

# East MLK Combined Neighborhood Plan

**PLAN ADOPTED:** November 7, 2002

This Neighborhood Plan has been amended by City Council. These amendments may include text changes or Future Land Use Map (FLUM) changes. Please refer to the Ordinance Chart on the planning area webpage for more information on amendments. Planning and Development Review staff updates the Ordinance Chart on a regular basis; however, newly adopted amendments may not be reflected on the chart.

## STATION AREA PLAN OR MASTER PLAN

This Neighborhood Plan has been modified with the adoption of the MLK Jr. Blvd TOD Station Area Plan. This plan should be referenced for properties that are designated as a *Specific Regulating District* on the Future Land Use Map. For zoning, site development and design regulations, refer to the Regulating Plan. These plans can be found at: <http://austintexas.gov/page/austins-tod-process>.





# The East MLK Combined Neighborhood Plan:

MLK, MLK-183, and Pecan Springs/Springdale  
Neighborhood Planning Areas

An Amendment to the  
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5  
Section 15  
Exhibit A

November 7, 2002

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*Adoption of a Neighborhood Plan by City Ordinance shows the City Council's general commitment and support for the projects and programs included in the strategy, but does not obligate the City to implement individual plan recommendations.*



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## **Acknowledgements**

The following organizations and businesses made significant contributions to the creation of this plan:

- All Participants in the Neighborhood Planning Process
- Norman Elementary School
- Pecan Springs Elementary School
- Sims Elementary School
- YMCA – East Community Branch
- 19<sup>th</sup> Street Baptist Church
- University Hills Branch Library
- Craigwood Neighborhood Association\*
- Cavalier Park Neighborhood Association\*
- JJ Seabrook Neighborhood Association\*
- M.E.T.S.A. Neighborhood Association\*
- MLK Neighborhood Association\*
- Pecan Springs/Springdale Neighborhood Association
- Saucedo Street Neighborhood Association\*
- Stonegate Neighborhood Association\*
- Retired Senior Volunteer Program (R.S.V.P)
- Turman House volunteers

\*To find current contact information for the neighborhood associations within the planning areas contact the Public Information Office at 974-2220 or go to [www.ci.austin.tx.us](http://www.ci.austin.tx.us) (select "Community Registry" under the Select a Service pull-down menu).

## **City Staff Acknowledgements**

The following staff members from the Neighborhood Planning & Zoning Department assisted in the completion of the East MLK Neighborhood Plan:

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In addition to the staff listed here, numerous other City staff from several departments provided comments, suggestions and cost estimates that were very helpful to the completion on the plan. Their input and support are greatly appreciated.

For more information on the East MLK Neighborhood Plan or the City of Austin Neighborhood Planning Program contact the Neighborhood Planning and Zoning Department:

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# **List of Acronyms**

## *City Departments or Programs*

AE - Austin Energy, City of Austin  
APD – Austin Police Department, City of Austin  
HHS – Health and Human Services Department, City of Austin  
NHCD – Neighborhood Housing and Community Development,  
City of Austin  
NPZD – Neighborhood Planning and Zoning Department, City of  
Austin  
PARD - Parks and Recreation Department, City of Austin  
PW – Public Works, City of Austin  
SWS – Solid Waste Services Department, City of Austin  
TPSD – Transportation, Planning, and Sustainability  
Department, City of Austin  
TXDOT – Texas Department of Transportation  
WPDR – Watershed Protection and Development Review  
Department, City of Austin

## **Other Acronyms**

CDCs – Community Development Corporations  
NPCD – Neighborhood Plan Combining District  
UT – University of Texas

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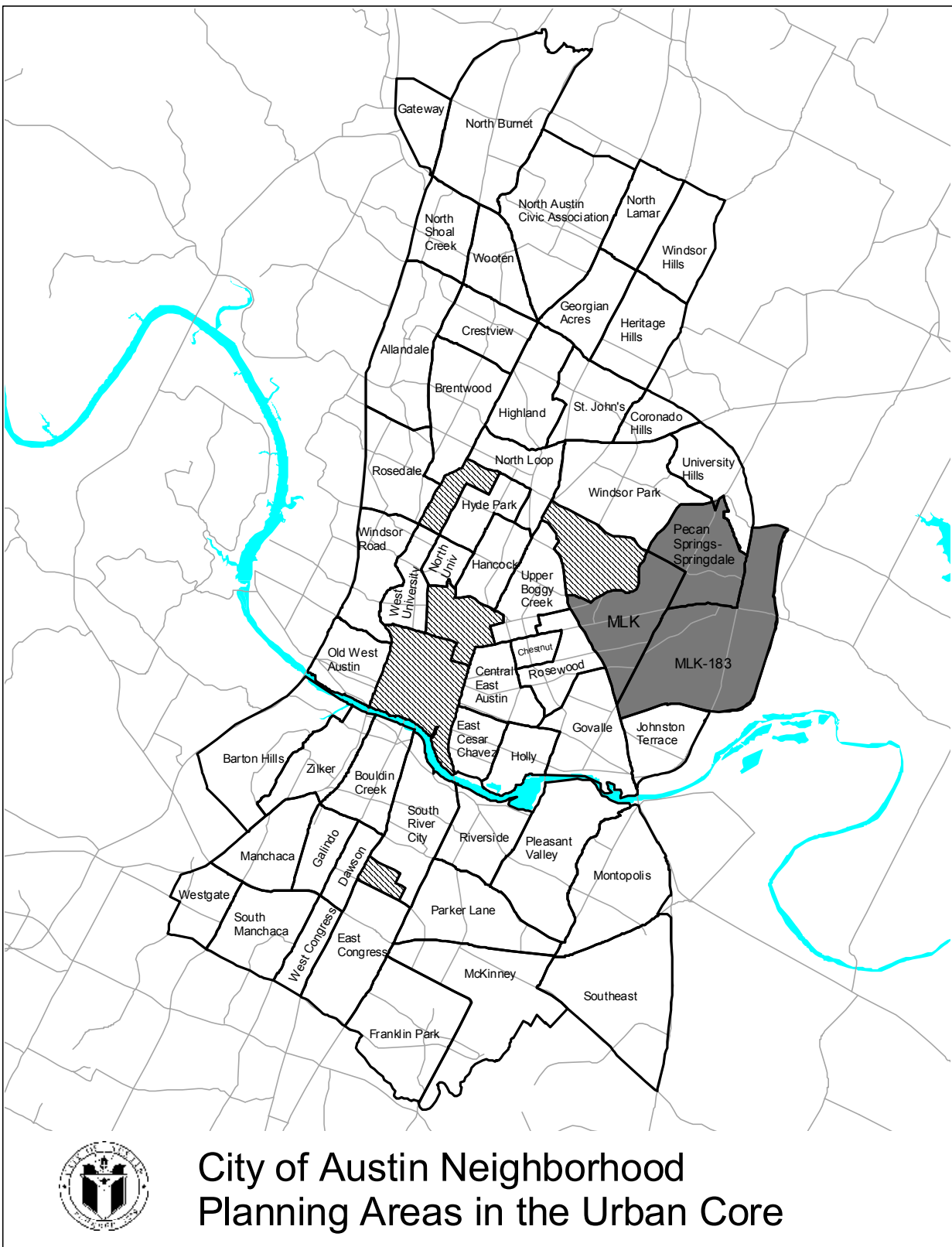
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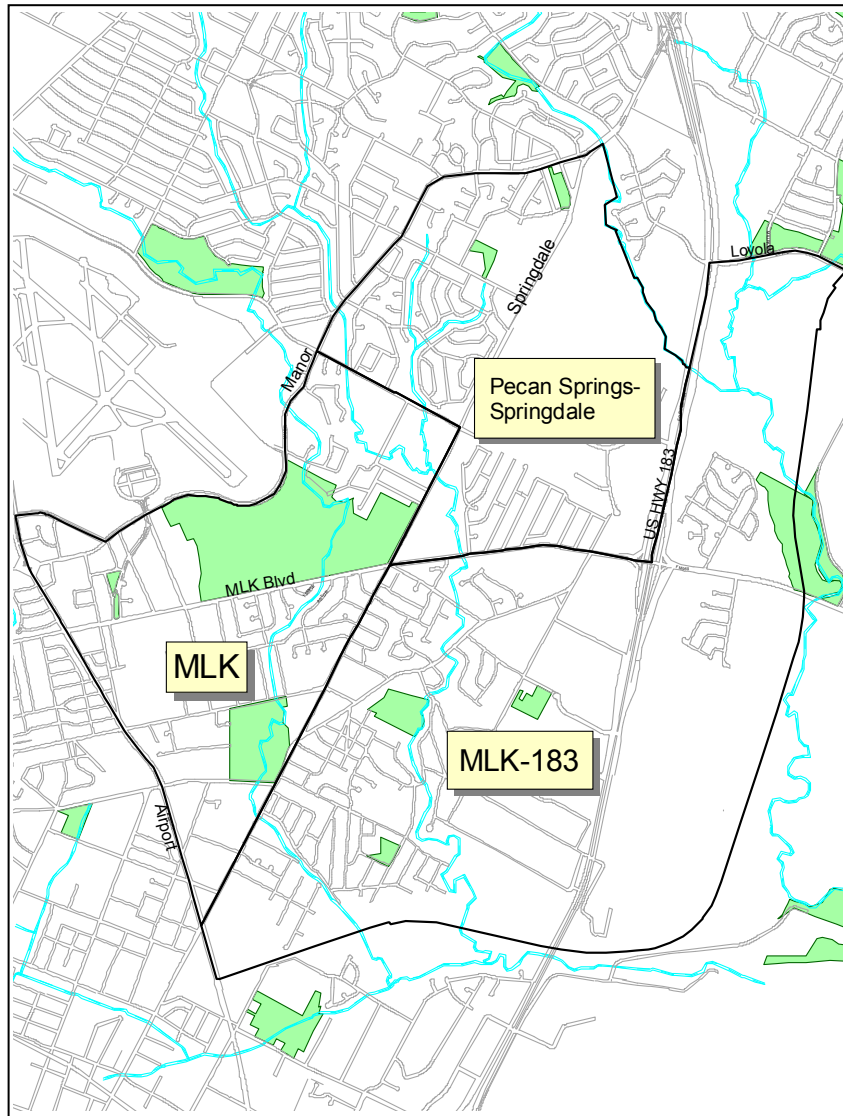
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## East MLK Combined Neighborhood Planning Area

### Introduction

The East MLK Combined Neighborhood Planning Area is bounded by Airport Boulevard, Anchor Lane and Manor Road on the west, Loyola Lane, Ed Bluestein Boulevard, and Little Walnut Creek on the north, the former Missouri-Kansas Railroad right-of-way on the east, and the Austin & NW Railroad on the south. The Combined Planning Area includes three individual planning areas – MLK, MLK-183, and Pecan Springs/Springdale. Residents, business owners, and property owners have been meeting with City staff since February 2002 to develop this plan to improve their neighborhood and to guide future development.

# **Chapter I: East MLK Combined Neighborhood Planning Area Vision and Goals**

The community vision describes where the community wants to go in the near and distant future socially, physically, and economically by identifying and describing a future state. The vision established here will serve as the skeletal framework for the neighborhood plan. The plan provides action items and strategies to achieve the community's vision.

## **Vision**

The East MLK Neighborhood is to be a diverse community that emphasizes traditional values, pride of ownership and a strong sense of community. The Neighborhood will be well balanced with residential and commercial uses, walkable shops, restaurants, cultural opportunities, parks and green spaces. East MLK is to be a safe, quiet, pedestrian oriented neighborhood with clean, well lit, tree lined streets, maintained yards, and accessible to public transportation.

## **Goals**

### **Land Use, Urban Design, and Historic Preservation**

#### **Goal One**

Preserve established residential areas and improve opportunities for home ownership by promoting the rehabilitation of existing housing and new, infill housing compatible with the existing style of this neighborhood.

#### **Goal Two**

Promote a mix of land uses that respect and enhance the existing neighborhood and address compatibility between residential, commercial, and industrial uses.

#### **Goal Three**

Preserve existing small businesses and encourage new neighborhood-serving commercial services in appropriate locations.

#### **Goal Four**

Promote the development and enhancement of the neighborhood's major corridors.

#### **Goal Five**

Provide housing that helps maintain the social and economic diversity of residents.

**Goal Six**

Protect and enhance historic resources and structures and preserve the area's historic and cultural character.

**Transportation****Goal Seven**

Create a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major arterials and neighborhood streets.

**Goal Eight**

Provide access to, from, and through the neighborhood for all residents by promoting a neighborhood-friendly system of transportation.

**Goal Nine**

Improve bicycle and pedestrian traffic safety on neighborhood streets.

**Services and Infrastructure****Goal Ten**

Address neighborhood security by reducing illegal and dangerous activities and improving the sense of public safety.

**Goal Eleven**

Protect and enhance the neighborhood through code enforcement, property maintenance activities, and by reducing trash and dumping in the neighborhood.

**Goal Twelve**

Improve the quality, safety, and cleanliness of area creeks, and reduce the impact of flooding in the neighborhood.

**Goal Thirteen**

Create more public open space, including parks and green spaces, improve existing parks and increase recreational amenities in the neighborhood.

## **Chapter II: East MLK Top Ten Action Items**

1. Conduct Quarterly Drug Sweeps in the Central East command area.
2. Address speeding traffic by utilizing increased radar enforcement and speed trailers on identified streets.
3. Complete the sidewalk network on Springdale Road (west side) from Alf to Glomar.
4. Improve the appearance, walkability, and traffic flow of Airport Boulevard.
5. Complete the Fort Branch Improvement Project.
6. Historically zone (city landmark designation) Plummer and Bethany Cemeteries and the 1936 Fort Colorado Historical Marker.
7. Preserve Givens Park.
8. Add sidewalks to MLK Blvd. (south side) from Springdale to Ed Bluestein Blvd.
9. Provide increased protection and improvements for Plummer Cemetery.
10. Develop hike/bike trails along Walnut Creek, Little Walnut Creek, and the former Mo-Kan Railroad right-of-way.

## Chapter III: The Neighborhood Planning Process

Over the course of eleven months, City staff worked with community representatives to develop the East MLK Combined Neighborhood Plan. The Combined Plan includes the MLK, MLK-183, and Pecan Springs/Springdale planning areas. Concurrent with fieldwork, Neighborhood Planning staff researched area demographics and collected background information on land use, existing conditions, and current or proposed City of Austin Capital Improvement Projects (CIP) affecting the neighborhood.

Beginning in Fall 2001, staff held several outreach meetings with established neighborhood associations and institutions in the area. These meetings were held to recruit assistance with outreach to all neighborhood stakeholders and provide information on the neighborhood planning process.



*Staff and participants discuss the draft plan*

In November 2001, an initial neighborhood survey was mailed to every resident, property owner and business owner in the planning area. The results of the survey provided a starting point to begin the planning process. See Appendix C for initial survey results.

Workshop One, the official “kick-off” of the process, was held on February 2, 2002; more than seventy-five people participated. The neighborhood planning process was introduced and staff presented a neighborhood profile including existing land use, results from the initial survey and demographic information. The first workshop included four breakout sessions to gather information from stakeholders on the topics of Land Use, Urban Design, Transportation, and Services and Infrastructure. During these sessions participants clarified information received through the survey, and began discussions that laid the groundwork for developing a vision and goals for the plan.

City staff conducted additional outreach for the planning process by sponsoring the *Neighborhood of the Future* art and coloring contest. The contest was designed to create a fun way to involve area youth in the neighborhood planning process, and to increase participation among parents. The contest was open to

all students at the elementary schools in the planning area. More details on the contest and pictures of the winning entries are included on page 8.

Notices for neighborhood-wide workshops were sent to all residents, business owners and property owners in the combined planning area. In between workshops, smaller focus group meetings were held.

Four focus groups were conducted between Workshop One and Workshop Two. The topics of these focus groups were, Vision and Goals, Land Use and Zoning, Services and Infrastructure and Transportation. Community stakeholders had a strong interest in the land use and services and infrastructure components. In response to this, two additional focus groups were held for the land use component, and one additional services focus group. In addition, a “services forum” was held with City department representatives to allow the community to address individual problems or questions. Using information from the initial survey and Workshop One as a baseline, participants worked with staff to create a vision and goals for the plan, develop a Future Land Use Map, and craft objectives and action items to realize the goals for each component of the plan.

In early June, a draft plan and final survey were mailed to every resident, business owner, and property owner in the planning area. Information gathered through the survey was used to refine the plan. See Appendix C for final survey results.

Workshop Two was held on June 29, 2002, and more than 40 people attended. At the workshop staff presented the draft neighborhood plan and participants asked questions and commented on the draft plan. Information gathered at the second workshop was used to refine the plan.

A “Refining the Plan” meeting was held on August 5, 2002. At this meeting staff presented a revised plan, which included changes based on the final survey and the comments received at Workshop Two. Participants commented on the plan and prioritized the plan’s action items.

In addition to the workshops and focus groups, staff made numerous visits to neighborhood association meetings to encourage participation in the planning process, provide updates on the neighborhood plan, and gather input from stakeholders.

After two workshops, seven focus groups, a services forum, and other meetings with neighborhood associations and other interested parties, the plan was finalized.



## Additional Outreach

### Neighborhood of the Future Art Contest



Artist: Sandra Peña  
3<sup>rd</sup> Grade, Sims E.S.

Art teachers at the elementary schools in the Neighborhood Planning Area asked students to draw their vision for the future of the neighborhood. During the first workshop participants picked their favorite pictures. The winners are pictured here (right and above).



Artist: Azucena Sanchez  
1<sup>st</sup> Grade, Pecan Springs E.S.



The contest was designed to get parents involved in the planning process. The winning entries were also placed on a poster promoting the neighborhood planning process. The poster was displayed on Capital Metro buses during the process (left).



## Chapter IV: East MLK Planning Area Demographic Profile

### Population

Between the 1990 and 2000 Census, the City of Austin population increased by forty-one percent (41%), nearly 200,000 people. During the same period, Austin's Urban Core grew by twenty-two percent (22%), an increase of 64,590 people, and the East MLK Planning Area grew by nineteen percent (19%), an increase of 2,741 people.

**Total population of The East MLK Planning Area  
Neighborhoods and Austin's Urban Core**

<i>Area</i>	<b>1990</b>	<b>2000</b>	<b>% Change</b>
<b>Austin/San Marcos MSA*</b>	846,227	1,249,763	+48%
<b>Austin</b>	465,622	656,562	+41%
<b>Urban Core**</b>	291,423	356,013	+22%
<b>Combined East MLK Planning Area</b>	14,324	17,065	+19%
<b>MLK Neighborhood</b>	4,466	5,160	+16%
<b>MLK-183 Neighborhood</b>	5,534	6,425	+16%
<b>Pecan Springs/Springdale Neighborhood (PSS)</b>	4,324	5,480	+27%

Source: 1990 and 2000 Census

\*The MSA includes Bastrop, Caldwell, Hays, Travis, and Williamson Counties

\*\*See map on page 1

Population growth in the East MLK Planning Area was comparable to growth in Austin's Urban Core (see map on page 1). However, there were significant differences in population growth among the individual neighborhoods within the Planning Area. The population in MLK and MLK-183 grew at sixteen percent (16%), while the Pecan Springs/Springdale neighborhood grew at twenty-seven percent (27%). In 1990 the PSS neighborhood had the largest number of vacant units in the planning area. Between 1990 and 2000, 340 of the 380 vacant units became occupied. This helps to explain why the PSS neighborhood grew more than the other neighborhoods.

## Racial Makeup

### Racial Makeup of The East MLK Planning Area Compared with Austin's Urban Core

<i>Racial Group</i>	Percentage (%) of Total Population			
	<b>EMLK 1990</b>	<b>Urban Core 1990</b>	<b>EMLK 2000</b>	<b>Urban Core 2000</b>
<b>White</b>	9%	54%	7%	43%
<b>Black</b>	68%	15%	53%	13%
<b>Hispanic</b>	23%	28%	40%	40%
<b>Asian</b>	0%	3%	0%	4%

Source: 1990 and 2000 Census

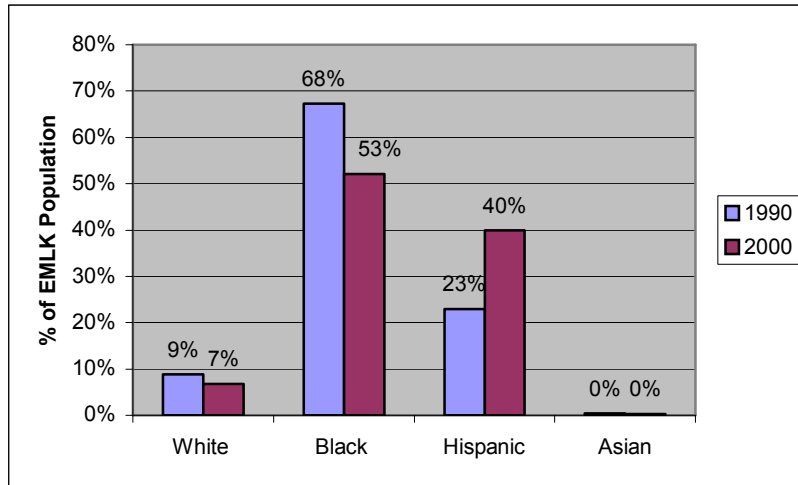
The trends in the East MLK Planning Area and Austin's Urban Core are similar. In both areas the percentage of the population that is White and Black decreased, while the percentage that is Hispanic increased. However, the East MLK Planning Area is clearly very different from the Urban Core. The Black population is East MLK's largest racial group, while the White population is relatively small. The opposite is true in the Urban Core where the largest racial group is the White population and the Black population is relatively small. Both areas have a large Hispanic population.

### Changes in Racial Makeup of the East MLK Planning Area Change in the Number of People

<i>Racial Group</i>	<b>EMLK 1990</b>	<b>EMLK 2000</b>	<b># Change</b>	<b>% Change</b>
<b>White</b>	1,273	1,145	-128	-10%
<b>Black</b>	9,648	8,882	-766	-8%
<b>Hispanic</b>	3,287	6,808	+3,521	+107%
<b>Asian</b>	59	37	-22	-37%

Source: 1990 and 2000 Census

### Change in the Percentage of the Population



Between the 1990 and 2000 census, the East MLK Planning Area saw a seven percent (7%) decline in the White population and a fifteen percent (15%) decline in the Black population, at the same time there was a seventeen percent (17%) increase in the Hispanic population. These changes were caused by a large increase in the number of Hispanic people in the area (+3,521) and relatively small decreases in the number of White (-128) and Black (-766) people in the area.

Again, this change in racial makeup is similar to changes that occurred in Austin's Urban Core over the same period. In the Urban Core the White population decreased by eleven percent (11%), the Black population decreased by two percent (2%), and the Hispanic population increased by twelve percent (12%). These changes were caused by a large increase in the number of Hispanic people (+59,016) and relatively small decreases in the number of White (-5,961) and Black (-1) people in the area.

## Changes in Racial Makeup of the East MLK Planning Area Neighborhoods

### Change in the Number of People between 1990 and 2000

	MLK			MLK-183			PSS		
<i>Racial Makeup</i>	1990	2000	Change	1990	2000	Change	1990	2000	Change
<b>White</b>	269	416	<b>+147</b>	218	193	<b>-25</b>	786	536	<b>-250</b>
<b>Black</b>	3,141	2,510	<b>-631</b>	3,530	3,261	<b>-269</b>	2,976	3,110	<b>+134</b>
<b>Hispanic</b>	1,016	2,153	<b>+1,137</b>	1,750	2,908	<b>+1,158</b>	520	1,746	<b>+1,226</b>
<b>Asian</b>	12	20	<b>+8</b>	9	4	<b>-5</b>	38	13	<b>-25</b>

Source: 1990 and 2000 Census

### Change in the Percentage of the Population between 1990 and 2000

	MLK			MLK-183			PSS		
<i>Racial Makeup</i>	1990	2000	Change	1990	2000	Change	1990	2000	Change
<b>White</b>	6%	8%	<b>+2%</b>	4%	3%	<b>-1%</b>	18%	10%	<b>-8%</b>
<b>Black</b>	70%	49%	<b>-21%</b>	64%	51%	<b>-13%</b>	69%	57%	<b>-12%</b>
<b>Hispanic</b>	23%	42%	<b>+19%</b>	32%	45%	<b>+13%</b>	12%	32%	<b>+20%</b>
<b>Asian</b>	0%	0%	<b>0%</b>	0%	0%	<b>0%</b>	1%	0%	<b>-1%</b>

Source: 1990 and 2000 Census

### **Changes in the Racial Makeup of the MLK Neighborhood between 1990 and 2000**

In contrast to the rest of the planning area, the White population in the MLK Neighborhood increased two percent (2%), while the EMLK White population decreased by two percent (2%). Also, there was a larger decrease in the Black population in the MLK neighborhood than in the EMLK Combined Planning Area. The Black population in the MLK Neighborhood decreased by twenty-one percent (21%), while the EMLK Black population decreased by only fifteen percent (15%). The MLK Neighborhood had the largest decrease in the Black population (631 people), and the only increase in the White population (147 people) in the EMLK Planning Area.

With a population that was forty-nine percent (49%) Black and eight percent (8%) White in 2000 the MLK Neighborhood still more closely resembles the EMLK Planning Area than Austin's Urban Core. However, between 1990 and 2000 the MLK Neighborhood's racial makeup did become more like Austin's Urban Core.

### **Changes in the Racial Makeup of the MLK-183 Neighborhood between 1990 and 2000**

The MLK-183 Hispanic percentage increased by thirteen percent (13%), while the EMLK Hispanic percentage increased by seventeen percent (17%). The Hispanic population in the MLK-183 neighborhood increased by 1,153 people, approximately the same number as the other neighborhoods in the planning area. However, the MLK-183 Neighborhood had the largest Hispanic population in the planning area in 1990.

### **Changes in the Racial Makeup of the Pecan Springs/Springdale (PSS) Neighborhood between 1990 and 2000**

The PSS White percentage decreased by eight percent (8%), while the EMLK White percentage decreased by only two percent (2%). The PSS Neighborhood had the largest decrease in the White population (250 people) in the EMLK Planning Area. The Black population in the PSS Neighborhood increased by 134 people. This was the only neighborhood in EMLK that had an increase in its Black population.

### Age Breakdown in the East MLK Planning Area and Austin's Urban Core

	<b>EMLK</b>	<b>Urban Core</b>
Under 5 years	10%	7%
5 - 17 years	22%	14%
18 to 24 years	12%	22%
25 to 44 years	28%	36%
45 to 54 years	10%	10%
55 to 64 years	8%	5%
65 to 84 years	10%	6%
85 Plus years	1%	1%

Source: 2000 Census

The table above highlights the differences in age between the East MLK Planning Area and Austin's Urban Core. The figures shown are based on the 2000 census; however, the 1990 figures were similar. Some notable differences between EMLK and the Urban Core are that EMLK has more children under seventeen, and more adults over fifty-five than the Urban Core. Similarly, the Urban Core has significantly more young adults between 18 and 24, as well as more adults between 25 and 44. These differences are likely attributable to the fact that EMLK is an older neighborhood with mostly family households, while the urban core has more students and non-family households.

### Changes in Age Breakdown in the East MLK Neighborhoods

As was mentioned above, taken as a whole, there were no significant changes in age breakdown in the EMLK Combined Planning Area between 1990 and 2000. However, there were some notable changes in age breakdown among the individual neighborhoods.

### Change in the Percentage of the Population between 1990 and 2000

	<b>MLK</b>	<b>MLK-183</b>	<b>PSS</b>
Age 17 and under	-2%	+2%	+2%
Age 18-24	+1%	0%	+2%
Age 25-44	+2%	-1%	-1%
Age 45-54	+3%	-1%	-1%
Age 55 and Over	-3%	-1%	-1%

The MLK Neighborhood had a two percent (2%) decline in children under age seventeen, while the MLK-183 and PSS Neighborhoods each had a two percent (2%) increase in children under seventeen. The MLK Neighborhood also had a two percent increase (2%) in the 18-24 age cohort and a three percent (3%) increase in the 25-44 age cohort. The MLK-183 and PSS Neighborhoods each had a one percent decrease in both the 18-24 and 25-44 age cohorts. Also, while all of the neighborhoods had decreases in the 55 and over age cohort, the

MLK Neighborhood decreased by three percent (3%), while the MLK-183 and PSS Neighborhoods decreased by only one percent (1%). Overall, in terms of age breakdown, the MLK Neighborhood became slightly more like Austin's Urban Core, while MLK-183 and PSS remained basically unchanged.

