

PARKS, OPEN SPACE, THE ENVIRONMENT

INTRODUCTION

This chapter includes recommendations regarding public parks, creeks, potential greenbelts, and trails within the planning area. It also includes information on how the City of Austin's Parks and Recreation Department prioritizes spending on different projects.

The Objectives and Recommendations described in this chapter support the following plan goals included in the University Hills/Windsor Park Neighborhood Plan Vision Statement on Page 5:

- Protect and enhance all natural and environmentally-sensitive features of the area, especially Little Walnut Creek, Tannehill Creek, and Fort Branch Creek, and tributaries and springs of these three creeks.
- Increase opportunities for physical recreation through parkland, an improved pedestrian and bicycle environment, and built environment planning.
- Support area schools and young people.

This combined planning area has two popular city parks. As described in the park history on Page 77, Dottie Jordan Park in University Hills was created as a result of the dedication and persistence of community members. The neighborhood is actively seeking ways to improve and expand its existing facilities, programs and grounds; this chapter describes recommendations for accomplishing their goals.



Little Walnut Creek near Dottie Jordan Park

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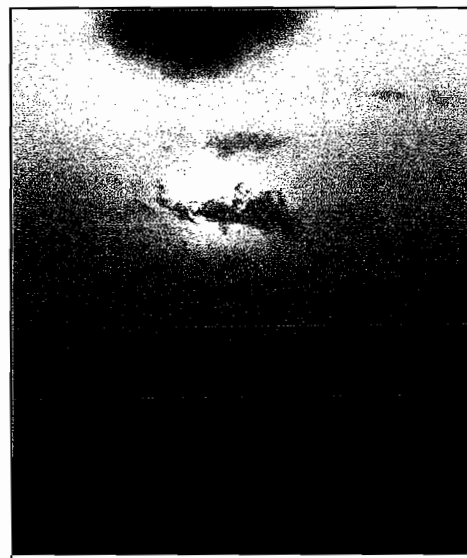
Bartholomew Park has many facilities, which keep the park very busy during the day. Swimmers, children, Frisbee golf players, bicyclists, dog walkers, baseball and football players and others share this space. Windsor Park Neighborhood Association members have initiated several improvement projects and continue to collaborate with outside agencies and the City's Parks and Recreation Department to improve park amenities. This chapter includes recommendations that build upon their efforts.



Tannehill Creek near Pecan Springs

The community has also voiced a need for additional parkland and public meeting places. Community members support the purchase of land for public uses within the planning area. There is significant interest in allocating funds for a new community resource center as well. This facility would provide public meeting space and recreational opportunities for residents of all ages.

Additionally, the community also expressed concerns about the environmental qual-



Sunset in Bartholomew Park

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ity of the creeks in the planning area, and this chapter includes recommendations that offer solutions for reducing erosion along creek banks and maintaining their riparian habitat.

Implementation Note

The recommendations for parks in this chapter are organized differently than others in the plan; recommendations are prioritized according to UHWP stakeholder interest. NPZD planners met with staff from the City's Parks and Recreation Department (PARD) to discuss how to increase the likelihood that these recommendations will be implemented. PARD staff suggested that stakeholders prioritize their recommendations so that PARD can easily understand where the neighborhood would most like to see funds invested or other improvements made.

Each park's objectives have been prioritized, and larger neighborhood-wide projects are listed in this chapter roughly in order of importance to the neighborhood. Recommendations are organized into short and long term goals in order to help residents and City staff communicate more effectively about implementation.

PARD would implement most of the recommendations in this chapter upon obtaining sufficient funding and balancing these recommendations with other parkland needs throughout the City of Austin. Some recommendations may be implemented by the UHWP Contact Team by obtaining grants and gathering neighborhood members as volunteers (e.g., for planting trees, building trails, etc.).

DOTTIE JORDAN PARK

Dottie Jordan Park, located on Loyola Lane between Willamette Street and Manor Road, is heavily used by the community. However, stakeholders are concerned about the lack of funding available for maintenance and improvements. Community members feel strongly that the City of Austin, in partnership with others, should revisit the amount of funding allocated for Dottie Jordan Park given the number of people it serves.



Shaded play area at Dottie Jordan Park

Thanks to Ms. Lou O'Hanlon and the University Hills Neighborhood Association for reviewing the recommendations in this section.

DOTTIE JORDAN PARK HISTORY

Dottie Jordan, an AISD orchestra teacher, lived across the street from the current park location and died in March 1973 of diabetic complications at the age of 32. Interested in preserving open space in the neighborhood, Ms. Jordan first spoke to City Council in 1972 when the park was threatened with a plan to build condominiums. Developer Walter Carrington had received a City zoning permit to build a 40-unit condominium complex on the land. Homeowners protested because the Carrington's sales staff had promised that the land would always remain a park. Carrington sold the land to the City in November 1973 for \$135,000 after a district court ruled against him and Lumbermen's Investment Corp. in a suit brought by several homeowners in the University Hills area.



Little Walnut Creek borders the park, and the park suffered extensive flood damage from the creek on Memorial Day 1981. Round-the-clock neighborhood volunteers kept watch on the park and the homes on Dunbarton and Willamette Streets during the flooding. The recreation center was expanded for ADA improvements in 1998 and rededicated once more in February 2003 after a January 2002 arson-fire.



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Objective (Dottie Jordan Park Priority 1): As funding becomes available, the first spending priority should be for increased maintenance of grounds and facilities at Dottie Jordan Park.

Recommendations:

- Increase maintenance personnel hours for the park.
- Increase the frequency of site maintenance (e.g., cutting the grass, caring for the gardens in front of the recreation center, trimming trees and shrubs, and cleaning debris from the creek as needed).
- Monitor turn-around time for work order requests for basic and emergency maintenance, and enforce performance measures for response timelines.

Objective (Dottie Jordan Park Priority 2): Improve and expand park facilities and programs offered through the Dottie Jordan Recreation Center. [Note: Recommendations are categorized into short term and long term projects.]

**FACILITY & PROGRAM IMPROVEMENTS:
SHORT TERM RECOMMENDATIONS**

- Permanently remove portable toilets from the exterior entrance of the park (see Long Term action items on next page) (PRIORITY ACTION ITEM).
- Relocate beverage machines outside of the recreation center to provide more room and eliminate noise during meetings; construct a grate or other barrier around vending machines to prevent theft and vandalism.
- Increase funding available for materials, staff and scholarships for summer camp and after-school programs offered at Dottie Jordan Park.



**HOW YOU CAN HELP EXTEND
THE POOL SEASON**

The Aquatics Division of the City's Parks and Recreation Department manages all of the City's public pools. At the beginning of each pool season, the City hires seasonal lifeguards. Many of the lifeguards are university students. Often, the City has been unable to fill their positions when classes resume in August. The City's Aquatics Division has expressed interest in partnering with other organizations to acquire funding for a full time employee(s) or hiring temporary lifeguards to keep public pools open later in the year.

Potential partners could include the University of Texas, AISD, the Homeowners' Association at Mueller, or the UHWP neighborhood associations.

Staff recommends that interested community members explore the possibility of supporting a partnership between the City of Austin's Aquatics Division and a community entity in order to allow extended pool usage at area parks.



SITE IMPROVEMENTS: SHORT TERM RECOMMENDATIONS

- Build a screen (such as shrubbery or a decorative wall) around the dumpster located at the east end of the parking lot. This would eliminate the existing eyesore and help discourage illegal dumping.
- Plant shade trees at appropriate locations throughout the park.

FACILITY & PROGRAM IMPROVEMENTS: LONG TERM RECOMMENDATIONS

- Construct an alternate entrance for the pool's restroom facilities to allow for access after the recreation center is closed (evenings, weekends, and holidays). (PRIORITY ACTION ITEM)
- Extend the season during which the pool is accessible by the public. (PRIORITY ACTION ITEM. Also see sidebar for implementation strategies.)
- Construct a shade/rain pavilion that can accommodate approximately 100 people in the west side of the park near the playground. The existing recreation center does not have room to shelter the children at the free summer youth programs.
- Expand the Dottie Jordan Recreation



RECREATION PROGRAMS AT DOTTIE JORDAN

Call the Recreation Center for the most up-to-date information on classes and events. (512-926-3491)

- Afterschool care is offered daily. It includes snacks, help with homework, arts & crafts, sports and nature activities and field trips. Pick up is available at Andrews, Pecan Springs, and Winn Elementary Schools.
- The Summer Playgrounds Program is offered from June 2nd thru July 23rd. The Summer Playground Program is free for children 6-12 years old.
- The Summer Foods Program will serve lunches daily for ages 1-18 years old, Monday thru Friday from 12 pm - 1 pm.
- Tennis Lessons are available through the National Junior Tennis League (N.J.T.L.) at the tennis courts. The phone number is 480-3020. Scholarships are available.
- The Neighborhood Teen Program has activities every Monday night.
- Girls Volleyball is \$25 and is offered for ages 9-12 years.
- Senior Bridge takes place weekly.
- The University Hills Neighborhood Association meets regularly at the Center.
- Seasonal activities include a Harvest Fest and more.



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DOTTIE JORDAN PARK IMPLEMENTATION STRATEGY: The park's steering committee and the University Hills / Windsor Park Neighborhood Plan Contact Team could lead and organize efforts to implement items below, and they could create outreach strategies to invite the larger community to participate in the steering committee.

Center Building; the center's single room limits the space available for needed programs offered at the park.

- Enhance park amenities: Install more barbeque pits, concrete picnic tables in shaded areas, water fountains, chairs/benches inside the pool fence.
- Construct a push-button water sprinkler area outside the pool fencing that can operate beyond the pool's operational season.
- Improve basketball facilities at Dottie Jordan Park; install good quality lights for night-time play, a cover over the court to offer sun protection, and build a nearby water fountain.
- Install a sand volleyball pit to the west of the recreation center.

SITE IMPROVEMENTS: LONG TERM

- Widen and improve the trail around the park with a more permanent substance, such as crushed granite, in order to sustain the trail if flooded.

Implementation Note: With funding from the Neighborhood Improvements Projects Grant through the City of Austin's Healthy Environment, Healthy Neighbors Initiative, the trail will be re-surfaced, widened, and possibly connected to form a loop around the park.



Dottie Jordan Park trail end

DOTTIE JORDAN PARK WORK ORDER REQUEST PROCESS INFORMATION

If you have a maintenance concern:

1. Call the Park Manager at 926-3491 to explain your concerns. Request that a work order be issued.
2. Record the date of your call and the work order number that corresponds to your request.
3. Follow-up calls or calls from your neighbors to support your request can be made to 974-6700 or after business hours to 311.

BARTHOLOMEW PARK



Disc golf players in Bartholomew Park.

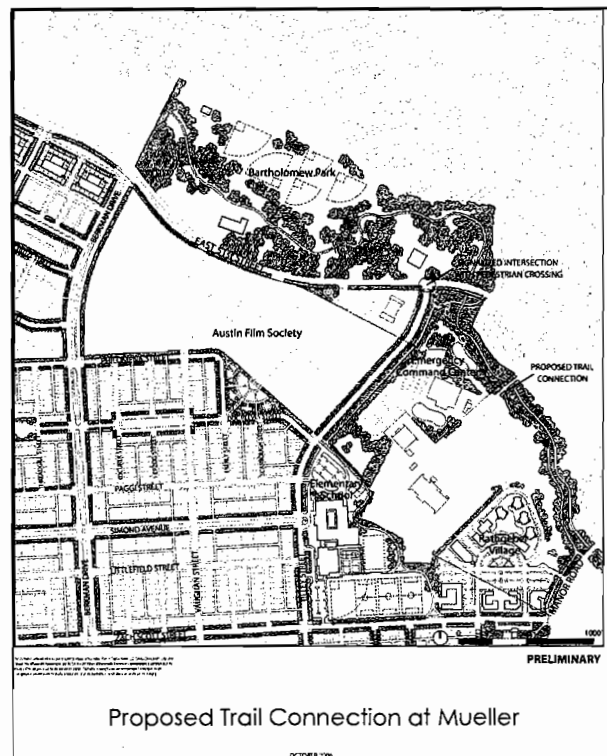
Bartholomew Park is located at the intersection of 51st Street and Berkman Drive. The City of Austin acquired a significant amount of land dedicated for parks during the 1950s, and Bartholomew park was dedicated in 1958. Its facilities include a swimming pool, baseball and softball fields, tennis courts, a basketball court, a disc-golf course, and a picnic pavilion. At the time of writing this plan, the City recently completed landscaping and other erosion mitigation work in the park to preserve Tannehill Creek, which runs through Bartholomew Park, from Berkman Drive to 51st Street at the southeast corner of the park.

Note: Members of the Windsor Park neighborhood working on these projects reviewed the following recommendations.

Objective #1: Increase access to and connectivity with Bartholomew Park, and link the park to other natural areas and trails.

SHORT TERM RECOMMENDATIONS

- Support the Windsor Park Neighborhood Association's efforts to secure funding for the construction of a crushed granite trail through Bartholomew Park.
 - PARD should sponsor this trail project by applying for a Texas Parks and Wildlife Recreational Trails Grant.
 - In conjunction with PARD's grant, the





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Windsor Park Neighborhood Association should apply for an Austin Parks Foundation grant to further finance the trail project.

- Connect the Rathgeber Village/Mueller Hike and Bike trail to the east end of Bartholomew Park and the park's planned trail. See related parkland acquisition note in the Appendix. Additionally, see the diagram on the previous page.
- Extend the season during which the pool is accessible to the public. (PRIORITY ACTION ITEM. Also see sidebar on Page 78 for implementation strategies).

LONG TERM RECOMMENDATIONS

- Create an entrance to the park from the sidewalk on Berkman Drive.
- Construct a sidewalk on the south side of Greenbrook Drive with ADA accessible curb cuts to allow full access to Bartholomew Park.
 - Currently there is no sidewalk on Greenbrook Drive and no entrance to Bartholomew Park from the sidewalk on Berkman Drive. People approaching Bartholomew Park from the west and north, especially those with wheelchairs and strollers, have difficulty entering the park).
- Convert the wading pool to a water feature with a timed sprinkler.
- Install additional playscape equipment.

TRAIL RECOMMENDATIONS FOR BARTHOLOMEW PARK

These recommendations were collected in conjunction with a walk-through of a possible trail route suggested by the City's Parks Department Staff.

- Avoid placing the trail along 51st Street or using the sidewalk there as a trail. Car speeds are too high and the sidewalk is too narrow for users.
- Take note of 'paths of desire' (dirt paths that show constant use) through the park. Plan the route such that the creek and other quiet green areas are highlighted.
- Plan the route such that daytime users are visible to others to minimize crime.
- Consider lighting if the trail is accessible for nighttime users. Explore partnerships with Mueller developers or the University of Texas Medical Branch for project implementation.
- Install trail/mile markers along planned Bartholomew Park trail.
- Plant shade trees along final trail route.
- Protect trail pedestrians with speed bumps and a crosswalk across the sports field driveways.



A narrow sidewalk lines Bartholomew Park's south side along 51st Street

WINDSOR PARK NEIGHBORHOOD ASSOCIATION WORKING IN BARTHOLOMEW PARK



Lacey McCormick and Tommy Butler help with trail planning in the park.

(The following article, "Bartholomew Park Finishing a Great Year" was written by Cherie Simpson, member of the WPNA Park Committee.)

WE PLANTED TREES - On Jan 14th volunteers organized by Tree Folks along with Windsor Park Neighborhood Association volunteers helped the City of Austin plant 12 trees in the play area to provide much needed shade. Types of trees include live oak, burr oak and red bud. On February 4th an additional 19 trees were planted in the park along Greenbrook. These trees include live oak, chinquapin oak, and cedar elm.

WE PARTICIPATED IN IT'S MY PARK DAY - Over 60 volunteers came out on April 22 to help clean up the picnic and play area, clean and haul trash from the creek, paint

tables and fence. We even erected a new chain link fence to stop trash from blowing into the creek from the picnic area. BAE Systems has made It's My Park Day and Bartholomew Park one of their designated community service projects and we are grateful for their help. They even brought the hotdogs for a cookout! Gift certificates were given for cleaning the "strangest trash" from the creek. Our efforts were rewarded with the grand prize of Amy's Ice Cream for best Austin parks project.

WE PARTICIPATED IN NEIGHBORHOOD PLANNING - There was good representation for Bartholomew Park during the Neighborhood Planning process. Some of the issues discussed and voted on were a designated dog park (we voted to leave things as they are), a trail through or around the park that connects Bartholomew with the new Mueller Development, emphasizing that we want the children's pool to be removed and a new water play area installed, and possibly making the district pool open year round. The need for more sidewalks and accessibility to the picnic and play area for strollers and wheelchairs was identified. Neighborhood planning is long range planning but it is important to



Cherie Simpson, Rick Krivoniak, and Greg Montes consider potential trail routes.



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get ideas out there and in the plan. Many of these ideas we will work on aggressively.

WE RAISED MONEY FOR NEW PLAY EQUIPMENT – The new trees will add shade eventually but there is still a need for play equipment for smaller children in the shade. We worked with the City to identify a company and two pieces of play equipment (a small house and school bus structure) that would meet all of the City's requirements and set a budget of \$5000. We received a grant from Austin Parks Foundation for \$2500 and raised the rest of the money from private and corporate donations and by having FUN! We raised over \$300 at a "Social in the Park" August 26th that celebrated the It's My Park Day Award and the kick off of play equipment fundraising. Folks enjoyed hotdogs, chips and ice cream. Then on October 14th we had a community garage sale at Messiah Lutheran Church and raised \$1200. The new equipment will be installed after the first of the year.

Great volunteers made this all happen: Daphne Jeffers, Ruth Marie, Lacey McCormick, Joanna Rabiger, and Danielle Hayes to name a few. If you have ideas about the park, concerns or just want to make sure the park stays a wonderful place for everyone to enjoy, join us. Feel free to contact me at roohut@grandecom.net or 451-6783.





PARKLAND ACQUISITION

At UWHP planning meetings, community members recommended numerous locations for potential parkland acquisition. However, recognizing that funding constraints can make parkland acquisition difficult, community members have stated their preference that parks and open space recommendations in this neighborhood plan focus on existing parks and green space areas. Additionally, they expressed support for focusing the parkland acquisition sites on those that would serve neighborhood residents living farthest away from a park. For reference, the recommendations for parkland acquisition sites have been recorded and described in the map located in the Appendix.

