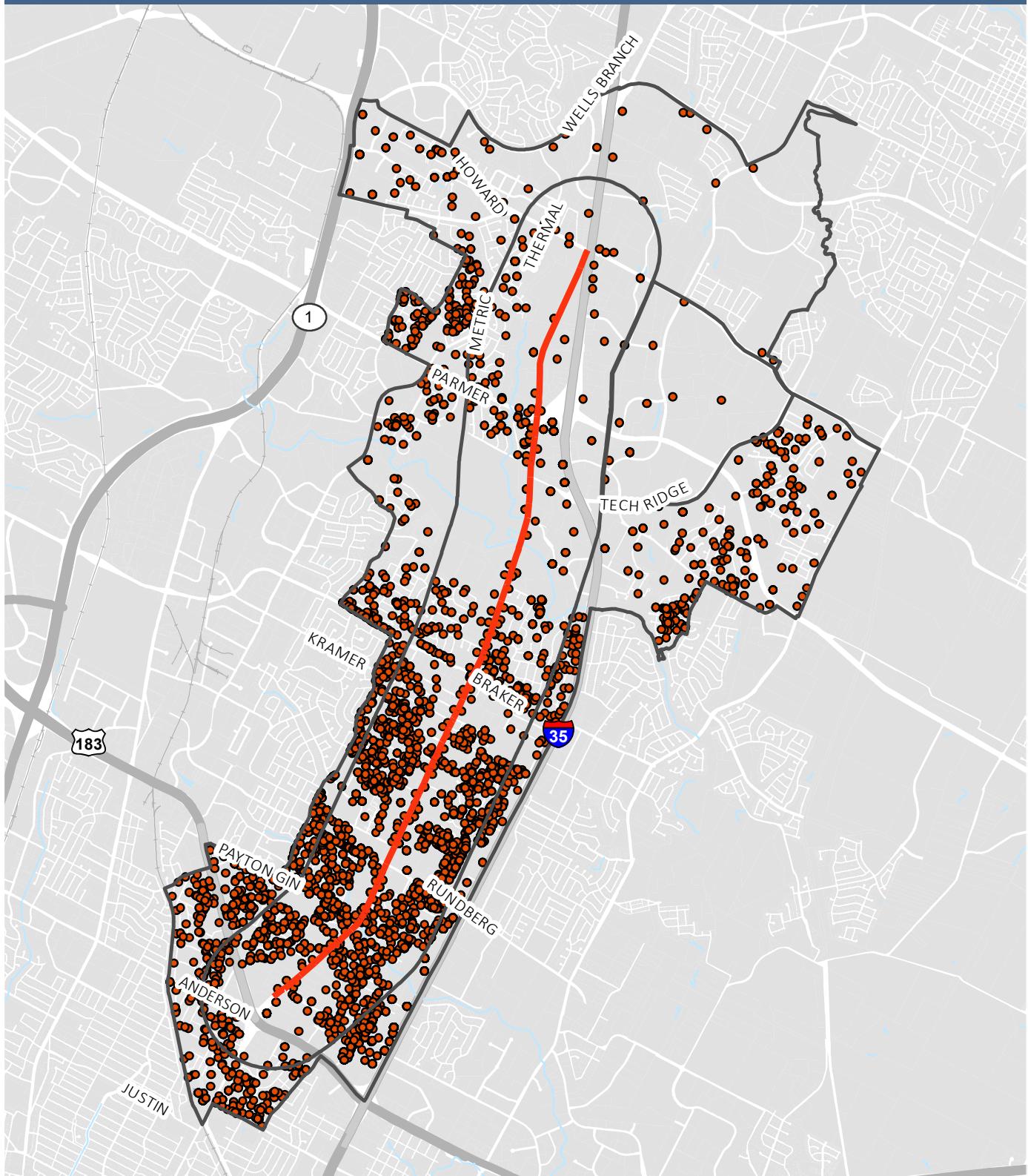
Code Complaints from City of Austin 311 System		
Type of Code Complaints	Total (% of Total) City of Austin	Total (% of Total) North Lamar Study Area
Property Abatement	38,080 (45%)	2,768 (46%)
Structure Condition Violation	21,671 (26%)	1,963 (32%)
Land Use Violation	20,928 (25%)	1,103 (18%)
Work without Permit	3,243 (4%)	212 (3%)

Map 9.4



Map 9.5

Code Violation Complaints North Lamar Boulevard Study Area



● Code Violation Complaints

North Lamar Corridor

Half Mile Buffer
+ Tech Ridge Ctr

35 Census Block Groups

0 0.75 1.5 Miles

What are the implications for planning?

The North Lamar Boulevard study area is well-served by a variety of restaurants, grocery stores, and mobile food vendors (including a large number of stores catering to Austin's rapidly diversifying population). Although the area is not very conducive to walking or biking, the availability of transit provides reasonable access to food for area residents living near North Lamar Boulevard.

Safe access to food along the corridor is more problematic due limited safe crossings and an abundance of driveways. In the two mile long International District subarea (West Braker Lane to Peyton Gin Road) there are only 7 signalized intersections. Depending upon how they are counted, there are upwards of 90 driveways on either side of North Lamar Boulevard between West Braker Lane and Payton Gin Road/Little Walnut Creek. Many of the driveways and curb cuts extend for hundreds of feet creating an unpleasant environment for walking.

Improving food access in the study area will require transportation solutions. The network connecting establishments can be improved by providing additional sidewalk connectivity, safe crossings, bicycle lanes and transit options.

Residents of the study area have lower health outcomes and a higher proportion of uninsured than the rest of Austin, suggesting that improvements to access to healthcare services are needed. The recommendations of a small area plan may help impact health outcomes by improving active transportation conditions and developing strategies for better access to healthy foods. Through a future planning process, there will be an opportunity to partner with Austin Public Health to identify additional activities beneficial to public health outcomes.

Crime trends in the study area roughly mirror the crime trends city-wide, including the type, frequency and downward trend for property and violent crime. The City of Austin has been successful at combatting property and violent crime both in the study area as well as citywide. In 2017, Austin's property crime rate dropped to a 20-year-low.

The City of Austin has faced the challenge of homelessness head on by ending Veteran homelessness and by convening the necessary stakeholders to provide services in a coordinated way. In the North Lamar Boulevard study area there are fewer homeless than in the city's center; however, the problem still persists. Code violation trends in the study area roughly mirror trends citywide, including the relative type and frequency of complaints. One difference is that there are relatively more complaints related to structural conditions in the study area which is a reflection of the study area's aging buildings. The majority of parcels, regardless of their use, were developed 25 to 50 years ago. Depending on their use, condition, and level of long-term maintenance, they provide a mix of opportunities for preservation and redevelopment along the corridor.