### Household Composition in the East MLK Planning Area

	EMLK		Urban Core	
	1990	2000	1990	2000
<b>Family Households</b>	77%	72%	48%	47%
<b>Non-Family Households</b>	23%	28%	52%	53%

The East MLK Planning Area has significantly more family households than Austin's Urban Core. In 1990, each of the Planning Area Neighborhoods had approximately the same proportion of family and non-family households. Between 1990 and 2000 the family households decreased by eight percent (8%) in the MLK Neighborhood and four percent (4%) in the PSS Neighborhood. The percentage decreased by only one percent (1%) in the MLK-183 Neighborhood. As in the Racial Makeup and Age categories, household composition in the MLK Neighborhood became more like Austin's Urban Core.

### Household Occupancy in the East MLK Planning Area Neighborhoods and Austin's Urban Core

#### Average density and household size

	MLK	MLK-183	PSS	Urban Core
<b>Average Household Size</b>	3.0	3.3	3.0	2.4
<b>Average Persons per Acre</b>	5.2	3.01	5.61	7.04

Source: 2000 Census

The average household size in the East MLK Planning Area Neighborhoods is greater than the Urban Core, while the average persons per acre is less. This reveals that EMLK has more people per household, while the Urban Core has more multifamily and higher density housing. In both the East MLK Neighborhoods and the Urban Core, between 1990 and 2000, the average household size remained approximately the same, while the average persons per acre increased.

### Changes in Housing Occupancy between 1990 and 2000 in the East MLK Planning Area Neighborhoods

	MLK			MLK-183			PSS		
	1990	2000	Change	1990	2000	Change	1990	2000	Change
<b>Total Housing Units</b>	1,644	1,794	<b>+150</b>	1,977	2045	<b>+68</b>	1,805	1,830	<b>+25</b>
<b>Vacant Units</b>	211	102	<b>-109</b>	265	114	<b>-151</b>	381	41	<b>-340</b>
<b>Owner Occupied Units</b>	647	684	<b>+37</b>	1,249	1,338	<b>+89</b>	882	944	<b>+62</b>
<b>Renter Occupied Units</b>	786	1,011	<b>+225</b>	463	593	<b>+130</b>	542	845	<b>+303</b>

Source: 1990 and 2000 Census

Between 1990 and 2000 the total number of housing units in the East MLK Planning Area grew by four percent (4%), which was a slightly smaller increase than the Urban Core, which grew by six percent (6%). More than half of the units that were added in EMLK were in the MLK Neighborhood, which saw a nine percent (9%) increase in total units.

The total number of vacant units in both EMLK and the Urban Core decreased by seventy percent (70%). More than half of the decrease in vacant units in EMLK was attributable to the PSS Neighborhood, which saw an eighty-nine percent (89%) decrease in vacant units.

The total number of owner occupied units increased in each of the EMLK Neighborhoods. However, the increase in owner occupied units was outpaced by increases in renter occupied units in all the EMLK Neighborhoods. Thus, even though there were increases in owner occupied units, between 1990 and 2000 the owner occupancy rate decreased from sixty-one percent (61%) to fifty-five percent (55%) in the EMLK Planning Area. This is still significantly higher than the owner occupancy rate in either Austin (45%) or the Urban Core (33%).



## Chapter V: Planning Area History

### Early History

#### Tannehill Land Grant

Jessie Cornelius Tannehill was one of the early settlers in the East MLK area. Tannehill was born in Kentucky on December 30, 1797. He was married to Jane Richardson in 1823 near Nashville, Tennessee. They came to Texas with their two children in 1827. With the pioneer families of Stephen F. Austin's "little colony" they lived for a time in tent structures of pine poles and buffalo skins. In 1832, Tannehill secured a headright of 4,428 acres, which covers much of the Eastern part of the planning area.

#### Fort Colorado



*Fort Colorado  
Historical Marker*

In 1836, Coleman's Fort, also known as Fort Colorado, was built on land donated by Jesse Tannehill. The Fort was built near Walnut Creek, near what is now the intersection of FM 969 and Webberville Road. The Fort was unique because it was the first of its kind, built by and for Texas Rangers to fight Indians and protect settlers. It was one of the earliest official fortifications on the frontier, predating the Republic of Texas, and the later federal forts. The Texas Rangers that were stationed there fought Comanche, Lipan Apache and other Indian Tribes that resided in this area. The fort was deactivated in 1838 when conflicts between the settlers and Indians residing in the area subsided. Upon decommission of the fort, settlers in the area, used dressed logs, lumber and hardware to build and maintain their home sites.

The Fort Prairie settlement community grew around the deactivated fort until the community moved to Burnet County in 1850. The Fort Prairie settlers tore down the original fort to use the wood for cabins and fences.

A granite and bronze historical marker was installed during the State Centennial celebrations in 1936 to commemorate the site. The marker remains there today and this plan recommends pursuing City historic landmark designation.

## **Bethany Cemetery**

Bethany Cemetery is located at 1308 Springdale Road, across the street from Sims Elementary School. Bethany was established by African-Americans in 1893 in response to racial prejudice that prevented the burial of black citizens in the city cemetery. Bethany is one of the earliest all African-American cemeteries in Austin. Two black civil war



veterans and former slaves, Ben Alexander and Stringfellow Holder, along with Jack Dobson one of the first black City of Austin employees are buried at the Bethany Cemetery. In addition Bethany Cemetery is the final resting place for many former slaves and early black ministers of the area.

Originally, the men who founded it cared for the cemetery. Between 1914 and 1930 a caretaker was hired. However from 1930 to date, no permanent caretaker had been assigned. There have been various community efforts to clean up the cemetery since the 1970's. With renewed interest, continuing maintenance efforts are now provided by citizens interested in the preservation of this historic cemetery. This renewed interest is also reflected in this neighborhood plan's recommendations.

## **Plummer Cemetery**



Plummer Cemetery is located at 1152 Springdale Road. Plummer is an intact 19<sup>th</sup> and 20<sup>th</sup> century African-American burial ground. The cemetery is named after Thomas Plummer, the first African-American to hold a law enforcement position in Travis County. The City of Austin acquired Plummer Cemetery in 1957, so the City takes care of maintenance, but other improvements are recommended in this neighborhood plan.

## Chapter VI: Urban Design Guidelines

The following Neighborhood Design Guidelines provide a common basis for making consistent decisions about building and streetscape design that may affect the character of a neighborhood. Adherence to the guidelines is voluntary. They are not intended to limit development within the East MLK Neighborhood Planning Area. The intent is to provide ideas as to the appearance of new development, redevelopment, or remodeling. These guidelines primarily focus on the streetscape, the publicly viewed area between the fronts of buildings along the street. This area includes the streets and sidewalks (public rights-of-way), front yards, building facades or fronts, porches and driveways (private property).

### Guideline Goals

These goals provide the foundation for neighborhood design guidelines within City of Austin neighborhoods.

- **Respect the prevailing neighborhood character.** The Guidelines aim to reinforce those positive elements, patterns, and characteristics that exist within the neighborhood, that help create a unique sense of place within the city. The Guidelines serve as a framework for new development and provide suggestions as to how it may fit into the existing neighborhood character in terms of scale, mass, building patterns, and details. Following the Guidelines helps ensure the existing neighborhood character is preserved, maintained, complimented, or even enhanced.
- **Ensure compatibility and encourage adjacent land uses to complement each other.** The Guidelines may indicate a neighborhood's preference for increasing or decreasing the occurrence of certain types of land uses. Examples of this are as "encouraging more owner-occupied residential units" or "encouraging more nearby small-scale retail or grocery stores." Creating easily accessible areas of mixed-use and neighborhood-oriented services can also minimize the need for residents to travel by car to get goods and services needed on a day-to-day basis.
- **Enhance and enliven the streetscape.** The Guidelines also promote the design of safe, comfortable, and interesting streetscapes that help encourage walking, biking, and transit use. Key to achieving this goal is creating a sense of human scale in the buildings defining the streetscape. This is also achieved by providing accessible, adequately sized and protected pathways. Additionally, safety is enhanced by increasing visibility from buildings to the sidewalk and street ("the eyes on the street" concept).

The Mental Map on the following page provides a framework for the design guidelines. Please refer to the following definitions for the map and design guidelines:

**Definitions:**

**DISTRICTS:** distinct areas sharing common attributes or elements

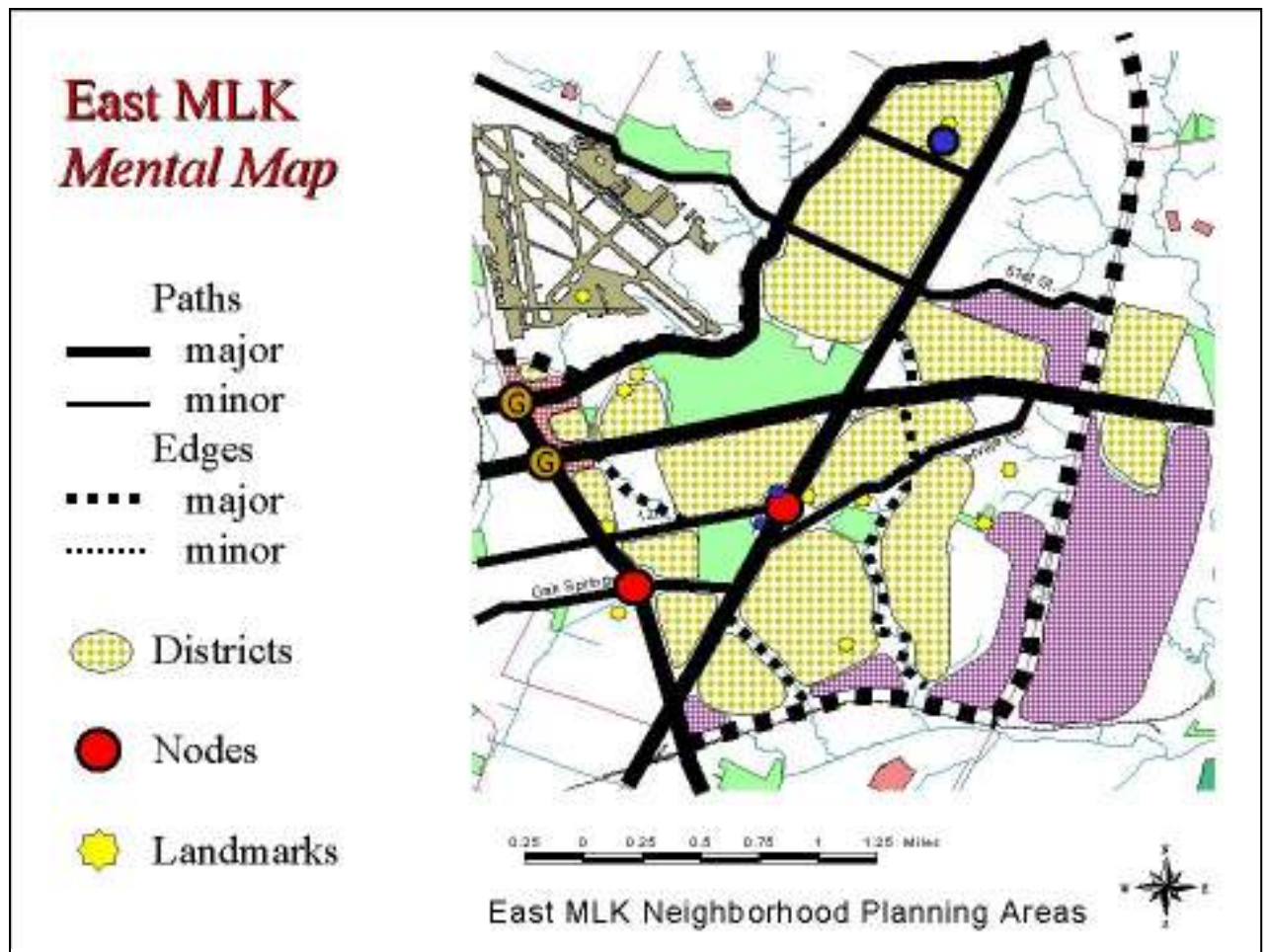
**NODES:** strategic focal points, junctions, or concentrations of activity

**GATEWAYS:** physical feature or development pattern that signals a distinctive entry point into a district or community

**MAJOR PATHS:** Transportation infrastructure that connects a neighborhood to the rest of Austin

**MINOR PATHS:** Transportation infrastructure within a neighborhood that connects to adjacent communities

**LOCAL PATHS:** Transportation infrastructure within a neighborhood that provide access to home and businesses



*The “Mental Map” is an urban design tool that demonstrates the relationship between land uses, landmarks, pathways (such as roads, trails, sidewalks, bicycle lanes, etc.), edges (borders between land uses, barriers such as freeways or waterways, etc), and nodes (areas where different activities, land uses and pathways converge). The shaded areas on the map (districts) correspond to the concentration of different land uses (industrial, commercial, single-family, etc.). This map was prepared for the first workshop in the East MLK Combined Neighborhood Planning Area.*



# Voluntary Design Guidelines for Residential Districts

**OBJECTIVE 1:** Maintain and enhance the pattern of landscaped front yards that gives the neighborhood a pleasant, friendly appearance.

- **Guideline 1.1:** Houses should be set back from the street a distance similar to the setback of most of the houses on the street, with native (xeriscaped) landscaping areas in front of the houses.



- **Guideline 1.2:** Existing trees in front yards and along the street should be preserved and protected and additional trees planted to create a continuous canopy of cooling shade over the street and sidewalks.



- **Guideline 1.3:** Friendly fences or hedges along the front property line, and the side yards in front of the house are low enough to see over the top (less than 4 feet) or made of a see-through material to avoid creating a walled-off appearance.



- **Guideline 1.4:** Front yards are usually a green landscaped area with minimal impervious paving. Parking in the front yard is discouraged except in a driveway to the side of the house. If larger areas of parking are needed, they should be located behind the house.



- **Guideline 1.5:** Mechanical equipment (air conditioners, electric meters, gas meters etc.) and garbage carts or garbage storage areas are best located to the side or rear of the house, where they cannot be seen from the street. If the location is visible from the street, it should be screened from view.



- **Guideline 1.6:** Exterior building and site lighting should be unobtrusive, directed downward and not illuminate neighboring properties.

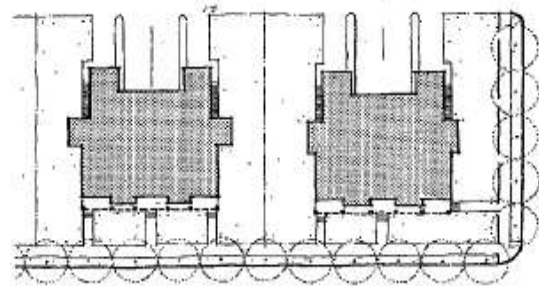


**OBJECTIVE 2:** Design multi-family residential projects to be compatible with adjacent single-family areas.

- **Guideline 2.1:** Multi-family buildings less than 100 feet in width on any street-facing side are more in keeping with the scale of the neighborhood. Building facades that express the interior organization of suites or structural bays relate better to the scale of single-family houses.

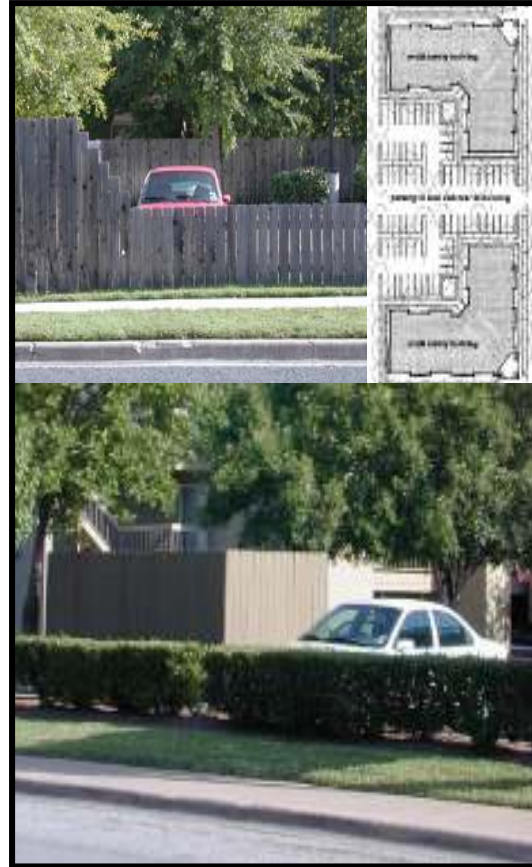


- **Guideline 2.2:** Multi-family buildings should have the same relationship to the street as single family houses. Landscaped front yards with porches or balconies and a walkway connecting the building to the street sidewalk are neighborhood characteristics. Front doors and windows facing the street encourage neighborliness and enhance security by putting “eyes on the street”. Ground floor suites should have exterior doors facing the street.





- Guideline 2.3:** Parking lots along the street detract from the pedestrian-oriented character of the neighborhood. Locating parking lots to the side or behind the building or buffering the lot from street view by a fence or hedge, low enough to screen the cars but allows visibility for security, helps to preserve the quality of the streetscape.



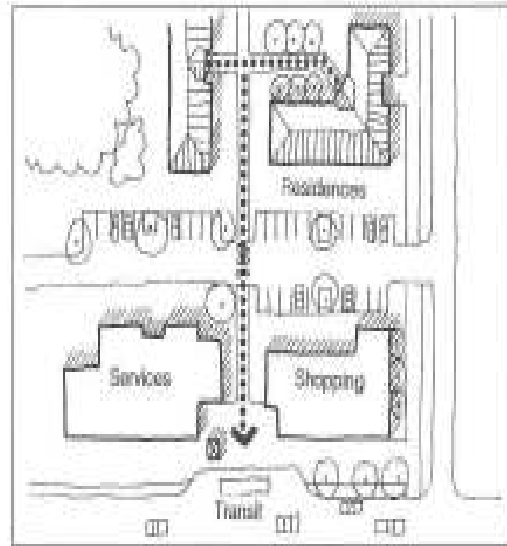
- Guideline 2.4:** Service areas for trash disposal, air conditioners, and utility meters are best located behind the building or screened from public view.



# Voluntary Design Guidelines for Commercial Districts

**OBJECTIVE 1:** Improve pedestrian access to and through commercial districts.

- **Guideline 1.1:** Commercial developments near residential districts are encouraged to provide direct pedestrian access to their properties. Vehicular access is discouraged to minimize cut through traffic on residential streets.
- **Guideline 1.2:** Properly paved and drained walkways with shade, pedestrian level lighting, and landscaping should connect the entrance of commercial properties to abutting neighborhood streets.



[www.pedbikemages.org](http://www.pedbikemages.org) / Dan Burden

**OBJECTIVE 2:** Minimize the visual impact of parking lots, parking structures and service areas.

- **Guideline 2.1:** Locating parking lots or parking structures along the street creates an unpleasant environment for pedestrians. It is preferable to locate parking behind or to the side of a commercial building.



- **Guideline 2.2:** The impact of side-lot parking can be mitigated by screening the parking from public view by means of a low (less than 4 foot high) hedge, wall or fence that buffers the view of parking while allowing for security surveillance.
- **Guideline 2.3:** Mechanical equipment (air conditioners, utility meters, etc.) trash disposal units, and loading docks detract from the streetscape. They are best located out of sight from the street or screened from public view.



# Voluntary Design Guidelines for Industrial Districts

**Industrial Districts make up a significant portion of E MLK. While they are a source of employment and economic development for the area, they have a significant impact on the visual character of the community.**

**OBJECTIVE 1:** Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

- **Guideline 1.1:** Industrial properties are encouraged to setback from street frontages as much as possible. Berms and landscaped buffers should be used to screen unattractive activities from the street and adjacent non-industrial districts.
- **Guideline 1.2:** Landscaped buffers along street frontages should include shaded sidewalks or trails.
- **Guideline 1.3:** Where inhabited portions of buildings exist (such as office and lunch rooms) they are encouraged to face the street, and have windows and doors directly accessible to the street.
- **Guideline 1.4:** Parking and shipping/receiving areas should be treated to the same standard as commercial districts.



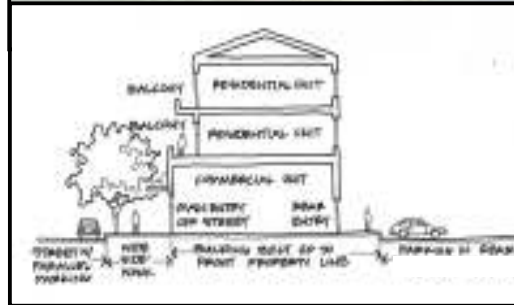


# Voluntary Design Guidelines for Nodes

(strategic focal points, junctions, concentrations of activity)

**OBJECTIVE 1:** Create well landscaped, pedestrian oriented convenience nodes within the neighborhood planning area.

- **Guideline 1.1:** Encourage mixed-use structures and corner stores to bring around-the-clock vitality to the neighborhood. Live-work spaces and apartments over stores with balconies overlooking the street increases security for both residents and businesses and provides residents easy access to goods and services needed on a daily basis.
- **Guideline 1.2:** Pedestrian oriented buildings should be built up to the minimum front yard and side yard setback lines to create a human-scale streetscape, except where there is a desire to create outdoor seating areas, sidewalk cafes, outdoor markets, transit plazas or other facilities attractive to pedestrians.
- **Guideline 1.3:** Dividing building facades into 30-foot (more or less) wide bays helps to reduce the overwhelming size of large buildings. Using different materials and colors or recessing alternating bays of the building are effective ways to create human-scale.
- **Guideline 1.4:** Incorporating locally produced art into commercial architecture brings the unique character of the neighborhood to its business district.



**OBJECTIVE 2:** Create safe and inviting civic nodes within the neighborhood planning area.

- **Guideline 2.1:** The visual identity of neighborhood parks should be reinforced by distinctive tree plantings, defined entryways and signage.



**OBJECTIVE 3:** Create pedestrian oriented gateway nodes that announce to the visitor that they are entering a neighborhood.

- **Guideline 3.1:** The intersections of MLK and Manor with Airport Blvd. are important gateways into the neighborhood planning area. Attention is needed to create a special environment that sets a higher standard for the area.



- **Guideline 3.2:** Pedestrian and bicycle access to and through this gateway should be improved.



# Voluntary Design Guidelines for Landmarks

**OBJECTIVE 1:** Preserve and protect historic landmarks in the Neighborhood Planning Area.

- **Guideline 1.1:** Historic Cemeteries require fencing with attractive see-through materials that define the cemetery edge while permitting security surveillance. Gateways are needed to identify where cars and pedestrians should enter the cemeteries. Plummer Cemetery lacks fencing and defined access points. Bethany Cemetery's gateway is in need of repair and possible widening to avoid vehicular damage. Chain link fencing is inadequate and in need of repair.



- **Guideline 1.2:** Pedestrian and vehicle access is required to the Fort Colorado historic marker on MLK near US 183.
- **Guideline 1.3:** Seek City and State Historic Landmark status for the historic landmarks in EMLK. Conduct further research into their significance and histories. Seek grants and other funding for restoration and upgrades to the properties.





# Voluntary Design Guidelines for Paths

(Transportation Infrastructure - Streets, Paths, Sidewalks)

**MAJOR PATHS** - Transportation infrastructure that connects the neighborhood to the rest of Austin.



Airport Boulevard at Manor Road

**OBJECTIVE 1:** Buffer residential uses from major paths with landscape treatments.

- **Guideline 1.1:** Where sufficient right-of-way exists, landscaped buffers including earthen berms should be used to screen and acoustically insulate residential areas abutting major paths.
- **Guideline 1.2:** Buffers should include a pedestrian and bicycle path if sidewalks and bike lanes are not provided adjacent to the traffic lanes.

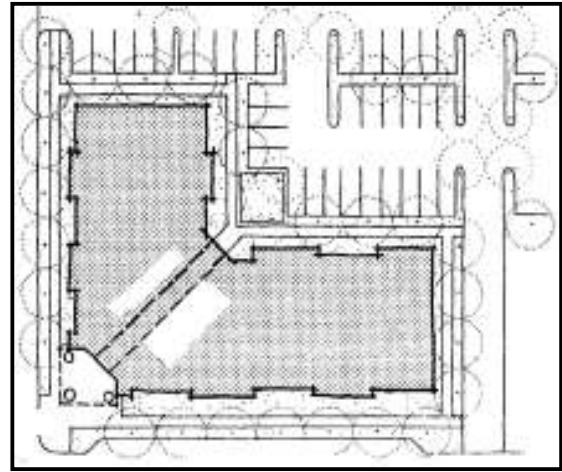


[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden



**OBJECTIVE 2:** Create pedestrian oriented commercial uses adjacent to major paths.

- **Guideline 2.1:** Pedestrian oriented commercial uses should be built up to the front and side yard setback lines and have direct access from sidewalks. Parking is located to the rear or side of the building, and curb cuts are the minimum allowed by the City of Austin Transportation Criteria Manual.



- **Guideline 2.2:** Consolidating and locating street furnishings and utility equipment necessary for the function of the street makes walking easier and safer. Mounting street and traffic control signs on light poles, not on individual posts, reduces the number of impediments in the pedestrian way. Grouping and locating utility boxes and vending machines at the back edge of the sidewalk further clears the way for pedestrians.



**LOCAL PATHS** - Transportation infrastructure within the neighborhood that provide access to homes and businesses.

**OBJECTIVE 3:** Create a pedestrian friendly streetscape on residential streets.

- **Guideline 3.1:** Large garages dominating the front facades of houses create a bland pedestrian environment, and wide driveways interrupt continuous sidewalks. Front porches create a friendly streetscape and encourage 'eyes on the street' for added security. Porches have the added benefit of shading windows from the sun and creating a weather protected place to sit outdoors.



**OBJECTIVE 4:** Create a safe network of sidewalks and trails to and through local parks and greenspaces.

- **Guideline 4.1:** Increase accessibility to school grounds and facilitates for use by the community after school hours to expand recreational opportunities in the neighborhood.



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

- **Guideline 4.2:** Defining edges and entrances and improving access to and through greenspaces helps these spaces to live up to their potential as civic gathering places. Low walls or fencing made of see-through materials are useful for defining the park's edge while permitting security surveillance. Perimeter plantings of shrubs or vines should be also be low enough to allow easy visibility. Gateways are effective means of identifying where to enter the greenspace.



## ALL PATHS

**OBJECTIVE 5:** Create a safe and comfortable streetscape that encourages pedestrian and bicycle activity.

- Guideline 5.1:** Tree-lined streets beautify the neighborhood, encourage pedestrian activity and are environmentally positive. Planting trees in a strip between the street and sidewalk is preferred. On streets with narrower right-of ways but with large front setbacks, planting trees immediately behind the sidewalk is a good alternative. Native grasses such as buffalo grass and native, non-littering shade trees that do not require a lot of water or maintenance are appropriate to the Austin climate.



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

- Guideline 5.2:** Trees planted under overhead utility lines should be limited to 25 feet. Trees planted within 20 feet of overhead utility lines should be limited to 40 feet.



**Guideline 5.3:** The sidewalk should provide a continuous safe zone for pedestrians with as few curb cuts as possible. Building driveways to the minimum dimensions allowed by City of Austin Transportation Criteria Manual improves pedestrian comfort and safety.



[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden

- **Guideline 5.4:** Allowing parallel parking on the street wherever the right-of-way is wide enough to accommodate it helps to calm traffic and buffers pedestrians from traffic.



- **Guideline 5.5:** All streets in a neighborhood should be bicycle friendly. On major streets it may require special bike lanes or a separate bike path. On less busy streets, a wider curb lane may suffice. Local streets should allow cyclists of all ages and abilities to ride for recreation and transportation without fear of speeding traffic. On-street parking should always be parallel to the curb, and sufficient room should be available for cyclists to pass without fear of opening doors or passing traffic.