HOW THE CITY CHOOSES NEW LOCATIONS FOR PARKS

The Parks and Recreation Department (PARC) Master Plan includes a Gap Analysis. The Gap Analysis identifies locations where the most residents have the least access to parks and recreational facilities throughout the city. The City of Austin has a goal that all residents will live within one mile of public greenspace. When PARC has sufficient funds, either through Parkland Dedication fees or bond funds designated for park projects, they can purchase property or accept property as a gift and create a new park. PARC staff analyzes the following factors when choosing new property for conversion:

- Is the property developable; would the property allow for the construction of park support facilities such as restrooms or a recreation center?
 - What is the slope of the land?
 - Is the property outside of the floodplain?
- Is there adequate parking, an opportunity for shared parking facilities, or good access to public transportation?
- Is the property easily accessible through a residential street?
- Is the property being sold at a reasonable price?
- Is the park near publicly owned property or school property?
- Would the new park location link to nearby greenbelts or other parks?
- Does the proposed park location have significant environmental features, creeks, or other significant resources that need preservation?



Vacant land on Patton Lane; a proposed parkland acquisition site



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Objective: Create new parks within the planning area to serve neighborhood residents living the farthest distance from existing park facilities.

Recommendations:

- Acquire parkland to serve the residents living in the area between IH-35, Hwy 290 and Cameron Road.
 - An analysis of the location of existing parks within and near the UHWP planning area has shown that this section of the planning area is located greater than one mile from the nearest City of Austin park. These areas are high priority areas for acquisition of land for use as a public park (see blue box on Page 85). The vacant lot on Patton Lane (shown on the Parkland Acquisition map in the Appendix) is a potential parkland site that is within one mile of the above-described location.
- Seek opportunities to partner with community organizations, foundations, or private donors for the construction and maintenance of a community center for seniors and youth in the planning area and nearby. This community center could be located in any new parkland acquired by the City of Austin in the UHWP planning area. The neighborhood has also identified the space currently used by the Boy Scouts on Hwy 290 as a potential location for a community center if the Boy Scouts office were to relocate.

HOW ARE PARKS PROJECTS FUNDED?

- Voters approve city-wide bond packages that earmark funds for specific projects. Large projects (Capital Improvement Projects) such as building renovations and expansions need significant funds that come from bonds.
- Parkland Dedication Fees (PLD) are collected when private landowners subdivide land. These funds can be used for upgrades of park facilities.
- The City Council approves PARD's annual budget. Budget funding can be used for recreational programs. As neighborhoods show that there is a strong need for enhanced programs, PARD can request additional monies through the budget process.
- Grants can also help fund public projects. Funding sources include private entities and public grants such as the Texas Parks & Wildlife Recreational Trails Grant.

TANNEHILL CREEK GREENBELT (SEE BLUE BOX ON NEXT PAGE)

Objective: Create a greenbelt along the south bank of Tannehill Creek from Bartholomew Park to Cameron Road.

Recommendations:

- The City of Austin holds drainage easements along Tannehill Creek. If a greenbelt is proposed, revise the language of the drainage easements so that the easements would allow for public access along Tannehill Creek's south bank from Berkman Drive to Cameron Road.
- Tannehill Creek's south bank, between Berkman Drive and Cameron Road, is under private ownership. If a greenbelt is proposed, PARD should coordinate with the University Hills and Windsor Park Contact Teams and these property owners (particularly Promiseland Church) to pursue recreational easements on these properties.
- At the time of site plans, major renovations, or proposed rezoning, establish a 100 foot vegetated setback (through a conditional overlay) from the Tannehill Creek centerline to preserve space for the potential future greenbelt.
 - This recommendation applies to all properties adjacent to Tannehill Creek that are north of 51st Street between Berkman Drive and Lancaster Court.
- The Rathgeber Village Hike and Bike Trail should have a ten foot minimum setback from the top of the southwest bank of Tannehill Creek.
- Design all greenbelt trails in and around the planning area so that they are safe for users. There should be good visibility, especially near vegetation, and if the trail is open at night, adequate lighting should be installed.



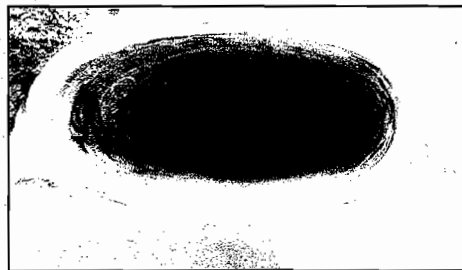
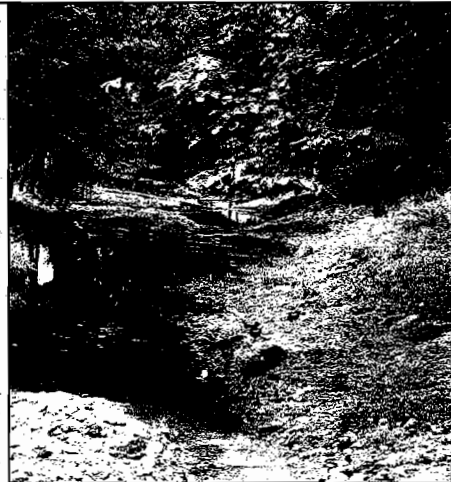
Watershed Protection staff studying Tannehill Creek as part of the UHWP planning process

TANNEHILL CREEK GREENBELT PLANNING BACKGROUND INFORMATION

Neighborhood planning staff collected information from the City of Austin's Watershed Protection and Development Review Department (WPDR) on each creek in the planning area (Little Walnut, Fort Branch, Tannehill Branch). Planners presented this information to stakeholders during several Parks/Trails meetings held in February-March 2006.

Stakeholders expressed interest at these meetings in pursuing the possibility of creating a greenbelt along Tannehill Creek. WPDR staff worked with neighborhood planners to consider the feasibility of a trail along this creek. On June 28, 2006, WPDR staff collaborated with neighborhood planners to hold a community meeting to discuss this potential project. Additionally, WPDR staff led neighborhood planners and stakeholders on a walking tour of Tannehill Creek from Lancaster Court through to the Pecan Springs and past Manor Road to document resources, ecologically sensitive areas, and constraints along the creek.

The creation of a Tannehill Creek Greenbelt would benefit people, water quality and the overall riparian ecosystem. For example, the greenbelt would connect pedestrians to a trail system including Patterson Park, the Mueller Hike and Bike Trail and Lake Park, and the proposed trail through Bartholomew Park. It would offer people the opportunity to experience a natural setting in their neighborhood. This interaction could help build support for water and land conservation causes. A 100 foot setback for development would preserve the riparian (stream) environment and reduce erosion. Finally, improving stormwater outfall piping into the creek would improve opposite bank erosion.

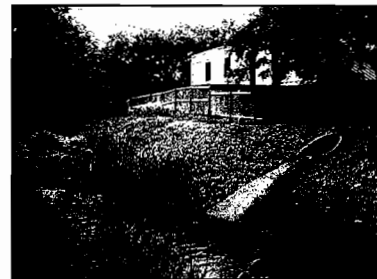


TANNEHILL CREEK GREENBELT PLANNING BACKGROUND INFORMATION (continued)

At the neighborhood planning meeting on June 28, 2006 to discuss the Tannehill greenbelt in more detail, some property owners with land adjacent to Tannehill Creek stated that they do not support the construction of a greenbelt; these owners feel that a greenbelt would encourage or increase the existing problem of homelessness and drug abuse in Windsor Park along the creek. Several of these owners would reconsider the proposed greenbelt project once they feel the neighborhood and their property would not be negatively affected by an adjacent greenbelt allowing public access. Other residents feel it is imperative that Austin Clean Water projects and any other city infrastructure projects along Tannehill Creek be completed before any new construction begins. This would include construction of a greenbelt trail.

Recommendations included in the UHWP Neighborhood Plan provide a framework for the neighborhood to pursue a greenbelt along Tannehill Creek if the neighborhood so desires in the future. City of Austin staff recommends acquiring permission for public access from private landowners as a first step toward creating a greenbelt. Existing City of Austin drainage easements would need to be rewritten to allow public access. Additionally, some private land may need to be purchased to allow for a trail to be appropriately located far enough from the bank of Tannehill Creek.

Some UHWP stakeholders envision a Tannehill Creek Greenbelt and trail system that would link Capital Plaza to Broadmoor (through the extension of Lancaster Court) and 51st Street, through to Bartholomew Park, to Mueller and its trails, and south along Tannehill Creek past Pecan Springs to the Morris Williams Municipal Golf Course. A greenbelt system of this magnitude would provide significant environmental benefits and recreational benefits to residents in many surrounding neighborhoods.





LITTLE WALNUT CREEK

Little Walnut Creek winds through the University Hills neighborhood and eventually connects with Walnut Creek. In 1983, in response to the 1981 Memorial Day flood, the City made flood control improvements along the creek, including gabions for some cliffs and widening the Loyola Lane bridge. However, due to continuing extensive erosion of cliffs and banks, the City purchased approximately 10 properties in 1998 with the most extensive damage.

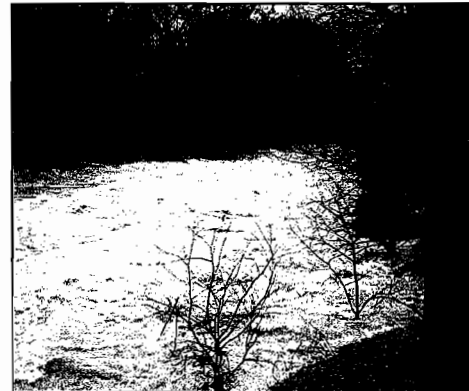
University Hills community members were successful in opposing a City plan to construct a larger sewer/wastewater line next to the existing line in the bed of Little Walnut Creek. They supported the final wastewater project, a tunnel under Northeast Drive, that was completed in Fall 2006. This tunnel diverts from the creek approximately 80% of the flow, lessening the chance of a sewage overflow similar to the one that occurred in Little Walnut Creek in July 2003.

The June 2001 Watershed Protection & Development Review Department Master Plan includes an extensive discussion of Little Walnut Creek. The Master Plan states that any additional erosion-control efforts along the creek "should focus on channel restoration including sideslope stabilization, property buyouts, and riparian restoration, together with retrofits of existing ponds for water quality and erosion benefits, public education, and low impact development." The City of Austin's Watershed Protection & Development Review Department has plans to update the Master Plan in Fall 2007.

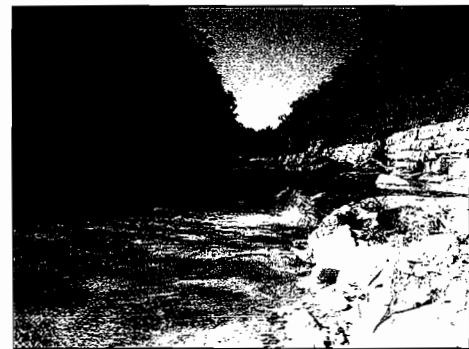
The community continues to be concerned about erosion of the creek banks due to high water flow during major storm events (see adjacent photos). The following recommendations describe ways in which the neighborhood and the City of Austin



Little Walnut Creek from Dottie Jordan Park



Flooded Little Walnut Creek after 1/13/07 storm event (photo courtesy of Lou O'Hanlon)



Erosion mitigation along Little Walnut Creek



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can work together to address the erosion along the creek and restore the riparian environment.

(Thanks to WPDR and University Hills resident Ms. Mary Alice Brown for this information).

Appendix I contains for reference a chart of recent and upcoming WPDR projects on the creeks in the planning area, including Little Walnut Creek.

Objective: Maintain Little Walnut Creek as a recreational asset and an ecological resource for the neighborhood.

Recommendations:

- The University Hills Contact Teams should coordinate with neighborhood associations and other interested community members to address illegal dumping and improve water quality in Little Walnut Creek through clean-up events and collaboration with Adopt-a-creek program, local schools, Youth River Watch, and the Austin Clean Water Program.
- The University Hills Contact Teams should establish and maintain working relationships with City of Austin Watershed Protection & Development Review staff to notify them of erosion problem areas along the creek and work with staff to develop solutions to address increased erosion resulting from impacts of greater impervious cover in the planning area and surrounding areas.
 - **Implementation Note:** WPDR staff can meet with interested neighborhood residents to walk the creek and discuss additional erosion control measures, prioritization of these measures in the context of other erosion control projects throughout the city, timelines for their completion, etc. The Contact Team could coordinate this meeting.

Objective: Inform the neighborhood about the historical and ecological significance of Little Walnut Creek.

Recommendation:

- Install informational sign(s) on Loyola Lane near Little Walnut Creek.
 - **Implementation Note:** The University Hills and Windsor Park Contact Teams could organize a committee to research the creek's history and significance to the neighborhood and then write a proposal for PARD to request sign age. PARD has a sign shop which may be able to execute this work.



DRAINAGE

Many residents in the UHWP planning area have cited drainage and flooding as a major concern in their neighborhood. Depending on the cause of drainage problems, the City of Austin's Watershed Protection & Development Review Department or Public Works will address the problem. For example, if there is a problem with street flooding or drainage that would require a structural change to the roadway, then Public Works would be responsible for implementing that change. Watershed Protection & Development Review is responsible for monitoring drainage and erosion problems with local creeks or sites that would not require changes to the street construction.

DIAL 3-1-1 FOR DRAINAGE/FLOODING PROBLEMS

If you see a problem with drainage or flooding in your neighborhood, dial 3-1-1 and report this problem. This information is forwarded to the City of Austin's Watershed Protection & Development Review Department and maintained in a database. Priority for infrastructure improvements is partially based on the "density" of complaints in an area—the more complaints in an area, the higher the priority for improvements in that area.

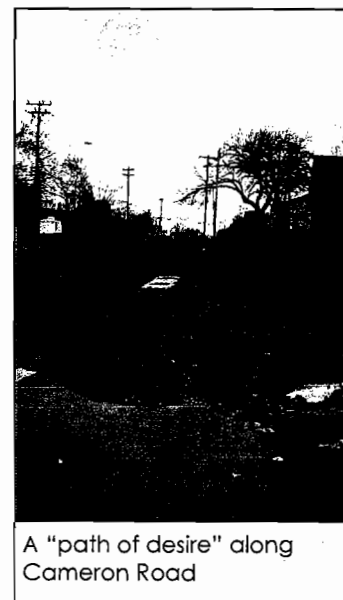
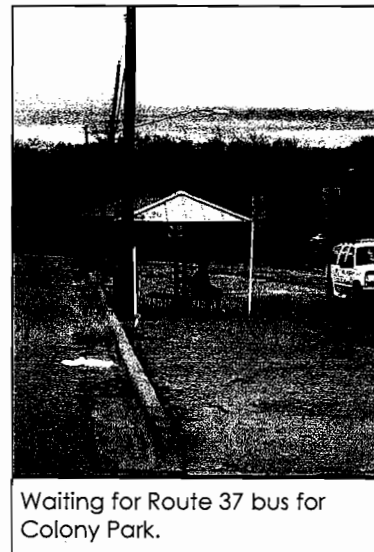
TRANSPORTATION NETWORK & INFRASTRUCTURE

INTRODUCTION

A city's transportation network includes its streets, sidewalks and crosswalks, bicycle lanes, and public transportation system. This chapter lists recommendations for needed improvements to the existing transportation network for pedestrians, cyclists, and drivers within the UHWP planning area. The recommendations are also intended to encourage and facilitate the use of public transportation. UHWP plan participants established transportation goals early in the planning process.

Pedestrian connectivity is a high priority for plan stakeholders; many recommendations in this chapter reflect this value. Stakeholders want to pursue opportunities to safely link residential and commercial areas to creeks, parks, and trail networks. They also want to focus on creating pleasant, safe access for bicyclists and pedestrians into the Mueller redevelopment site. In addition to the extensive hike and bike trail system that could connect Mueller's Town Lake Park to Patterson Park and Bartholomew Park, pedestrians need access to Mueller amenities such as its restaurants, retail areas, and other services.

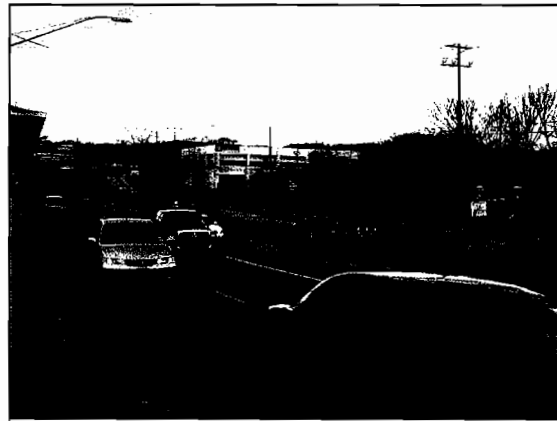
Staff in the City of Austin's Public Works Department or in Capital Metro reviewed each recommendation in this chapter, where appli-



TRANSPORTATION NETWORK & INFRASTRUCTURE

cable. The Public Works Department is responsible for the construction of sidewalks, installation of bicycle lanes, and repairing and improving city roadways. Capital Metro manages the public transportation system within the City of Austin. Both entities create their own plans to determine when and where repairs and enhancements will be made, according to available funding.

In order to find the most effective way to incorporate UHWP stakeholder recommendations into Public Works' and Capital Metro's project schedules, NPZD staff has refined plan recommendations using their feedback. Public Works and Capital Metro staff comments and information about project implementation are included where appropriate.



Northbound traffic on Manor Road



Many UHWP area residents want to improve pedestrian environments near their homes and workplaces



PUBLIC TRANSPORTATION: CAPITAL METRO

Capital Metro makes changes to the existing bus system using input from bus riders and community members, and through completing their own assessments of the transit network. They have also been working with Austin residents to develop the All Systems Go! long-range transit plan.

The All Systems Go! plan aims to greatly expand the city's public transportation system to provide sustainable transit options for the rapidly growing population in Central Texas (www.allsystemsgo.capmetro.org). These options will connect with the existing transit system. Components of the All Systems Go! plan include:

Capital Metrorail: Regional commuter rail that will run between Leander and downtown Austin

MetroRapid Bus Lines: Buses that control traffic signals

Circulators: Streetcar circulator service through central Austin

Some UHWP residents have participated in creating the All Systems Go! plan to understand how new and expanded public transportation routes may affect their neighborhood. Additionally, Capital Metro representatives have actively participated in the UHWP planning process. In May 2006, Capital Metro staff presented information on their plans and answered questions specific to the UHWP neighborhoods. The following recommendations are guides for continued collaboration between Capital Metro staff and UHWP residents. Capital Metro staff have reviewed these recommendations prior to their inclusion in this plan.



ADOPT A BUS STOP!

Capital Metro recently initiated an Adopt-a-Stop program. Local organizations and businesses are encouraged to adopt a Capital Metro bus stop that has a bench or shelter. Adopting groups will assist with the removal of debris around their stop at least once a week between Capital Metro scheduled cleaning. They will also contact Capital Metro to inform them of graffiti or their concerns with the adopted stop. Groups can also add unique touches to their adopted stops by incorporating elements that reflect the character of the neighborhood. Capital Metro will place a sign at

the adopted stop to recognize the group's work.

Contact Capital Metro at 389-7434 to apply and learn more about this program. See also http://www.capmetro.org/news/news_detail.asp?id=1127.



TRANSPORTATION NETWORK & INFRASTRUCTURE

Objective: Promote the use of public transportation by ensuring areas immediately surrounding bus stops are safe.

- Currently, there are problems with public intoxication, drug related activity, and prostitution at and near bus stops, especially along Manor Road and Cameron Road.

Recommendations:

- Members of the University Hills and Windsor Park Contact Teams and/or neighborhood residents, neighborhood association members, and area business owners should meet with Capital Metro staff to identify and prioritize bus stop locations where more security measures are needed.
 - Capital Metro may be able to install bus stop benches with 'arm rests' that deter extended loitering.
 - The Austin Police Department (APD) could assist Capital Metro and area business owners to develop a plan to reduce crime near bus stops.
 - Bus drivers should continue to report any problems at stops through their direct radio system.
- Capital Metro Planning and Facilities teams should move the bus stop on the southwest corner of Loyola and Manor Road five feet further away from the street curb and install a bollard to protect pedestrians.
 - **Implementation Note:** In January 2007 the bus stop was moved further away from the curb.
- Members of the University Hills and Windsor Park Contact Teams and/or neighborhood association members should meet with Capital Metro Facilities Design & Construction (FDC)



Families wait to ride at a bus stop on Manor Road.

HOW YOU CAN PREVENT CRIME AT AREA BUS STOPS

The environment at bus stops affects ridership of city buses. UHWP residents have described drug related activities, prostitution, public intoxication, and verbal harassment at some bus stops in the planning area. To help stop these crimes, residents are encouraged to call the Austin Police Department at **9-1-1** each time a crime is observed. Indicate the exact bus stop location and time of day the crime was observed.

Additionally, Capital Metro's **Transit-Watch** program is a safety and security awareness program that encourages passengers and employees to promote a safe transit environment. Please consult their website for more information on this program.
(www.capmetro.org/riding/eng.htm)



TRANSPORTATION NETWORK & INFRASTRUCTURE

and Facilities Management (FM) staff to identify and prioritize specific bus stop locations that currently require maintenance. (FDC and FM staff members are responsible for the assessment and maintenance of all system bus stops.)

Objective: Improve and expand bus facilities and services for planning area residents. In general, the community supports more sheltered bus stops in the planning area.

Recommendations:

- Construct a covered bus stop at the Cameron Road/ Hwy 290 intersection.
 - **Implementation Note:** Capital Metro is currently working with City of Austin Public Works staff to improve several bus stops on Cameron Road between Hwy 290 and 51st Street as a part of the City's Cameron Road Corridor Improvement Project. Bus stop pull-off areas, benches and shelters are constructed based on the number of riders using particular stops. Ridership levels for this segment of Cameron Road will trigger a pull-off area and bench for the southbound route and a bench for the northbound route. (See sidebar about Cameron Road in the Land Use & Development chapter).
- Cover the Dottie Jordan Recreation Center stop on the south side of Loyola Lane.
 - **Implementation Note:** This recommendation was discussed at a neighborhood planning meeting with Capital Metro. UHWP planning staff and stakeholders applaud Capital Metro for installing a new covered bus stop with a bench and an additional new bench across the street from the center (north side of Loyola Lane) in August 2006.
- Address the congestion caused by the bus stop located on the southbound travel lane of Cameron Road just north of the intersection with Broadmoor.
 - **Implementation Note:** Capital Metro staff is working with Public Works staff to develop alternatives that would allow improved service at this



Capital Metro's new covered bus stop at Dottie Jordan Park



TRANSPORTATION NETWORK & INFRASTRUCTURE

location. Several "open" driveways obstruct the relocation of the stop to some areas south of this intersection. See the summary of Public Works' Cameron Road project in the Land Use & Development chapter.

- On Saturdays, allow a connection between the last southbound bus on Route 383 and the connecting southbound bus on Route 300 (Berkman Drive).
 - **Implementation Note:** Capital Metro has finalized this route change and it has been implemented with their January 2007 service changes.
- Construct a nearby transit center with parking that will allow UHWP residents access to bus and rail lines.
 - **Implementation Note:** Capital Metro is planning a transit center at the intersection of Loyola Lane and Johnny Morris Road. This facility will serve as a transfer center for Route 20 Manor/LBJ, Route 37 Windsor Park/Colony Park, Route 18 MLK and will potentially offer other services.
- Capital Metro should establish East-West or "cross-town" mass transit service on 51st Street from Lamar Blvd. to Hwy 183.
 - **Implementation Note:** Capital Metro uses ridership levels to increase service or establish new service. They currently have plans to add service along segments of 51st Street in the future as Mueller develops and as the population of the North Loop neighborhood increases.
- Establish an Airport Flyer pick-up site to provide UHWP and Mueller residents with direct access to Bergstrom International Airport.
 - **Implementation Note:** Route 100 Airport Flyer is designed to serve areas that exhibit the highest airport activity (e.g. Downtown and the University of Texas campus). The Mueller site will connect to Austin-Bergstrom International Airport via Route 350 Airport Blvd.

Objective: UHWP residents should be able to easily access all public transportation systems located within the Mueller redevelopment.

- These may include RAPID bus, streetcar, and/or rail lines.

Recommendation:

- The University Hills and Windsor Park Contact Teams should coordinate with Mueller developers, the Mueller Neighborhood Coalition, and the Robert Mueller Municipal Airport Plan Implementation Advisory Commission to provide adequate public parking within in the Mueller development to serve UHWP residents who choose to make use of future public transit options.
 - **Implementation Note:** There are currently no plans for a Capital Metro owned or leased Mueller Park & Ride. NPZD staff recommend the



TRANSPORTATION NETWORK & INFRASTRUCTURE

Mueller Neighborhood Coalition & University Hills and Windsor Park Contact Teams investigate this recommendation with Mueller developers and the RMMA Plan Implementation Advisory Commission.

VEHICLE, BICYCLE, AND PEDESTRIAN INFRASTRUCTURE: CITY OF AUSTIN PUBLIC WORKS DEPARTMENT

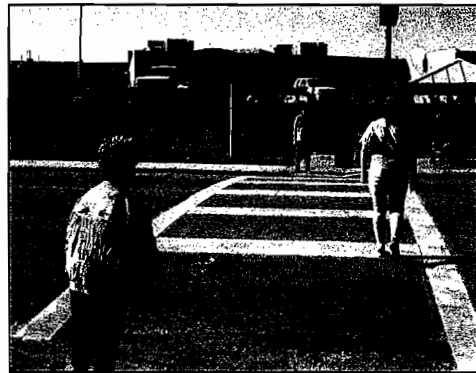
The recommendations in this section reflect stakeholders' vision to improve the street network and streetscapes to better accommodate pedestrians, bicycles, and motorized vehicles. Emphasis is placed on creating a safe and pedestrian-friendly road network throughout the UHWP planning area. This can be accomplished through improved crosswalks, additional sidewalks, bike lanes, and pedestrian-oriented development.

Most of the recommendations described below are also depicted on the map on Page 104. These recommendations were gathered through input from plan participants from various meetings and through field work and analysis completed by the neighborhood planning staff.

TRAFFIC SAFETY

The City of Austin's Public Works Department conducts neighborhood-wide traffic calming studies rather than concentrating on one street in particular. This allows them to identify streets that can hold heavy volumes of traffic and minimize disruptions from traffic on mainly residential streets. As part of their 2003 traffic calming study in the area, speed cushions were installed on streets identified by the study participants. (See map on the following page).

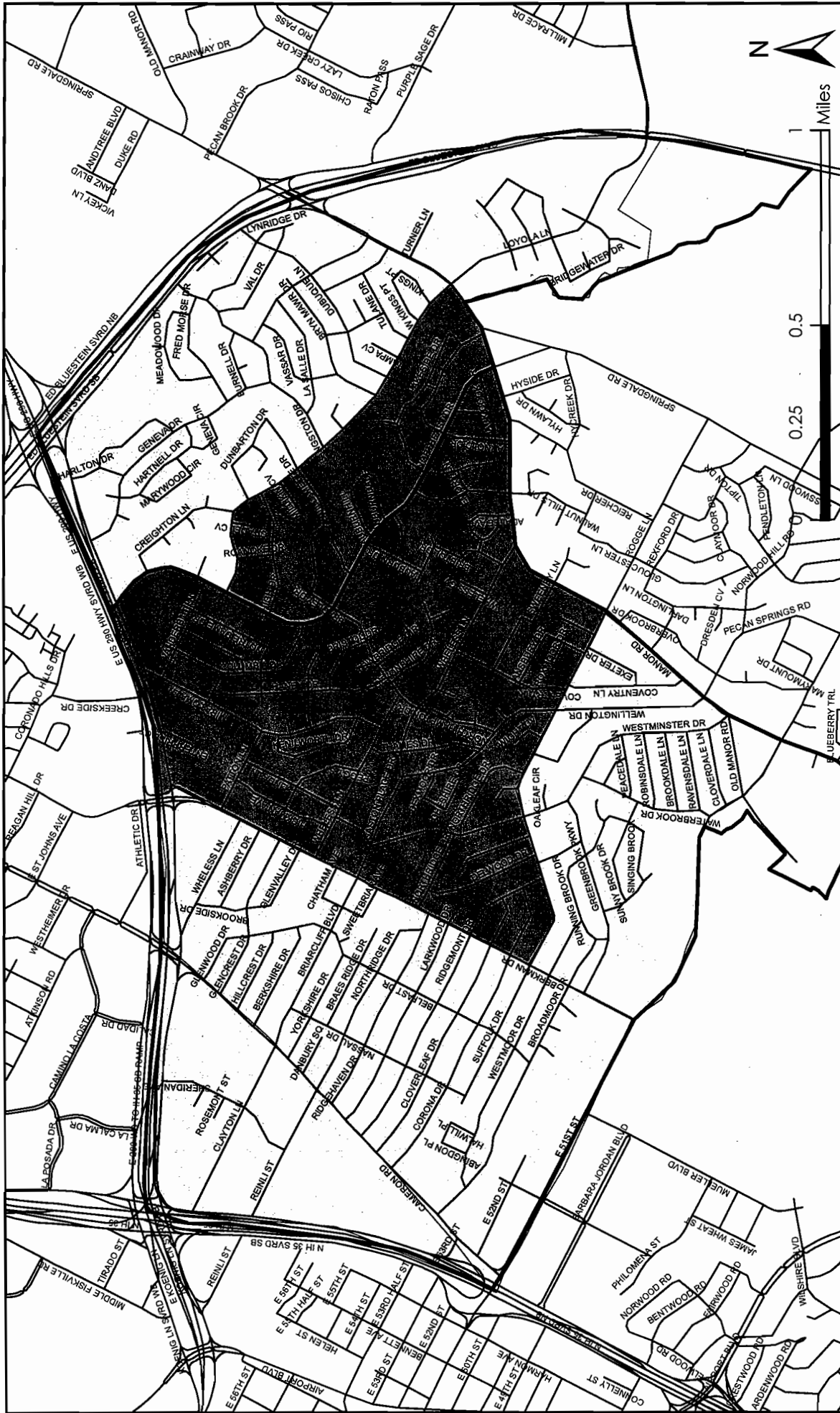
- **Implementation Note:** Currently, sufficient funding is not available to implement any new traffic calming studies. Once funding becomes available, Public Works will determine if the following streets can be included in future traffic calming studies.



Cameron Road and Corona






Cameron Road



University Hills/ Windsor Park Neighborhood Planning Area Traffic Calming Study Areas

This map has been produced by the City of Austin Neighborhood Planning & Zoning Department for the sole purpose of aiding neighborhood planning decisions and is not warranted for any other use. No warranty is made by the City regarding its accuracy or completeness.



-  UHWP Planning Area Boundary
-  Potential Future Traffic Calming Areas
-  2003 Traffic Calming Study Area



TRANSPORTATION NETWORK & INFRASTRUCTURE

Objective: Improve vehicular safety and efficiency throughout the neighborhood by conducting traffic calming studies.

Traffic Calming Recommendations
(See map on Page 104):

- T1 Briarcliff between Cameron Road and Berkman Drive
- T2 Corona between Cameron Road and Berkman Drive
- T3 Broadmoor between Cameron Road and Berkman Drive
- T4 Willamette between Northeast and Loyola **(Complete)**

Objective: Improve and promote pedestrian safety and mobility for residents throughout the neighborhood.

Recommendations:

- Discourage any additional vehicle travel lanes on 51st Street.
- Public Works should study and implement methods to improve safety at the intersection of 51st Street and Waterbrook, and where Manor Road curves at its intersection with Wheless.
- Residents and Public Works staff should coordinate to improve pedestrian safety near area schools so that children and parents are able to walk to school and to nearby businesses.

PUBLIC WORKS BICYCLE & PEDESTRIAN PROGRAM

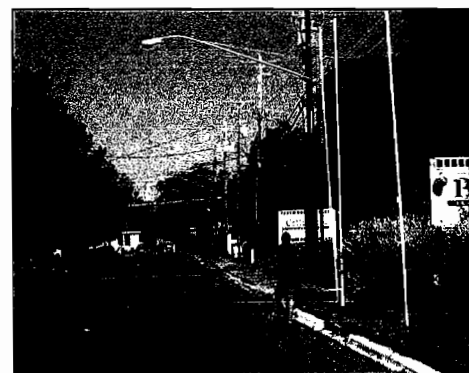
The purpose of the Bicycle and Pedestrian Program is to integrate bicycles and walking into the existing and proposed transportation system to encourage walking and bicycling as viable modes of transportation. The program works with citizens, various City departments, the Capital Area Metropolitan Planning Organization, Texas Department of Transportation and other government

HOW TO REPORT TRANSPORTATION PROBLEMS

Residents can **call 3-1-1** and fill out a "Citizen Service Request" form that identifies a specific transportation-related problem. Public Works (PW) staff will do the necessary research and data collection to process the request. Depending on the number of requests being processed, PW staff will notify the caller with the results of the study within 2 months of the request.



Greenbrook, north of Bartholomew Park



Patton Lane

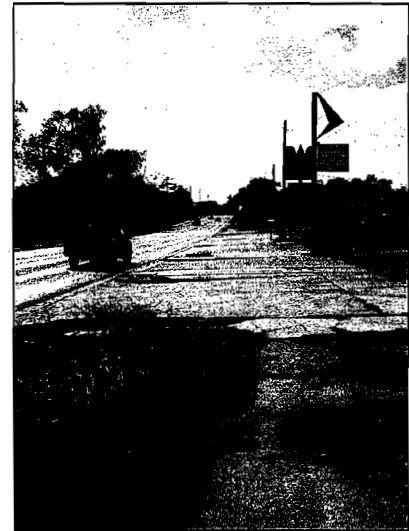


TRANSPORTATION NETWORK & INFRASTRUCTURE

agencies to create bikeways, as recommended by the Austin Bicycle Plan. The program also aims to improve pedestrian safety in accordance with the Americans With Disabilities Act (ADA), including sidewalk and curb ramp installation and upgrading. The inclusion of bikeways, sidewalks and other bicycle and pedestrian features in the transportation system helps control air pollution, traffic congestion, infrastructure maintenance costs, and improves the quality of life in Austin. Primary funds for these facilities are secured through the Build Central Texas (BCT) / Build Greater Austin (BGA) Program, City of Austin bonds, and grants. Public Works staff use recommendations for bicycle and pedestrian improvements in adopted neighborhood plans to prioritize improvements throughout the City of Austin. Other prioritization factors include: 1) the proximity of possible sidewalk locations to schools, shopping centers, employment centers, and other major neighborhood destinations, 2) new sidewalks that would "fill in the gap" between two built sidewalks.



No sidewalk on Lancaster Court



No sidewalk on Cameron Road

Sidewalks

The funding appropriated for sidewalks with the 2006 bond election is designated specifically for repairing existing sidewalks and bringing these sidewalks up to ADA standards. Therefore, no funding is immediately available for new sidewalks in the planning area. However, stakeholders identified the following locations appropriate for new sidewalks upon allocation of sufficient funding. These locations have high pedestrian traffic and connect residents to important neighborhood areas such as parks, schools, and commercial centers.

Objective: Improve the existing pedestrian network throughout the planning area through the addition of more sidewalks.

New Sidewalk Recommendations (See the map on Page 104)

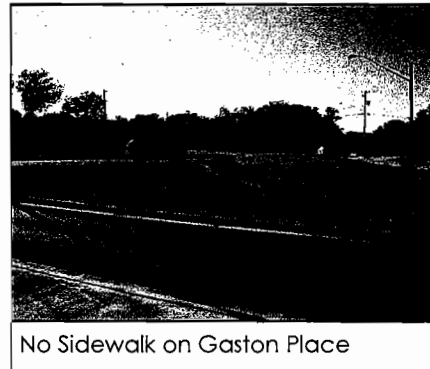
(Note: Sidewalk recommendations are not in any priority order)

- S1 Sheridan from Clayton Lane to Hwy 290
- S2 Clayton Lane from Sheridan to Cameron Road
- S3 Cameron Road from 290 to Briarcliff
- S4 Briarcliff from Cameron Road to Berkman Drive



TRANSPORTATION NETWORK & INFRASTRUCTURE

- S5 Wheless from Hwy 290 to Berkman Drive
- S6 Patton Lane from Berkman Drive to Mira Loma
- S7 Hickman from Patton Lane to Wheless
- S8 Gaston Place from Berkman Drive to Wheless
- S9 Susquehanna from Vassar to Manor Road
- S10 Dubuque from Susquehanna to Val
- S11 Manor Road from Walnut Hills to Carol Ann
- S12 Northeast from Auburnhill to Manor Road
- S13 Rogge from Westminster to Manor Road
- S14 51st Street from Mueller to Manor Road
- S15 Greenbrook Parkway from Berkman Drive to Shadybrook (along Bartholomew Park)
- S16 Berkman Drive from Broadmoor to 51st Street
- S17 Lancaster Court from 51st street to 52nd Street
- S18 52nd street from Cameron Road to Promise Land property.