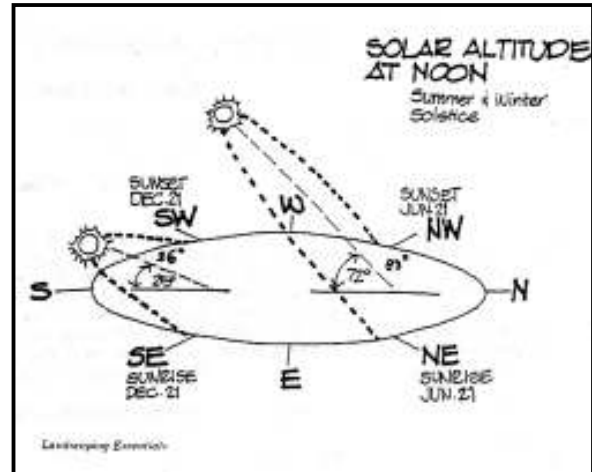
[www.pedbikeimages.org](http://www.pedbikeimages.org) / Dan Burden



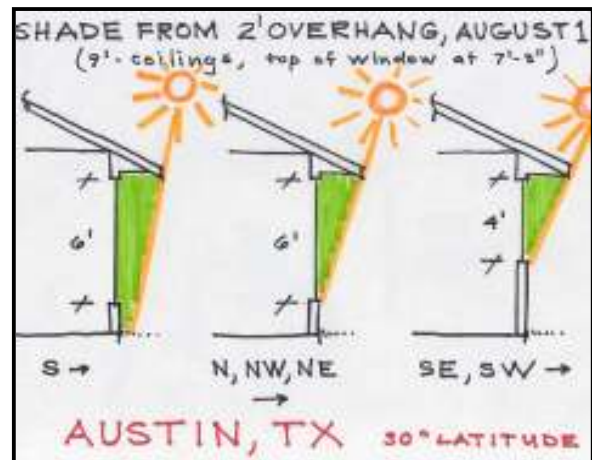
# Voluntary Design Guidelines for Greenbuilding and Sustainability

**OBJECTIVE 1:** Reduce energy use of buildings through better design and choice of materials and systems.

- **Guideline 1.1:** Buildings should have their longer sides oriented to the south as much as possible, and should minimize exposure to the west. Where subdivision may occur, new streets should run predominantly east-west, and lots should be sufficiently wide for proper building orientation.



- **Guideline 1.2:** Windows should be concentrated on the south face of a building where they can capture solar energy in cool months and be easily shaded in hot months. Avoid large openings on the east and north, and especially the west.



- **Guideline 1.3:** Buildings should be well insulated and use the highest efficiency heating and cooling systems available. Systems should be sized and installed properly.



**OBJECTIVE 2:** Reduce environmental impact of materials used in new construction and renovation.

- **Guideline 2.1:** All building materials use energy in manufacture, use and disposal, and often have other environmental and occupant health impacts as well. New materials should be chosen carefully for these impacts.
- **Guideline 2.2:** Rehab, remodel, and reuse existing building stock and infrastructure. Use salvaged building materials in projects.
- **Guideline 2.3:** Sign up for a Green by Design Workshop, or become a Greenbuilding member. It's free and provides access to some of the leading greenbuilding resources in the country.



<http://www.ci.austin.tx.us/greenbuilder/>

**OBJECTIVE 3:** Improve air quality through alternative transportation choices.

- **Guideline 3.1:** Walk, bicycle, take the bus, car pool or telecommute as much as possible.
- **Guideline 3.2:** Observe ozone action days by choosing alternative transportation modes, delay filling with gas or using small combustible engines such as lawn mowers and other garden equipment.

<http://www.ci.austin.tx.us/airquality/>

<http://www.capmetro.austin.tx.us/>



**OBJECTIVE 4:** Reduce the 'urban heat island' effect (the tendency of urban areas to be several degrees warmer than the surrounding countryside).

- **Guideline 4.1:** Use light colored roofing, siding and paving materials to reflect, rather than absorb the sun's heat.
- **Guideline 4.2:** Minimize paved surfaces and maximize planted areas. Trees planted to shade paved areas are very beneficial.



*www.pedbikeimages.org / Dan Burden*

**OBJECTIVE 5:** Minimize impact on regional water supplies.

- **Guideline 5.1:** Reduce water use in homes and businesses by updating plumbing fixtures to low water use models.
- **Guideline 5.2:** Utilize rainwater harvesting for irrigation and other outdoor utility uses such as car washing.
- **Guideline 5.3:** Water quality facilities should be designed to utilize native wetland vegetation, encouraging greater biodiversity.
- **Guideline 5.4:** Xeriscaped (low water use) landscapes using native plants are highly encouraged.



<http://www.ci.austin.tx.us/watercon/>

**OBJECTIVE 6:** Reduce solid waste production.

- **Guideline 6.1:** Reduce, reuse, recycle and compost food scraps to improve soils. Compost is best located close to the kitchen door, in a weather protected, but well ventilated area away from seating.





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## **Chapter VII: Goals, Objectives and Action Items**

The East MLK Combined Planning Area is home to a number of dedicated residents who have been active throughout the years. They have continued their community involvement by participating in the crafting of this plan. The plan's goals, objectives, and action items reflect their strong desire to live in a comfortable, stable, and positive environment and reflect the priorities and core values of the community outlined at the beginning of this document

### **A. Land Use and Historic Preservation**

The East MLK Combined Neighborhood Planning Area (NPA) is comprised of three individual planning areas: MLK, MLK 183, and Pecan Springs/Springdale (PSS). There are land use tables that detail the land use breakdown for each area on page 43. Comparisons with the Urban Core and the City are located in Appendix E. Existing land use maps for the planning areas are on pages 47 & 48.

Due to the size of the Planning Area and the complexity of the land use issues in the neighborhood, land use recommendations and action items have been divided into 13 different subareas (see map on page 46). These areas generally reflect neighborhood association boundaries or distinct sections of the neighborhood. All of the recommendations and action items are derived from the land use goals and objectives on page 44 & 45.

#### **The Future Land Use Map (FLUM)**

The future land use map (FLUM) is designed to serve as a guide for making decisions regarding land use and zoning changes. The FLUM sets the stage for appropriate development patterns by reflecting the desired future land use for the Planning Area. The FLUM is divided into north and south sections, which can be found on pages 51 & 52. Since each neighborhood must take into account larger citywide needs, such as having an adequate housing supply, these were also considered when creating a future land use map. The transportation network and future roadway and transit projects were also studied because of the interdependence between land use and transportation. When looking at future development in the planning area, considerations were made for existing development constraints. Physical and environmental constraints such as floodplains, pipelines, former landfill sites, and steep slopes were specifically considered when developing recommendations (See map on page 49).

## Current and Future Land Use by Neighborhood

2000 Land Use	East MLK Combined	MLK	MLK-183	PSS
Single Family	26%	31%	22%	30%
Multifamily	3%	4%	2%	3%
Commercial	2%	5%	2%	1%
Office	1%	1%	1%	2%
Industrial	16%	2%	26%	8%
Civic	4%	4%	4%	4%
Open Space	6%	23%	1%	0%
Undeveloped	28%	17%	28%	38%
Other*	0%	0%	0%	0%
<b>Total Acreage**</b>	<b>3,552</b>	<b>860</b>	<b>1,878</b>	<b>824</b>

Source: Land Use 2000 Survey and NPA Boundaries as of 4 February 2002

\*Other includes large-lot Single Family, mobile homes, mining, utilities, water, and unknown.

\*\*Transportation/ROW excluded

Future Land Use	East MLK Combined	MLK	MLK-183	PSS
Single Family	32%	41%	27%	35%
Mixed Residential	9%	8%	6%	19%
Multifamily	3%	3%	3%	4%
Commercial	3%	0%	5%	2%
Mixed Use	15%	16%	13%	20%
Industrial	14%	0%	27%	0%
Civic/Utilities	3%	4%	3%	1%
Open Space	20%	28%	17%	19%
<b>Total Acreage**</b>	<b>3,552</b>	<b>860</b>	<b>1,878</b>	<b>824</b>

\*\*Transportation/ROW excluded

*The following are terms referred to in this section:*

Mixed Residential - a variety of different housing types in one area, including single-family residential, townhouses, duplexes, and apartments. Single-family residential should comprise approximately half of a mixed residential area.

Higher-Density Single-Family – housing that can include traditional single family, townhomes, or condominiums.

Neighborhood Commercial - shopping facilities that provide goods and services for nearby residents. Examples include: restaurants, barber shops, and corner stores.

Community Commercial - offices and commercial facilities that serve needs of the wider community. Examples include: shopping centers, movie theaters, and grocery stores.

Highway Commercial -commercial and limited industrial facilities that are best served by car traffic and should be kept separate from residential areas. Examples include: car dealerships, warehouses, and outdoor storage.

Mixed Use – allowing for a combination of residential and commercial uses on one property or in one structure.

Smart Growth Infill Options – refer to Appendix D for a description of small lot amnesty, urban home, cottage lot, secondary apartment, residential infill, neighborhood mixed-use building, and neighborhood urban center special uses.

---

**Goal 1-** Preserve established residential areas and improve opportunities for home ownership by promoting the rehabilitation of existing housing and new, infill housing compatible with the existing style of this neighborhood.

**Objective 1.1:** Maintain single-family zoning in established residential areas.

**Objective 1.2:** Promote new infill housing in appropriate locations.



*Existing Single Family Home*



*New Single Family Homes*

**Objective 1.3:** Establish an ongoing system for providing information on housing rehabilitation and home ownership resources to residents and property owners.

**Goal 2 -** Promote a mix of land uses that respect and enhance the existing neighborhood and address compatibility between residential, commercial, and industrial uses.

**Objective 2.1:** Where appropriate, address mis-matches between desired land use and zoning.

**Objective 2.2:** Reduce the impact of commercial and industrial uses on residential areas.

**Goal 3** - Preserve existing small businesses and encourage new neighborhood-serving commercial services in appropriate locations.

**Objective 3.1:** Where zoning permits, promote neighborhood-oriented businesses and services such as restaurants, corners stores, and laundromats.

**Goal 4** - Promote the development and enhancement of the neighborhood's major corridors.

**Objective 4.1:** Allow mixed use development along major corridors and intersections.

**Objective 4.2:** Facilitate the development of regional commercial and employment centers on US 183/Ed Bluestein.



*Existing Business on Hwy 183*

**Goal 5** - Provide housing that helps to maintain the social and economic diversity of residents.

**Objective 5.1:** Allow a mix of residential types on larger tracts having access to major roadways.

**Objective 5.2:** Maintain existing multi-family housing.



*Existing Multi-Family Housing*

## **Planning Area-Wide Recommendations**

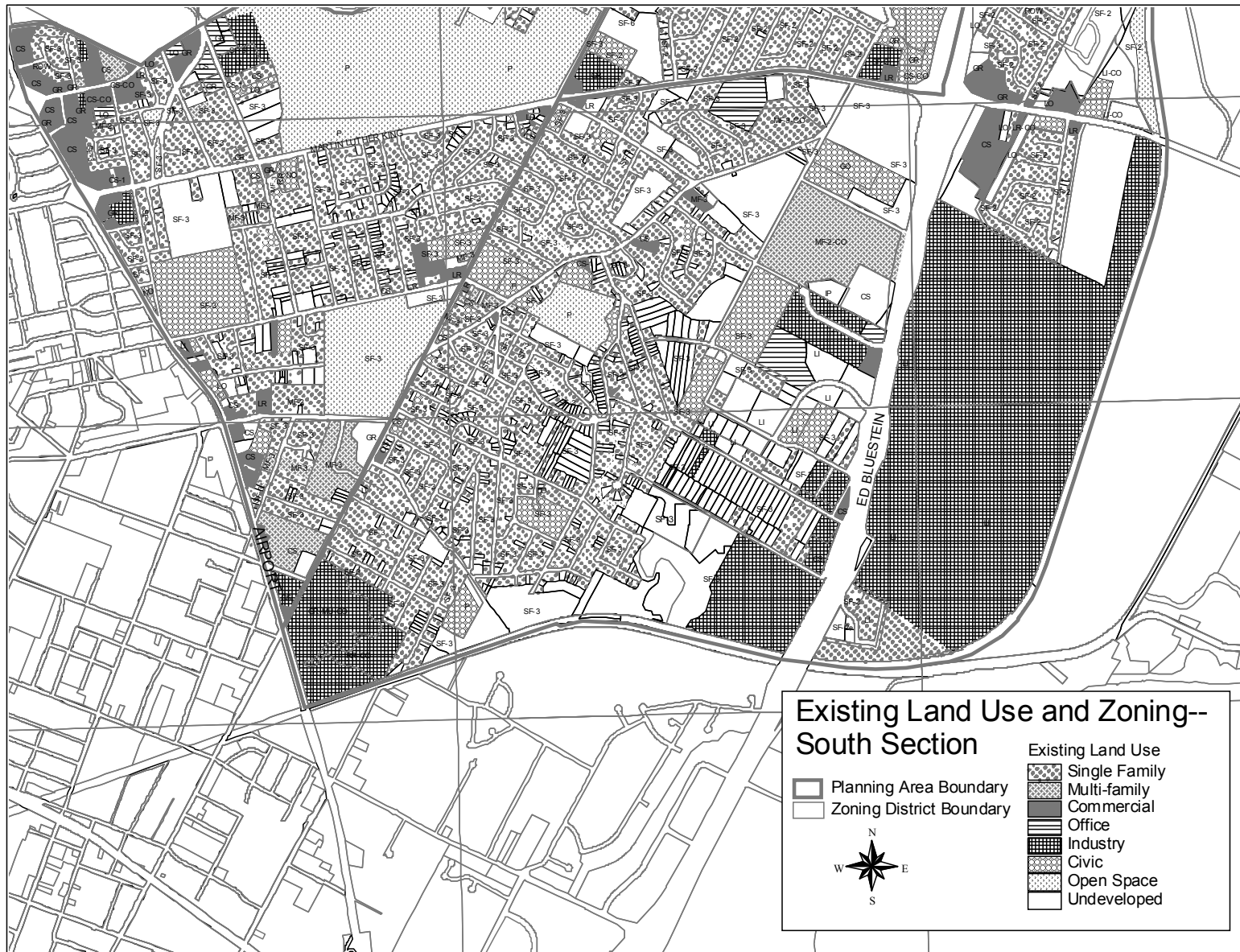
**Action 1-** Permit "Small Lot Amnesty" for existing small lots (2,500 square feet or greater) to allow new or reconstructed homes on lots that are currently too small to be built on legally. *About 150 residential lots in the planning area are less than 5,750 square feet (the City Code current minimum lot size) and could face difficulty when rebuilding or constructing homes. (Implementer: NPZD)*

**Action 2-** Promote homeownership programs and resources through community events and other venues. *Note: Housing rehabilitation related action items listed under the Code Enforcement section in Part C: Services and Infrastructure also support the above land use goals. (Implementer: NHCD)*

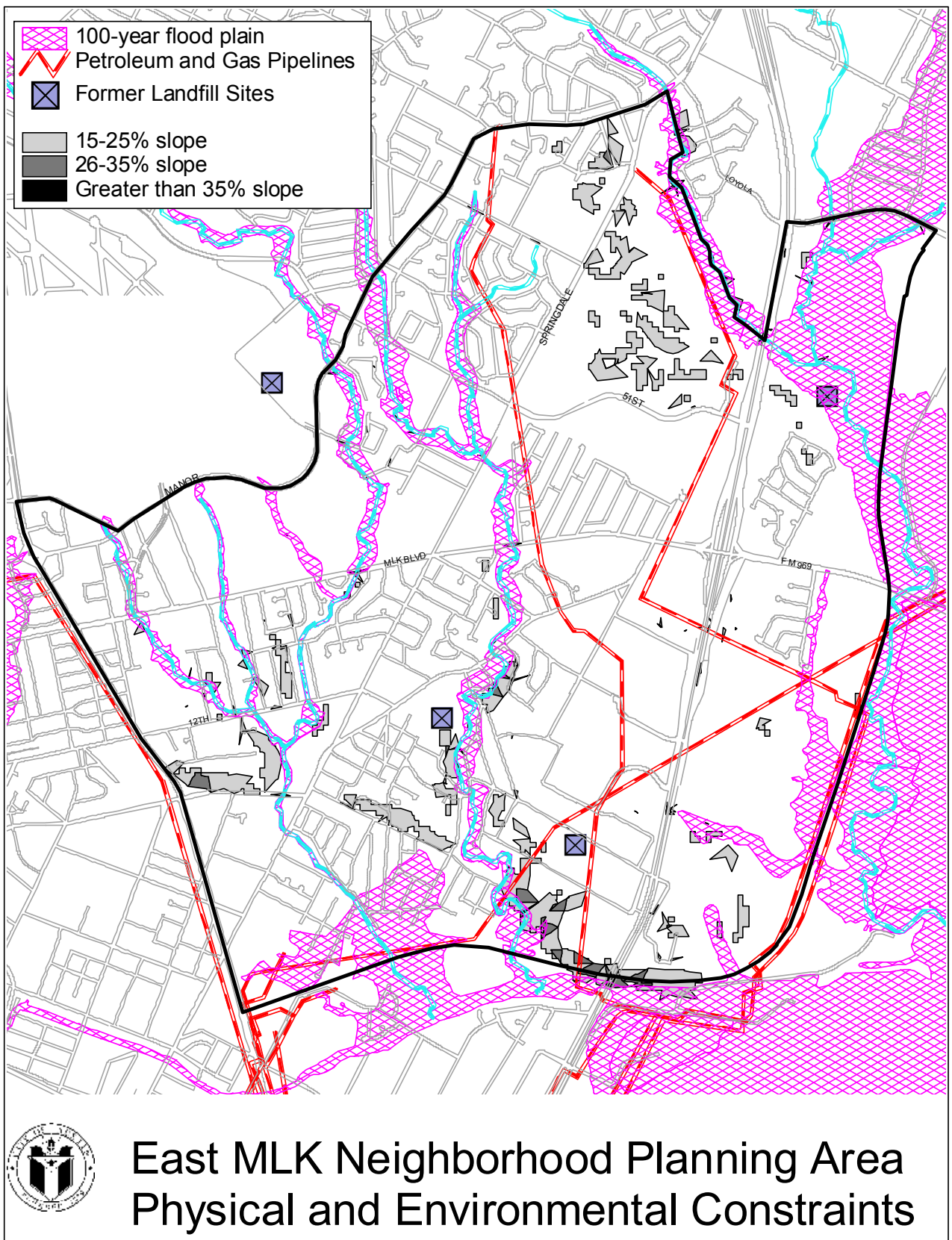


## East MLK Neighborhood Subareas

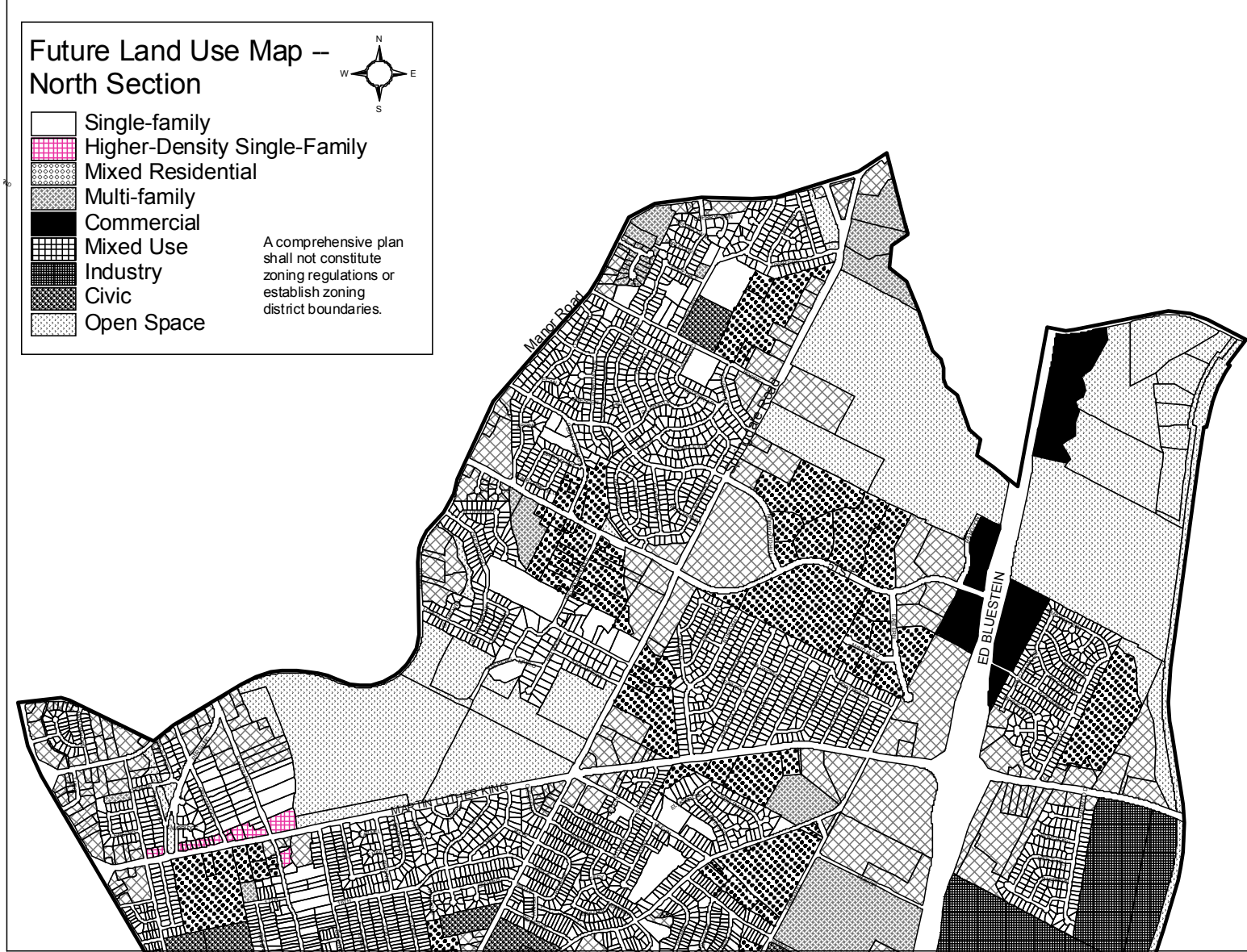


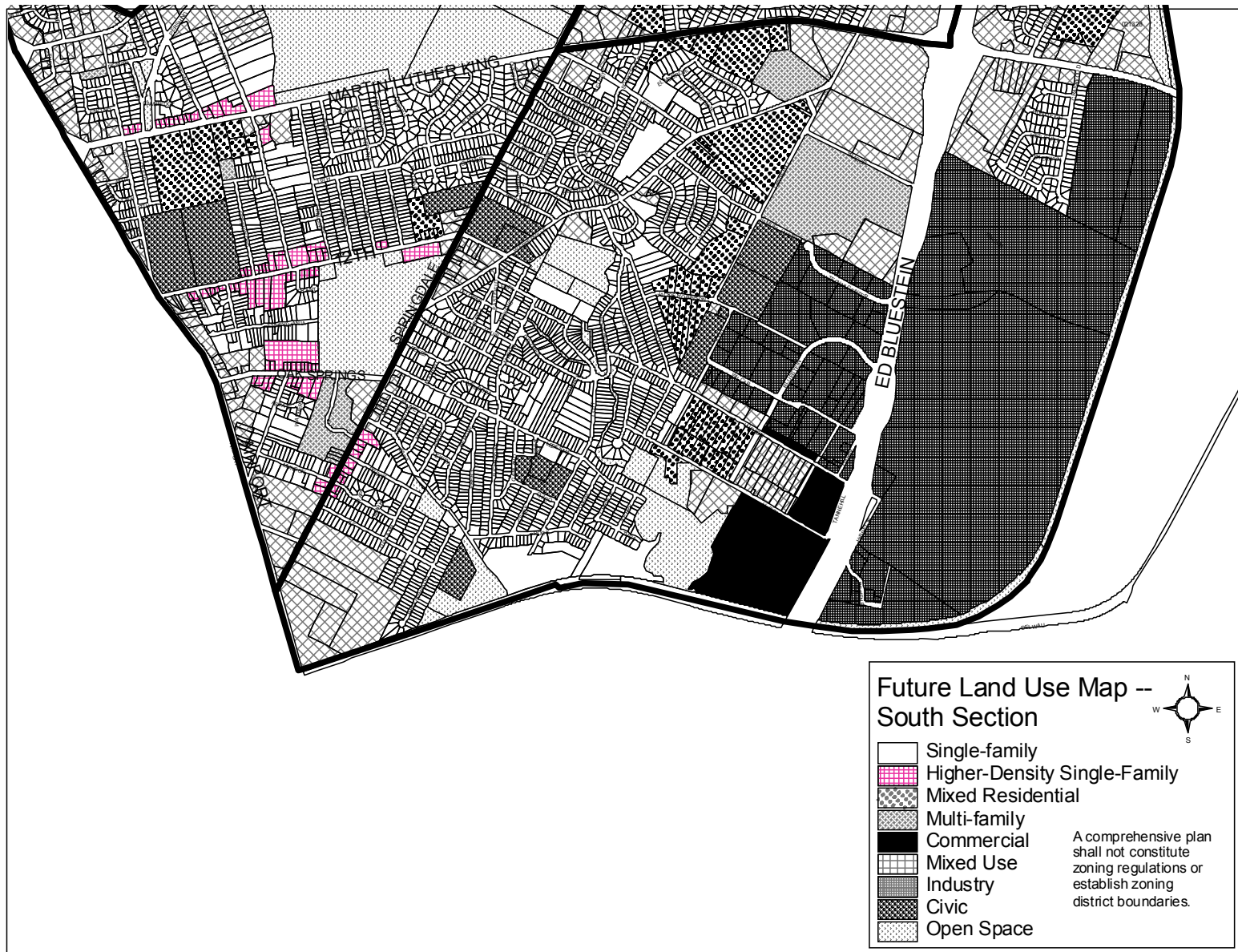






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## **JJ Seabrook**

### **Existing Conditions**

The JJ Seabrook neighborhood features primarily older homes, many of which are situated on relatively large lots. The major corridors (Airport Boulevard, Manor Road, and MLK Boulevard) have already developed with relatively intense commercial uses, although much of MLK Blvd. remains primarily single-family residential. Heavy commercial and industrial uses, including vehicle storage, petroleum storage, and construction sales, have occurred well into the residential parts of the neighborhood, especially near the entrance of the former Mueller Airport. Many of the commercial uses that exist in the area were related to the former airport and may no longer be appropriate.

### **Recommendations**

JJ Seabrook is the neighborhood in the East MLK Neighborhood Planning Area that will likely be most affected by the Mueller redevelopment project. Land use and development in the area should be coordinated with the Mueller Master Plan to the greatest extent possible, while protecting the established residential areas from increased traffic and real estate pressures. Additionally, existing commercial properties should be encouraged to redevelop with mixed use and neighborhood-serving businesses.