SAFE ROUTES TO SCHOOL

The City of Austin Safe Routes to School (SRTS) Project seeks to 1) increase both the number children who walk and ride their bike to school and 2) to improve the safety of their walk or bike ride. These goals are accomplished by integrating health, fitness, traffic relief, and environmental awareness with the overall goal of providing a healthy lifestyle for children and a safer, cleaner environment for everyone. Through a \$40 million federal statewide grant program, TxDOT will award funds over the next 3 years, starting in 2007, for SRTS projects in Austin and other areas throughout Texas. If awarded, the projects are expected to begin in October 2007, with an estimated completion date of September 2010.

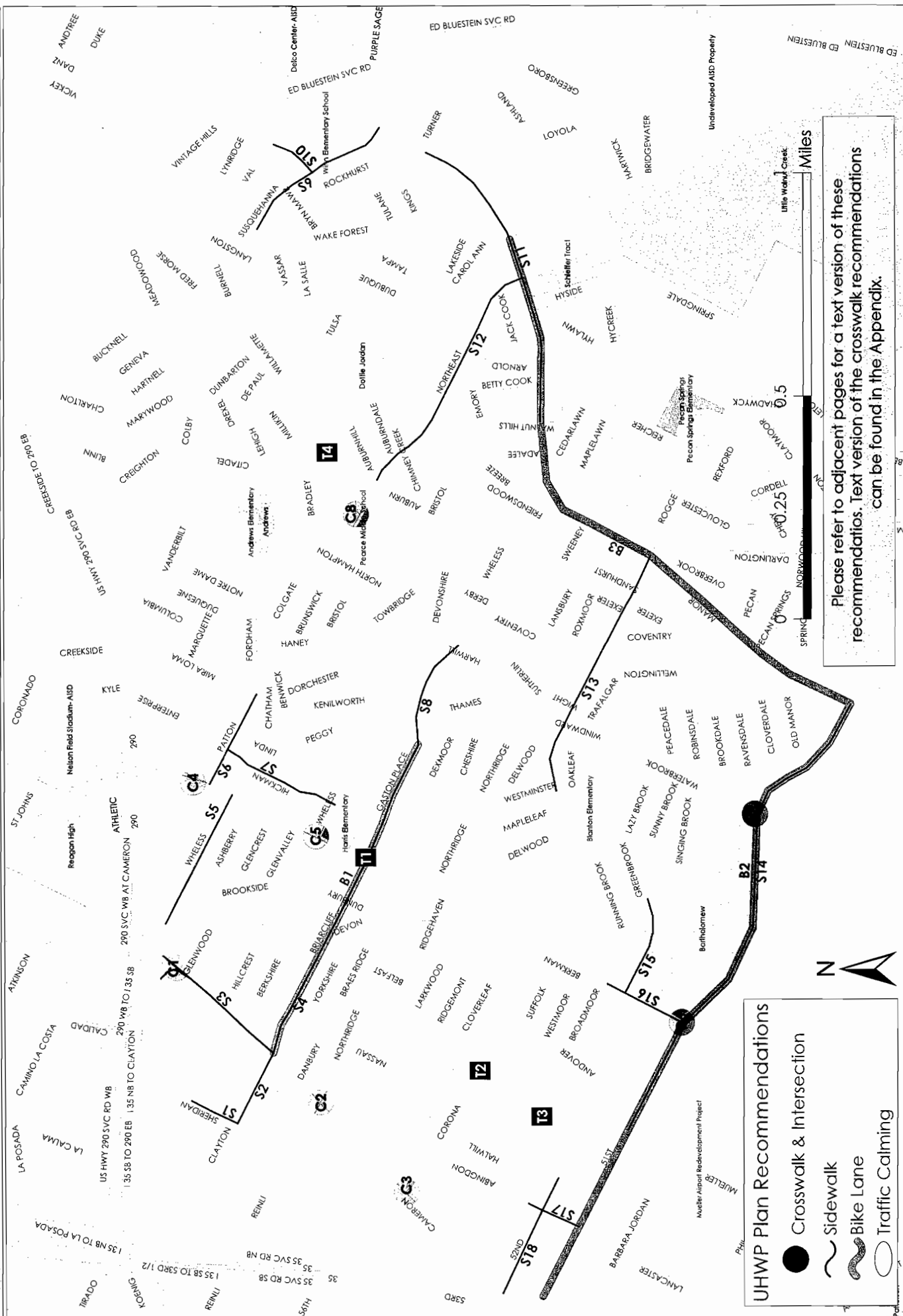
Working in tandem with the City of Austin's infrastructure projects, a multifaceted approach will utilize a marketing campaign, classroom teaching, school speed zone, building sidewalks, and pedestrian crosswalk enforcement to create safe pedestrian environments around schools. Evaluation including pedestrian and bike counts and traffic counts will identify the effectiveness of utilized strategies.

Four schools in the UHWP Planning Area (Andrews Elementary, Harris Elementary, Blanton Elementary and Pearce Middle School) were selected for the City of Austin's SRTS non-infrastructure grant application. These schools have a higher than average number of overweight and obese children. Additionally, they have the potential for increasing the number of students that walk and ride their bicycles to schools. At all schools, however, safety is of primary importance for increasing the number of who are walking and bicycling to school.

COA Public Works staff recently determined that funding previously collected from 1/4 cent Capital Metro taxes can be used to construct sidewalks on Wheless (near Harris Elementary), Blanton & Greenbrook (near Blanton Elementary), Roanoke (near Andrews Elementary), Northeast Drive and Susquehanna (near Winn Elementary).

For more information about the Safe Routes to School project please contact the Project Manager, Len Trevino with the City of Austin Health and Human Services Dept., at (512) 972-5125. You may also contact Elizabeth Ascott, Transportation Planner for TxDOT, at (512) 832-7284.

Transportation Recommendations





Bike Lanes

All bike lane recommendations collected are sent to Public Works after the adoption of a neighborhood plan. Public Works staff then prioritize these recommendations by considering funding, topography, vehicular traffic, and on-street parking situation.

- **Implementation Note:** Public Works paints bike lanes after repaving and other street maintenance projects. Public Works cannot prohibit parking in the bike lane unless all the affected residents approve of reducing parking to have a bike lane. Public Works conducts public meetings with neighborhoods to gather input on the sentiment to eliminate all or some on-street parking for a bike lane.

Plan participants have identified the following streets where they would like to see additional bicycle lanes to improve the existing bicycle and pedestrian network throughout the neighborhood:

Objective: Improve bicycle safety and mobility for all residents throughout the neighborhood through the addition of more bike lanes.

New Bike Lane Recommendations (See the map on Page 104 for locations.):

- B1 Briarcliff from Cameron Road to Wellington
- B2 51st street from Berkman Drive to Manor Road
- B3 Manor Road from 51st street to Carol Ann

BICYCLIST SAFETY AT INTERSECTIONS

The engineering design standards followed by Public Works staff recommend ending bike lanes before arriving at intersections. This directs the bicyclist to take a place in the traffic lane rather than moving up to the intersection beside automobiles. When a bicyclist that intends to proceed straight through an intersection is stopped at the intersection and beside an automobile that intends to turn right, they are in conflict. A significant number of bicycle and automobile accidents occur in these instances. Therefore, Public Works refrains from bringing the bike lanes up to the stop bar of an intersection.

MAJOR HIGHWAYS: TEXAS DEPARTMENT OF TRANSPORTATION

Objective: The University Hills and Windsor Park Contact Teams should establish a plan to begin regular communication between the Texas Department of Transportation (TxDOT) and UHWP residents and business owners. Inform community representatives of proposed highway projects in and around UHWP. Provide the opportunity for residents and business owners to give input on pro-



posed projects.

Recommendations:

- TxDOT should distribute information on connections to SH130.
- TxDOT should distribute information and incorporate stakeholder feedback on planned projects affecting exits along Hwy 290 near the 290/183 interchange.
- TxDOT should retrofit the 51st Street overpass of IH-35 so that it can support Capital Metro streetcar services.

TxDOT Contact Information

**P.O. Box 15426
Austin, TX 78761-5426
(512) 832-7380**

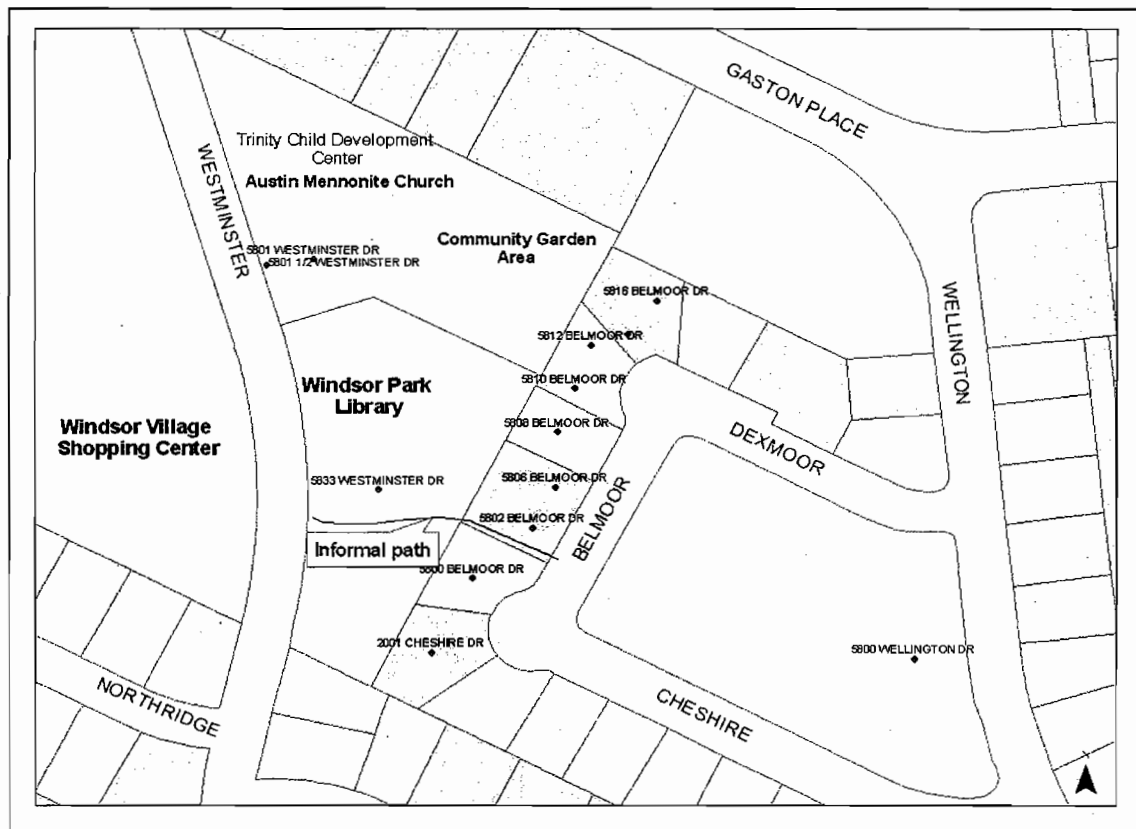


WINDSOR PARK LIBRARY PATH PROJECT

During a UHWP land use workshop, neighborhood residents discussed an informal walking path behind the Windsor Park Branch Library (see map and photos). This path extends from the rental apartments located on Belmoor through to the Windsor Park library and nearby commercial center, which includes Windsor Village Shopping Center stores, the CVS pharmacy, and Harris Elementary School. Informal paths similar to this one created by high pedestrian traffic are sometimes referred to as "paths of desire".

City of Austin Library Facilities staff and private property owners in the immediate area verify that pathways connecting this dense residential area with the library have existed since before the library was constructed in July 2000. Many neighborhood residents, including schoolchildren and the elderly, use the path daily.

UHWP stakeholders, including nearby residents, property owners, and current library staff, agreed that formalizing this pathway would significantly benefit the community. It would encourage pedestrian activity, which could increase use of the library and the businesses nearby. More pedestrian activity in this area may also reduce crime by increasing visibility of public areas.





TRANSPORTATION NETWORK & INFRASTRUCTURE

Access to the pathway on Belmoor is through private property, so the first step to formalize the trail would be to obtain a public easement across private land. Once an easement is procured, the trail project could include constructing a granite trail across the library's land and allocating some funding for lighting and landscaping in that area.

UHPW stakeholders met with City staff to explore the path project. Library staff worked to acquire funding for the project and worked closely with staff in the City's Real Estate Services Division to acquire public easements for the path. Unfortunately, at the time of this plan's completion, key private property owners are unwilling to grant official public access to allow for the path project to progress.

As property changes hands, UHPW stakeholders, City planning staff, library staff and others support allocation of funding and effort to formalize the existing path of desire into a designated pedestrian pathway. These stakeholders encourage existing and future property owners of the apartment complexes to grant such access.



"Path of Desire" leading toward Belmoor



Fence opening at Belmoor

Objective: Formalize the "path of desire" connecting Belmoor Drive and the Windsor Park library.

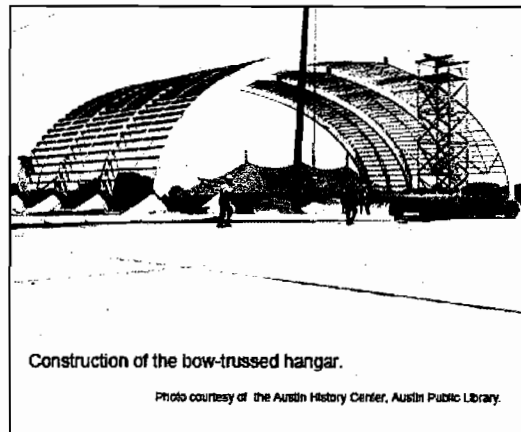
Recommendations:

- The University Hills and Windsor Park Contact Teams, in coordination with property owners and Windsor Park Branch Library staff, should acquire public easements and allocate funding to construct a pathway from Belmoor Drive to Westminster Road across the Windsor Park Branch Library's property. Follow the route established by the existing "path of desire" as closely as possible to increase the path's usefulness to area residents.
- City library staff and library facilities staff will coordinate with nearby property owners and residents to determine what kind of path, landscaping or additional resources will be appropriate to complete this project.

MUELLER CONNECTIONS

INTRODUCTION

Residents, property owners, and other UHWP stakeholders recognize that the redevelopment of the Robert Mueller Municipal Airport will affect their neighborhood. Throughout the UHWP planning process, participants considered how Mueller redevelopment may impact their community.



The Mueller Master Development Agreement was created in conjunction with a public outreach and planning process organized by the City of Austin's Economic Growth and Redevelopment Office. In 1997, the Mueller Neighborhoods Coalition (MNC), and the Robert Mueller Municipal Airport Plan Implementation Advisory Commission (RMMA PIAC) formed to monitor the progress of the Mueller redevelopment. Some UHWP neighborhood plan stakeholders have been involved in the Mueller planning process for years and have participated in these organizations. However, many current UHWP residents have had no involvement in Mueller plan-making to date and are not aware of the project details. Several recommendations in this chapter offer ways to increase UHWP awareness of the Mueller redevelopment's progress, and to encourage and facilitate participation in the continued planning and monitoring of this project.

Implementation Note

Recommendations in this chapter are intended for Mueller developers (the Catellus Development Corporation), the Mueller Neighborhood Coalition (MNC), the Robert Mueller Municipal Air-



MUELLER CONNECTIONS

port Plan Implementation Advisory Commission (RMMA PIAC), and area residents, neighborhood association members, and the University Hills and Windsor Park Contact Teams. The recommendations in this chapter will ensure that the Mueller project has an overall positive impact on surrounding neighborhoods as its development process progresses.

In addition to the recommendations listed here, other chapters of this plan include recommendations that correspond to the relationship between the Mueller redevelopment and the UHWP planning area.

Objective: Support increased participation of UHWP residents and business owners in the Mueller Neighborhoods Coalition (MNC) and, where feasible, the Robert Mueller Municipal Airport Plan Implementation Advisory Commission (RMMA PIAC).

- The University Hills and Windsor Park Contact Teams should encourage the MNC to invite more UHWP residents and business owners to regularly attend meetings.

Objective: Achieve maximum pedestrian access to Mueller amenities through collaboration with Catellus, private property owners on the periphery of the site, and major Mueller tenants including the University of Texas Medical



A REDEVELOPMENT OF ROBERT MUELLER MUNICIPAL AIRPORT
SOUTHWEST CORNER LOT 2 AND EAST SIDE

Aerial image courtesy of Mueller Austin.



MUELLER CONNECTIONS

Branch.

Recommendations:

- The University Hills and Windsor Park Contact Teams should collaborate with Promiseland Church owners to establish pedestrian access to Mueller Drive from Broadmoor where Tannehill Creek meets Broadmoor.
 - Alternatively, the City of Austin should allow pedestrian access from Lancaster Court across Tannehill Creek to Broadmoor (to the Windsor Park neighborhood) by purchasing property or acquiring a public access easement. (see parkland acquisition map located in the appendix)
- The City of Austin Public Works Department and Catellus should construct painted, signalized crosswalks at each intersection of the Mueller redevelopment with 51st Street.
- TxDOT should retrofit the 51st Street overpass of IH-35 so that it can support possible Capital Metro streetcar services. (See the Transportation Chapter.)

Objective: Achieve maximum connectivity between greenbelts/trails in the Mueller redevelopment and trails in the surrounding neighborhoods.

Recommendations:

- Connect the Rathgeber Village/ Mueller Hike and Bike trail connects to the east end of Bartholomew Park and the park's planned trail. (See the Parks Chapter.)
- Support future study to link Mueller trails and potential Tannehill Creek greenbelt trails to portions of Tannehill Creek near Pecan Springs to Morris Williams Municipal Golf Course. (See the parkland acquisition map located in the Appendix.)