### **Action Items**

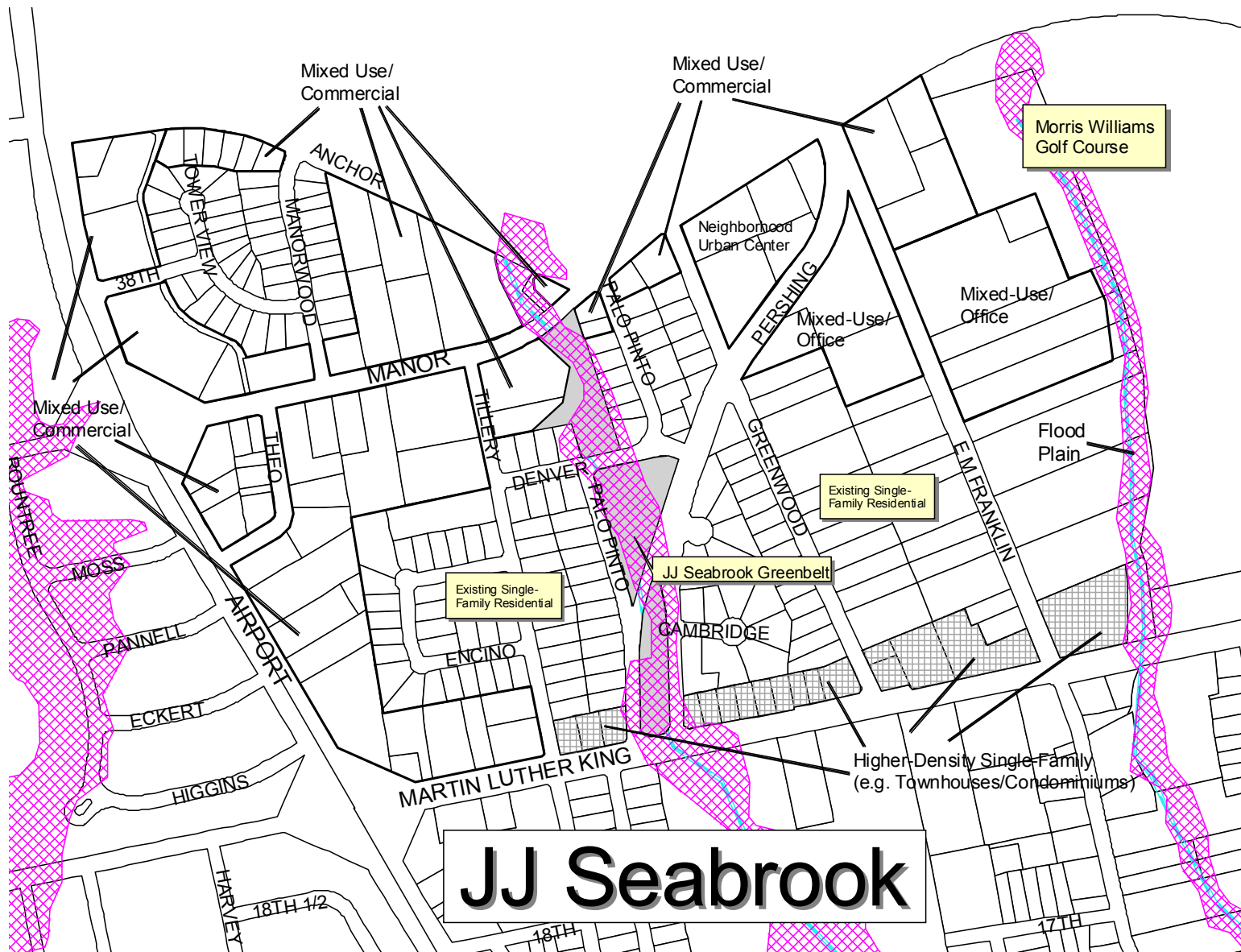
**Action 3-** Maintain existing single-family zoning in established residential areas.

**Action 4-** Reduce the effects of commercial and industrial properties in the neighborhood interior. Encourage redevelopment of these properties as Mixed Use/Office.

**Action 5-** Allow Mixed Use/Commercial on Airport Blvd., Manor Rd., and MLK Blvd. west of Tillery Street.

**Action 6-** Allow the “Neighborhood Urban Center” special use at the intersection of Manor and Pershing.

**Action 7-** Allow higher density single-family along MLK Blvd.



## **Martin Luther King**

### **Existing Conditions**

The Martin Luther King neighborhood is one of the largest and most established residential neighborhoods in the planning area. The neighborhood is mostly built out with few potential infill lots remaining. With the exception of Airport Boulevard, most of the major corridors have remained primarily residential. Commercial uses have clustered mostly along Airport Boulevard and on Springdale Road at the intersections of 12<sup>th</sup> and MLK Boulevard.

### **Recommendations**

One neighborhood priority is to ensure that new infill and commercial development is compatible with existing residential areas. Commercial and mixed-use development should be clustered in the existing commercial nodes and on Airport Boulevard. Some larger undeveloped tracts on MLK and EM Franklin could be developed as small-lot single family or mixed residential. Some higher-density single family could also be desirable along E. 12<sup>th</sup> Street.

### **Action Items**

**Action 8-** Maintain single-family zoning in the neighborhood interior.

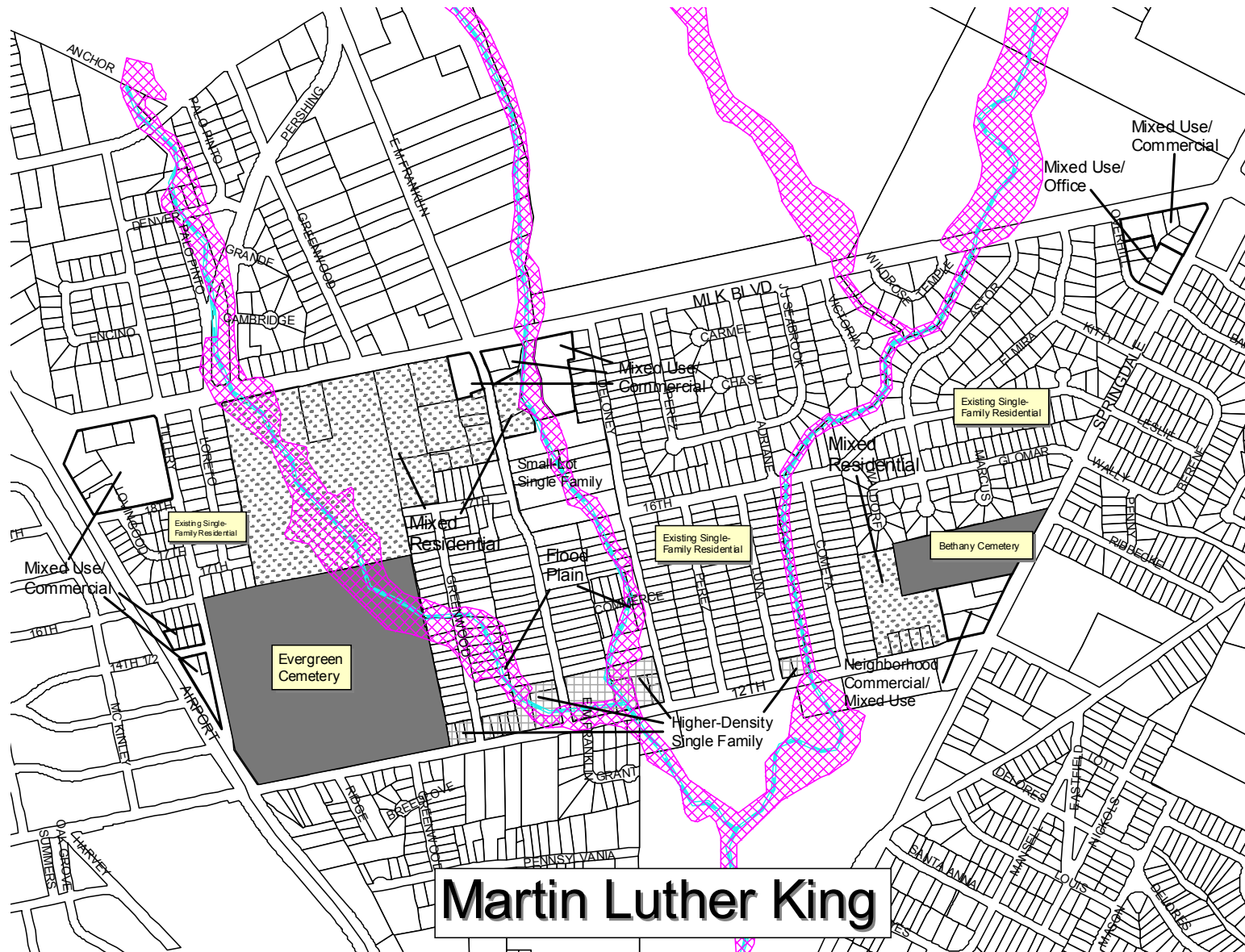
**Action 9** -Preserve Bethany and Evergreen Cemeteries.

**Action 10-** Allow mixed use/commercial along Airport and on MLK Blvd at the Springdale Rd and EM Franklin intersections.

**Action 11-** Allow neighborhood commercial/mixed use at the intersection of 12<sup>th</sup> and Springdale.

**Action 12-** Allow higher-density single-family along E. 12<sup>th</sup>.

**Action 13-** Allow a mix of residential uses on the larger tracts between Loreto and EM Franklin.





## **Oak Springs**

### **Existing Conditions**

The Oak Springs neighborhood includes two small residential areas, but the bulk of the land is devoted to Givens Park and developed commercial areas fronting Airport Boulevard. One of the residential areas includes Pennsylvania Avenue, a long, dead-end street that sits at the top of a Colorado River bluff between 12<sup>th</sup> Street and Oak Springs Drive. This area has a large number of vacant lots and substandard housing units. Several large apartment complexes are located south of Oak Springs Dr, one of which has been recently renovated. There are several stable residential streets south of Oak Springs Dr, but many of the single-family properties are zoned multifamily.

### **Recommendations**

Preserving Givens Park and the historic Plummer Cemetery near the intersection of 12<sup>th</sup> and Springdale are two of the neighborhood's top priorities. The neighborhood could also benefit from some new single-family development in the area, and the small-lot infill options can help facilitate that. Additionally, the land at the intersection of Airport and Springdale is currently underused, and its location is a prime spot for redevelopment as a neighborhood urban center use.

### **Action Items**

**Action 14-** Preserve Givens Park.

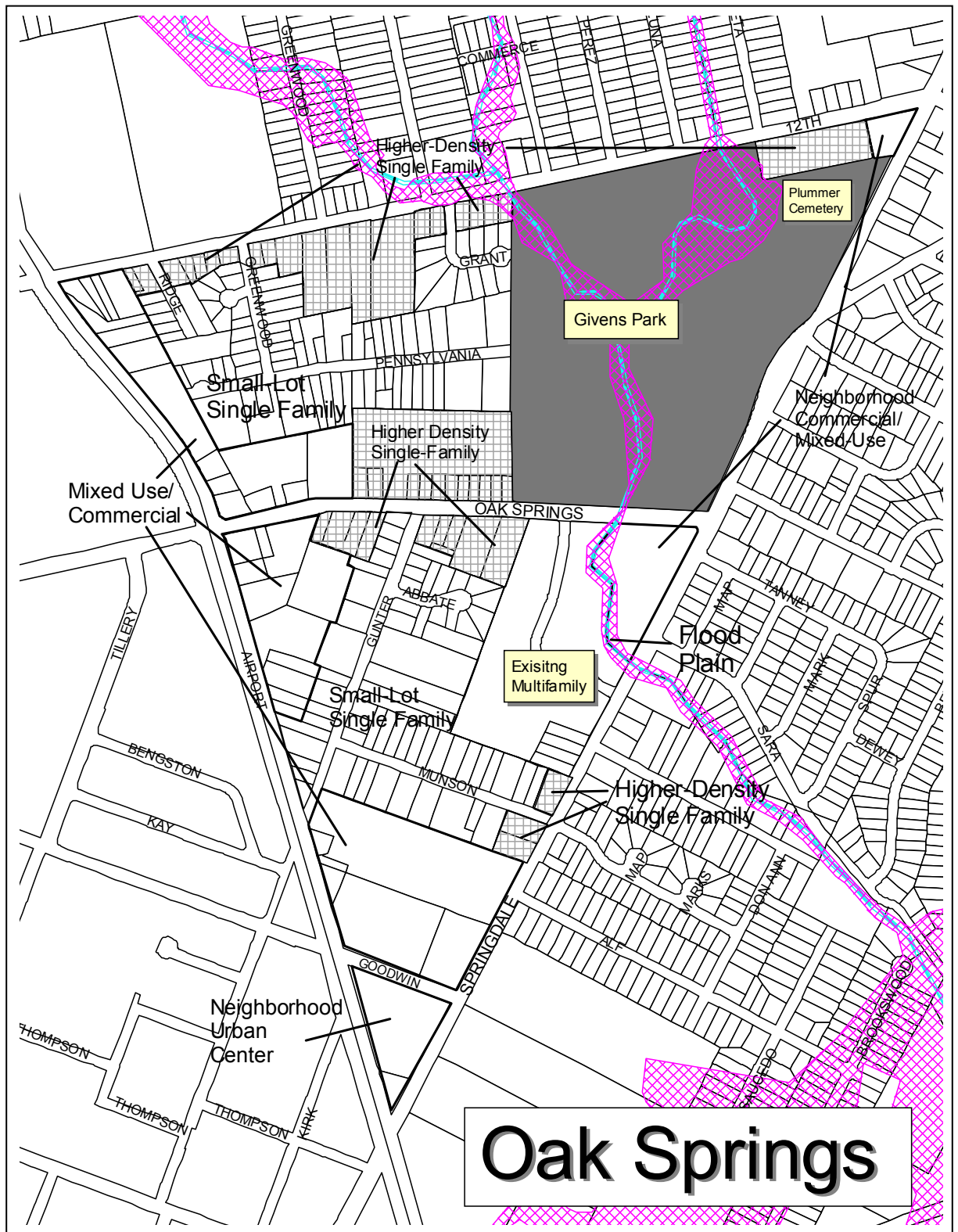
**Action 15-** Allow mixed use/commercial along Airport.

**Action 16-** Allow the "Neighborhood Urban Center" at the intersection of Airport and Springdale.

**Action 17-** Allow the "Urban Home" and "Cottage Lot" infill options in the residential areas of the neighborhood.

**Action 18-** Allow higher-density single family along E. 12<sup>th</sup> and Oak Springs Dr.

**Action 19-** Allow neighborhood commercial at the intersection of Springdale and Oak Springs Dr.



## **Marlo Heights**

### **Existing Conditions**

Marlo Heights is a small residential area that remains somewhat rural in nature. Many homes sit on large lots, and there are narrow streets without curb and gutter. A small mixed-use node is located at 51<sup>st</sup> Street and Manor Road, but most of the property that fronts the major corridors is vacant, including an undeveloped “Planned Unit Development” (PUD) on Manor. Some existing multifamily development is located along 51<sup>st</sup>.

### **Recommendations**

The Marlo Heights area provides some opportunities for new development. The larger vacant parcels could be developed as mixed residential or small-lot single family. The vacant land at the 51<sup>st</sup> and Springdale Road intersection would be best used as community-oriented mixed use, with Fort Branch Creek serving as a natural transition between residential and commercial uses. The neighborhood has expressed a desire to keep some of the area’s rural character, which would require some additional considerations when proposing new development.

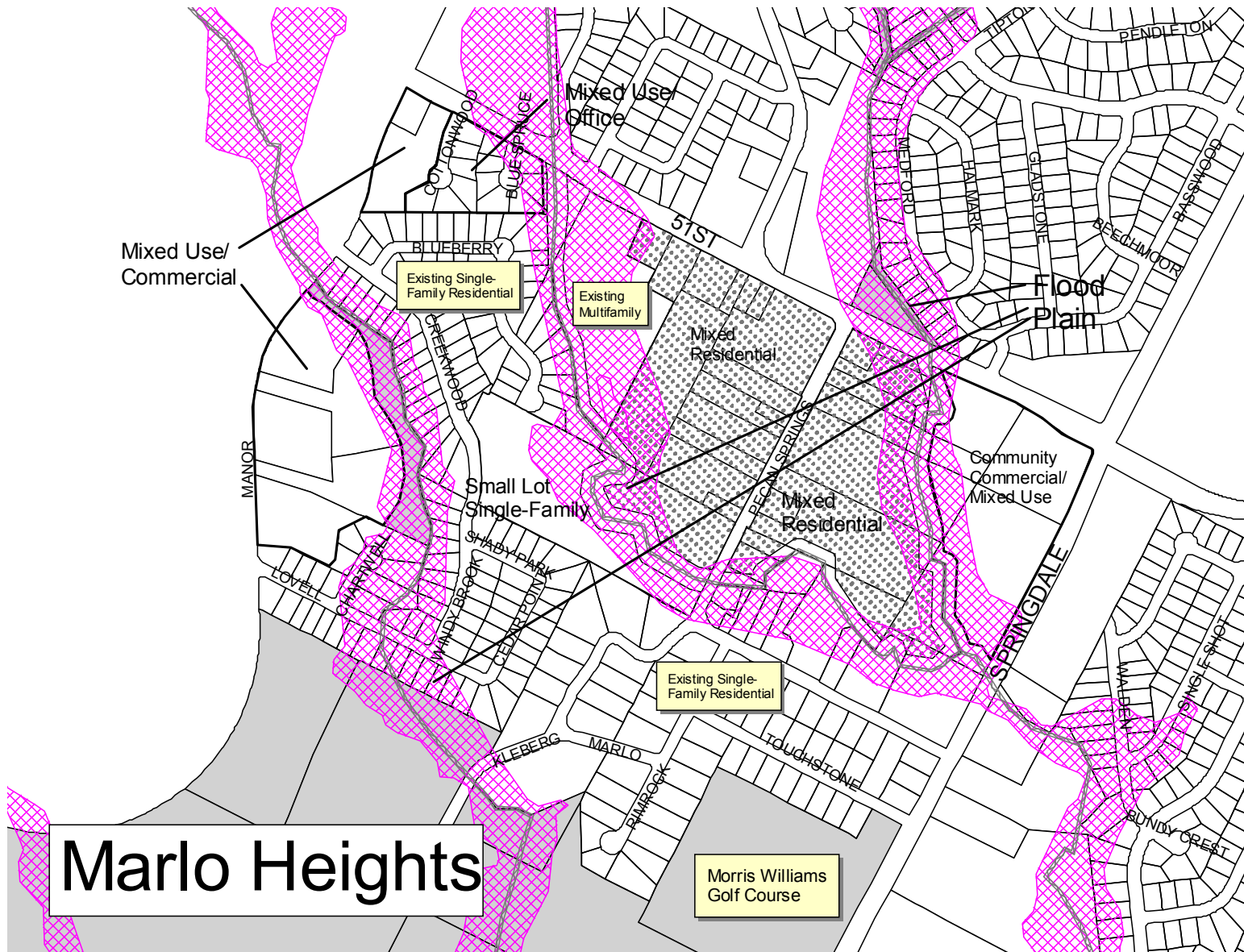
### **Action Items**

**Action 20-** Maintain single-family zoning in established residential areas.

**Action 21-** Allow mixed use/commercial at the intersections of 51<sup>st</sup> and Manor and 51<sup>st</sup> and Springdale.

**Action 22-** Allow mixed-use/office along Manor Road and on Blue Spruce and Cottonwood.

**Action 23-** Allow mixed residential or small-lot single family on larger, vacant tracts.



## **Pecan Springs**

### **Existing Conditions**

Pecan Springs is a well-established residential neighborhood, primarily composed of 30 to 40 year old single-family homes. Most of the commercial and multifamily development has occurred along Manor Road. Several large undeveloped tracts are located along Springdale Road north of Rogge Lane. Tributaries of the Fort Branch Creek pass through the area, as well as Little Walnut Creek. The area includes some flood plain, mostly along Little Walnut Creek, although some undeveloped tracts on 51<sup>st</sup> Street are in the Fort Branch flood plain.

### **Recommendations**

The planning priority for Pecan Springs is to preserve the existing residential neighborhood. The neighborhood would also like more pedestrian-oriented commercial development and fewer auto-related businesses that are perceived to contribute to crime problems. The major intersections are best suited for mixed use or neighborhood urban center development, with more limited neighborhood-oriented mixed use along the Manor Road corridor. Larger tracts in the residential areas could be developed with a mix of residential uses. New structures along Little Walnut Creek should be setback far enough from the creek to avoid flooding problems and allow for a future greenbelt or hike/bike trail.

### **Action Items**

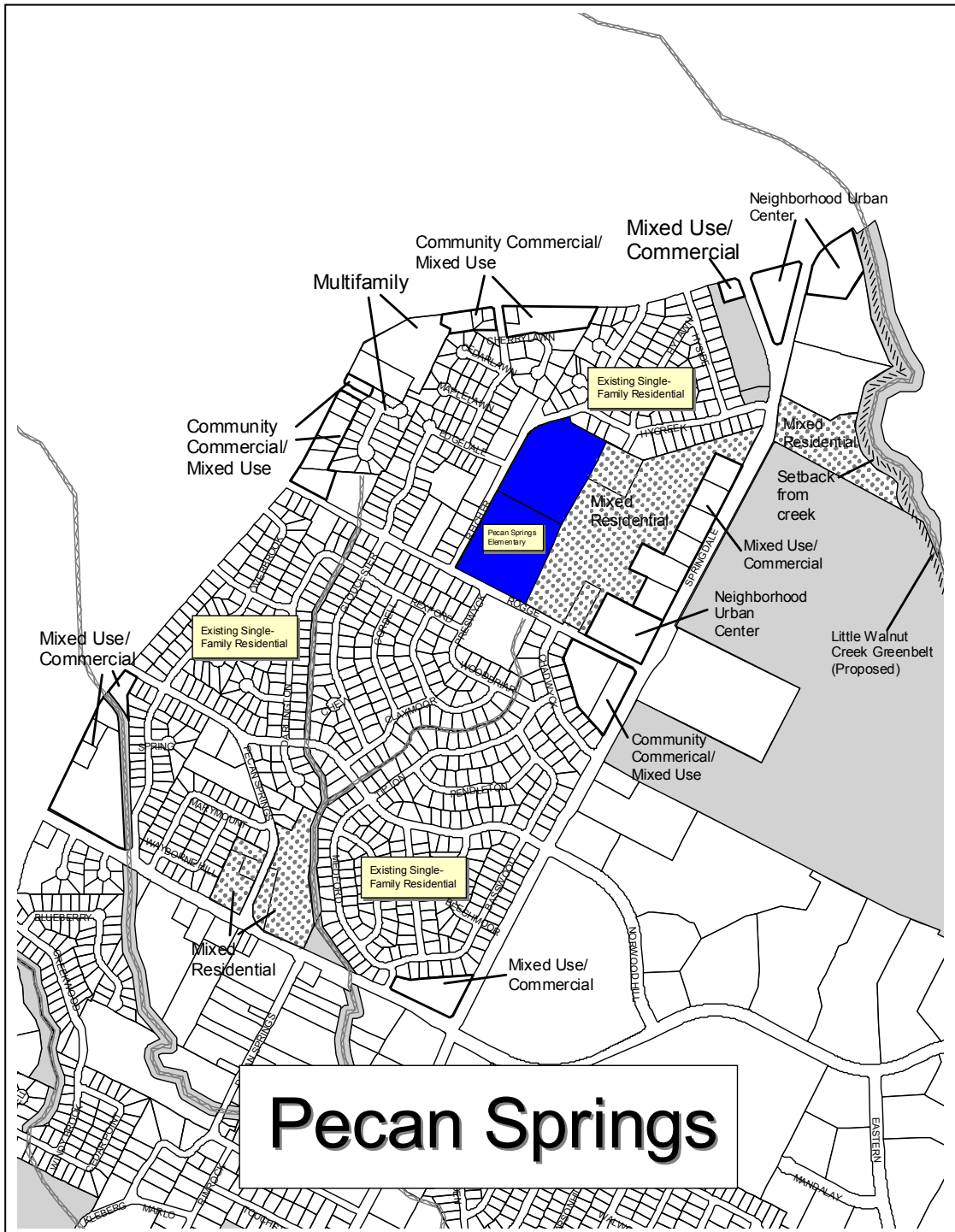
**Action 24-** Maintain single-family zoning in established residential areas.

**Action 25-** Allow mixed-use/commercial at the intersection of 51<sup>st</sup> and Springdale and along Manor and Springdale north of Rogge Lane.

**Action 26-** Develop neighborhood commercial at the intersection of 51<sup>st</sup> and Manor.

**Action 27-** Allow mixed residential uses on larger tracts near Springdale and 51<sup>st</sup>.

**Action 28-** Allow the "Neighborhood Urban Center" at the intersections of Springdale and Manor and Springdale and Rogge.



## **Orien's Park**

### **Existing Conditions**

Orien's Park is a large, mostly vacant industrial subdivision. The area was zoned and platted in 1985; however, due to a combination of environmental and market constraints it has been left mostly undeveloped. This area provides one of the best opportunities for large-scale development in the urban core. The City has recently acquired about 200 acres of land adjacent to Little Walnut Creek for a destination park. This land has unique environmental characteristics as well as steep topography and flood plain issues.

### **Recommendations**

Due to the significant size of Orien's Park, new development will need to be well planned and sensitive to the surrounding neighborhoods. The properties near the intersections of 51<sup>st</sup> and Springdale and 51<sup>st</sup> and the undeveloped Eastern Parkway should be developed with a mixed-use or neighborhood urban center development. The internal tracts, primarily facing 51<sup>st</sup> street, would be the most appropriate sites for new residential development. Properties fronting Ed Bluestein could be developed as highway commercial or limited industrial.

### **Action Items**

**Action 29-** Develop a destination park/natural preserve to the south of Little Walnut Creek.

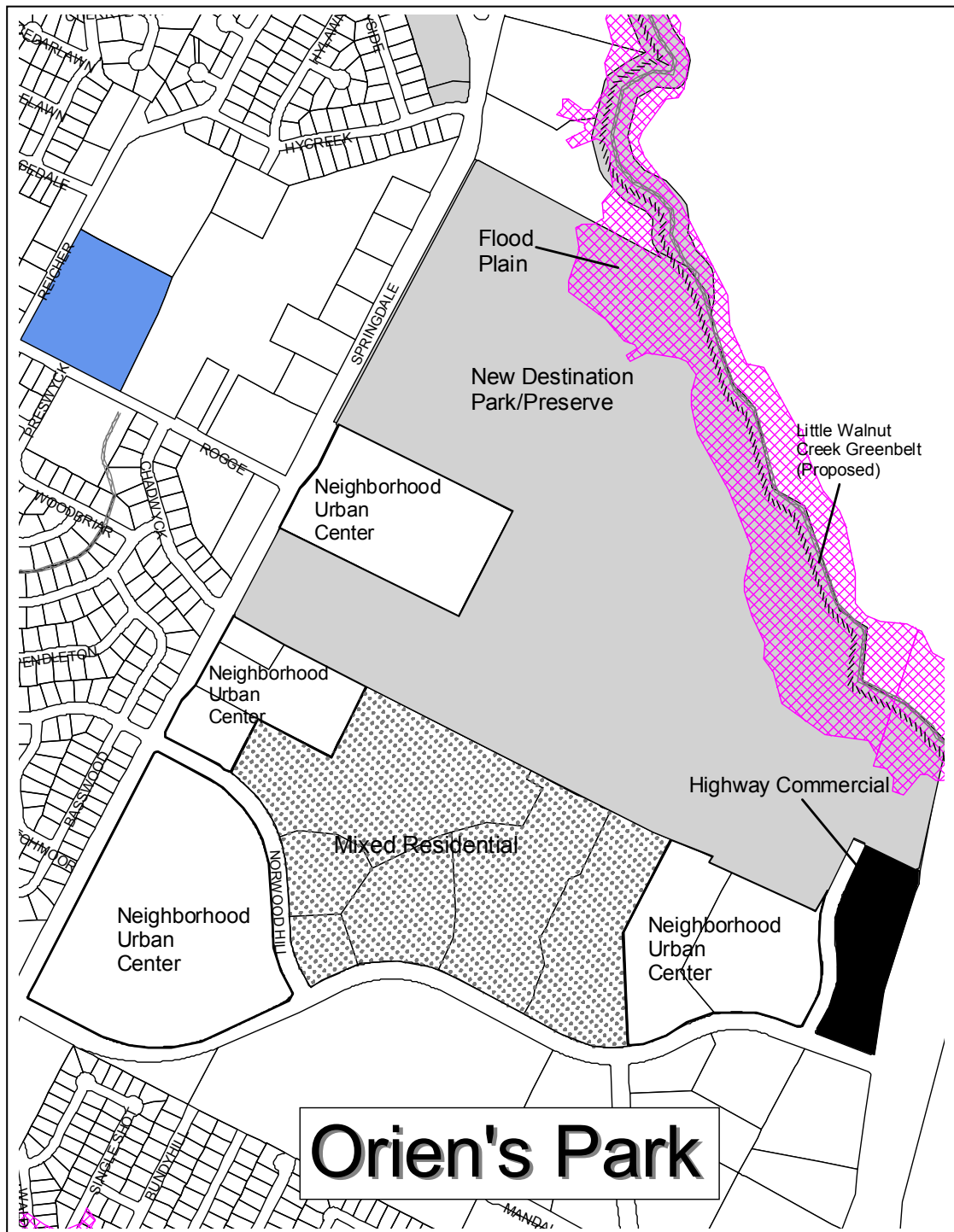
**Action 30-** Develop a hike/bike trail along Little Walnut Creek.

**Action 31-** Allow the "Neighborhood Urban Center" and mixed use/commercial at major intersections.

**Action 32-** Allow mixed residential, small-lot single-family, and secondary apartments along 51<sup>st</sup>.

**Action 33-** Allow highway-oriented commercial along Ed Bluestein.





## **Springdale Hills**

### **Existing Conditions**

Springdale Hills is a well-established residential subdivision surrounded by large vacant or underdeveloped parcels to the north, east, and west. MLK Blvd provides the only major access point to the residential streets, despite close proximity to other major corridors. Most of the residential lots have been built out, with the last undeveloped portion recently completed. AISD has a maintenance facility on 51<sup>st</sup> Street, and Praise Tabernacle Church is located at the corner of MLK and Ed Bluestein Blvd. The only significant commercial development is at the intersection of MLK and Springdale, which primarily consists of auto and warehouse related uses. Fort Branch Creek runs to the west of the residential area, and causes significant flooding just to the north of MLK Blvd.

### **Recommendations**

Springdale Hills has the need for commercial services but does have land available for additional commercial development. The major intersections should be developed as commercial/mixed use or neighborhood urban centers. More intense commercial uses should be concentrated on Ed Bluestein. The large tracts in-between the intersections could be developed with a mix of residential uses. All new development should improve the vehicular and pedestrian access to the Springdale Hill subdivision.

### **Action Items**

**Action 34-** Maintain single-family zoning for the residential interior.

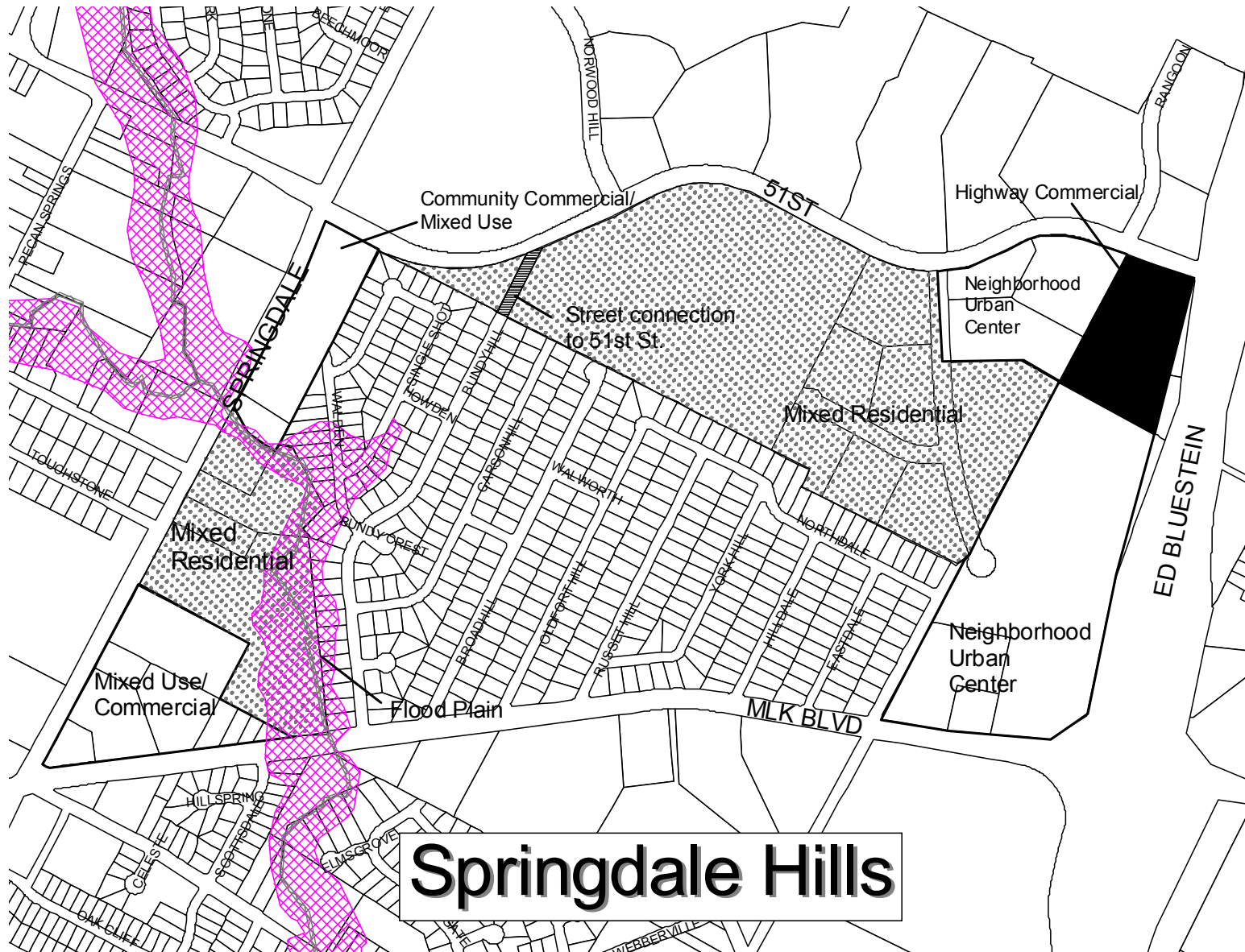
**Action 35-** Allow mixed use/commercial at the intersections of Springdale and MLK Blvd and Springdale and 51<sup>st</sup>.

**Action 36-** Allow mixed residential uses along Springdale and 51<sup>st</sup>.

**Action 37-** Develop community-oriented commercial at the intersection of MLK Blvd and Ed Bluestein Blvd.

**Action 38-** Allow highway-oriented commercial along Ed Bluestein Blvd.

**Action 39-** Allow the "Neighborhood Urban Center" at the intersections of MLK Blvd and Ed Bluestein Blvd and 51<sup>st</sup> and the undeveloped Eastern Parkway.



## **Stonegate/Oaklawn**

### **Existing Conditions**

Stonegate/Oaklawn is a collection of several residential subdivisions, with some scattered, vacant sites. Some commercial development has occurred, mostly at the intersections of Springdale Road and MLK Blvd and Springdale and 12<sup>th</sup> Street. The existing mix of land uses and zoning on the triangle of lots formed by 12<sup>th</sup>, Springdale, and Webberville Road has created some conflicting development patterns. Sims Elementary and the Travis County Precinct One office are located in the neighborhood as well.

### **Recommendations**

The priority for the Stonegate/Oaklawn area is to promote compatible infill development that will help stabilize the residential areas. Larger properties in the interior of the neighborhood can be developed as small-lot single family, although many of these properties have flood plain issues that need to be addressed. The large, undeveloped properties with access to MLK Blvd should be developed with a mix of residential uses, while allowing mixed use at the intersections with Springdale and Tannehill. Mixed use should also be encouraged on the 12<sup>th</sup>/Springdale/Webberville triangle, with consistent zoning that encourages more neighborhood-oriented commercial development.

### **Action Items**

**Action 40** - Maintain single-family zoning for the established residential areas.

**Action 41** - Allow mixed use/commercial at the intersections of MLK Blvd and Springdale and MLK Blvd and Tannehill.

**Action 42** - Allow mixed use/office on the vacant parcel on Heflin Lane east of Springdale.

**Action 43** - Allow neighborhood commercial/mixed use on the triangle bounded by Springdale, Webberville, and 12<sup>th</sup>.

**Action 44** - Allow mixed residential and small-lot single-family on the large, vacant parcels off of MLK Blvd and Heflin.

**Action 45** - Allow the "Neighborhood Urban Center" at the intersection of Tannehill and MLK Blvd.



## **Fort Branch**

### **Existing Conditions**

The Fort Branch neighborhood consists of two fairly distinct residential areas separated by the Fort Branch Creek. Flooding from the creek and the area's steep topography has limited development. Some of the homes at the southern end of Fort Branch Boulevard experience severe flooding problems, even during 2-year storm events. Substandard housing and vacant lots have been a problem in the area, but several affordable housing developers have undertaken significant infill development. Some commercial uses are scattered throughout the neighborhood, mostly on Webberville Road, but overall local commercial services are limited. Development of the 15-acre Springdale Park began in 1997 on the site of a former landfill.

### **Recommendations**

The greatest need in the Fort Branch area is continued development of quality residential infill. Some larger tracts on Webberville, Tannehill Lane, and Jackie Robinson Street could be developed with mixed residential, while new single-family homes are appropriate on the smaller vacant lots. Planned channel improvements to Fort Branch Creek should improve the safety and desirability of many vacant lots. Neighborhood-oriented commercial development should be encouraged in small, existing nodes on Webberville. Consideration should also be given to preserving flood plain lands south of Springdale Park as a natural greenbelt.

### **Action Items**

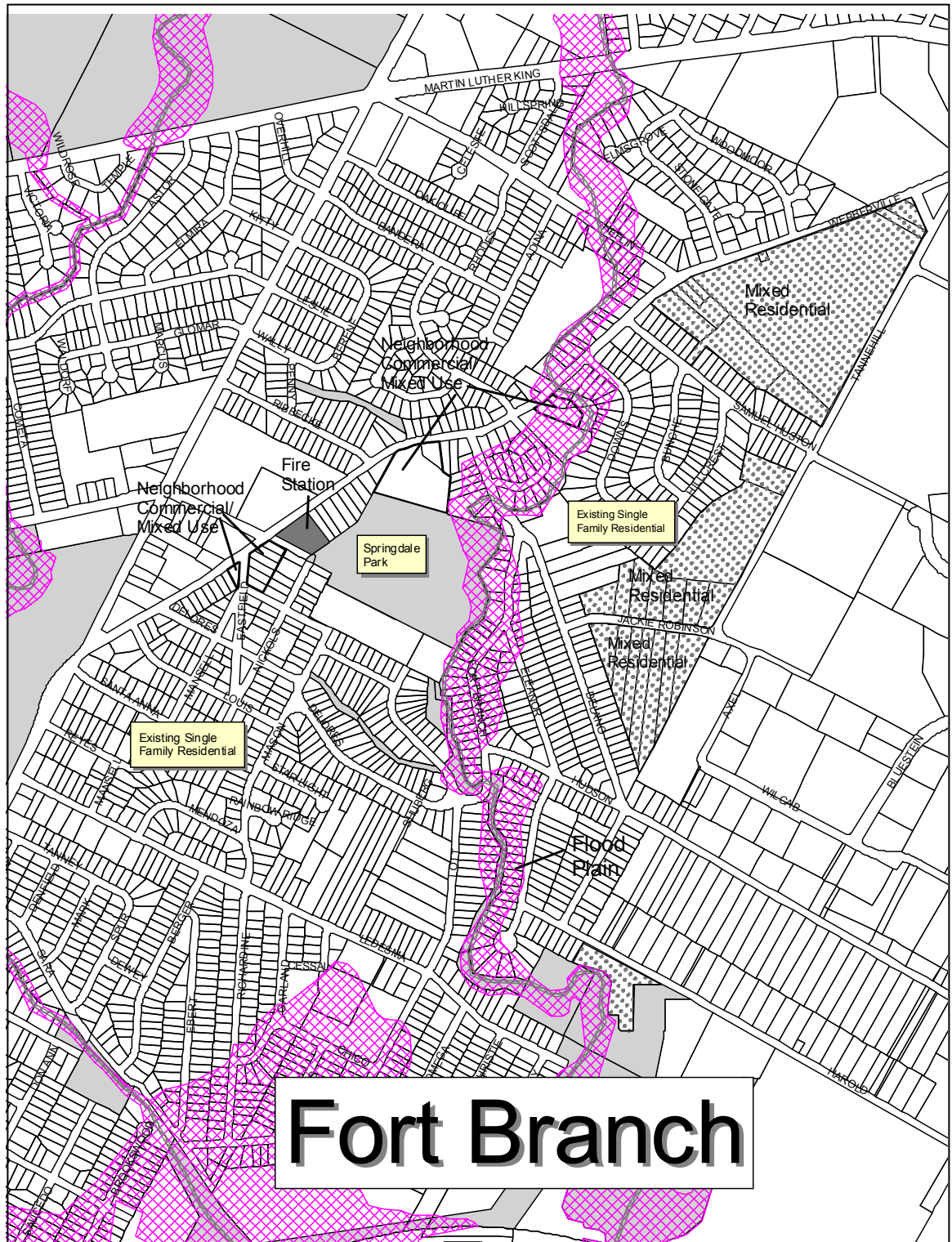
**Action 46** - Maintain single-family zoning in established residential areas.

**Action 47** - Allow neighborhood commercial along Webberville where there is existing commercial zoning.

**Action 48** - Continue development of Springdale Park

**Action 49** - Allow mixed residential uses on the large vacant parcels on Tannehill and Jackie Robinson.







## **Lower Tannehill Branch**

### **Existing Conditions**

Lower Tannehill Branch is an established residential area that is bisected by the Tannehill Branch Creek. Residential and commercial development has been hindered by a shallow but extremely broad flood plain caused by blockage of the creek at the railroad tracks on the south side of the neighborhood. Some recent drainage improvements completed by WPDR have significantly reduced flood hazards, but the southeastern portion of the neighborhood is still within the 100-year flood plain. A former petroleum tank farm site, locally referred to as “the Tank Farm” is also located at the intersection of Springdale and Airport. A few new businesses have moved into existing buildings on the property; however most of the 40-acre site remains vacant.

### **Recommendations**

A top priority of the neighborhood is to remove the barriers that prevent single-family infill development in Lower Tannehill Branch. Expanding flood control projects and redevelopment of the Tank Farm site are potential catalysts. Few neighborhood-serving businesses exist in the neighborhood, but there are opportunities to encourage new businesses at the existing commercial nodes on Springdale Road. The large City-owned property along the railroad tracks could also be developed with new single-family homes, provided drainage is improved to reduce the flood plain and there are adequate setbacks from the Equillon petroleum pipeline that runs through the property. Any undevelopable land can be left as open space.

### **Action Items**

**Action 50** - Maintain single-family zoning in established residential areas.

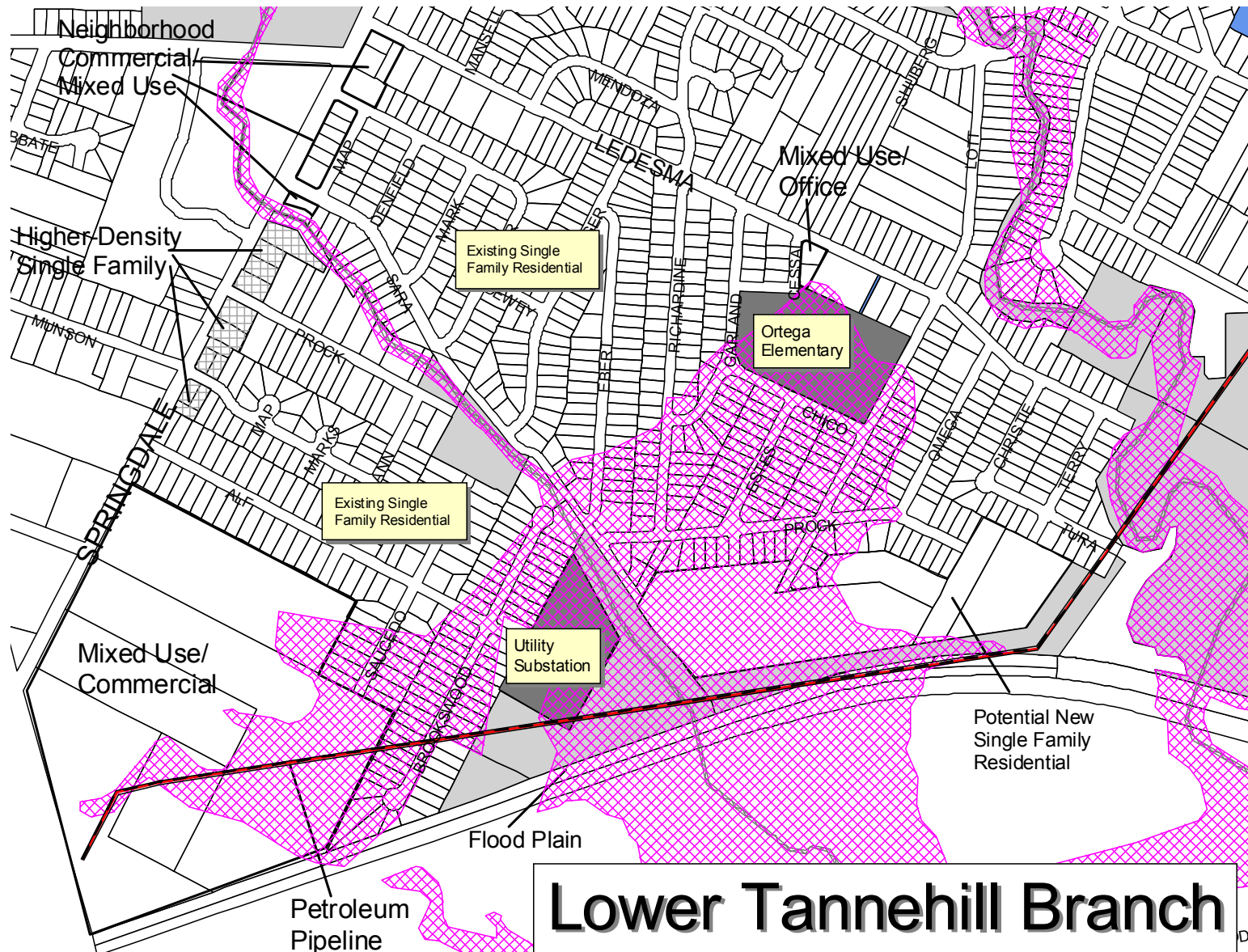
**Action 51** - Develop neighborhood commercial on Springdale between Tannehill Branch Creek and Ledesma.

**Action 52** - Allow higher-density single-family along Springdale south of Tannehill Branch.

**Action 53** - Develop public open space on the City-owned flood plain land near the railroad tracks.

**Action 54** - Determine the feasibility of developing new single-family residential on some of the city-owned land near the railroad tracks.

**Action 55** - Develop recommendations for the former Tank Farm site in conjunction with the Govalle/Johnston Terrace Neighborhood Plan.



## **Ed Bluestein**

### **Existing Conditions**

Much of the Ed Bluestein area has been passed over by urban development for quite some time. Most of the land is vacant or occupied by rural land uses, such as agriculture and outdoor storage, which likely existed before the area was annexed into the City. Some industrial park-style development has occurred along Bluestein Drive, Wilcab Road, and Techni Center Drive, and a large apartment complex was recently constructed between Tannehill Lane and Ed Bluestein Blvd. The “Hog Pens” area between Harold Court and Hudson Street consists of dozens of unsubdivided parcels roughly one acre in size. Development in this area has been limited by numerous constraints, including undeveloped or substandard streets, several pipeline easements, sloping terrain, and remnants of an abandoned landfill. The Ed Bluestein area also includes the Travis County International Cemetery, located on Axel Lane.

### **Recommendations**

While not much development has occurred in the Ed Bluestein area, planned improvements to U.S. 183 and continued growth in Austin will likely increase demand for land in the area. Due to its proximity to a future freeway, commercial development is appropriate for much of the area, particularly tracts fronting Ed Bluestein Blvd. Small industrial areas should continue to develop, provided there is not encroachment into existing or planned residential areas. Future development of the “Hog Pens” area will be especially challenging, and specific recommendations are outlined in Action Item 61.

### **Action Items**

**Action 56** - Allow the “Neighborhood Urban Center” at the intersection of MLK Blvd. and Ed Bluestein Blvd.

**Action 57** - Preserve the Travis County Cemetery on Axel Lane.

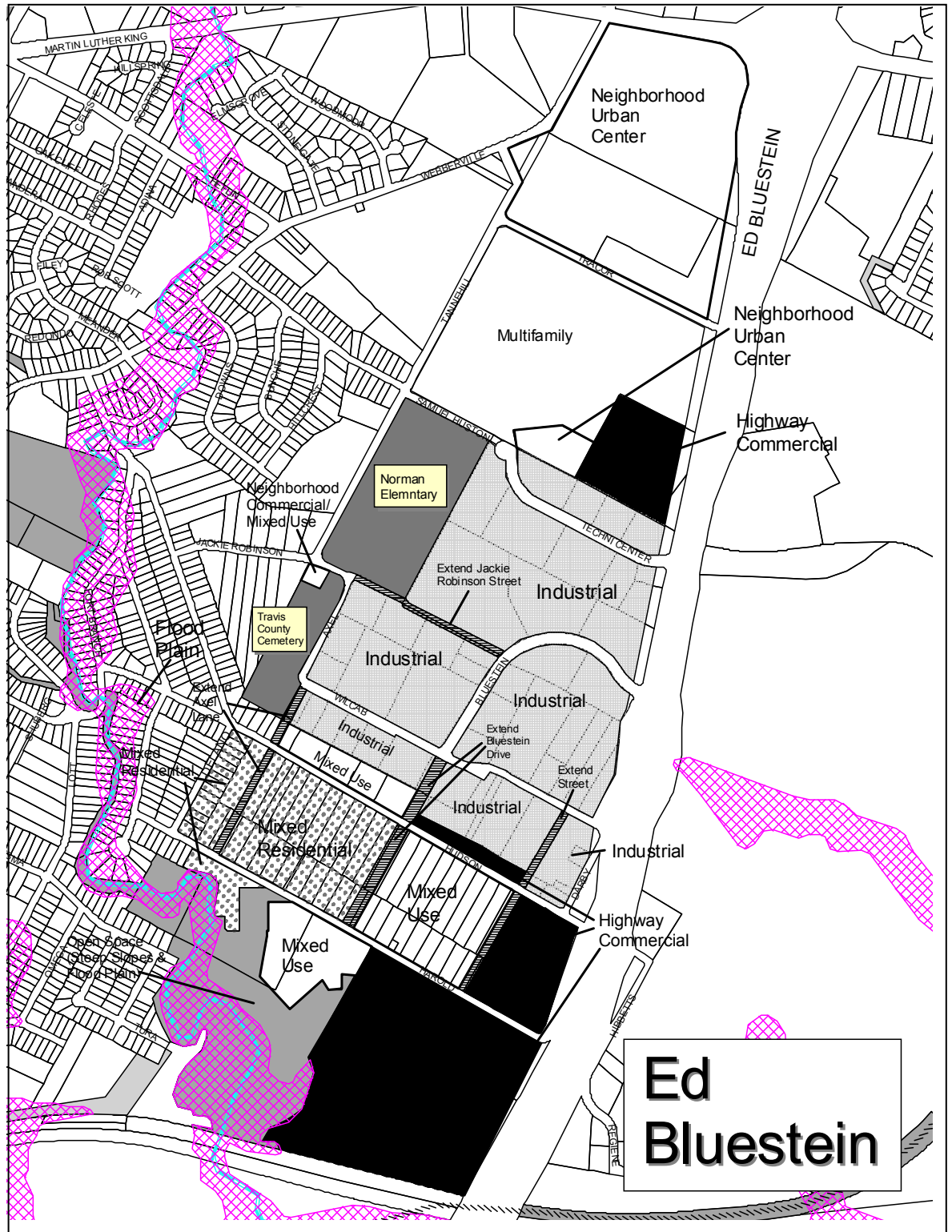
**Action 58** - Allow neighborhood-oriented commercial at the intersection of Tannehill and Jackie Robinson.

**Action 59** - Allow highway commercial or industrial development along Ed Bluestein Blvd.

**Action 60** - Allow industrial development along Techni Center, Bluestein, Wilcab, and Axel Lane.

**Action 61** - For the “Hog Pens” area between Harold and Hudson:

- Allow Mixed/Use Commercial on the north side of Hudson and to the east of Bluestein Drive.
- Allow mixed residential between Axel and Bluestein.
- Allow Urban Homes, Cottages, Secondary Apartments, and Corner Stores in residential Areas.
- Allow industrial development to the south of Harold where the existing City vehicle facility is located.
- Flood plain and steep slope areas should remain as open space.



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## **Cavalier Park**

### **Existing Conditions**

The Cavalier Park neighborhood includes one residential subdivision and a significant amount of vacant land. Big Walnut Creek is a prominent feature in the neighborhood, both as an environmental asset and as a flood hazard. The City has acquired much of the flood plain land and a continuous greenbelt and hike and bike trail is planned for the area. Another large portion of the flood plain is owned by the Austin YMCA, which is currently planning a 9-hole golf course for its 96-acre tract to the north of the Cavalier Park subdivision. The large tract to the east of the subdivision is currently being developed as single-family homes.

### **Recommendations**

Due to its proximity to Walnut Creek and Ed Bluestein Blvd, opportunities for additional residential development in Cavalier Park are limited. Tracts in the flood plain are best suited for public use or private outdoor recreation. Highway commercial or industrial development is appropriate on Ed Bluestein Blvd, provided that adverse impacts on the Cavalier Park subdivision are minimized. Redevelopment of the abandoned shopping center on the northeast corner of Ed Bluestein Blvd and FM 969 with community-oriented commercial development is a neighborhood priority.

### **Action Items**

**Action 62** - Preserve public and recreational open space, particularly in flood plain areas.

**Action 63** - Protect the environmental and recreational qualities of Walnut Creek by limiting impervious cover and ensuring public access.

**Action 64** - Develop Hike/Bike trails along Walnut Creek, Little Walnut Creek, and the former Mo-Kan Railroad right-of-way.

**Action 65** - Allow community-oriented commercial/mixed-use at the intersection of FM 969 and Ed Bluestein Blvd.

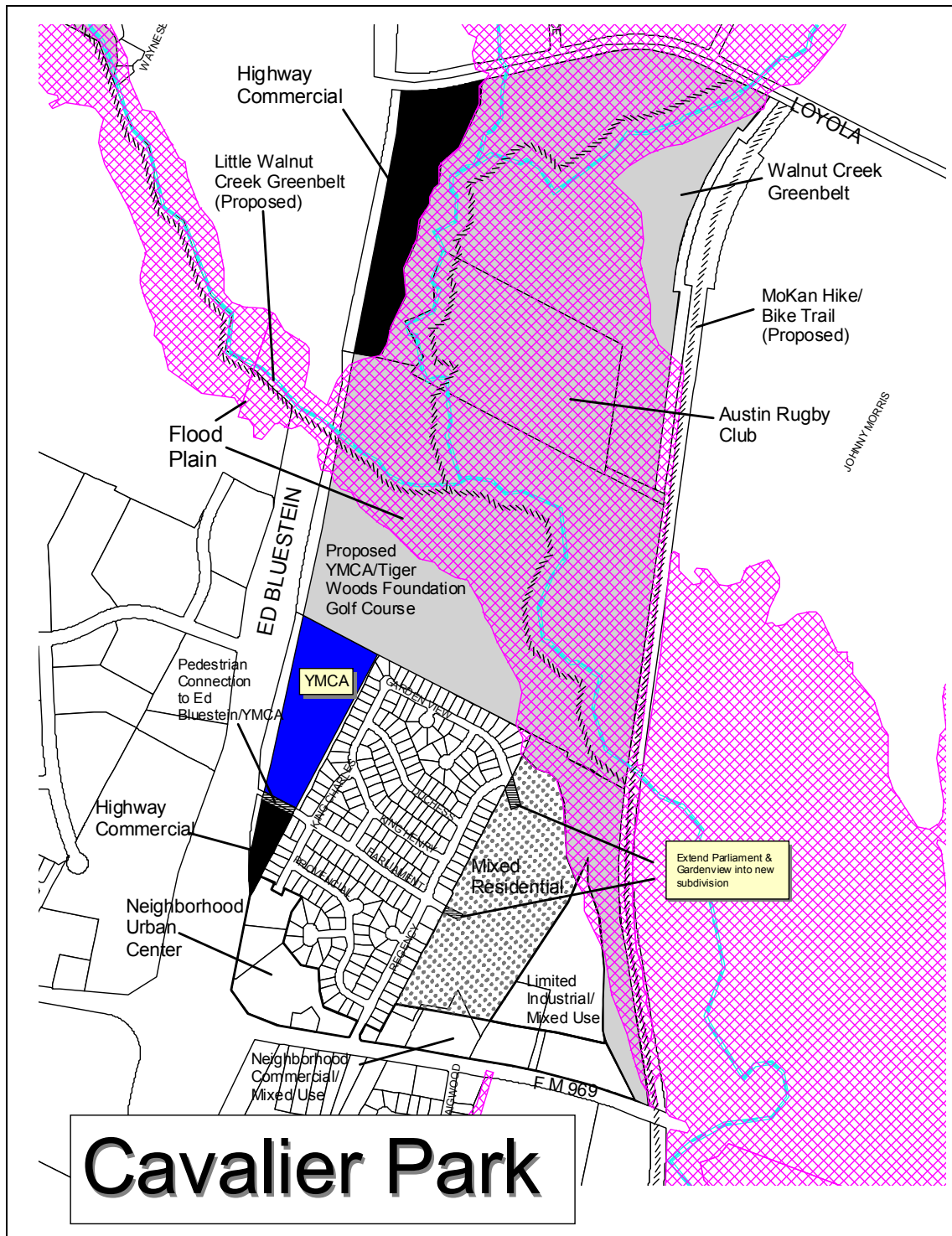
**Action 66** - Allow neighborhood commercial/mixed use along FM 969.