Objective: All Capital Metro transit services provided to Mueller residents should be easily accessible to residents living in surrounding neighborhoods.

Recommendation:

- The University Hills and Windsor Park Contact Teams should coordinate with Mueller developers, the Mueller Neighborhood Coalition, and the Robert Mueller Municipal Airport Plan Implementation Advisory Commission to



Mueller control tower, Photo courtesy of the Austin History Center, Austin Public Library.



MUELLER CONNECTIONS

determine if adequate public parking available in the Mueller redevelopment to serve UHWP residents who choose to make use of future public transit options.

Objective: Address any heavy traffic congestion or speeding in the UHWP planning area that may result from the Mueller development.

Recommendations:

- UHWP residents should encourage and support the allocation of funding to the City of Austin's Public Works Department and Capital Metropolitan Transportation Authority to address any unforeseen traffic related problems.
- The City of Austin Public Works Department, The University of Texas and/or Catellus, with support from the University Hills / Windsor Park Neighborhood Plan Contact Team, should collaborate to prioritize traffic studies needed to address any increased cut-through traffic or speeding within the Windsor Park neighborhood.

Objective: In Mueller's role as a center for medical research and care for the City of Austin, tenants should contribute in some way to help address health needs of adjacent low to middle income East Austin residents, including residents of the UHWP planning area.

Recommendations:

- UHWP stakeholders support the MNC's efforts to secure public access to any recreational facilities or public clinics located on the Mueller site.
- UHWP residents should encourage partnerships between the City of Austin's Parks and Recreation Department and the University of Texas, the Dell Children's Hospital or other Mueller tenants to provide full staffing for the public pool at Bartholomew Park through the end of Austin's warm fall season. (See the Parks chapter.)

Objective: Encourage and support neighborhood-oriented, locally owned retail, services, and restaurants within Mueller.

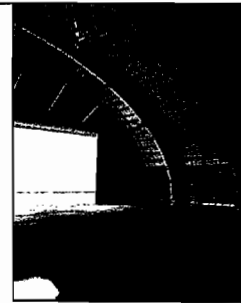
Recommendations:

- UHWP stakeholders support the MNC's efforts to promote commercial spaces provided within Mueller that are financially accessible to locally-owned business people.
- UHWP stakeholders encourage Catellus' leasing representatives to create a business plan that is designed to attract local small business owners to locate within Mueller.



HISTORIC SIGNIFICANCE OF THE MUELLER BOW-TRUSS HANGAR

The bow-truss hangar at the former Mueller airport site was built in 1942, at the height of World War II. Because of the lack of steel for construction during the war, the hangar was built with wood trusses, which are unique in Austin and an excellent example of



architectural innovation and craftsmanship. At the time of approval of the UHWP Neighborhood Plan, the hangar was the subject of a pending historic zoning case. The City and Catellus, the developer for the Mueller redevelopment, placed the case on hold until a new use for the building was determined. Any proposals for re-use of the building will require review by the Historic Landmark Commission (HLC). The hangar has suffered from serious deterioration due to a long period of lack of use. The HLC recently approved a stabilization plan for the structure, which includes the removal of the rotten roof, and removal of the west wall (facing Airport Boulevard). Much of this wall has also rotted and cannot be salvaged. Catellus has agreed to salvage the boards containing the faded original lettering on the structure's west side for incorporation into the new design or as a commemorative display inside the building upon rehabilitation and re-use.

Many UHWP residents support adaptive re-use of this structure, as it contributes to the history and character of the Mueller redevelopment site.

Information courtesy of Steve Sadowsky, City of Austin Historic Preservation Officer

COMMUNITY LIFE

INTRODUCTION

Many factors determine whether our neighborhoods succeed as enjoyable, vibrant places to live. The concerns and recommendations in this chapter may be some of the most difficult to implement, but also may have the most impact on the quality of life in neighborhoods.



UHWP neighborhood plan goals aim to improve overall quality of life and build a positive reputation for the UHWP neighborhood. This chapter expands upon the following plan goals:

- Acknowledge the area's ethnic and language diversity and foster greater communication among area residents.
- Support area schools and young people.



Parents and teachers at Reagan High School's Back to School Night

Implementation Note

Most of the recommendations in this chapter are directed at the University Hills and Windsor Park Contact Teams, neighborhood associations, and other community groups.

COMMUNITY LIFE

In some cases, as shared concerns were identified during the planning process, planning staff organized community meetings to address specific concerns. In addition to recommendations, information gathered from these meetings is included in narrative form in this chapter and in the Appendix.



NEW RESIDENTS

The University Hills and Windsor Park population is becoming more ethnically diverse. As seen in the statistical profile of this plan, the number of white residents has dropped significantly, the African American population has decreased slightly, and the number of Hispanics living in the planning area has increased dramatically in the past 10-20 years. Neighborhood schools are largely attended by the children of recent immigrants.

Existing residents want to open channels of communication with newer residents, despite the language barrier. Many neighborhood concerns are shared by all residents and necessitate community-wide cooperation. Both renters and nearby homeowners want a reduction in crime and vandalism at apartment complexes. All residents want neighborhood students to be cared for and well-educated in local schools.

Implementation Note

The objectives and recommendations in this section offer ideas for fostering greater communication among the diverse population in this planning area. They are directed toward the University Hills and Windsor Park Contact Teams, neighborhood associations, all UHWP residents, and area churches, schools, and non-profit organizations.

Objective: Acknowledge the ethnic diversity of the area and foster greater communication among area stakeholders.

Recommendations:

- Organize more neighborhood events, such as:
 - An annual neighborhood clean-up
 - A neighborhood sports, arts, or other event for children that encourages family participation.
 - An annual Halloween Festival, possibly at Dottie Jordan Park.
- Support the expansion of Windsor Park Neighborhood Association's House Tour event and begin a home tours event for University





Hills.

- Organize neighborhood students, art teachers, and artists to plan and paint a public mural in the planning area.
- Collaborate with interested area schools to hold a forum in which parents, students, community members, and school faculty can discuss ways to improve relationships between students of different cultures and ethnicities.

COMMUNITY SUPPORT FOR YOUNG PEOPLE AND SCHOOLS

It takes a village to raise a child
- African proverb

Toward the beginning of the University Hills/Windsor Park Neighborhood Planning process, planners held meetings to understand residents' concerns about their neighborhood. Participants at multiple meetings felt strongly that the community needs to increase support for young people and area schools.

Stakeholders want to help improve neighborhood schools and offer young people more places to socialize outside of school. They identified the need for programs that help support young people and their families after school and during the summer months.

Implementation Note

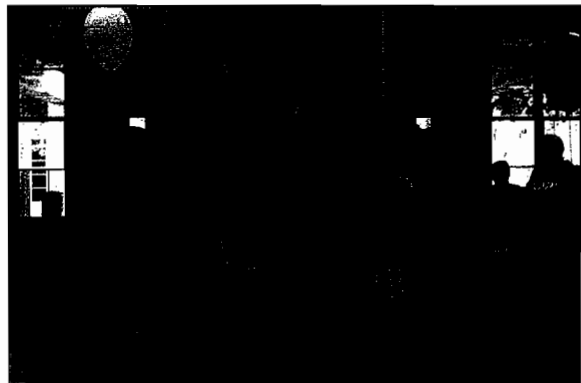
The following recommendations are directed primarily at residents of the planning area and their representatives, such as neighborhood associations and the University Hills and Windsor Park Contact Teams.

RECREATIONAL OPPORTUNITIES

Objective: Increase the number and type of youth activity programs within the planning area and enhance and expand existing programs.

Recommendations:

- Allocate additional funding to expand recreational program offerings at Dottie Jordan Park. (See Parks, Open Space, Environment Chapter)





COMMUNITY LIFE

- Support area schools and their partner organizations, such as Austin Partners in Education to offer more recreational programs for young people after school hours and during the summer.
- Support the Heart House through volunteerism. (See the sidebar on Page 66.)
- Initiate a job training program through a community recreation center or through area schools.

Objective: Provide more places and opportunities for young people to gather.

Recommendations:

- Support partnerships between the City's Parks and Recreation Department and private community entities to fund projects.
- Support the allocation of additional funding for the Parks and Recreation Department that is earmarked for a new recreation center. Stakeholders have identified the Boy Scout office on Hwy 290 as a potential future location for a community center if the Boy Scouts organization were to relocate. (See the Parks, Open Space, Environment chapter.)
- Build a shelter for the free summer camp program children at Dottie Jordan Park. (See the Parks, Open Space, Environment Chapter.)



SCHOOL CAMPUSES

As mentioned above, a major goal for University Hills and Windsor Park stakeholders is to have high quality area schools with strong parent and community support. UHWP planners worked with Heart House to organize a special meeting to allow stakeholders to develop this goal. Tammie McMarion, a Heart House staff member and a mother of Pearce students, facilitated this meeting. During the discussion, parents, school administrators and faculty, and community members considered ways to collaborate to support families and schools in the planning area.



Participants felt strongly that they wanted to meet together again in the future to help support one another, share information, and move toward common goals with respect to neighborhood schools and their children.

Implementation Note

The recommendations in this section are primarily directed to planning area residents and their representatives (such as neighborhood associations and the University Hills and Windsor Park Contact Teams) in coordination with Austin Independent School District (AISD). NPZD staff incorporated AISD's comments into these recommendations.



Objective: Improve the quality of schools serving the planning area.

Recommendations:

- Install lighting on all planning area school campuses and on streets surrounding campuses to allow for safe night meetings for parents and community members.
- Provide additional physical space for classrooms and social service programs within schools.
- Support AISD bond proposals for school improvements as they appear for city-wide election.
- Identify potential additional funding sources to support area schools.

PARENTS AND COMMUNITY MEMBERS

Plan stakeholders feel that perceptions of neighborhood schools impact perceptions about their entire neighborhood. They also feel that successful schools are critical to creating healthy, safe neighborhoods.

Some stakeholders are concerned about the closing or decommissioning of their neighborhood schools due to enrollment rates or changing demographics. Recommendations

HOW IS SCHOOL CAPACITY CALCULATED?

During the neighborhood planning process, many stakeholders expressed concerns about how potential population growth in the planning area may affect school capacity.

AISD calculates school capacity using a formula that multiplies the number of permanent classrooms in a school by the 20 (the average number of students in a class). This number is adjusted based on "core facilities", such as the cafeteria, gym, etc. For example, if a school has 30 classrooms, then it may have capacity for 600 students. But if the cafeteria can only accommodate 500 students, then its capacity is reduced from 600.

AISD aims to have schools operating between 95% and 115% capacity. AISD monitors schools when they reach 110% capacity to determine if the enrollment continues to increase, if boundary lines need to be redrawn, etc. Additionally, AISD hires a demographic consultant on a yearly basis to make enrollment projections for the upcoming five academic years.



below focus on school programming and the community's relationship with these institutions.

Implementation Note

The recommendations in this section are primarily directed to planning area residents and their representatives (such as the neighborhood associations and the University Hills and Windsor Park Contact Teams), in coordination with Austin Independent School District (AISD). NPZD staff incorporated AISD's comments into these recommendations.

Objective: Create strong Parent Teacher Associations (PTAs) with broad participation from parents and community members.

Recommendations:

- Increase participation by the community and parents in Parent Teacher Associations at every campus.
- Provide childcare at all meetings.
- Have available translators for Spanish speakers at all meetings.
- PTAs should identify school needs regarding issues such as safety, academic achievement, teaching methods for lower income populations, administrative concerns, and needed resources (funding, physical space, etc).
- Encourage PTAs at each of the planning area's schools to meet regularly to share information, support one another and address concerns common to this northeast area.
- Provide each Parent Support Specialist with sufficient physical space to pro-

WHO ARE PARENT SUPPORT SPECIALISTS?

Parent Support Specialists are AISD staff who work to increase parental participation in schools. They support each campus' Campus Advisory Committee and Parent Teacher Association. They often recruit parents as volunteers and coordinate evening meetings and events. They evaluate family needs and invite speakers or sometimes partner with outside organizations to provide needed classes such as GED, ESL, and parenting. They also often organize weekly 'Parent Coffee' meetings on Friday mornings to address parent needs and support better communication between school principals and parents.

There are Parent Support Specialists at each of the seven schools that serve families within the University Hills and Windsor Park neighborhoods.

- Andrews Elementary School
- Blanton Elementary School
- Harris Elementary School
- LBJ High School*
- Pearce Middle School
- Reagan High School*
- Winn Elementary School

(*These schools are just outside the UHWP planning area boundaries but their enrollment area includes UHWP).



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vide needed social services for families.

Objective: Involve non-parent neighborhood residents in neighborhood schools.

Recommendations:

- Support Austin Independent School District Parent Support Specialists within the planning area.
- Encourage community members to volunteer as mentors or tutors.
- Request that school principals invite all neighbors to participate in school activities such as Back-to-School Night or Neighborhood Walks.
- Organize community events that parents, students and teachers can attend together at Dottie Jordan or other parks. Request Parent Support Specialists help organize these as informal social events to help build relationships and trust between parents, students, teachers, and community members.
- Neighborhood association members should establish working relationships with school faculty and parents.
- Involve school principals and Campus Advisory Committee members in neighborhood association meetings and activities. Consider holding some neighborhood association meetings at school campuses to increase participation from parents and faculty members.
- Neighborhood residents and Andrews Elementary School administrators should collaborate to address the pick-up / drop-off problems at Andrews Elementary School.
 - Some parents feel harassed and unwelcome by some neighbors near the school. There is no place for parents to pick up children, and some neighbors discourage any waiting or parking near the school.



PUBLIC SAFETY

At numerous planning meetings, stakeholders have expressed serious concern about crime in the planning area. The objectives and recommendations in this section offer ideas for collaborating with the Austin Police Department to address crime.

Implementation Note: The recommendations below could be implemented through coordination between the UHWP Contact Team and the area representatives of the Austin Police Department.

Objective: Address chronic criminal activity in the planning area by creating



COMMUNITY LIFE

an action plan with the Austin Police Department (APD) for accelerated progress.

Recommendations:

- The University Hills and Windsor Park Contact Teams and other neighborhood groups should coordinate with APD officers to facilitate their involvement in community events/affairs through regular participation with neighborhood associations.
- APD should explore the feasibility of increasing the number of APD personnel assigned to the planning area.
- APD should coordinate with UHWP stakeholders as to how they can help address major community problems including:
 - apartment complex crime
 - prostitution and drug dealing
 - public intoxication and harassment at bus stops (see Transit/Bus stop recommendations)
 - illegal dumping
 - abandoned inoperable vehicles
 - the enforcement of open container laws
 - housing and health code violations
- APD should coordinate with UHWP stakeholders to address concerns about homelessness and people with substance abuse problems in the neighborhood.
- APD should coordinate with apartment managers and University Hills Branch Library staff to address problems related to homeless camps near the overpass at Manor Road and Loyola Lane, on City of Austin property.

Implementation Note: APD Commanders' Forums are good opportunities for community members to raise concerns about crime in their neighborhood and discuss how to collaborate with APD. See the contact numbers below to obtain more information about these forums.

CONTACT PHONE NUMBERS FOR CRIME AND CODE ENFORCEMENT REPORTS

Austin Police Department, Northeast Area Command: 974-5500

Austin Police Headquarters Main Switchboard: 974-5000

Austin Police Community Liaison Office: 974-4700

Code Violations: Dial 311 for 24 hour response, all week.

Code Violations: (Mon-Fr-7 a.m.- 6 p.m.) 494-9400

Code Violations: Go to this website to email a complaint: http://www.ci.austin.tx.us/sws/sws_info.cfm



VOTER TURNOUT

UHP residents recognize that more voter participation from citizens in their planning area and nearby areas will more likely result in legislative actions that can improve their neighborhood. With that in mind, they would like to explore ways to increase citizen participation in the political process.

Recommendation:

- The University Hills and Windsor Park Contact Teams should collaborate with Travis County promote voter registration and turnout.

CONCLUSION

This plan reflects nearly two years of collaboration between City of Austin staff and stakeholders from the University Hills and Windsor Park neighborhoods.

The University Hills and Windsor Park Neighborhood Plan Contact Teams, in coordination with NPZD staff, will be the primary organizations responsible for implementing the recommendations in the plan. On March 21, 2003, the Austin City Council approved an ordinance that required all neighborhood plans to form a contact team. In the ordinance, "Neighborhood Plan Contact Team" is defined as "the individuals designated by the persons involved in the development of a neighborhood plan to implement the plan". According to the ordinance, the neighborhood plan contact team must contain a diverse group of members, including at least one property owner, non-property owner resident, business owner, and neighborhood association member for each neighborhood in the plan.

In addition to implementing the recommendations in the plan, the Contact Teams are also responsible for making recommendations regarding any future amendments to the plan. Also, they will play a role in selecting properties for the Vertical Mixed Use overlay (see discussion in the Land Use & Development Chapter).

At the time of writing this plan, NPZD has hired an "implementation planner", whose primary responsibility will be to facilitate coordination between the plan contact team, city departments and/or other applicable agencies working to implement the neighborhood plan recommendations. Therefore, it is essential that the University Hills and Windsor Park communities maintain active Contact Teams, for this organization holds the primary responsibility for ensuring that the vision of the UHWP Neighborhood Plan is achieved.

APPENDICES

- APPENDIX A: Record of Public Planning Meetings
- APPENDIX B: Lot Size Map
- APPENDIX C: Chart of Land Use Categories
- APPENDIX D: Minutes from 12/13/06
Vertical Mixed Use Meeting
- APPENDIX E: University Hills Design Guidelines
- APPENDIX F: Impervious Cover Calculations
- APPENDIX G: Assisted Living Facility Information/
Meeting Minutes
- APPENDIX H: Parkland Acquisition Wish List
- APPENDIX I: Crosswalk Recommendations
- APPENDIX J: WPDR Erosion Control Projects List

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UHWP PLANNING MEETING RECORD

Date	Topic	Summary
9/20/05	Community Meeting #1	Overview of neighborhood planning, volunteers guide small groups in discussions on neighborhood concerns.
10/01/05	Community Meeting #2	Same as above.
10/20/05	Outreach and Participation Working Group Meeting	Introductions and goals for planning process.
11/03/05	Outreach and Participation Working Group Meeting	Discussion of First Official Workshop meeting logistics.
11/05/05	First Official Workshop	Review community input including goals and concerns. Presentation on neighborhood planning and Mueller project update.
11/20/05	Outreach and Participation Working Group Meeting	Discuss notice strategies and logistics for upcoming meetings, participation of Spanish speakers.
11/29/05	Plan Vision and Goals	Verify and expand priority neighborhood plan goals and working group topics and overall vision for plan.
12/08/05	Plan Vision and Goals	Same as above.
1/05/06	Neighborhood Plan Goals and Recommendations	Review first draft neighborhood plan recommendations, next steps.
1/10/06	Affordable Housing with Land Use and Business Support Working Group	Neighborhood Housing and Community Development Department representative discussion on affordable housing decisions. Strategies for working group goals.
1/18/06	'Group Homes' with Community Life, Recreation & Health Working Group	Focused discussion on assisted living facilities. Q&A with representatives from multiple regulatory agencies.
1/20/06	Harris Elementary Parent Coffee Meeting	Bilingual discussion of community concerns and goals.
1/26/06	Zoning/Taxes and Rathgeber Village with Land Use, Zoning, Transportation (LUT) Working Group	Art Cory from Travis Central Appraisal District on relationship between appraisals and zoning. Dick Rathgeber presentation on proposed project.
2/01/06	Property Management Concerns with Harris Elementary mothers	Discussion of property management concerns and tenant abuse/ tenants' rights.
2/8/06	LUT/ Business Working Group Meeting	How to create a FLUM, brainstorm on Cameron Road, projects for Business group.

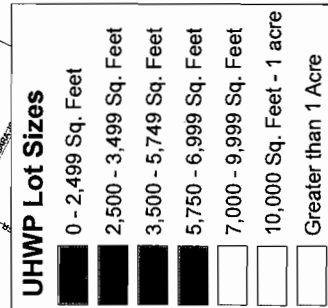
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2/9/06	Pearce Middle School Parent Coffee Meeting	Invitation to parents to participate in planning process.
2/16/06	Creeks and Greenbelts with Recreation & Health Working Group	Creek erosion and possible greenbelt planning, review of other meetings including Harris Parent Coffee.
2/21/06	Schools and Parent/Community Member Participation	Discussion of UHWP schools, parents concerns and neighborhood relations.
3/21/06	Bartholomew Park, Tannehill Creek & APD with Community Life, Recreation & Health Working Groups	Bartholomew Park discussion, Tannehill Creek greenbelt discussion, APD update.
3/25/06	Cameron Road Land Use Workshop	Discussion of desired land uses and urban design issues for Cameron Road.
4/19/06	Bartholomew Park walkabout	Walk-through of park to consider trail route, park improvements, etc.
4/29/06	Berkman Drive Land Use Workshop	Discussion of desired land uses and urban design issues for Berkman Drive
5/15/06	Dottie Jordan Park workshop	Dottie Jordan Park discussion with Parks staff members.
5/20/06	Manor Road Land Use workshop	Discussion of desired land uses and urban design issues on Manor Road. Neighborhood Housing Services of Austin project presentation.
5/31/06	CapMetro workshop	Q&A on public transportation in and around UHWP planning area with CapMetro staff members.
6/24/06	51 st St Land Use Workshop	Discussion of desired land use and urban design issues on 51 st Street. Mueller developers give information.
6/28/06	Tannehill Creek Greenbelt Discussion	Community members and property owners discuss potential future greenbelt with staff from Watershed Department.
7/26/06	Infill Options and Design Tools	Explanation and community input on infill options.
10/14/06	Process Update Meeting and Open House	Presentation of draft plan recommendations and zoning changes. Infill and design tool discussion.
12/13/06	Vertical Mixed Use and Design Standards	Presentation and Q&A with NPZD and Housing Department staff. UHWP and Mueller Neighborhood Coalition participation.
2/07/07	Final Survey Mailed	
2/22/07	Open House to review Draft Plan	Comments on draft plan document.
4/28/07	Land Use & Zoning Meeting	Review of plan recommendations and potential land use and zoning changes
5/30/07	Land Use & Zoning Meeting	Review of plan recommendations and potential land use and zoning changes
6/6/07	Land Use & Zoning Meeting	Review of plan recommendations and potential land use and zoning changes, discussion of infill options

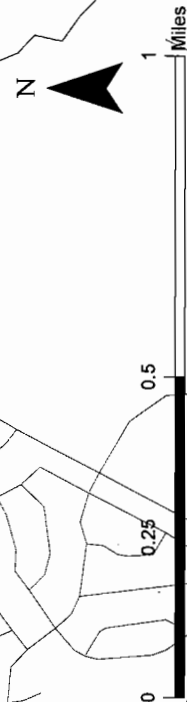
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UHWP ZONING COMMITTEE MEETING RECORD

Date	Topic
July 7, 2006	Initial Kick-off meeting (description of zoning committee roles, setting up meeting dates, etc.)
July 14, 2006	Discussion of zoning changes along 51 st Street Corridor, initial discussion of zoning along Manor Road corridor
July 28, 2006	Continued discussion of zoning changes along Manor Road corridor
August 11, 2006	Discussion of zoning changes along Berkman Drive corridor
August 25, 2006	Continued discussion of zoning changes along Berkman Drive corridor, initial discussion of zoning along Cameron Road corridor
September 7, 2006	Continued discussion of Cameron Road corridor
September 22, 2006	Discussion of miscellaneous zoning changes (i.e., sites not located on a major corridor in the planning area)
October 19, 2006	Discussion of Infill Options & Design Tools
December 15, 2006	Discussion of miscellaneous zoning changes, discussed designating 51 st & Cameron as Core Transit Corridors
January 19, 2007	Initial discussion for forming the contact team
February 9, 2007	Continued discussion for forming the contact team



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APPENDIX C: Standard Land Uses and Colors

	Land Use	Definition	Typical Zoning	Color
Residential/Mixed Use	Rural Residential	The designation for low-density residential areas that are not suitable or desirable for urban development, generally at densities of one unit per acre or less.	RR, LA	Pale Yellow
	Single-Family	Single family detached, small lot single family, or two family residential uses at typical urban densities.	SF-1 to SF-4	Yellow
	Higher-Density Single-Family	Single-family housing, generally up to 15 units per acre, which includes townhouses and condominiums as well as traditional small-lot single family.	SF-5 and SF-6	Goldenrod
	Mixed Residential	An area with a variety of different housing types, including single-family residential, townhouses, duplexes, apartments, and limited neighborhood-serving retail. Single-family residential should comprise at least half of a mixed residential area.	SF-3 to MF-3	Salmon
	Multifamily	Higher-density housing with 3 or more units on one lot.	MF-1 to MF-5	Orange
	Mixed Use/Office	An area that is appropriate for a mix of residential and office uses.	NO-MU to GO-MU	Reddish Brown
	Mixed Use	An area that is appropriate for a mix of residential and non-residential uses.	NO-MU to CS-MU	Brown
	High Density Mixed Use	An area that is appropriate for a mix of residential and non-residential uses with floor-to-area ratios of 3.0 or higher.	DMU, CBD, MF-6	Dark Brown
Commercial/Industrial	Office	An area that provides for office uses as a transition from residential to commercial uses, or for large planned office areas. Permitted uses included business, professional, and financial offices as well as offices for individuals and non-profit organizations.	NO to GO	Pink
	Warehouse/Limited Office	An area appropriate for semi industrial uses that do not require highly visible locations, generate substantial volumes of traffic, or adversely affect any nearby residential areas.	WLO, LO	Magenta
	Commercial	Lots or parcels containing retail sales, services, hotel/motels and all recreational services that are predominantly privately owned and operated for profit (for example, theaters and bowling alleys). Included are private institutional uses (convalescent homes and rest homes in which medical or surgical services are not a main function of the institution), but not hospitals.	LR to CS	Red
	Industry	Areas reserved for manufacturing and related uses that provide employment but are generally not compatible with other areas with lower intensity use. Industry includes general warehousing, research and development, and storage of hazardous materials.	IP to R&D	Purple
Civic/Open Space	Environmental Conservation	Areas intended to be protected from development, including areas in the Drinking Water Protection zone, locations of critical environmental features, and areas where public services or facilities are not available.	P, DR, RR	Blue-Green
	Recreation & Open Space	This category allows large public parks and recreation areas such as public and private golf courses, trails and easements, drainage-ways and detention basins, and any other public usage of large areas on permanent open land.	Varies	Pale Green
	Civic	Any site for public or semi-public facilities, including governmental offices, police and fire facilities, hospitals, and public and private schools. Includes major religious facilities and other religious activities that are of a different type and scale than surrounding uses.	Varies (Typically P for gov't facilities)	Blue
	Utilities	Land used or dedicated for public and private utilities, including pipelines, utility lines, water and wastewater facilities, substations, and telephone.	P	Dark Grey
Special Purpose	Agriculture	Rural areas used for agricultural purposes, including productive agricultural lands to be preserved for future farming or ranching activities.	AG	Dark Green
	Major Impact Facilities	Facilities that serve community and regional need but have significant impacts on the surrounding area that require special location and compatibility considerations. Major Impact Facilities include airports, stadiums, landfills, resource extraction, and correctional facilities.	P, AV	Dark Purple
	Major Planned Developments	Master-planned developments for large multi-acre tracts that incorporate a wide variety of land uses that may include, but are not limited to, single family and multifamily residential, commercial, and clean industrial.	PUD, PDA	Lavender
	Mobile Homes	Areas reserved for mobile home residence parks and mobile home subdivisions.	MH	Beige
	Transportation	Areas dedicated to vehicle, air, or rail transportation. These include existing and planned streets, planned and dedicated rights-of-way, and rail and rail facilities.	ROW	Grey
	Water	Any public waters, including lakes, rivers, and creeks.	--	Light Blue

*NOTE: All land use "groupings" except *Special Purpose* are cumulative. A land use from a less intense land use category may be permitted in a more intense category.

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Vertical Mixed Use Opt-in/Opt-out Process Meeting Minutes

Wednesday, December 13, 2006

Region XIII Education Service Center, 5701 Springdale Road

Intent: Familiarize University Hills/ Windsor Park residents and Mueller Neighborhood Coalition residents with the Vertical Mixed Use process (VMU).

Meeting summary: George Adams with the Neighborhood Planning and Zoning Department described the VMU process in detail. Copies of his presentation slides are available by request. Steve Barney with the Neighborhood Housing and Community Development Department presented information on the affordability decisions which are a part of the VMU Opt-in/Opt-out (OIOO) process. Meeting participants then asked City of Austin staff questions about the Design Standards and Mixed Use Ordinance in general, the VMU OIOO process, and affordable housing in the City of Austin as it relates to the new ordinance. Finally, University Hills and Windsor Park residents met with neighborhood planners working on their neighborhood plan to discuss the next steps in their VMU application process.

Questions and Answers:

Who will make VMU decisions for each area?

If your property falls within an area that has an approved neighborhood plan, the Neighborhood Plan Contact Team will organize the VMU application process. If there is no approved neighborhood plan for your area, all registered neighborhood associations must work jointly to complete the VMU application process.

Will all property owners and renters throughout the City of Austin be notified at the onset of the VMU OIOO process?

The City of Austin will send notice to registered neighborhood associations and neighborhood contact teams at the initiation of the VMU Opt-In/Opt-Out process and will make every effort to disseminate information regarding the process through other media outlets.

Who makes the final decision on where the VMU Overlay District incentives apply?

Each VMU application is bundled with a staff recommendation from the Neighborhood Planning & Zoning Department, and an Affordability Impact Statement from the Neighborhood Housing & Community Development Department, and is reviewed by the Planning Commission at a public hearing. The Planning Commission makes a recommendation of approval or denial for each VMU application. Then, the City Council reviews the VMU application at a public hearing, and makes a final determination as to whether the recommendations will be approved or modified.

If a neighborhood recommends that all VMU incentives are disapproved for a commercial property along a Core Transit Corridor (CTC) or a Future Core Transit Corridor

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(FCTC), can a Vertical Mixed Use building still be constructed?

If the City Council votes to approve a VMU application that restricts all VMU incentives for a certain tract along a CTC or FCTC, a Vertical Mixed Use building can still be constructed if the developer follows all prescribed procedures for construction. These procedures include a pre-application conference, design for ground-floor pedestrian-oriented commercial spaces, and affordability requirements. However, the VMU incentives including dimensional standards or "density bonuses", parking reductions, and "bonus" ground floor uses would not be applicable.

If a property in the VMU overlay has commercial or office zoning but has a residential use such as an apartment building, is a VMU building allowed?

Currently, the Design Standards and Mixed Use ordinance states that all properties within the VMU overlay that have office or commercial base zoning districts, regardless of their current uses, are parcels where a VMU building may be constructed. Neighbors and currently working with the City Council to amend this ordinance to make exceptions for properties within the VMU overlay that currently have residential uses.

Can private property owners apply to be included in the VMU overlay after the OIOO process is complete for any particular area of the City?

After the OIOO process is complete, a property owner may request VMU through the zoning process or through the Conditional Use Permit (CUP) process if the site is 3 acres or larger in size.

Through the OIOO process, can neighborhoods designate non -commercially zoned properties outside of the VMU overlay district to be candidates for the VMU overlay?

Yes.

What is the Neighborhood Housing and Community Development (NHCD) Department's view on how the VMU overlay affects opportunities for affordable housing?

NHCD is supportive of the VMU overlay because it can allow for some affordable units on parcels that would not have been able to provide any housing otherwise. The VMU overlay offers incentives for some affordable units to be built into new structures which can increase mixed income development in Austin. In other states, a housing policy known as Inclusionary Zoning is used to require some affordable units in new developments. In Texas, Inclusionary Zoning is illegal. The VMU overlay, however, is considered a "step in the right direction", but will not be the only tool needed to address Austin's affordable housing needs.

What are the affordability requirements in VMU?

For developments that utilize the dimensional standards (density bonuses) offered in VMU:

- 5% of all homeownership units must be occupied by households at or be-

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- low 80% MFI for 99 years
- 5% of all homeownership units must be occupied by households at or below 100% MFI for 99 years
- 10% of rental units must be occupied by households at or below 80% MFI for 40 years (Neighborhoods can recommend that the MFI requirement be reduced to 60% or 70% MFI during Opt-in/Opt-out as described below)
- Fee-in-lieu paid for non-residential space above the first floor, as described below.

How is the NHCD Department involved in the VMU process?

The NHCD Department is required by Council Resolution to evaluate any proposed Board, Commission, or City Council action that could have an impact on affordable housing. The department will review each neighborhood's VMU application and write an Affordability Impact Statement that will be available for neighborhoods' review prior to Council action, and will subsequently be provided to the Planning Commission and City Council.

Why is the Fiscal Year 2006 Area Median Family Income (MFI) so high?

The MFI for Travis County is \$69,000 for a household size of four. Austin's MFI is based on incomes collected from Austin's Metropolitan Statistical Area (MSA). This is a five county area comparable to other regional statistical areas in other parts of the country. The MFI for our area is calculated yearly by the U.S. Department of Housing and Urban Development.

Through the Opt-In/Opt-Out process, Neighborhood Plan Contact Teams or Associations can increase the affordability of 10% of VMU rental units per project. Does NHCD encourage neighborhoods to lower the MFI income limits from 80% to 60% throughout the City of Austin?

Many factors determine whether the VMU overlay incentives will be sufficient to outweigh the loss in profit a developer will absorb to provide affordable housing. In the absence of additional subsidies, it can be very difficult to provide 60% MFI units for new construction. In some cases, lowering the MFI from 80% to 60% may deter a developer from choosing to construct a VMU building at all. In this case, no affordable units would result and the pedestrian oriented development benefits of VMU construction would also be forgone.

How does the "Fee for Upper-Level Nonresidential Space" (Subsection 4.3.3) requirement for VMU buildings work?

As stated in the new ordinance, Subchapter E, Design Standards and Mixed Use, "The developers of VMU buildings that contain non-residential uses above the ground-floor shall pay a fee as set by the City Council for all climate-controlled nonresidential space above the ground floor." The fee per square foot of non-residential space has not yet been determined, and this fee will be established by separate ordinance. Fee

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revenue will be placed in a fund to be used to construct affordable housing in the same general area of the city as the contributing project. The City of Austin may be divided into four quadrants with IH-35 and Town Lake as borders. It is likely that housing constructed through this fund will be provided for residents with incomes lower than 60% MFI.

If the owner of an affordable unit in a VMU building begins to earn more, will they be required to vacate their home?

No. Income requirements are determined at the time a unit is sold.

Can the City of Austin participate in subsidizing the affordability of VMU units?

The Design Standards and Mixed Use Ordinance states that the City of Austin "may elect to subsidize an additional ten percent of the residential units in the building for rental purposes for residents at any level of affordability pursuant to criteria and procedures established by the Director." The procedures for how the City will subsidize units are not yet available. Possible funding sources may include existing City gap financing sources, or General Obligation Bonds, pending the completion of a legal review.

Where existing multi-family units with low rents would be replaced by VMU developments that may have higher rents or prices, can the City require "one-for-one" replacement of the demolished multi-family units?

The City of Austin is researching the issue establishing replacement requirements for existing multi-family units. However, there are no known examples of American cities with effective one-for-one replacement policies that can accommodate lower rents without substantial subsidies, except in the case of public housing. Because of the development costs and land costs of constructing new housing,, requiring one-for-one replacement without subsidy may likely be economically infeasible.

How will the long-term affordability periods for VMU units be enforced?

VMU affordability periods (99 years for homeownership and 40 years for rental) will be enforced through legal controls such as deed restrictions. In some cases, VMU units could become part of a Community Land Trust, which would establish resale restrictions and an equity-sharing methodology.

Are the income restrictions on rental units similar to rent control?

Rental rates can increase annually if the Median Family Income limits established by the U.S. Department of Housing and Urban Development increase.

In developing an Affordability Impact Statement regarding the neighborhood's Opt-in/Opt-out recommendations, will NHCD be using citywide criteria only or will the department look at the circumstances of individual neighborhoods as well?

NHCD will look at each neighborhood individually, although in the context of City goals..

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Design Guidelines for the University Hills Planning Area

Note: University Hills residents wrote the design guidelines below. They are intended to provide more specific recommendations for the design of residential and commercial structures in the University Hills Planning Area. They are not intended to supersede the City of Austin's Residential Design & Compatibility Standards (Subchapter F of Section 25-2 of the Land Development Code) or the Design Standards and Mixed Use Subchapter (Subchapter E of Section 25-2 of the Land Development Code).