**Action 67** - Allow highway-oriented commercial along US 183.

**Action 68** - Allow mixed residential on the large vacant tracts east of the Cavalier Park subdivision.

**Action 69** - Allow some limited industrial on FM 969 provided it is held to high performance standards and is well buffered from residentially zoned properties.





## **Craigwood**

### **Existing Conditions**

The Craigwood neighborhood consists of one established residential subdivision, but the bulk of the land is devoted to large industrial employers, primarily Motorola and Tracor/BAE Systems. Some commercial development has occurred on FM 969 and at the intersection of Ed Bluestein Blvd and FM 969, but neighborhood-serving retail is limited in the area.

### **Recommendations**

Due to the size and location of the industrial land uses in Craigwood, little or no land is available for new residential development. The primary goal is maintaining the stability of the existing residential area and minimizing potential impacts from additional commercial or industrial development. The vacant and underused land on FM 969 is best suited for community-serving commercial uses, but some residential uses can be added through mixed-use development. The vacant and residential tracts to the south of Motorola should be allowed to develop as highway commercial or industrial uses. Existing light manufacturing uses along FM 969 should continue as long as they do not negatively affect the neighborhood. (Revised December 13, 2007 by Ordinance No. 20071213-110)

### **Action Items**

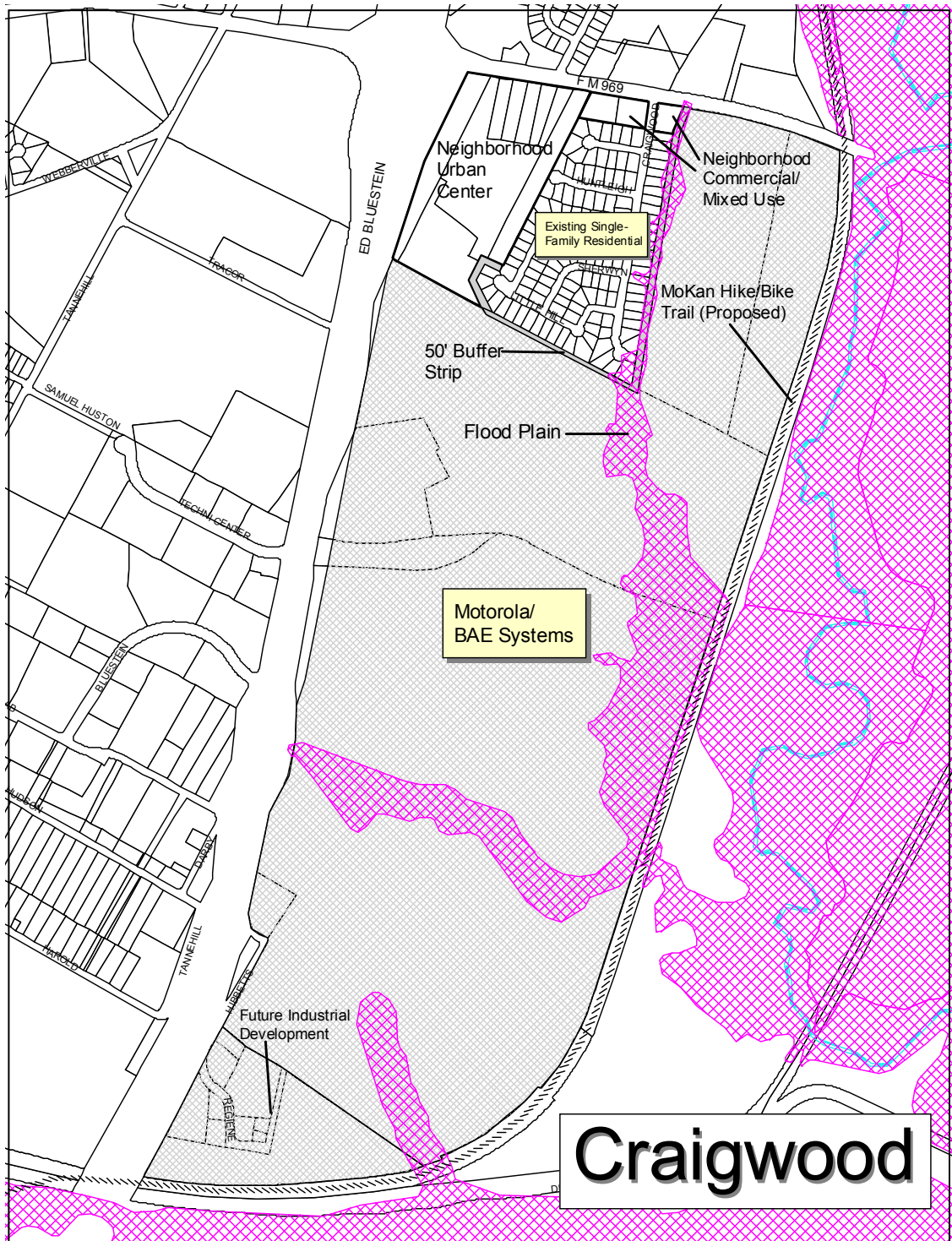
**Action 70** - Maintain single-family zoning in established residential areas.

**Action 71** - Maintain the buffer strip between the Craigwood subdivision and industrial uses.

**Action 72** - Allow community-oriented commercial at the intersection of FM 969 and Ed Bluestein Blvd.

**Action 73** - Allow neighborhood commercial/mixed and existing light manufacturing uses along FM 969. (Revised December 13, 2007 by Ordinance No. 20071213-110)

**Action 74** - Allow industrial development to the east and south of the Craigwood subdivision.



## Historic Preservation

**Goal 6** - Protect and enhance historic resources and structures and preserve the area's historic and cultural character.

**Objective 6.1:** Coordinate a grassroots community effort in conjunction with the City's Historic Preservation Office to identify historic properties eligible for city historic landmark designation.

**Action 75** - Provide information to neighborhood associations and interested individuals on how to identify historic resources and the process for landmark designation.

**Objective 6.2:** Designate known historic resources as city historic landmarks through the zoning process.

**Action 76-** Historically zone (provide city historic landmark designation) the following properties:

- Plummer Cemetery, 1152 Springdale Road (PARD city-owned site)
- Bethany Cemetery, 1308 Springdale Road (non-profit-owned site)
- 1936 Fort Colorado Historical Marker located in 5400 Block of E. M.L.K. Boulevard (south side in public right-of-way)

**Objective 6.3:** Increase protection for historic African-American cemeteries in the neighborhood planning area.

**Action 77-** Provide increased protection and improvements for Plummer Cemetery (City-owned PARD site) including:

- Add protective fencing around cemetery perimeter;
- Add an entry gate off Springdale Road that is closed during evening hours to prevent dumping and vandalism;
- Relocate bus stop further south so that it is located adjacent to the park rather than the cemetery;
- Provide historical interpretation/signage regarding the cemetery on-site;
- Organize a friends group to help maintain the cemetery.

**Action 78-** Provide increased protection for intrusions to Bethany Cemetery from Springdale Road by repairing or replacing the cemetery fence located in city right-of-way along Springdale Road (burials most likely intrude into right-of-way).

**Objective 6.4:** Increase public access to Ft. Colorado Historical Marker located in East M.L.K. Boulevard right-of-way.

**Action 79-** Ensure that the proposed city sidewalk project provides a turnout at the historical marker to provide vehicular pull-in access (complete with landscaping and bench), and consider adding pedestrian crosswalks to allow residents on the north side of MLK Boulevard access to the marker.

## **B. Transportation**

There are two major ongoing and parallel efforts to plan for arterial roadways in Austin. The Austin Metropolitan Area Transportation Plan (AMATP) is intended to guide arterial roadway network decisions for approximately the next 20 years. The AMATP does not specify a schedule for roadway construction projects, but rather identifies a proposed future major roadway system. See the East MLK arterial roadway map on page 84 and the table of AMATP Existing and Proposed Roadway Networks in the planning area on page 85.

The second major roadway planning effort is the Capital Area Metropolitan Planning Organization (CAMPO) Transportation Plan to the Year 2025. The plan serves as a guide for long-range planning for federally funded transportation projects, and serves as a comprehensive, coordinated transportation plan for all the governmental jurisdictions within the CAMPO area. These include the Texas Department of Transportation, Capital Metro, and cities and counties (includes 19 cities, Travis County and portions of Williamson and Hays counties).

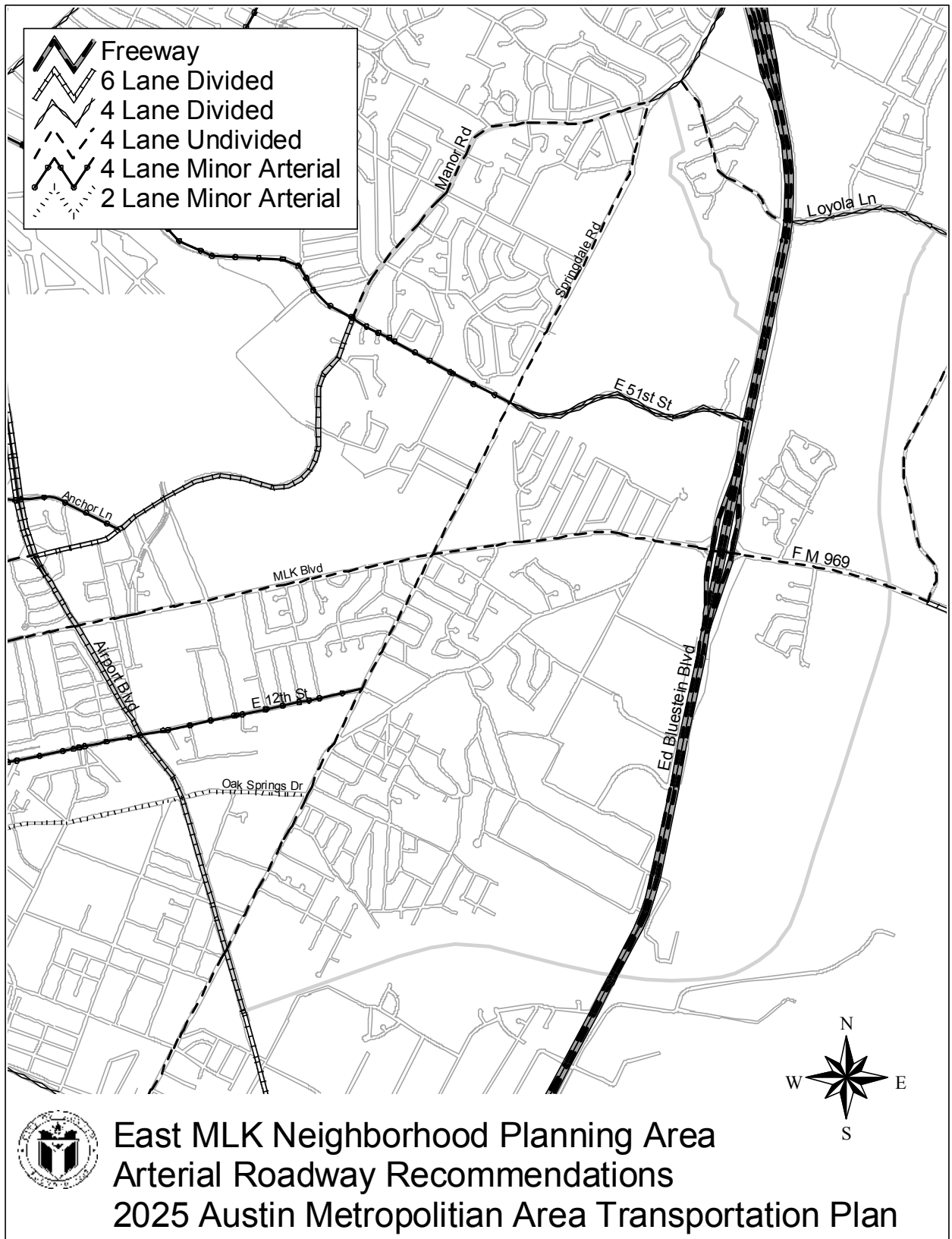
Recommendations in this plan aim to promote well-designed, mixed-use, and multi-modal corridors on collector and arterial streets. There is a strong desire to make Airport Blvd. a safer, more attractive and pedestrian friendly corridor. The plan also emphasizes making neighborhood streets safer and more pedestrian friendly.

**Goal 7 -** Create a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major arterials and neighborhood streets.

**Objective 7.1:** Increase pedestrian safety by constructing new sidewalks and improving pedestrian crossings. (Please refer to the Proposed Sidewalk Map on page 86.)

The following sidewalk action items are proposed to fill in gaps not covered by existing or already planned sidewalk projects and on key streets identified by participants in this process. The general standard for sidewalks, given limited

public funds, is to have them on both sides on major arterials such as MLK Blvd. and on at least one side of neighborhood streets. *In terms of arterial sidewalks, TPSD has indicated that at present only MLK Blvd. meets conditions for priority given the relatively low population density of the planning area. However, as the area continues to develop the City may be able to justify funding other arterial sidewalks in the future.*





## AMATP 2025 Plan: Existing and Proposed Major Roadway Networks

Name	Segment	Existing	Proposed (Adopted 2025 CAMPO Plan)	Austin Bike Plan Recommended Facility	Environmentally Sensitive
US Hwy 183	US 290 (E) - E. 7th St.	<b>MAD 6</b> Major Divided Arterial (6 lanes)	<b>FWY 6</b> Freeway (6 lanes)	Wide curb lane -15'	Low
FM 969/MLK Blvd.	Airport Blvd. – Johnny Morris Rd.	<b>MAU 4</b> Major Un-divided Arterial (4 lanes)	Existing	Wide curb lane -15'	Low
Airport Blvd/SH 111	Manor Rd. – Oak Springs Dr.	<b>MAD 4</b> Major Divided Arterial (4 lanes)	<b>MAD 6</b> Major Divided Arterial (6 lanes)	Bike Lane – 6'	Low
Manor Rd.	Airport Blvd. – 51 <sup>st</sup> St.	<b>MAU 4</b> Major Un-divided Arterial (4 lanes)	<b>MAD 6</b> Major Divided Arterial (6 lanes)	Bike Lane – 5'	Low
Manor Rd.	51 <sup>st</sup> St. – Springdale Rd.	<b>MAU 4</b> Major Un-divided Arterial (4 lanes)	Existing	Bike Lane – 5'	Low
Springdale Rd.	Manor Rd. – East Cesar Chavez	<b>MAD 4</b> Major Divided Arterial (4 lanes)	Existing	Bike Lane – 5'	Low
12 <sup>th</sup> Street	IH 35 – Springdale Rd.	<b>MNR 4</b> Minor Arterial (4 lanes)	Existing	Bike Lane – 5'	Low
Anchor Lane	Aiport blvd. – Manor Rd.	<b>MNR 2/4</b> Minor Arterial (2 & 4 lanes)	Existing	Bike Lane – 5'	Low
51 <sup>st</sup> street	Manor Rd. – Springdale Rd.	<b>MNR 4</b> Minor Arterial (4 lanes)	Existing	Bike Lane – 5'	Low
51 <sup>st</sup> street	Springdale Rd. – US Hwy 183	<b>MAD 4</b> Major Divided Arterial (4 lanes)	Existing	Bike Lane – 5'	Low

Source: City of Austin: 2025 Austin Metropolitan Area Transportation Plan (AMATP),  
adopted June 2001, last amended September 2001.



## **Arterial Sidewalks**

### *MLK:*

**Action 80-** Add sidewalks to the south side of MLK from Perez to Springdale.

**Action 81-** Add sidewalks to the south side of MLK from Springdale to US 183.

**Action 82-** Add sidewalks to the both sides of MLK from 183 to east Planning Area boundary.

### *US 183:*

**Action 83-** Add sidewalks in the eastern ROW of 183 between MLK and 51<sup>st</sup>.

### *Manor/Anchor:*

**Action 84 -** Construct sidewalks on Anchor (south side) from Airport to Manor.

**Action 85-** Construct sidewalks on Manor (south side) from EM Franklin to Creekwood.

### *Springdale Rd:*

**Action 86-** Complete the sidewalk network on Springdale Rd (west side) from Alf and Glomar.

**Action 87 -** Complete the sidewalk network on Springdale Rd (east side) from Sara to Santa Anna.

**Action 88-** Complete the sidewalk network on Springdale Rd (east side) from MLK and 51<sup>st</sup>.

**Action 89-** Complete the sidewalk network on Springdale Rd (east side) from 51<sup>st</sup> to Hycreek.

### *51<sup>st</sup> Street:*

**Action 90-** Complete the sidewalk network on 51<sup>st</sup> (both sides) from Manor to Springdale.

**Action 91-** Add sidewalks on 51<sup>st</sup> (both sides) from Springdale to US 183/YMCA.

### *Oak Springs, 12<sup>th</sup>, Webberville:*

**Action 92-** Add sidewalk on Oak Springs (north side) Airport to Springdale.

**Action 93-** Complete sidewalk network on 12<sup>th</sup> (north side) west from Greenwood.

**Action 94-** Complete sidewalk network on Webberville (south side) at Tannehill.

## **Neighborhood Street Sidewalks**

### *MLK NP Area:*

#### **Action 95- Construct the following priority sidewalks:**

- Deloney (either side) from 12<sup>th</sup> to MLK Blvd.
- Leslie (either side) from Cometa to Springdale.
- Gunter (either side) from Airport to Oak Springs.

#### **Action 96- Construct the following additional sidewalks:**

- Luna (either side) from 12<sup>th</sup> to 16<sup>th</sup>.
- Perez (either side) from 12<sup>th</sup> to 16<sup>th</sup>.
- Tillery (west side) from Manor to MLK Blvd.
- Tillery (west side) from MLK Blvd to 14<sup>th</sup>.
- Pershing (east side) from EM Franklin to MLK Blvd.
- Greenwood (either side) from Manor to MLK Blvd.
- JJ Seabrook (either side) MLK Blvd to Perez.
- EM Franklin (west side) from MLK Blvd to 12th.
- EM Franklin (either side) from Manor to MLK Blvd.
- Manorwood (either side) from Manor to Anchor.

### *MLK 183 NP Area:*

#### **Action 97- Construct the following priority sidewalks:**

- Ledesma (south side) from Webberville to Berger.
- Sara (north side) from Spur to Springdale.
- Complete sidewalk on Craigwood (west side) at FM 969.

#### **Action 98- Construct the following additional sidewalks:**

- Downs (either side) from Webberville to Hillcrest.
- Bunche Rd (either side) from Samuel Huston to Hillcrest.
- Bandera (either side) from Springdale to Rhodes.

### *Pecan Spring/Springdale NP Area:*

#### **Action 99- Construct the following priority sidewalks:**

- Bundyhill (east side) to first cul de sac.
- Reicher (south side) existing gap to Hycreek.
- Pecan Springs (either side) from Manor to 51<sup>st</sup>.

#### **Action 100- Construct the following additional sidewalks:**

- Pecan Springs (either) from 51<sup>st</sup> to Marlo.
- Pecan Springs (either) from Marlo to Springdale.
- Carson Hill (south side) to Walden.
- Eastdale (either side) Northdale to MLK.

- Norwood Hill (either side) from Pecan Springs to Springdale.

**Action 101-** Complete sidewalk network on Rogge (north side) from Reicher to Springdale near Pecan Springs Elementary School.

**Objective 7.2:** Ensure that new development provides linkages to existing neighborhood areas.

Several areas within East MLK could benefit from more street connectivity, particularly where streets may have been “platted” but are not yet built. In most cases, when vacant land is developed in the future, the property owner or developer will be required to address access and connectivity. In some cases, the City may be able to explore options to increase connectivity.

The following are recommended as new development occurs:

- At the end of Commerce, west of Deloney, add a cul-de-sac or other turn around.
- Extend Jackie Robinson to Bluestein Drive.
- Extend Axel Lane, Bluestein Drive, and the unnamed street west of Darby to Harold Court to form a more efficient street grid (the Future Land Use Map, pages 48 & 49, denotes a suggested street layout).
- Explore opportunities for increasing connectivity within the Springdale Hills Subdivision.
- Explore opportunities for increasing connectivity within Cavalier Park.

**Action 102** -Connect Fort Branch with Lott and Delores with a bridge over the creek. *This is included as a specific action item because the area was platted prior to annexation into the City in the early 1950s and assessing a developer for this improvement is unlikely. This is recommended for CIP consideration. A connection at this location would provide a second point of connectivity to properties on the east and west sides of Fort Branch Creek. This access would provide for better emergency response times and would allow residents on the east side of Fort Branch Creek better access to Springdale Park, which is located west of the creek.*

**Objective 7.3:** Improve the safety and attractiveness of the neighborhood’s corridors.

**Action 103-** Improve the appearance, walkability, and traffic flow of Airport Boulevard by completing the following:



- Make the widening and improvement of the street a higher priority in the regional transportation plan.
- Add bike lanes and wider sidewalks on both sides.
- Add raised, landscaped medians similar to those that exist north of 38 ½ Street.
- Use the excess right-of-way at the Manor Road and MLK intersections to improve turning movements and improve pedestrian safety.

**Action 104-** Provide a pedestrian connection with a sidewalk or path from the Cavalier Park subdivision to the YMCA on Ed Bluestein Blvd. An unpaved path could be developed on the unimproved portion of Parliament Dr between King Charles and Ed Bluestein Blvd and along Ed Bluestein Blvd between Parliament and the YMCA entrance.

**Goal 8** - Provide access to, from, and through the neighborhood for all residents by promoting a neighborhood-friendly system of transportation.

**Objective 8.1:** Increase the comfort and convenience of transit users. *The East MLK Planning Area is served by several major bus routes (see map on page 92); however, there were several recommendations for amenities or services below:*

**Action 105-** Add crosswalks across MLK Blvd at Adrian to the bus stops.

**Action 106-** Add bus shelters at bus stops in the vicinity of Sims Elementary.

**Action 107-** Explore special transit service for the elderly in the neighborhood south of Webberville Rd near Springdale Park.

**Objective 8.2:** Improve bicycle facilities on designated bicycle routes (see map on page 93).

**Action 108-** Extend bike lane on Springdale from MLK Blvd to Loyola.

**Action 109-** Extend bike lane from Springdale to Ed Bluestein Blvd on MLK Blvd.

**Action 110-** Extend bike lane on 51<sup>st</sup> from Manor to Ed Bluestein Blvd.

**Action 111-** Install a bike lane on Oak Springs from Airport to Springdale.



*Example bike route*

**Goal 9** - Improve bicycle and pedestrian traffic safety on neighborhood streets.

**Objective 9.1:** Discourage heavy cut through traffic and speeding in residential areas.

**Action 112-** Conduct a traffic calming study for the following streets:

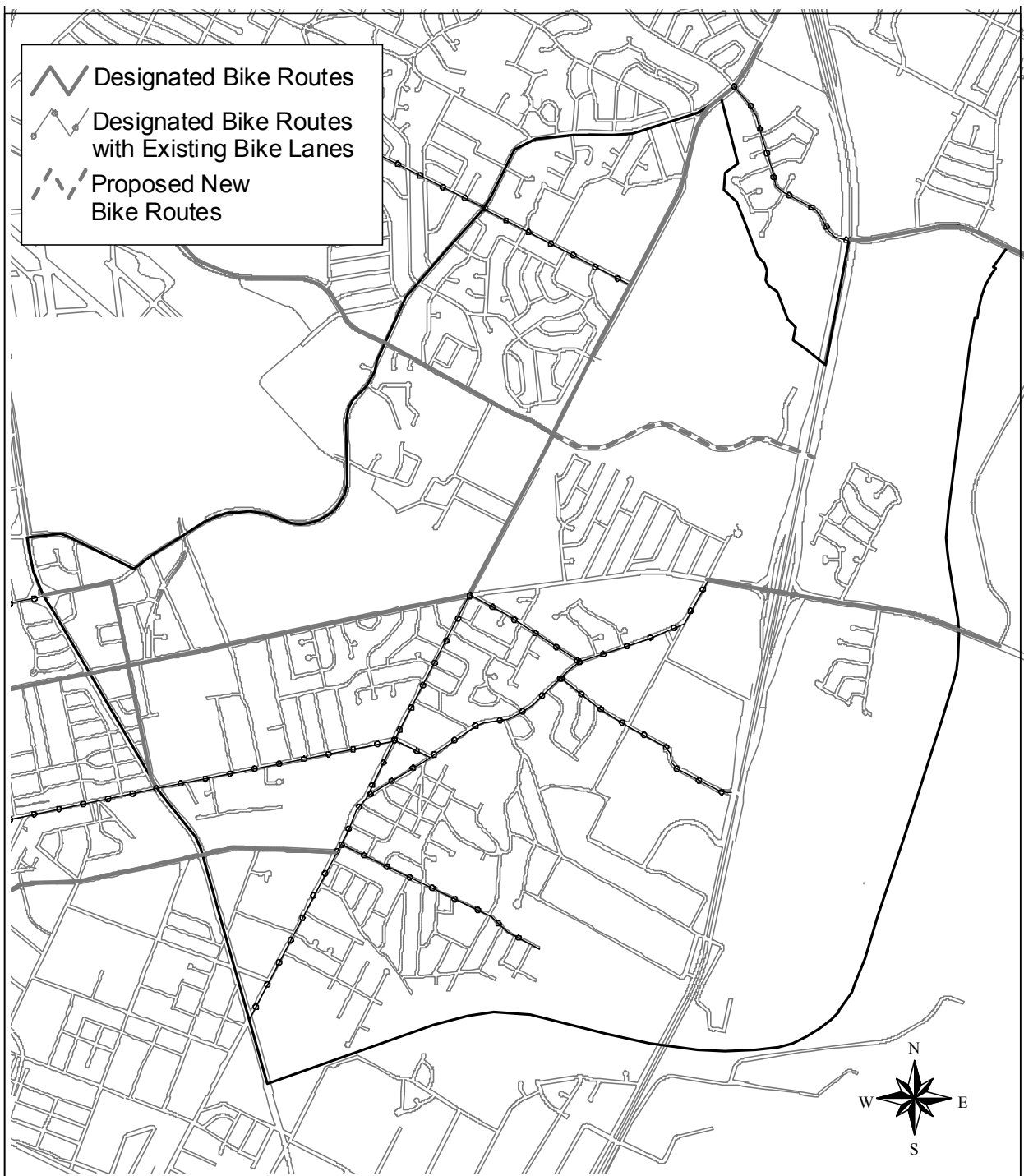
- Tillery between Airport and Manor
- EM Franklin between MLK Blvd and Manor
- Pershing between MLK Blvd and Manor

**Action 113-** Conduct a traffic calming study for the area including Deloney, Adriane, Luna and JJ Seabrook Streets between 12<sup>th</sup> Street and MLK Blvd.

**Action 114-** Request a traffic calming study for the area between MLK Blvd, Springdale, Scottsdale and Bandera Streets







## East MLK Neighborhood Planning Area Existing and Proposed Bike Routes

## **C. City Services and Infrastructure**

Through the Services and Infrastructure component of the neighborhood plan participants identified problems and unmet needs in the neighborhood and developed solutions to improve the quality of life in the planning area. This component of the plan required a close partnership with city departments. The map on page 96 shows existing public facilities serving the neighborhood.