University Hills would like to express its gratitude to East Riverside/Oltorf Combined Neighborhood Planning District (consisting of the Riverside, Parker Lane and Pleasant Valley planning areas) for their generosity in permitting University Hills to use many of the design guidelines listed in this section. Credit is also extended to designadvisor.org and other design websites that were the inspiration for many of these recommendations.

Introduction

It is the expressed desire of the University Hills residents to maintain and preserve the unique character of their neighborhood. This theme consistently emerged through member feedback at general meetings, workshops and zoning committee meetings since the UHWP planning process began in September 2005. The winding streets, rolling hills, the beauty of Little Walnut Creek and the "park like" feel of University Hills was expressed in many meetings as being positive aspects of the neighborhood. Stakeholders also expressed their pride for the look and quality structures of the homes in University Hills and have relied upon the restrictive covenants attached to the property in University Hills to maintain the quality feel of the residences over time. Residents also visually enjoy the different architectural designs of the neighborhood, with their various floor plans and elevations, and the mature overhanging trees as one drives down any street in the neighborhood.

It is the desire of the residents of University Hills to preserve the character of the existing single-family residential neighborhood. To promote those objectives, new construction should integrate well with existing development. Consideration of existing development should be given with respect to the height and overall size of new structures. The following specific recommendations are suggested, which pertain to the University Hills deed restrictions:

- No single family residential dwelling shall be higher than 2-1/2 stories;
- No fence, wall or hedge shall be erected, placed or altered on an lot nearer to any street than the front wall of any house;
- All residences shall have at least 25% of their exterior walls of the first floor made of stone or masonry construction.

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Another theme is that existing multifamily structures that intend to redevelop as multifamily should incorporate design qualities that are visually pleasing and integrate well within the surrounding neighborhood environment and be well managed.

A third theme is that development in primarily non-residential corridors, in particular the stretch of Hwy 290 from IH-35 to Ed Bluestein Blvd, Ed Bluestein Blvd between Hwy 290 and Loyola Lane, and the stretch of Manor Road between Ed Bluestein Blvd and Northeast Drive should be redeveloped in such a way that makes the entry to Austin from the east a more inviting and beautiful area. Toward that goal, the following is suggested on all new developments and all redevelopments on the above listed roadways:

- Provide landscaping options for visual pleasure and comfort of the street's patrons;
- Use site planning and architectural elements to make the redeveloped site fully part of the community.

Stakeholders expressed concerns for the look of many of the commercial sites adjoining the neighborhood and often feel unsafe frequenting many of the businesses that are surrounded by barbed wire, trash and other debris. Some of the restaurants in the area spew excessive steam and grease into the atmosphere that prevents many stakeholders from doing business with them and surrounding businesses. Many of the commercial parking lots are not well designed and are unsafe to pedestrians.

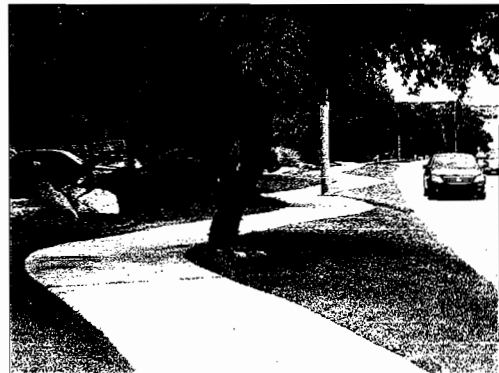
Developers and property owners are strongly encouraged to work with the residents who live in surrounding neighborhoods to create superior projects that that can be mutually supported.

Non-Residential Design Guidelines (e.g., Commercial, Office, Mixed Use)

Urban Design Goal 1: Create interesting, lively, inviting, attractive, safe and comfortable non-residential environments that will encourage walking, biking and transit use and be appealing to passing motorists.

Sidewalk Areas –

- Sidewalks should be wide and continuous, with winding or non-linear pedestrian paths preferred (*Note: The Design Standards and Mixed Use (DSMU) of the Land Development Code designates Manor Road in University Hills as an Urban Roadway,*



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which would require a 12 foot minimum sidewalk width).

- Sidewalks should provide a wide green area (along very busy roadways, 20 feet is recommended) with low landscaping to buffer pedestrians from motorists; shade trees should be situated closer to the interior edge of the sidewalk for pedestrians to enjoy as they shop.
- Curb cuts along the sidewalk should be minimized so there is less opportunity for the interruption of pedestrian activity.
- Lighting and signage along the sidewalk and in public areas should be at a pedestrian level. Signage should be oriented to the pedestrian and readable from the sidewalk and preferably mounted on buildings or building awnings rather than on separate or detached structures (e.g. pole mounted signage); it should not dominate the landscape.
- Bus shelters should provide shading and protection from inclement weather, seating, and lighting for visibility and safety.

Buildings -

- Buildings should be pedestrian-oriented with storefronts close to the street, both in the front and on the sides to have direct access from sidewalks, except where there is a desire for out-



Example of extensive landscape adjacent to sidewalk



Example of mounted sign



Example of pedestrian-oriented building design

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door seating areas or markets. (Note: The DSMU Subchapter would require a minimum of 40% building frontage to be adjacent to the street along Manor Road).

- Ground floor windows should promote visibility to store interiors and buildings should include awnings to provide additional relief from sun and rain (Note: The DSMU Subchapter requires at least 40% of wall area between two and ten feet above grade to consist of window glazing) .
- Buildings should be constructed at a human scale; to avoid a "canyoning effect", stepped-back building heights are preferable.
- A diversity of building heights and dividing and/or recessing building facades can be incorporated into the design to avoid a solid wall effect and reduce the overwhelming size of large buildings.

Public Areas -

- Public spaces that promote civic activities such as small music events or market squares are encouraged. These areas could include open plazas, seating areas, shading, landscaping and art.

Aesthetics and art -

- Mechanical equipment, utility boxes, trash disposal units, cluster mail boxes and loading docks should be placed and/or located out of sight from the street and/or screened from public view.
- The integration of public art into commercial architecture is encouraged in building design and in public spaces.
- Landscaped traffic islands and traffic circles are desired to not only make a more attractive roadway environment, but to also facilitate pedestrian crossings and automobile circulation.



Mural in the parking lot of the Tres Amigos Restaurant on Hwy 290

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Urban Design Goal 2: Create convenient and accessible parking areas that do not dominate the environment and provide safe interaction between vehicles and pedestrians.

- Walkways should provide interior as well as cross-traffic connections and be protected from automobile traffic.
- The creative placement of automobile parking should be explored, with the ideal situation of lots and garages behind, above or below the main buildings.
- There should be a convenient place to park bicycles close to the main entrance each building.
- Shared parking that would connect adjacent businesses is encouraged; this would minimize the number of curb cuts necessary and improve overall traffic circulation and efficiency.
- Where right-of-way is wide enough, parallel parking on the street is encouraged to help calm traffic and buffer pedestrians from autos.
- Side lot parking should be screened from public view with a low hedge, wall or fence that still allows for security surveillance.
- Partnerships among businesses are encouraged so that there is a unified approach toward service delivery issues. The creation of a shared commercial delivery strip, or service area that is out of public view and does not interfere with the activity on the street and sidewalk is preferred.

Single-Family Residential Guidelines

Urban Design Goal 3: Encourage urban design strategies for single-family neighborhoods that preserve, complement and enhance existing character.

Design Characteristics –

- New single-family construction should mimic existing architecture. Building heights, construction materials and architectural details should enhance the existing character of the neighborhood and not violate any restrictive covenants associated with the property.
- Front doors and minimum of two ground floor windows should be oriented towards the street to promote “eyes on the street.”

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- Duplex structures should have at least one framed entrance that faces the street and should reflect the scale, height and appearance of homes around them.
- Mechanical equipment (air conditioners, electric and gas meters, etc.) and garbage cans 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.
- Exterior building and site lighting should be unobtrusive and not illuminate neighboring properties.
- Utilize the Green Building Checklist whenever possible. Use local materials, maintain efficient heating and cooling systems and consider consulting a green building professional for structural details and site plans. See the CoA's Green Building Program for more information (<http://www.ci.austin.tx.us/greenbuilder>).



University Hills residence

Landscaping -

- Provide ample space in side and front yards for trees, landscaping or open space. 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. Use native and drought-tolerant plant species to the greatest extent possible to minimize water consumption.
- Front yards are usually a green landscaped area with minimal impervious paving for a driveway. If larger areas of parking are needed, they should be located behind the house as long as the impervious cover limit is not exceeded. By ordinance, front and side yard parking are not allowed in the Planning Area.

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Multifamily Residential Guidelines

Urban Design Goal 4: Promote multifamily structures that relate well to the surrounding environment, utilize a variety of building forms, have a thoughtful parking scheme, provide public open space and include a variety of appropriate landscaping features.

Building Shape -

- Relate the height of the new structure to that of adjacent structures and those of the immediate neighborhood. Avoid new construction that varies greatly in height from other buildings in the area, except where the local plan calls for redeveloping the whole area at much greater height and density. To the extent feasible, relate individual floor-to-floor heights to those of neighboring buildings. In particular, consider how the first floor level relates to the street and whether this is consistent with the first floors in neighboring buildings.
- Relate the size and bulk of the new structure to the average scale of other buildings in the immediate vicinity.
- Consider utilizing a variety of building forms and roof shapes rather than box-like forms with large, unvaried roofs. Consider how the building can be efficiently manipulated to create clusters of units, including variations in height, setback and roof shape. Make sure various forms and shapes work together to create a coherent whole. (www.designadvisor.org)

Building Appearance -

- Avoid creating a building that looks strange or out of place in its neighborhood. Consider a building image that fits in with the image of good quality middle-income housing in the community where the project is located.
- Consider providing as much visual and architectural complexity as possible to the building's appearance while maintaining a hierarchy of scale and unified overall form. Consider breaking a large building into smaller units or clusters. Consider variations in height, color, setback, materials, texture, trim, and roof shape. Consider variations in the shape and placement of windows, balconies and other façade elements. Consider using landscape elements to add variety and differentiate units from each other.
- Maximize window number and size to enhance views and make spaces feel larger and lighter. Use standard size windows, but consider varying where and how they are used. Consider ways to screen and physically separate

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ground floor windows form walkways – through screens or plantings – to provide privacy.

- Pay careful attention to the design and detailing of front doors. Consider what the front doors convey about the quality of the project and its residents. To the extent possible, respect the placement and detailing of good quality front doors in neighboring homes.
- Relate the character of the new building façade to the facades of similar, good quality buildings in the surrounding neighborhood or region. Horizontal buildings can be made to relate to more vertical adjacent structures by breaking the façade into smaller components that individually appear more vertical. Avoid strongly horizontal or vertical façade expression unless compatible with the character of the majority of the structures in the immediate area.

Building Layout -

- Provide as many private, ground level entries to individual units as possible. Ensure that all building entries are prominent and visible and create a sense that the user is transitioning from a public to a semi-private area. Avoid side entries and those that are not visually defined. At all entries consider issues of shelter, security, lighting, durability, and identity. For apartment buildings, allow visual access to stairs and elevators from the lobby. For buildings with clustered and individual unit entries, consider providing small “porch” areas that residents can personalize with plants, seasonal decorations, etc. Limit “shared entries” to the smallest number of households possible, eight maximum. Consider providing some form of storage – for strollers, bikes, etc. – at or close to all main entries.
- Consider ease of visual and physical surveillance by the residents of areas such as the street, the main entrances to the site and the building, children’s play areas, public open space and parking areas. Consider locating windows from actively used rooms such as kitchens and living rooms so that they look onto key areas. Also consider containing open spaces within the building layout and using the selection and layout of plant materials to enhance, rather than hinder, surveillance and security. Consider specified design strategies to maximize the security of the building, including adequate lighting, lockable gates and doors at all entrances to the site and the buildings, and video cameras with monitors. See also information on Crime Prevention Through Environmental Design (CPTED, <http://www.cptedontario.ca/>)

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Landscaping -

- Good landscaping is critical to the quality of any project. Consider how landscaping and planting will be handled from the very beginning of the design process. Avoid considering landscaping as “extra” that can be added in at the end of the project or, worse, eliminated in the name of cost control.
- Provide as rich a variety of plantings – trees, shrubs, roundcover, and grass areas – as possible. Anticipate mature sizes and avoid crowding trees, shrubs and buildings. Use hardy, native species of trees and plants that are well suited to the project location and are easy to water and maintain. (www.designadvisor.org)
- Recognize that some paved area will be necessary in family housing to facilitate children’s play. However, large, empty paved areas should be avoided. Use alternate landscape approaches – plantings, play equipment, outdoor furniture, trees and grass – to break these areas up into smaller functional units.
- Outdoor seating should be an integral part of any landscape plan and should be thoughtfully designed and located. Avoid simply scattering seats at random through the site. Consider how the seating is oriented with respect to the sun and breezes and whether it needs protection from rain or wind.

Parking –

- Avoid letting garages, driveways and parking lots dominate the streetscape. Consider placing them at the rear or side of the site to allow a majority of dwelling units to “front on” the street. Consider planting trees and shrubs to soften the overall impact of parking areas and to provide shade and noise reduction. At buildings with parking garages, avoid large areas of blank wall facing the street.
- Provide locations for parking that minimize walking distance between dwelling units and cars and that allow for casual surveillance of cars from a number of different units. Avoid remote parking. Avoid large lots. Consider breaking them into multiple, smaller lots to enhance safety and accessibility and minimize the aesthetic impact of large, unbroken rows of cars. Locate handicapped and elderly parking with immediate access to their respective units. Provide pleasant areas for residents to wait for rides or public transportation.

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WATERSHED PROTECTION - The Smart Site Practices For Redevelopment and Infill Projects

Source: Consensus Document of the National Redevelopment Roundtable. October 2001. Center for Watershed Protection.

About the Center for Watershed Protection: Founded in 1992, the Center for Watershed Protection (CWP) is a non-membership, nonprofit 501(c)3 corporation dedicated to providing objective and scientifically sound information on effective tools and techniques for watershed planning, protection and restoration. CWP implements this mission in several ways, including providing technical assistance to federal and local governments as well as non-profits and other organizations. For more information on the CWP and current projects, visit the Center's websites at www.cwp.org and www.stormwatercenter.net.

NOTE: *The practices described below are encouraged for thoughtful development in the University Hills planning area that respects the constraints of the site and minimizes stormwater runoff from the site. They are not intended to supersede any existing City of Austin development regulations.*

Practice #1: Redevelopment and infill planning should include environmental site assessments that protect existing natural resources and identify opportunities for restoration where feasible.

Rationale: Requirements under existing brownfields and Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) legislation, as well as bank purchase and loan requirements, help to mitigate the impact of some pollution sites by requiring basic site history investigation and surface soil and water testing and cleanup. A more thorough environmental site assessment, which includes the production of a base map that outlines existing buildings, transportation networks, utilities, floodplains, wetlands, streams, and other natural features, can help address existing environmental constraints and highlight opportunities for restoration and reclamation at a site.

Practice #2: Sites should be designed to utilize impervious cover efficiently and to minimize stormwater runoff. Where possible, the amount of impervious cover should be reduced or kept the same. In situations where impervious cover does increase, sites should be designed to improve the quality of stormwater runoff at

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the site or in the local watershed.

Rationale: The amount of impervious cover is known to have a direct impact on annual runoff volume, and consequently affects annual pollutant loads, flooding frequency, stream channel degradation, and a host of other impacts. Some of these impacts can be mitigated by making efficient use of the existing impervious cover and reducing or keeping it the same when possible. Managing stormwater runoff can also help to reduce these impacts.

Practice #3: Plan and design sites to preserve naturally vegetated areas and to encourage revegetation, soil restoration and the utilization of native or non-invasive plants where feasible.

Rationale: Remaining natural areas have particular value in the urban environment, but are also strongly influenced by adjacent uses. Often found in small fragments, these areas can also suffer from poor quality soils, invasive plant species, dumping and extensive alteration by past development. Collecting and mapping natural features, working toward preserving these areas in a consolidated manner, and evaluating the site for potential stormwater management, revegetation, and passive recreational benefits can provide both environmental, economic and aesthetic benefits.

Practice #4: Establish mechanisms to guarantee long term management and maintenance of all vegetated areas.

Rationale: Guaranteed long-term management, financing and maintenance plans can assure continuous enjoyment and function of vegetated areas over the long run. Innovative partnerships, conservation easements, or donations to land trusts can help land owners ensure that intensively used vegetated areas on urban lands are actively kept up.

Practice #5: Manage rooftop runoff through storage, reuse, and/or redirection to pervious surfaces for stormwater management and other environmental benefits.

Rationale: Reducing the runoff generated from urban rooftops can reduce pollutant loads, flooding, channel erosion, and many other stream impacts. In addition, many rooftop runoff management practices can help conserve water and improve aesthetics. Examples of rooftop runoff management techniques include green rooftops, rooftop gardens, rain barrels and downspout disconnection. The design, slope and architecture of rooftops can reduce the volume of rooftop runoff as well.

Practice #6: Parking lots, especially surface lots, should be minimized and designed to reduce, store and treat stormwater runoff. Where site limitations or other constraints

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prevent full management of parking lot runoff, designers should target high use areas first.

Rationale: While adequate parking is often considered a critical ingredient to the success of most infill and redevelopment projects, parking lots are often one of the greatest sources of stormwater runoff. In addition, many older parking lots that are being redeveloped were designed with little regard to landscaping, actual parking demand, or effective stormwater treatment. Some of the techniques that can be utilized for managing parking lot runoff include making parking lots incrementally smaller, providing more functional landscaping, and where possible, treating the quality of stormwater runoff.

Practice #7: Utilize a combination of Better Site Design techniques with infill projects to minimize stormwater runoff and maximize vegetated areas.

Rationale: Many single lot or small multi-lot infill projects contribute to "impervious creep," which is defined as the increase in impervious cover seen over time in highly developed areas. On-site improvements, such as house additions, expanded driveways, new housing, and sidewalks all contribute to impervious creep. Typically, there are few or no requirements to manage stormwater runoff or preserve or restore natural features associated with these small and incremental projects. Better Site Design refers to a design approach that seeks to reduce the amount of impervious cover associated with development, increase the natural lands set aside for conservation, use pervious areas for more effective stormwater treatment, and achieve a marketable, cost-effective product. Better Site Design consists of a series of benchmarks that fall under three categories: parking lot and street design, lot development, and natural areas conservation. Many of these benchmarks are applicable to infill development that can be described as: 1) single lot or small multi-lot infill (up to 3 lots) and 2) larger infill subdivisions (10 to 30 lots). While infill development occurs on smaller lot sizes (10,000 square feet or less), it is often still possible to effectively cluster lots to provide more open space and reduce impervious cover.