Some common themes related to quality of life in the planning area were identified very early on in the process through the initial survey and the first workshop. These themes remained important throughout the planning process, and this is reflected in the action items for this component of the plan.

By far, the most important quality of life issue for the EMLK Planning Area is reducing crime and increasing public safety. This was reflected on the initial survey and throughout the planning process. The participants and the staff worked closely with the Austin Police Department to develop action items to help reduce crime and improve public safety. Nearly half of the service and infrastructure action items are related to crime and safety. The top issue on the initial survey was illegal drugs, and the number one priority action item for the entire neighborhood plan is related to this issue.

Another important issue in the planning area is flooding and erosion control. The Tannehill Branch and Fort Branch Creeks run through the planning area, and the Watershed Protection Master Plan has identified flooding and erosion problems for both of these creeks. The master plan also identified erosion and flooding problems for Tannehill Branch Creek. In addition, there are numerous houses in the planning area that are in the floodplain of the Fort Branch and Tannehill Branch Creeks. The Watershed Protection and Development Review Department (WDPR) worked closely with the staff and participants to provide information, brainstorm solutions and improve communication between WPDR and the neighborhood. This work is reflected in the action items related to flooding and erosion control.

Parks, open space and recreational activities were also identified as important service and infrastructure issues for the EMLK Planning Area. While the EMLK Planning Area as a whole has a lot of park space, most of this is in the MLK Neighborhood. The MLK-183 and Pecan Springs/Springdale Neighborhoods have little parkland or open space. The neighborhood plan includes action items related to a large destination park in Pecan Springs/Springdale, and trails and open space in MLK-183. Another important issue that came up in the planning process and is reflected in the action items relates to recreational activities for senior citizens.

Other important service and infrastructure issues that are reflected in the action items relate to code enforcement, neighborhood beautification, affordable housing, housing rehabilitation, and streetlights.

## **Public Safety**

**Goal 10** - Address neighborhood security by reducing illegal and dangerous activities and improving the sense of public safety.

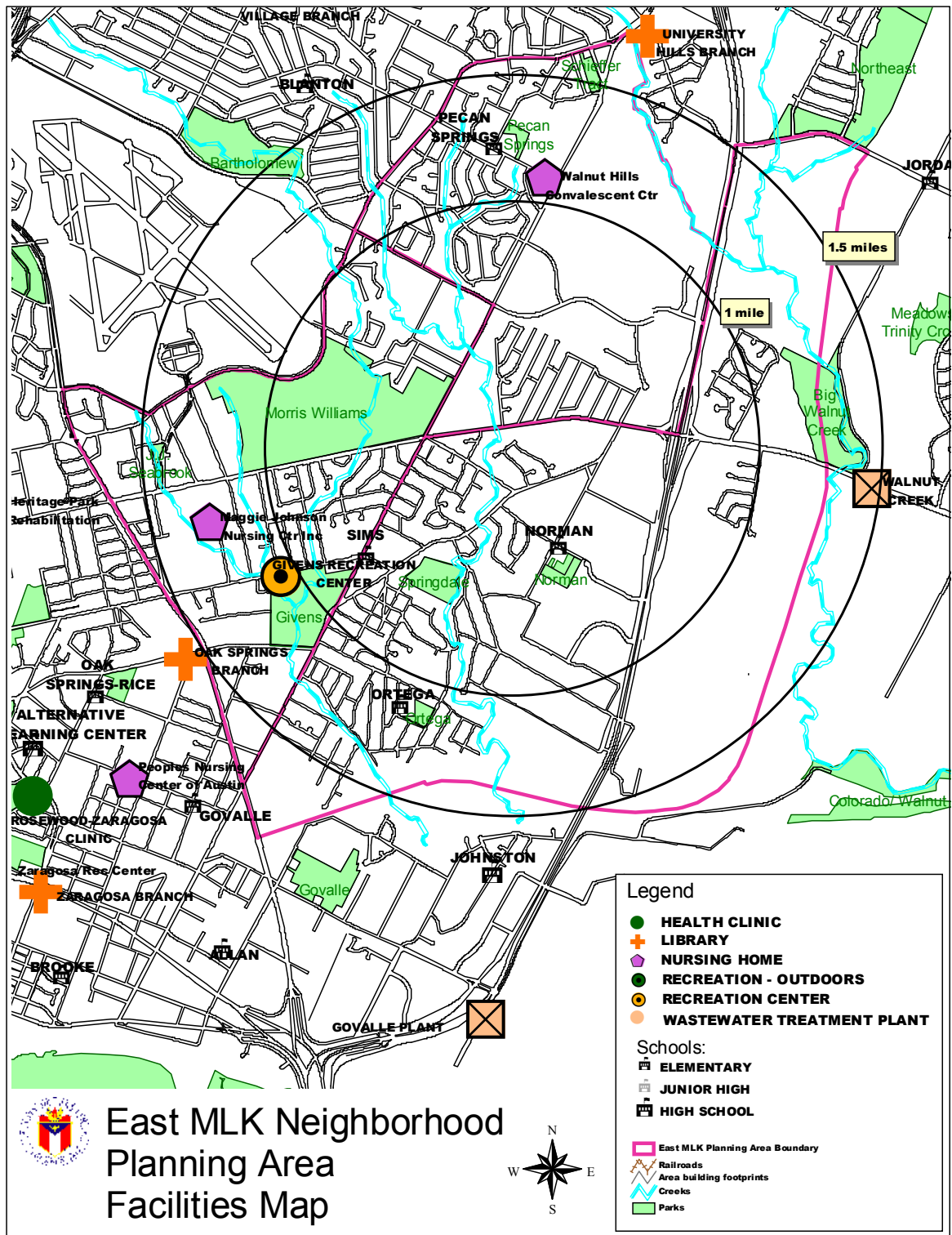
**Objective 10.1:** Work with the Austin Police Department (APD) to increase the effectiveness of law enforcement related to Illegal Drugs, Gangs and Prostitution.

**Action 115-** Address speeding traffic by utilizing increased APD radar enforcement and the use of speed trailers on:

- Craigwood
- Darlington
- Tillery between Airport and Manor
- Pershing between MLK and Manor
- EM Franklin between MLK and Manor
- JJ Seabrook
- Adriane
- Luna
- Springdale between MLK and Manor

**Action 116-** APD should conduct quarterly drug sweeps in the Central East command Area. Information to carryout sweeps will come from surveys conducted by District Representatives, and citizen reports to District Representatives, the Drug Hotline, and the Street Response Unit. *APD Role: Organize sweeps, gather information, investigate, make arrests, and report back on results; Neighborhood Role: Report drug trafficking to District Representative.*

**Action 117-** APD should focus on repeat offenders by working in collaboration with the District Attorney's Office to conduct quarterly arrests within the Central East Command Area. The purpose of this activity is to identify repeat offenders and help prevent additional repeat offenses. *APD Role: Investigate and make arrests; DA Role: Prosecute and identify repeat offenders*



**Action 118-** Increase the number of directed patrols for reports of drug trafficking and prostitution.

*Neighborhood Role: Report drug trafficking and prostitution to District Representative; APD Role: District Rep will request APD patrols and track results.*

**Action 119 -** Encourage the neighborhood to utilize the Narcotics Hotline by reporting illegal drug activity at 467-DRUG. *Neighborhood Role: Report drug trafficking to the Narcotics Hotline; APD Role: Investigate tips from the Drug Hotline.*

**Action 120-** Advocate for the expansion of the Weed and Seed Program to the Central East Command Area. *APD/Neighborhood Role: Advocate for expansion of Weed and Seed program in the Planning Area.*

**Objective 10.2:** Improve the communication between APD and the neighborhood to foster collaborative efforts to reduce crime in the neighborhood.

**Action 121 -** APD will designate one of their commanders forum meetings within the next 12 months to issues related to the East MLK Planning Area. The neighborhood will develop a core group of neighborhood residents that is focused on these issues to attend the meeting.

**Action 122-** Increase the level of participation in both the Commanders Forum and Neighborhood association meetings as a vehicle for community collaboration with APD. *APD Role: Provide opportunities to interact with residents and assist residents with crime prevention strategies; Neighborhood Role: Attend meetings and take an active role in crime prevention.*

**Action 123-** The neighborhood should partner with the Red Cross, the Austin Police Department and the Austin Fire Department to host an annual National Night Out event at the Red Cross building on Pershing Street.

**Action 124-** Provide information to neighborhood groups about opportunities to have their District Representative meet with them.

**Action 125-** District Representatives (DRs) should make a special effort to build trust among seniors. DR's should occasionally stop by a senior center or other location where seniors gather. DR's should also assure seniors that any information given to the Police Department will remain confidential.

**Objective 10.3:** Increase Crime Prevention programs and activities in the neighborhood.

**Action 126-** Increase community participation in Neighborhood Watch programs and establish block captains to identify criminal activities.

**Action 127 -** Encourage area residents, business owners and employees to alert police to problem areas where action by APD Street Response Team is appropriate.

**Action 128 -** Increase participation in the Blockwatch, Volunteers in Policing and Civil Defense Battalion programs.

**Action 129-** Create and promote crime awareness programs for residents and businesses; include policies and procedures for reporting crime, business and home security programs, Citizens Police Academy, personal safety first-aid training and self defense training for all ages

**Action 130-** Encourage apartment complexes to install security measures such as fences, adequate lighting, and security personnel.

**Action 131-** APD will provide free home safety inspections to residents.

**Action 132-** Promote the Office of Community Liaison's crime prevention and personal safety programs and encourage city and private employees that work in the community to receive training.

**Action 133 -** Work with schools to present "stranger danger" program, by teaching kids how to recognize and report suspicious activity to an adult.

**Action 134-** Promote the victim services compensation program in the community.

**Action 135-** Work with APD's Office of Community Liaison to educate the immigrant community on crime prevention.

**Action 136-** Create and promote crime prevention and personal safety programs targeted specifically for seniors.

**Objective 10.4:** Improve Public Safety by ensuring that the neighborhood has adequate lighting.

**Action 137 -** Add streetlights on Leslie Ave and Cometa.

**Action 138-** Add streetlights on Deloney Between 12<sup>th</sup> and MLK Blvd.

**Action 139-** Add street lights on 2900 Block of Pecan Springs Rd.

### ***Code Enforcement***

**Goal 11 -** Protect and enhance the neighborhood through code enforcement, property maintenance activities, and by reducing trash and dumping in this neighborhood.



**Objective 11.1:** Identify and remove or secure sub-standard vacant houses in the neighborhood.

**Action 140-** NPZD's code enforcement division should do a one-day sweep of the planning area to identify and begin the process of removing or securing all vacant sub-standard buildings.

**Action 141-** Increase the number of directed patrols for reports of vacant houses where illegal drug activity is also occurring. *Neighborhood Role: Report drug trafficking and prostitution in vacant buildings to District Representative; NPZD Role: Provide a list of vacant houses in the area to APD; APD Role: District Rep will authorize APD patrols and track results and report back to neighborhood.*

**Action 142-** APD should aggressively pursue abatement of nuisance properties where illegal activities are occurring. *APD Role: Gather information and coordinated with the DA's office for more aggressive nuisance abatement of properties; Neighborhood Role: Participate in the court hearings as a community/neighborhood group. The impact on the courts is great, and helps educate all involved in a process that needs to be better utilized.*

**Action 143 -** Develop and distribute a magnet or flyer on how to identify and report sub-standard houses.

**Objective 11.2:** Facilitate rehabilitation of houses in need of repair by improving access and information to existing housing rehabilitation programs.

**Action 144-** Develop and promote a housing rehabilitation resource guide with information on City, County, State and non-profit resources.

**Action 145-** Promote East MLK as a target neighborhood for the organization Hands on Housing and for the City's "Raise the Roof" program.

**Action 146-** Promote public programs available for home improvements and encourage the neighborhood to help identify homes in need. (i.e. Neighborhood Housing and Community Development Challenge Fund, Urban League Emergency Repair, Disabilities of Central Texas Fund, Raise the Roof program, Methodist Ministries).

**Objective 11.3:** Identify abandoned and junk vehicles and have them removed from the neighborhood.

**Action 147-** Recruit and train a pool of neighborhood volunteers to join the volunteer tagging program and canvas their area for abandoned vehicles. *APD Role: District representative will process violations and*

*expedite removals; Neighborhood Role: Volunteer and encourage neighbors to volunteer for the program*

**Action 148** - Educate neighborhood watch groups and other neighborhood groups to identify and report abandoned and junk vehicles.

**Action 149**- Promote APD's new non-emergency number, 311, as a means of removing abandoned vehicles.

**Action 150**- For rental properties that have junk vehicles on the property, educate the neighborhood on how to research property owner names and addresses so they can inform them of the problem.

**Action 151** - Increase awareness of procedures for ensuring that the names of complainants remain anonymous to prevent retaliation.

**Objective 11.4:** Reduce illegal dumping activities in the neighborhood.

**Action 152**- APD will actively look for code violations where illegal activity is also occurring and report them to the appropriate department for enforcement. *APD Role: Look for and report violations and report results; Other City Departments Role: Investigate violations reported by APD and report results back to APD*

**Action 153**- Encourage individuals and neighborhood associations to call Solid Waste Services to report illegal dumping.

**Objective 11.5:** Encourage residents and property owners to keep their property free of trash, debris and tall weeds and grass.

**Action 154**- Educate neighborhood watch groups and other neighborhood groups to identify and report code violations to Solid Waste Services.

**Action 155**- Partner with Keep Austin Beautiful for a community clean up.

**Action 156** Educate neighborhood groups on code compliance services provided by Solid Waste Services.

**Action 157**- Start Adopt A Street program in the Planning area.

**Action 158**- Create a way of recognizing neighbors who are doing a good job keeping their yard clean.

**Action 159**- Make a formal request to TxDot to have state roads put on a maintenance plan to be mowed regularly, especially FM 969 near Regency.

## ***Parks, Open Space, and The Environment***

**Goal 12** - Improve the quality, safety, and cleanliness of area creeks, and reduce the impact of flooding in the neighborhood.



*Big Walnut Creek*

**Objective 12.1:** Maintain the creeks in the planning area by preventing erosion, removing debris and monitoring water quality.

**Action 160-** Complete the Fort Branch Creek Improvement Project.

**Action 161-** Investigate erosion control options for other creeks in the EMLK Planning Area. For improvements, use natural looking solutions where possible.

**Action 162-** Partner with Keep Austin Beautiful and other organizations to conduct a neighborhood creek cleanup.

**Action 163-** Work with WPDR to establish a program to monitor the creeks and assist with clean-ups.

**Action 164-** Investigate JJ Seabrook greenbelt to determine if there is a flooding or erosion problem.

**Action 165-** Investigate Big Walnut Creek to determine if there is silt and/or debris from the BFI site.

**Objective 12.2:** Reduce flooding in the planning area and communicate with residents about improvement projects.

**Action 166-** Investigate flood control options for the East MLK Planning Area.

**Action 167** - Establish resident contact or committee to collect periodic updates on CIP flood mitigation projects in East MLK creeks and distribute information to designated centers and neighborhood groups in East MLK Planning Area.

**Action 168** - WPDR will hold a meeting in the community to provide a presentation on the design options for the Fort Branch Creek Improvement

Project and provide follow-up opportunities for the neighborhood to stay informed about the progress of the project.

**Action 169-** Promote WPDR's flooding and pollution hotlines.

**Action 170-** Reduce street flooding by working with WPDR to identify high need areas for storm drain improvements, and supporting WPDR's funding requests for construction of storm drain improvements.

**Objective 12.3:** Help the community to understand floodplain issues and be better prepared for flooding.

**Action 171-** Help to educate residents and potential buyers about properties that are in the floodplain by distributing floodplain maps and information to Neighborhood Associations, and informing residents that they are currently available at City of Austin libraries.

**Action 172-** Support the Office of Emergency Management's plan to notify, via mail, all residents and property owners in the flood plain.

**Action 173-** Communicate via neighborhood associations updates on to Austin flood plain maps.

**Action 174-** Make available a list of resources for property owners or renters in or near flood plain zones including:

- a) National Flood Insurance Program
- b) WPDR Website/Resources
- c) National Disaster Declaration in Emergency Situations: FEMA Money in Emergency

**Action 175-** Work with the Office of Emergency Management's Project Impact to provide a bi-lingual class about disaster response and what to do in the event of a flood at a public location in the East MLK community.

**Goal 13 -** Create more public open space, including parks and green spaces, improve existing parks and increase recreational amenities in the neighborhood.

**Objective 13.1:** Provide more recreational activities for Youth and Seniors.

**Action 176-** Promote existing youth and senior services and programs.

**Action 177-** Increase senior recreational activities at the recreation centers in the East and Northeast parts of the planning area. (eg. Givens and Dottie Jordan)

**Action 178-** The neighborhood should partner with local churches to provide senior activities and explore the possibility of having the City of Austin provide or help fund senior activities at local churches.

**Objective 13.2:** Maintain and improve neighborhood parks, add new parks and improve undeveloped green spaces.

**Action 179-**  
Develop a hike and bike trail along Big Walnut Creek.

**Action 180-**  
Explore the possibility of utilizing vacant land for community gardens or other recreational purposes as an interim use.



*Example hike/bike trail*

**Action 181-** Promote Springdale Park to ensure that residents know about this amenity.

**Action 182-** Continue the development of Springdale Park with both recreational and natural open spaces.

**Action 183-** During Phase II of Springdale Park's development, provide a South or East entry to the park that can be utilized by the Fort Branch area and other areas on the East and South side of the park.



*Springdale Park*

## **Chapter VIII: Plan Implementation**

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

- City Boards, Commissions and Staff
- City Departmental Budgets
- Capital Improvement Projects
- Other Agencies and Organizations
- Direct Neighborhood Action

### **City Boards, Commissions and Staff**

The numerous boards and commissions of the City will look to the East MLK Combined Neighborhood Plan when they need guidance about the neighborhood. The Parks and Recreation Board will have a guide available stating the neighborhood's priorities for parks and open space. The Planning Commission will already know if a proposed zoning change in the East MLK Combined Area would be appropriate and supported by the residents and businesses of the neighborhood. Additionally, City staff will use the plan as a guidance document for review of projects and programs.

### **Department Budgets**

Each year every City department puts together a budget that states the department's priorities for the coming year. By bringing the strengths and desires of the neighborhood to the attention of City departments, the East MLK Combined Neighborhood Plan will help them prioritize those projects that help safeguard the neighborhood's assets while addressing its needs.

### **Capital Improvement Projects**

There may be issues in the neighborhood that require a major capital expenditure. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long-term interests of the neighborhood.

### **Other Agencies and Organizations**

Other agencies and organizations outside City government will play a key role in the implementation of the East MLK Combined Neighborhood Plan. As these agencies look for public input, the East MLK Combined Neighborhood

Plan will be available as a clearly articulated vision of the direction the neighborhood desires to go.

### **Direct Neighborhood Action**

Some of the elements of the East MLK Combined Neighborhood Plan will be implemented by direct neighborhood action, possibly with some City support. Neighborhood clean-ups and creek clean-ups are a few examples of projects that might best be coordinated by the neighborhood.

### **Implementation Schedule and Tracking**

The implementation of the East MLK Combined Neighborhood Plan will be continually monitored. Some items are expected to be completed quickly. For others, especially those items that need additional funding, it may be harder to schedule a firm completion date. Nevertheless, the status of every item proposed in the East MLK Combined Neighborhood Plan will be tracked. The East MLK Combined Neighborhood Plan Implementation Tracking Chart provides an easy way to check the status of the implementation of the plan. For each action proposed in the plan, the chart lists the contact, the estimated cost, the current status and comments that include the next needed action. A check date, if not a completion date, will be set for each item. This tracking chart will be updated regularly as more information becomes available and as the status of projects change. The Tracking Chart will be available upon request from the City of Austin, Neighborhood Planning and Zoning Department staff.

### **Updating the East MLK Combined Neighborhood Plan**

Neighborhoods are dynamic. To be effective, a neighborhood plan must be periodically updated to reflect changes in the neighborhood. The East MLK Combined Neighborhood Plan will undergo regular review. Staff and neighborhood representatives will conduct this review, updating the status of the action items and considering additions or amendments.

Over time, a neighborhood plan may need significant changes. How often this will be necessary will depend on how much the conditions change in the neighborhood.



## Appendix A

### Other Action Items Requested by the Neighborhood

After departmental review, the following action items were determined to be either:

- An operational, standard procedure issue that should not be contained in a long-range plan.
- An item not recommended by the responsible City or public department.
- An item recommended for implementation by another agency.

#### **Transportation:**

*The Transportation Planning & Sustainability Dept (TPSD) indicates that the following items are operational issues and should not be included as action items in the plan. Some of these items may be addressed separately from the plan:*

- Improve the appearance, walkability, and traffic flow of Airport Boulevard by completing the following:
  - Improve the timing and cycling of traffic lights.
- Complete a traffic signal study at the intersection of Regency and MLK (FM 969) and construct a signal if warranted.
- Add crosswalks and a pedestrian activated signal at the intersection of Regency and MLK (FM 969).
- Add crosswalks and a pedestrian activated signal at the intersection of Craigwood and MLK (FM 969).
- Add turn lanes and turn arrows on east & westbound 51<sup>st</sup> Street at the intersection with Springdale Road.
- Add turn lanes on MLK between Airport and Springdale.
- Because the intersection of 12<sup>th</sup> and Springdale does not currently meet traffic signal warrants, explore ways to reconfigure the intersection to improve safety and reduce congestion, including:
  - Provide two travel lanes in each direction that are clearly marked by directional arrows.
  - Locate bus stops far enough from the intersection to prevent blocking traffic.
  - Consider making 12<sup>th</sup> street one-way westbound from Webberville to Springdale to pick-up and drop-off at Sims School safer and more efficient.
- Mark or restripe traffic and turn lanes at Oak Springs and Springdale.
- Install a flashing yellow “approaching signal” sign on northbound 51<sup>st</sup> before Springdale.
- Explore options for better pedestrian crossings at MLK and US 183 and 51<sup>st</sup> and US 183.

- Address speeding traffic by utilizing increased APD radar enforcement and the use of speed trailers on the following streets:
  - Craigwood
  - Darlington
  - Tillery between Airport and Manor
  - Pershing between MLK and Manor
  - EM Franklin between MLK and Manor
  - JJ Seabrook
  - Adriane
  - Luna
  - Springdale between MLK and Manor
- Install speed limit signs on Delores Street.

## Lighting

- Add streetlights on MLK from Bundyhill Dr. to Russet Hill Dr.  
*There is adequate street lighting. Spacing is approximately 200 feet, which meets illumination standards.*
- Add street lights on Springdale Rd from MLK to Manor  
*The street has more than adequate lighting. Some intersections have 2 or more lights. AE maintenance personnel will check on any maintenance issues.*
- Add street lights on Craigwood Drive  
*Craigwood Drive has adequate lighting. The street has a lot of trees growing into the lights that need to be trimmed.*
- Add street lights on Provincial and Regency  
*There is more than adequate lighting at this location. The street has some trees growing into the lights that need to be trimmed.*
- Add street lights on Pecan Springs near Marlo  
*There is adequate lighting at this location. AE maintenance personnel will check on any maintenance issues.*

## Public Safety

- Police officers who are patrolling the streets in the neighborhood should do routine tagging of abandoned and junk vehicles. *APD's Abandoned Vehicle Unit handles abandoned and junk vehicles. To request removal of an abandoned or junk vehicle call the Abandoned Vehicle Unit at 974-5590.*

## Solid Waste Services

- Request that Solid Waste Services pursue higher fines for illegal dumping offenders and repeat violators
- Request that Solid Waste Services pursue prosecution and higher fines for repeat violators related to debris, tall weeds and grass.

*Solid Waste Services' pursuit of "higher fines" is limited by the court process and staff only has the opportunity to suggest a fine or violation. The suggestions made by Solid Waste Services are based on experience, track record of the offender, and severity of the violation. Ultimately, the court judge passes down the decision with no further opportunity for discussion.*

## **Watershed Protection**

- Explore the possibility of having a contractor clean area storm drains more often.

*The City uses its own crews to clean storm drains, and it is done on both a rotational and complaint driven basis. This means they have a schedule and rotate areas, but will clean areas with high complaints more frequently. There is no funding for contractors to clean the drains, and it is unlikely this method would be pursued because the City has crews for this. The best thing we can do is to work with the neighborhood to identify problem areas so that they receive the proper attention.*

Place nets across the storm drains to prevent people from throwing items in them.

*Placing nets across storm drains is against WPDRD policy because it creates a flood hazard that can substantially worsen street flooding. Nets catch limbs and large debris and clog up the entrance to the storm drain systems so that water cannot enter during a flood event.*

## **Parks and Recreation**

- Build a new senior center to serve the East and Northeast parts of the planning area.

*The City does not have funding to build a new senior center. There are only three senior centers in the City - the Conley-Guerrero Center is between 1 and 3 miles from every point in the planning area.*

- Explore the possibility of developing hike and bike trails along other planning area creeks.

*PARD is focusing on what they have determined to be priority creeks. In the EML area this is Walnut Creek*

## Appendix B – Record of Public Meetings

Meeting Date	Purpose	Location	Attendees	Other Attendees	Targeted Audience/Scope
11/5/02	<b>Initial Stakeholder Meeting</b> Introduction to neighborhood planning; explanation of outreach efforts; brainstorm further outreach strategies; announce Neighborhood Academy Free Courses; promote survey.	City of Austin, Small Business Assistance Center	18	Alice Glasco	Neighborhood Association Presidents, Church leaders, School Administrators, Neighborhood Leaders, and Social Institution Representatives
DEC	<b>Pecan Springs/Springdale Neighborhood Association meeting</b> Discuss proposed boundary extension to include the entire Pecan Springs/Springdale Neighborhood in the combined East MLK Planning Area; introduce neighborhood planning and staff's outreach efforts to stakeholders not present at the 11/5/01 meeting. Brainstorm further outreach strategies; announce Neighborhood Academy Free Courses; promote survey.	East 19th Street Baptist Church	Neigh Assoc Members		Pecan Springs/Springdale Neighborhood Association
JAN	<b>Meeting with Pecan Springs/Springdale Hills Core Group</b> Discuss NP in general, inclusion of the Pecan Springs/Springdale Area, and how the core groups ongoing work can be incorporated into the neighborhood planning process	Windsor Park Library	5		Pecan Springs/Springdale Core Group
2/2/02 Sat	<b>Workshop 1</b> Present and explain the neighborhood planning process, gather community input; present neighborhood demographic information.	Norman Elementary School	76	Maggie Armstrong; Adam Smith; Cynthia Medlin; Alice Glasco	Every resident, business and property owner in East MLK invited to the workshop.
3/5/02	<b>Vision &amp; Goals Focus Group Meeting</b> Create a collective vision for the community and write goal statements that serve as the plan's foundation.	East 19th Street Baptist Church	50		Every resident, business and property owner in East MLK invited to the workshop.

Meeting Date	Purpose	Location	Attendees	Other Attendees	Targeted Audience/Scope
3/26/02	<b>Services Focus Group #1</b> Work with dept. representatives to brainstorm solutions and create action items to address neighborhood service issues.	Pecan Springs Elementary School	31	Department Reps. (SWS, APD, WPDR, NPZD); Cynthia Medlin	Interest List (Approx. 350 people)
4/16/02	<b>Land Use Focus Group</b> Provide an overview of land use, discuss desired future land use and gather input needed to develop a draft future land use map.	Sims Elementary School	25	Cynthia Medlin	Interest List (Approx. 350 people)
4/20/02	<b>People's Forum Meeting</b> Provide an update on the neighborhood plan and encourage residents to participate in the planning process	ACC Eastview Campus	People's Forum Members		People's Forum
5/1/02	<b>Services Forum</b> Department reps on-hand to discuss programs and services, and take code enforcement complaints and requests for services from neighborhood participants	Norman Elementary School	23	Department Reps. (SWS, APD, WPDR, NPZD & Austin Energy)	Interest List (Approx. 350 people)
5/6/02	<b>MLK Neighborhood Association Meeting</b> Provide an update on the neighborhood plan and encourage residents to participate in the planning process	St James Episcopal Church	Neigh Assoc Members		MLK Neighborhood Association
5/7/02	<b>Transportation Focus group</b> Discuss transportation issues and develop transportation action items for inclusion in the neighborhood plan	Norman Elementary School	14		Interest List (Approx. 350 people)
5/21/02	<b>Services Task Group #2</b> Work with dept. representatives to brainstorm solutions and create action items to address neighborhood service issues.	East 19th Street Baptist Church	10		Interest List (Approx. 350 people)
5/6/02	<b>Stonegate Neighborhood Association Meeting</b> Provide an update on the neighborhood plan and encourage residents to participate in the planning process	Home of a member of the Stonegate neighborhood Association	Neigh Assoc Members	Danny Thomas	Stonegate Neighborhood Association

Meeting Date	Purpose	Location	Attendees	Other Attendees	Targeted Audience/Scope
5/29/02	<b>Tank Farm Meeting (joint mtg with Govalle/Johnston Terrace)</b> Provide background information and an update on the Tank Farm site and begin to create a vision for the future of the site	Johnston High School	33		Stakeholders in the Govalle/Johnston Terrace Planning Area and the Southern section of the EMLK Planning Area
6/4/02	<b>Land Use/Zoning Focus Group #2</b> Review land use and provide education and information on zoning and the smart growth infill options. Review and modify the zoning recommendations for the neighborhood plan.	University Hills Library	5		Interest List (Approx. 350 people)
6/29/02 Sat	<b>Workshop II</b> Present draft plan and solicit more input.	YMCA	40	Alice Glasco	Every resident, business and property owner in East MLK invited to the workshop.
7/24/02	<b>Property Owner Meeting</b> Discuss proposed rezonings with property owners and interested neighborhood stakeholders. Allow property owners to ask questions and express concerns.	East 19th Street Baptist Church	30		Interest List (Approx. 350 people) plus all owners of property recommended for a zoning change.
7/30/02	<b>Tank Farm Meeting (joint mtg with Govalle/Johnston Terrace)</b> Review and clarify the results from the first meeting and refine the vision for the future of the tank farm site	Oak Springs Library	18		Stakeholders in the Govalle/Johnston Terrace Planning Area and the Southern section of the EMLK Planning Area
8/5/02	<b>Refining the Plan Meeting</b> Land use updates; results of City departmental review; prioritization of sidewalks and other plan action items.	University Hills Library	12		Interest List (Approx. 350 people)
8/27/02	Meeting with Cavalier Park Neighborhood Association and a property owner that has an alternative proposal for a property adjacent to the neighborhood.	Home of the Secretary of the Neighborhood Association	Neigh Assoc Members		Cavalier Park Neighborhood Association

## Appendix C Survey Results

### **I. Initial Survey Results**

In November 2001, the initial neighborhood planning survey was mailed to every resident, property owner and business owner in the planning area. The results of the survey provided a starting point to begin the planning process. The response rate for the survey was 5% or 299 responses. What follows is a summary of the results from the initial neighborhood planning survey.

#### **Land Use**

##### **Neighborhood Serving Commercial**

Neighborhood stakeholders were asked if there are enough retail and commercial stores to serve the neighborhood. Survey respondents were split on this issue, with about half indicating there are already enough and half indicating that their neighborhood needs more.

##### **New Development**

Survey respondents indicated that they would like to maintain existing single-family residential districts, and focus new development including higher density housing, neighborhood and community commercial, and mixed-use development along the major corridors in the neighborhood. Some of the specific corridors that were mentioned for these kinds of new development were:

- MLK Blvd.
- Springdale Road
- Airport Blvd.
- U.S. Hwy 183

##### **Smart Growth Infill Options**

Neighborhood stakeholders were asked two questions to gauge initial support for the Smart Growth Infill Options that can be utilized as part of a neighborhood plan. Survey respondents were split on both allowing secondary apartments and smaller lot sizes for new single-family homes, with more people supporting secondary apartments than small lots. The actual responses were as follows:

##### **Secondary Apartments**

Yes	36%
No	42%
Not Sure	22%

##### **Small-Lot Single Family**

Yes	28%
No	42%
Not Sure	30%



## **Transportation**

### **Sidewalks**

When asked about the need for sidewalks in the neighborhood, survey respondents indicated that the top Streets in the planning area that need sidewalks are:

1. MLK
2. Manor
3. 51st
4. Norwood Hill
5. Pecan Springs
6. EM Franklin
7. Pershing
8. Springdale

### **Transportation Safety Problems**

Survey respondents indicating that the following streets in the neighborhood are unsafe due to issues such as accidents, speeding, lack of sidewalks and bike lanes, and poor visibility:

- MLK Blvd from Airport Blvd beyond 183
- Manor Rd from Airport to Springdale
- Springdale Road

## **Services and Infrastructure**

### *Resources in the Neighborhood*

Survey respondents indicated that they like the neighborhood most because it is a quiet, centrally located neighborhood with trees and long-time residents.

### *Problems in the Neighborhood*

Survey respondents indicated that most important problems in the Neighborhood are:

- Crime and Safety
- Illegal Drugs
- Speeding Traffic
- Houses in need of repair/Trash in Yards
- Flooding and Drainage
- Weeds and Tall Grass
- Abandoned and Junk Vehicles

## II. Final Survey Results

In June 2002, the final neighborhood planning survey, including a draft plan summary, was mailed to every resident, property owner and business owner in the planning area. The results of the survey were used to help refine the plan. The response rate for the survey was 3% or 173 responses. The following summary indicates the level of support for the overall plan and individual components:

### Overall Support

	#	%
Support	87	50.29
Support w/ comments	69	39.88
Overall don't support	8	4.62
Don't support	9	5.20
<b>Total</b>	<b>173</b>	<b>100</b>

### Responses for individual plan sections:

#### Land Use/Zoning/Preservation

	#	%
Support	107	72.79
Support w/ comments	33	22.45
Don't support	7	4.76
<b>Total =</b>	<b>147</b>	<b>100.00</b>

#### Transportation

	#	%
Support	104	69.80
Support w/ comments	33	22.15
Don't support	12	8.05
<b>Totals =</b>	<b>149</b>	<b>100.00</b>

#### Services/Infrast.

	#	%
Support	109	74.66
Support w/ comments	31	21.23
Don't support	6	4.11
<b>Total =</b>	<b>146</b>	<b>100.00</b>

#### Urban Design Guidelines

	#	%
Support	108	73.97
Support w/ comments	29	19.86
Don't support	9	6.16
<b>Totals =</b>	<b>146</b>	<b>100.00</b>

## Appendix D

# Zoning and Smart Growth Definitions

### DESCRIPTION OF ZONING DISTRICTS

**SF-2 – Single Family Residence district** is intended as an area for moderate density single-family residential use, with a minimum lot size of 5,750 square feet. This district is appropriate for existing single-family neighborhoods having moderate sized lot patterns, as well as for development of additional single-family housing areas with minimum land requirements.

**SF-3 -- Family Residence district** is intended as an area for moderate density single-family residential use, with a minimum lot size of 5,750 square feet. Duplex use is permitted under development standards that maintain single-family neighborhood characteristics. This district is appropriate for existing single-family neighborhoods having typically moderate sized lot patterns, as well as for development of additional family housing areas with minimum land requirements.

**SF-6 – Townhouse and Condominium Residence district** is intended as an area for moderate density single family, duplex, two family, townhouse, and condominium use. SF-6 is appropriate in selected areas where a transition from single-family to multifamily use is appropriate.

**MF-2 -- Multifamily Residence Low Density district** is the designation for a multifamily use with a maximum density of up to 23 units per acre. An MF-2 district designation may be applied to a use in a multifamily residential area located near single-family neighborhoods or in an area for which low-density multifamily use is desirable.

**MF-3 -- Multifamily Residence Medium Density district** is intended to accommodate multifamily use with a maximum density of up to 36 units per acre. This district is appropriate for multifamily residential areas located near supporting transportation and commercial facilities, generally in more centrally located areas, and in other selected areas where medium density multifamily use is desirable.

**NO – Neighborhood Office district** is the designation for a small office use that serves neighborhood or community needs, is located in or adjacent to a residential neighborhood and on a collector street that has a width of 40 feet or more, and does not unreasonably affect traffic. An office in an NO district may contain not more than one use. Site development regulations applicable to an NO district use are designed to preserve compatibility with existing neighborhoods through renovation and modernization of existing structures.

**LO – Limited Office district** is the designation for an office use that serves neighborhood or community needs and that is located in or adjacent to residential neighborhoods. An office in an LO district may contain one or more different uses. Site development regulations and performance standards applicable to an LO district use are designed to ensure that the use is compatible and complementary in scale and appearance with the residential environment.

**GO – General Office district** is the designation for offices and selected commercial uses predominantly serving community or citywide needs, such as medical or professional offices.

**LR -- Neighborhood Commercial district** is intended for neighborhood shopping facilities that provide limited business service and office facilities predominately for the convenience of residents of the neighborhood.

**GR -- Community Commercial district** is the designation for an office or other commercial use that serves neighborhood and community needs and that generally is accessible from major traffic ways.

**CS -- General Commercial Services district** is intended predominately for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments.

**CS-1 -- Commercial-Liquor Sales district** is intended predominately for commercial and industrial activities of a service nature having operating characteristics or traffic service requirements generally incompatible with residential environments, and also includes liquor sales as a permitted use.

**CH -- Commercial Highway** is the designation for a use that has operating and traffic generation characteristics that require that the use be located at the intersection of state maintained highways other than scenic arterial roadways.

**IP -- Industrial Park district** is intended as an area for limited commercial services, research and development, administrative facilities, and manufacturing uses that can meet high development and performance standards, and typically are located on large sites or in planned industrial centers.

**LI -- Limited Industrial Services district** is the designation for a commercial service use or limited manufacturing use generally located on a moderately sized site.

**P -- Public district** is the designation for a governmental, civic, public service, or public institution use. A P district designation may be applied to a use located on property used or reserved for a civic or public institutional purpose or for a major public facility, regardless of ownership of the land on which the use is located.

**DR -- Development Reserve** is a designation for a temporary use or a use that will not commit land to a particular use pattern or intensity. It is intended to prevent premature land uses or land development for which adequate public services and facilities are unavailable.

## Overlay Districts

An overlay or **combining district** is a type of zoning district that is used in combination with a standard, base zoning district. Any of the above zoning districts could include any one or more of the following zoning districts.

**CO -- Conditional Overlay combining district** may be applied in combination with any base district.

The district is intended to provide flexible and adaptable use or site development regulations by requiring standards tailored to individual properties.

**MU -- Mixed Use combining district** is intended for combination with selected base districts, in order to permit any combination of office, retail, commercial, and residential uses within a single development. Allows development of all types of residential uses, including single-family residential, multifamily residential, and condominiums.

**MUB -- Neighborhood Mixed Use Building** allows for buildings with both commercial and residential uses and is allowed only in specified commercial zoning districts. For example, this option would allow a building with a shop/store on the ground floor and residential units on all other floors above the ground floor. This option would be applied to a specific location.

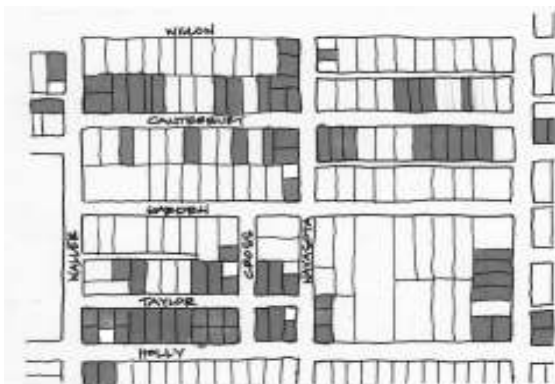
**NPCD or (NP) –Neighborhood Plan combining district** is a zoning overlay used to implement a neighborhood plan that has been adopted by City Council and to allow certain special “infill” options. The term infill refers to “filling in” vacant parcels of land within a neighborhood. These infill options are only available when approved as part of an NPCD. Each adopted Neighborhood Plan area is able to establish its own NPCD. For some of the infill options, their location must be specified, but other infill proposals can be applied neighborhood-wide. The infill options available in the NPCD include Mixed Use Buildings, Cottage Lots, Small Lot Amnesty, Corners Stores, Secondary Apartments, Neighborhood Urban Center, Residential Infill, and Urban Homes.

**Special Uses** – Uses allowed in an approved neighborhood plan (NPCD) for a specific location or neighborhood wide. These uses (including the Neighborhood Mixed Use Building and Residential Infill) are not normally permitted in other zoning districts.

### Smart Growth Infill and Redevelopment Special Uses

The following would be options in addition to a property’s base zoning but would not be required.

1). **\*Small Lot Amnesty** – This option allows development on existing, legally subdivided lots that are a minimum of 2,500 square feet and have a minimum lot width of 25 feet. An example of such a lot would be one that has the dimensions: 25’ wide x 100’long. This option would apply neighborhood wide.



◀ Small lots in an East Austin neighborhood that would be candidates for Small Lot Amnesty.

2). **\*Secondary Apartment (Garage Apartment or Granny Flat)** – This option allows a separate residence at the rear of a single family lot that is at least 5,750 sq. ft. The second unit would be an accessory to a primary single-family residence. The unit may be located above a detached garage or can be a single story apartment. This option would apply neighborhood wide. Examples of Secondary Apartments:



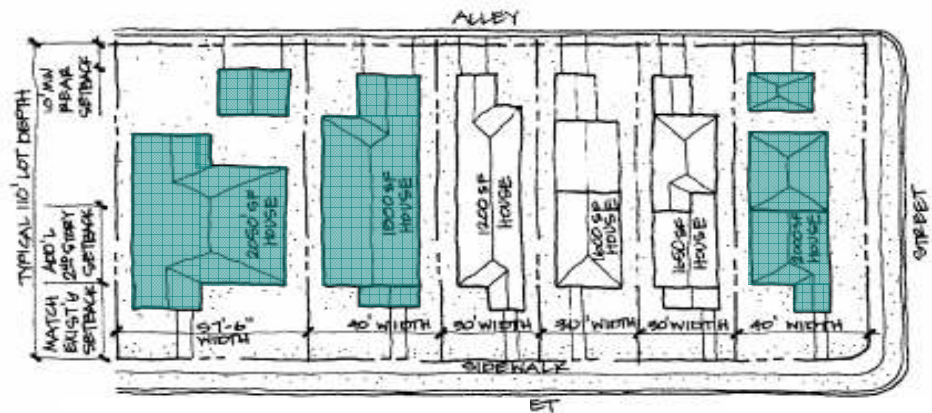
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**3). \*Urban Home** – This infill option permits detached single-family residential homes on lots that have a minimum of 3,500 square feet and a minimum width of 40 feet. The urban home infill option allows for the development of infill or subdivision projects with smaller lots and fewer restrictions than the current regulations usually allow.



**4). \* Cottage Lot** – Like Urban Home, this option permits detached single-family residential homes on lots that have a minimum of 2,500 square feet and a minimum width of 30 feet. If the cottage lot abuts an existing standard (5,750 sf lot) or is on a corner the minimum lot size is 3,500sf.

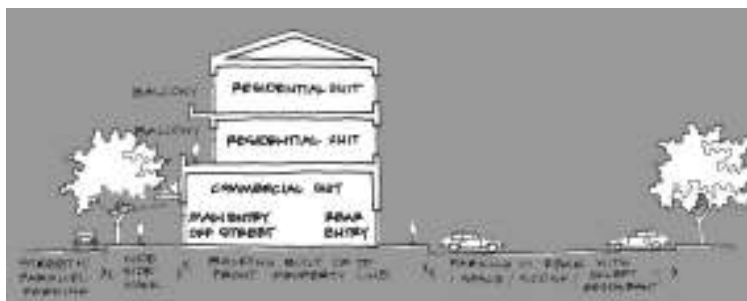
*Typical  
Existing SF-3  
lot*

Existing House  
on New Urban  
Home Lot  
(min. 3,500

Existing  
House on  
Corner Lot  
(Must be

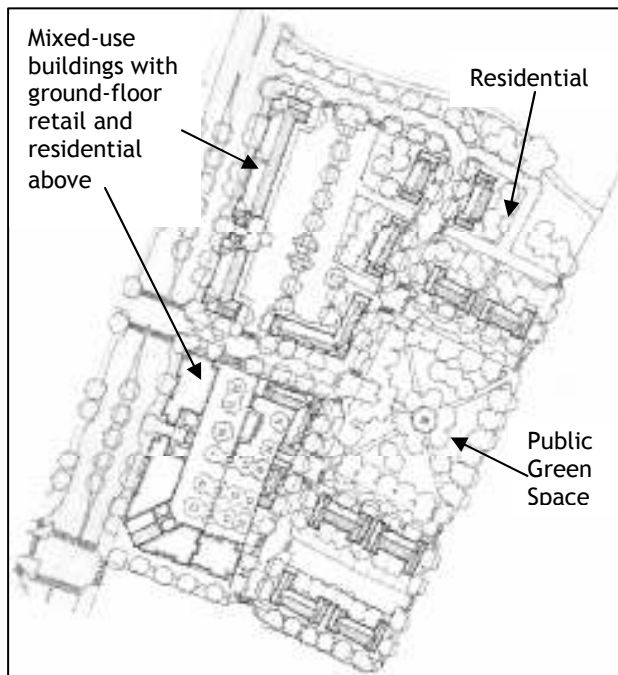
**\*Additional site standards will apply to promote compatibility with existing neighborhoods. These standards cover setbacks, height, off-street parking and other requirements.**

**5). \*Neighborhood Mixed Use Building** – This option allows for buildings with both commercial and residential uses. Allowed in commercial districts. Example: This would allow a building with a shop/store on the ground floor and residential units on all other floors above the ground floor. *This option would be applied to a specific location.*



Example of Mixed Use Buildings

Diagram of Mixed Use Building



## 6). \*Neighborhood Urban Center –

This option allows for a mixed-use development that includes residential, multifamily, commercial and retail uses in a commercial base zoning district. The idea for this option is to create a mixed-use, pedestrian and transit oriented development. A development plan would need to be approved by the Planning Commission. *This option would be applied to a specific location.*

◀ Example

**7). \*Residential Infill –** This option allows a diversity of housing types and open space and permits a limited amount of neighborhood compatible retail development. A development plan would need to be approved by the Planning Commission.

*This option would be applied to a specific location.*

The following residential uses are permitted: *single-family* (including urban home and cottage lot) as a minimum of 50% and maximum 80% of the overall units; duplex, townhouse, condominium, multi-family, and secondary apartments. *Cottage lots and apartments may not exceed 20% of the units.*

Example: See picture ➤



**\*Additional site standards will apply to promote compatibility with existing neighborhoods. These standards cover setbacks, height, off-street parking and other requirements.**



## Appendix E: Land Use and Zoning Comparisons

### Current Land Use Compared to Future Land Use

<b>East MLK</b>	<b>2000 Land Use (%)</b>	<b>2000 Land Use (acres)</b>	<b>Future Land Use (%)</b>	<b>Future Land Use (acres)</b>
Single Family	26%	1066	32%	1139.6
Mixed Residential	0%	0	9%	334.4
Multifamily	3%	111	3%	109.1
Commercial	2%	88	3%	106.3
Mixed Use	0%	0	14%	544.1
Office	1%	36	0%	0.0
Industrial	16%	659	14%	511.9
Civic	4%	167	3%	92.4
Open Space	6%	262	20%	714.6
Transp/ROW	14%	577	0%	0.0
Undeveloped	28%	1148	0%	0.0
Other	0%	0	0%	0.0

Source: 2000 Land Use Survey and Neighborhood Planning  
Area boundaries as of 4 February 2002.

<b>Pecan Springs/ Springdale</b>	<b>2000 Land Use (%)</b>	<b>2000 Land Use (acres)</b>	<b>Future Land Use (%)</b>	<b>Future Land Use (acres)</b>
Single Family	30%	289	35%	284.8
Mixed Residential	0%	0	19%	160.2
Multifamily	3%	30	4%	34.2
Commercial	1%	5	2%	15.1
Mixed Use	0%	0	20%	166.6
Office	2%	15	0%	0
Industrial	8%	78	0%	0
Civic	3%	34	1%	7.9
Open Space	0%	3	19%	155.4
Transp/ROW	15%	148	0%	0
Undeveloped	38%	372	0%	0
Other	0%	0	0%	0

Source: 2000 Land Use Survey and Neighborhood Planning  
Area boundaries as of 4 February 2002.

<b>MLK-183</b>	<b>2000 Land Use (%)</b>	<b>2000 Land Use (acres)</b>	<b>Future Land Use (%)</b>	<b>Future Land Use (acres)</b>
Single Family	22%	470	27%	505.0
Mixed Residential	0%	0	6%	111.9
Multifamily	2%	46	3%	53.8
Commercial	2%	35	5%	91.2
Mixed Use	0%	0	13%	235.7
Office	0%	10	0%	0.0
Industrial	26%	556	27%	511.9
Civic	4%	95	3%	49.2
Open Space	1%	27	17%	319.0
Transp/ROW	14%	293	0%	0.0
Undeveloped	28%	609	0%	0.0
Other	0%	0	0%	0.0

Source: 2000 Land Use Survey and Neighborhood Planning  
Area boundaries as of 4 February 2002.

<b>MLK</b>	<b>2000 Land Use (%)</b>	<b>2000 Land Use (acres)</b>	<b>Future Land Use (%)</b>	<b>Future Land Use (acres)</b>
Single Family	31%	306	41%	349.8
Mixed Residential	0%	0	8%	69.7
Multifamily	4%	35	3%	23.3
Commercial	5%	48	0%	0.0
Mixed Use	0%	0	16%	141.9
Office	1%	11	0%	0.0
Industrial	2%	16	0%	0.0
Civic	4%	38	4%	35.2
Open Space	23%	232	28%	240.2
Transp/ROW	14%	136	0%	0
Undeveloped	17%	167	0%	0
Other	0%	0	0%	0

Source: 2000 Land Use Survey and Neighborhood Planning  
Area boundaries as of 4 February 2002.

### Current Land Use Compared to Urban Core and Austin

<b>2000 Land Use (%)</b>	<b>East MLK</b>	<b>Urban Core*</b>	<b>Austin</b>
Single Family	<b>26%</b>	<b>27%</b>	<b>23%</b>
Multifamily	<b>3%</b>	<b>7%</b>	<b>4%</b>
Commercial	<b>2%</b>	<b>7%</b>	<b>4%</b>
Office	<b>1%</b>	<b>3%</b>	<b>3%</b>
Industrial	<b>16%</b>	<b>8%</b>	<b>5%</b>
Civic	<b>4%</b>	<b>7%</b>	<b>5%</b>
Open Space	<b>6%</b>	<b>5%</b>	<b>15%</b>
Transp/ROW	<b>14%</b>	<b>21%</b>	<b>18%</b>
Undeveloped	<b>28%</b>	<b>13%</b>	<b>18%</b>
Other	<b>0%</b>	<b>1%</b>	<b>6%</b>

Source: Land Use 2000 Survey and NPA Boundaries as of 4 February 2002

\*Urban Core is defined as the area that falls within NPA established 4 February 2002.

\*\*Other includes large-lot Single Family, mobile homes, mining, utilities, water, and unknown.

<b>2000 Land Use (%)</b>	<b>MLK</b>	<b>MLK-183</b>	<b>PSS</b>
Single Family	<b>31%</b>	<b>22%</b>	<b>30%</b>
Multifamily	<b>4%</b>	<b>2%</b>	<b>3%</b>
Commercial	<b>5%</b>	<b>2%</b>	<b>1%</b>
Office	<b>1%</b>	<b>1%</b>	<b>2%</b>
Industrial	<b>2%</b>	<b>26%</b>	<b>8%</b>
Civic	<b>4%</b>	<b>4%</b>	<b>4%</b>
Open Space	<b>23%</b>	<b>1%</b>	<b>0%</b>
Transp/ROW	<b>14%</b>	<b>14%</b>	<b>15%</b>
Undeveloped	<b>17%</b>	<b>28%</b>	<b>38%</b>
Other	<b>0%</b>	<b>0%</b>	<b>0%</b>

Source: Land Use 2000 Survey and NPA Boundaries as of 4 February 2002

\*\*Other includes large-lot Single Family, mobile homes, mining, utilities, water, and unknown.

### Current Zoning Compared to Urban Core and Austin

<b>2000 Zoning (%)</b>	<b>East MLK</b>	<b>Urban Core</b>
Single Family	<b>63%</b>	<b>48%</b>
Multifamily	<b>5%</b>	<b>8%</b>
Commercial	<b>7%</b>	<b>16%</b>
Office	<b>4%</b>	<b>3%</b>
Industrial	<b>14%</b>	<b>14%</b>
Public/Unz**	<b>7%</b>	<b>11%</b>
Misc*	<b>0%</b>	<b>3%</b>
Mixed Use	<b>1%</b>	<b>.8%</b>

\*Misc includes Planned Unit Development and Development Reserve

\*\*Public includes Public District, Aviation Services, Unzoned, Unknown and Long Lake acres

<b>2000 Zoning (%)</b>	<b>MLK</b>	<b>MLK-183</b>	<b>PSS</b>
Single Family	<b>79%</b>	<b>73%</b>	<b>53%</b>
Multifamily	<b>6%</b>	<b>4%</b>	<b>4%</b>
Commercial	<b>11%</b>	<b>7%</b>	<b>5%</b>
Office	<b>2%</b>	<b>2%</b>	<b>8%</b>
Industrial	<b>1%</b>	<b>12%</b>	<b>30%</b>
Public/Unz**	<b>0%</b>	<b>2%</b>	<b>0%</b>
Misc*	<b>1%</b>	<b>0%</b>	<b>0%</b>
Mixed Use	<b>0%</b>	<b>0%</b>	<b>0%</b>

\*Misc includes Planned Unit Development and Development Reserve

\*\*Public includes Public District, Aviation Services, Unzoned, Unknown and Long Lake acres

## Appendix G Affordability Impact Statement



City of Austin

P.O. Box 1088, Austin, TX 78767  
www.cityofaustin.org/housing

MEMO

### Neighborhood Housing and Community Development Department

Paul Hilgers, Director  
(512) 974-3108, Fax: (512) 974-3112, paul.hilgers@ci.austin.tx.us

Date: July 17, 2002  
To: ~~Alice Glasco, Director~~  
Neighborhood Planning and Zoning Department  
From: Paul Hilgers, Director  
Neighborhood Housing and Community Development Department  
Subject: Affordability Impact Statement - East Martin Luther King Jr.  
Neighborhood Plan (East MLK)

The East MLK Neighborhood Plan (summary draft dated 6/17/02) has several recommendations that could have a positive impact on housing affordability.

The Neighborhood Housing and Community Development Department (NHCDD) has a goal of assisting in the construction or rehabilitation of 5,000 housing units annually by fiscal year 2004-2005. NHCDD has evaluated the proposed East Martin Luther King, Jr. Neighborhood Plan in the context of this Business Plan goal.

The East MLK plan promotes S.M.A.R.T. Housing policy by supporting the "Small Lot Amnesty" option throughout the planning area. Many of the proposed zoning changes would allow for increased housing opportunities by applying the MU (Mixed Use) combining district on commercial properties where residential development is not currently allowed. In addition, the plan's three subdistricts support higher density residential development (Cottage and Urban Home special uses), and two of the subdistricts include the secondary apartment option as well. The Action Items creating additional housing opportunities are # 1, 2, 4, 5, 8, 9, 10, 12, 13, 15, 17, 20, 21, 22, 24, 26, 30, 31, 34, 35, 40, 41, 42, 43, 48, 51, 53, 60, and 66.

Please contact Gina Copic at 974-3180 if you need additional information.

  
Paul Hilgers, Director  
Neighborhood Housing and Community Development Department

PHRCsc

Sc/Memo-Glasco-East MLK AIS-071702

Cc: Sue Housel, Neighborhood Planning and Zoning Department  
Scott Whiteman, Neighborhood Planning and Zoning Department  
Gina Copic, Neighborhood Housing and Community Development Department

*The City of Austin is committed to compliance with the Americans with Disabilities Act.  
Reasonable modifications and equal access to communications will be provided upon request.*

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