Practice #8: Utilize proper storage, handling and site design techniques to avoid the contact of pollutants with stormwater runoff.

Rationale: Opportunities exist to improve water quality by preventing contact of rainfall with pollutant sources stored or handled at the site of redevelopment and infill projects. Controlling pollutants at the site (source control) is usually the simplest and most cost-effective way to reduce stormwater pollution at many commercial sites. Source control measures include: 1) proper handling and storage of pollutants and 2) site design practices. Handling and storage practices focus on the storage of materials and vehicles in outdoor areas, while site design practices include designing better loading docks, covering materials stored outdoors, and containing dumpsters and fueling ar-

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eas. Other source control opportunities exist at fleet parking areas, outdoor maintenance areas, landscaping areas and above ground storage tanks.

Practice #9: Design the streetscape to minimize, capture and reuse stormwater runoff. Where possible, provide planting spaces to promote the growth of healthy street trees while capturing and treating stormwater runoff. In arid climates, xeriscapes should be used to achieve similar benefits.

Rationale: With proper design and consideration, the interface between the street, sidewalk and other structures, known as the streetscape, can provide opportunities to manage stormwater runoff while providing many other environmental and aesthetic benefits. For example, streets can be made more narrow, and landscaped areas and/or trees can be incorporated into the street front and created so that they function to treat stormwater runoff. In addition, when tree pits are provided along with adequate soil and rooting space, street trees can provide additional stormwater capture and other numerous environmental benefits. Alternatively, xeriscaping (the practice of landscaping to conserve water) can be an important tool in more arid climates.

Practice #10: Design courtyards, plazas, and amenity open space to store, filter or treat rainfall.

Rationale: Much of the open space found in redevelopment and infill projects consists of hard surfaces that are impervious to rainfall. Using creative site plans, these courtyards, plazas, and other hard open spaces can be designed to store, filter and treat rainfall. Examples include the use of alternative pavers, bioretention areas, and planting boxes.

Practice #11: Design sites to maximize transportation choices in order to reduce pollution and improve air and water quality.

Rationale: Designing redevelopment and infill sites to increase connections to adjacent land uses, parks and public spaces through non-automotive related transportation choices (bike paths, pedestrian walkways, etc.) can improve environmental quality. Sites should also seek to provide links to mass transit when available, and provide commuter amenities such as bus shelters or bike racks. In addition, site designers may also wish to explore alternate pathway options for pedestrian movement, rather than the traditional sidewalk on both sides of the street.

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IMPERVIOUS COVER INFORMATION FOR UHWP PLANNING AREA

At the July 26 and October 14, 2006 planning meetings, UHWP stakeholders considered which Special Use Infill Options would be appropriate for their neighborhoods. Zoning Committee members and NPZD staff used the information gathered at the planning meetings to make recommendations on infill options for the UHWP planning area (listed on Page 40).

Several Zoning Committee members were concerned about how additional residential density, specifically the Urban Home and Cottage Lot infill options, would affect the character of their neighborhood. The Urban Home and Cottage Lot infill options reduce the minimum lot size in the planning area to allow additional small homes to be constructed. Other Committee members were concerned about how potential increases in impervious cover from implementation of these infill options could affect drainage and stormwater runoff in the planning area and nearby. They expressed that computer modeling should be used to calculate the effects of increased impervious cover on levels of storm water runoff, erosion, and the water quality of urban creeks.

The City of Austin does not currently model stormwater capacity by neighborhood or predict how extensive infill development may affect creeks and infrastructure. The Watershed Protection and Development Review (WPDR) Department depends largely on calls from residents to determine the highest priority areas for upgrading stormwater systems.

UHWP planning staff coordinated with WPDR specialists to collect data on existing levels of impervious cover in the planning area. The data listed on the opposing page is based on current base zoning districts in the planning area and does not estimate how impervious cover levels may change as land uses and zoning changes over time.

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University-Windsor Park Neighborhood Planning Areas Impervious Cover by Zoning (Data Courtesy of WPDR)

Zoning Type		Area (acres)		IC Pct.*		Pct. of Area	
		Total	IC	Actual	Max	Total	IC
AV	Aviation Services	0.0	0.0	0%	NA	0%	0%
CS	Commercial Services	106.5	75.3	71%	95%	5%	9%
CS-1	Commercial-Liquor Sales	9.4	7.8	83%	95%	0%	1%
CS-CO	Commercial Services	7.7	1.7	22%	95%	0%	0%
CS-MU-CO	Commercial Services	1.0	0.1	15%	95%	0%	0%
GO	General Office	7.8	6.2	80%	80%	0%	1%
GR	Community Commercial	153.0	93.4	61%	90%	7%	11%
GR-CO	Community Commercial	6.8	3.0	44%	90%	0%	0%
I-SF-3	Family Residence	4.9	0.0	0%	45%	0%	0%
LI	Limited Industrial Services	25.6	1.2	5%	80%	1%	0%
LI-CO	Limited Industrial Services	1.9	0.0	0%	80%	0%	0%
LO	Limited Office	12.7	6.0	47%	70%	1%	1%
LO-CO	Limited Office	5.0	0.1	2%	70%	0%	0%
LR	Neighborhood Commercial	15.4	5.9	38%	80%	1%	1%
LR-CO	Neighborhood Commercial	1.9	1.1	59%	80%	0%	0%
MF-2	MFR - Low Density	52.5	22.5	43%	60%	2%	3%
MF-3	MFR - Medium Density	40.4	22.0	55%	65%	2%	3%
MF-3-CO	MFR - Medium Density	0.6	0.6	87%	65%	0%	0%
MF-3-CO-N	MFR - Medium Density	0.0	0.0	0%	65%	0%	0%
MF-4	MFR - Moderate-High Density	20.6	12.8	62%	70%	1%	2%
NO-CO	Neighborhood Office	8.6	2.2	26%	60%	0%	0%
P	Public District	65.4	6.3	10%	NA	3%	1%
P-NP	Public District	0.0	0.0	0%	NA	0%	0%
PUD	ERROR	0.0	0.0	0%	NA	0%	0%
ROW	ERROR	470.1	287.0	61%	NA	21%	34%
RR	Rural Residence District	0.3	0.0	0%	25%	0%	0%
SF-2	SFR - Standard Lot	425.0	96.6	23%	45%	19%	12%
SF-3	Family Residence	807.9	187.2	23%	45%	36%	22%
SF-6	Townhouse & Condominium F	0.4	0.0	2%	55%	0%	0%
Totals		2,251.4	839.0	37%		100%	100%

* Does NOT include estimates of sidewalks and driveways.

Summary

Single Family Residential	1,238.5	283.8	23%	45%	55%	34%
Multifamily Residential	114.2	57.9	51%	64%	5%	7%
Commercial	301.6	188.3	62%	91%	13%	22%
Office	34.2	14.5	43%	70%	2%	2%
Industrial	27.5	1.2	4%	80%	1%	0%
Public District	65.4	6.3	10%	NA	3%	1%
Aviation	0.0	0.0	0%	NA	0%	0%
PUD	0.0	0.0	0%	NA	0%	0%
Roads/Right of Way	470.1	287.0	61%	NA	21%	34%
Totals	2,251.4	839.0	37%		100%	100%

**University-Windsor Park Neighborhood Planning Areas
Impervious Cover by Neighborhood Plan**

N'hood Plan Area	Area (acres)		IC Pct.	Pct. of Area	
	Total	IC		Total	IC
University Hills	726.0	217.8	30%	32%	26%
Windsor Park	1,524.5	620.4	41%	68%	74%
Totals	2,250.5	838.2	37%	100%	100%

**University-Windsor Park Neighborhood Planning Areas
Impervious Cover by Land Use**

LU2003	Description	Area (acres)		IC Pct.*	Pct. of Area	
		Total	IC		Total	IC
100	Single Family	995.4	317.7	32%	44%	34%
113	Mobile Homes	1.3	0.1	9%	0%	0%
150	Duplexes	56.3	13.6	32%	3%	1%
210	Three/Fourplex	9.7	3.5	36%	0%	0%
220	Apartment/Condo	131.8	87.2	66%	6%	9%
300	Commercial	159.3	120.0	75%	7%	13%
400	Office	46.5	25.6	55%	2%	3%
520	Warehousing	3.9	3.3	84%	0%	0%
530	Miscellaneous Industrial	0.5	0.2	50%	0%	0%
630	Government Services	0.6	0.3	61%	0%	0%
640	Educational	47.3	17.0	36%	2%	2%
650	Meeting and Assembly	74.4	28.6	38%	3%	3%
680	Cultural Services	1.9	0.6	31%	0%	0%
710	Parks/Greenbelts	71.8	4.9	7%	3%	1%
820	Transportation Facilities	2.4	1.7	70%	0%	0%
850	Parking	6.4	4.6	73%	0%	1%
860	Streets and Roads	472.8	289.6	61%	21%	31%
870	Utilities	2.7	0.3	12%	0%	0%
900	Undeveloped	163.3	2.3	1%	7%	0%
Totals		2,248.0	921.3	41%	100%	100%

* Includes estimates of sidewalks and driveways.

Summary

Single Family Residential	1,053.0	331.5	32%	47%	36%
MFR, Com, Office, Other Urban	475.6	286.3	60%	21%	31%
Open Space, Parks	71.8	4.9	7%	3%	1%
Roads & Utilities	484.2	296.3	61%	22%	32%
Undeveloped & Water	163.3	2.3	1%	7%	0%
Totals	2,248.0	921.3	41%	100%	100%

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ASSISTED LIVING FACILITY ("GROUP HOME") INFORMATION

Staff invited the following State of Texas representatives to give information and answer questions regarding concern with varying aspects of assisted living facilities located in the University Hills/Windsor Park Neighborhood Planning Area:

Mike Maples; Department of State Health Services; Mental Health Substance Abuse Division

The DSHS Mental Health Substance Abuse Division contracts with treatment providers, including the State Hospital, the Austin Travis County Mental Health Mental Retardation Center (MHMR), and private entities. His Division assists clients with finding housing in the community in order to integrate into society effectively. Many individuals with mental health disorders and/or substance abuse problems do not wish to receive treatment and as a result experience homelessness. Many of his clients are identified through APD complaints.

Penny Steele; Executive Director, Texas Department of Aging and Disability Services (DADS)

Dotty Acosta; Program Specialist, Regulatory Services; Texas Department of Aging and Disability Services

(The following information was summarized from the DADS 2005 Reference Guide)

The DADS regulates and certifies all long-term care facilities/agencies in Texas that meet the definition of nursing homes, assisted living facilities, adult day care facilities, privately owned intermediate care facilities for persons with mental retardation or related condition and home and community support services agencies.

The DADS survey teams conduct licensing and certification surveys routinely to determine entities' compliance with all applicable state and federal regulations. Survey teams determine if providers are meeting minimum standards and requirements for service, look for conditions that may jeopardize health and safety, and identify areas of deficient practice. When deficiencies are identified and cited, regional survey staff monitor the provider's plan of correction to ensure that the provider complies with state and federal requirements. They also respond to complaints and pursue enforcement actions against facilities/agencies cited for non-compliance with regulations. They also provide information and release records to the public.

Consumer Rights and Complaints: 1-800-252-9240 Call DADS if you suspect there is a management or certification issue with an assisted living facility in your area. This number is answered locally. Each complaint is investigated by a DADS survey team. 8-5 p.m. Mon-Fri.

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Texas Ombudsman Program: 1-800-252-2412 Call a Long-Term Care (LTC) Ombudsman if you have concerns about the care a resident of an assisted living or nursing home is receiving. LTC Ombudsmen also address concerns about the management/owners of these facilities and can give information on residents' rights.

Allison Taylor; Executive Director; Department of State Health Services; Council on Sex Offender Treatment

The Council on Sex Offender Treatment advocates for victims of sexual assault and manages the sexually violent predator population after conviction. They set standards for sex offenders in order to increase public safety. They use a "containment model" which includes law enforcement officials, supervision officers, sexual assault prevention programs, victim advocates and victim assistance agencies, and treatment providers. They also use global positioning satellite and radio monitoring, child safety zones, registration, and community notification to protect the public.

For more information on sex offenders contact CSOT- Department of State Health Services: allison.taylor@dshs.state.tx.us. Phone: 512-834-4530. <http://www.dshs.state.tx.us/scot/default.shtm>

MEETING NOTES AND DISCUSSION POINTS

1. Several meeting participants find that there are single family structures operating as group homes without licenses in the planning area. Private homeowners can rent rooms to individuals with mental disorders or substance abuse problems. These businesses are called "Board and Care homes". It is legal to rent rooms as long as there are less than four unrelated adults needing supervision in any one single-family structure. (MHMR) It is legal to house up to six individuals who are not a family in a single family structure. There is a minimum square footage requirement for each person living in a residence. (City of Austin Land Use Code)
 - **If you suspect there is a home that should be licensed as an assisted living facility that is not currently licensed call DADS at 1-800-252-9240.**
 - **If you want to report public behavior problems of an assisted living facility resident call MHMR at 512-447-4141.**
 - **If you suspect exploitation, financial or physical mistreatment, of a resident of an assisted living facility call the Department of Family and Protective Services (Adult Protective Services) 1-800-252-5400.**

ALWAYS CALL 911 IF YOU WITNESS ILLEGAL OR DANGEROUS ACTIVITY.
2. Some meeting participants received notification of sex offenders living in their area. *There are no residential facilities for sex offenders located in residential areas in*

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Travis County. All residential facilities for sex offenders (e.g., halfway houses) in Travis County are work release jails. (CSOT) However, a sex offender who is no longer on parole and/or probation may rent a room or purchase a home wherever they choose in the community. Notice of their location may occur.

3. There is interest in organizing and coordinating neighborhood planning participants and neighborhood association members to address concerns regarding homes that may be operating illegally and the public behavior of their residents. Further discussion on this initiative is intended and may include research on whether there is a higher than average number of assisted living facilities in the UHWP planning area, and if so, why these treatment providers are locating in the planning area. Meeting participants also plan to consider inviting owners/directors of facilities to a meeting and/or representatives from MHMR.
4. Meeting participants agree that further action needs to be taken regarding these concerns and more information needs to be available on these issues.
5. There is interest in creating a directory or registry of assisted living facilities and nursing homes within the planning area or city-wide. DADS currently maintains a listing of licensed homes on their website, www.dads.state.tx.us.

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PARKLAND ACQUISITION WISH LIST

One vision of the UHWP Neighborhood Plan is to increase opportunities for physical recreation and health through the provision of additional parkland. This community need is apparent in the neighborhood; many open spaces are utilized informally for recreation. For example, soccer players use the grassy area behind the Windsor Village Shopping Center, others use the running track at Pearce Middle School in the evenings. The map and the associated chart include a list of potential locations for new parks in the planning area.

University Hills/ Windsor Park Neighborhood Plan



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Parkland Acquisition Site Recommendations		
	Location	Comments
P1	Patton Lane, north side	This site is located within one mile of the residences located between Cameron Road & IH-35
P2	SE corner of Windsor Village Shopping Center	Residents use this vacant site often for pick-up soccer games and other activities.
P3	Wheless Lane near Gaston Place	
P4	Gaston Place/ Sutherlin	At the time of writing this plan, the development of several single family dwellings was proposed on this lot.
P5	Wooded Bristol Tracts area	
P6	Turner Tract area	Provide some greenspace accessible to the public (partner with private owner).
P7	Duplex east of Dottie Jordan Park	Use structure as a senior center or community resource center.
P7	Property on Loyola adjacent to the University Hills Library	Parkland Dedication fees from new residential development in the planning area could be used to acquire this site for parkland. It could also be used for any potential expansion of the University Hills Branch Library.
P8	AIISD property	Parkland Dedication fees from new residential development in the planning area could be used to acquire this site for parkland.
P9	Along the south bank of Tannehill Creek from Berkman Drive to Cameron Road	Conduct any necessary analysis to determine the feasibility of a greenbelt along Tannehill Creek. If a greenbelt is feasible, work with the community to acquire easements to facilitate the construction of a trail.
P10	Along the banks of Little Walnut Creek	Research the feasibility of connecting the portion of Little Walnut Creek that traverses through the UHWP planning area to the Big Walnut Creek trail system. Ensure that a greenbelt does not disturb the residents of the adjacent homes along the creek.
P11	Along the banks of Tannehill Creek south of 51st Street east to Morris Williams Golf Course	Support future study to link Mueller trails and potential Tannehill Creek greenbelt trails in the UHWP planning area to portions of Tannehill Creek near Pecan Springs and finally Morris Williams Municipal Golf Course.
P12	Property north of Lancaster Street on Broadmoor (gives access to Tannehill Creek).	Allow pedestrian access from Lancaster Street north across Tannehill Creek to Broadmoor (Windsor Park neighborhood)– purchase property or acquire public access easement.

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CROSSWALKS

At various neighborhood planning meetings, stakeholders described potential locations for new crosswalks. NPZD staff has submitted citizen request forms for the following locations, and the list below includes comments from Public Works about implementation of these crosswalk recommendations. Public Works staff is currently investigating these requests, and their comments are described below. The following locations are listed on the Transportation Map on page 103. Additionally, residents can call 311 and report where a new crosswalk is needed or an existing crosswalk needs repair. This information is forwarded to the Public Works Department through a "citizen request form" that describes the citizen's concern. After receiving this information, Public Works staff conducts a site visit to determine the condition of the crosswalk and the appropriate action to respond to the request.

- C1 Cameron Road at City Market
 - A crosswalk can only be installed at the existing traffic signal at the south frontage road of Hwy 290. Curb ramps are currently in place.
- C2 Cameron Road and Reinli/Northridge
 - Public Works observations indicated minimal pedestrian volumes at this intersection, therefore, a crosswalk will not be constructed in the near future from adoption of this plan.
- C3 Cameron Road and Corona
- C4 Berkman Drive entrance to Randalls grocery store
 - When Berkman is proposed to be resurfaced, the striping can be modified to provide a short northbound left turn bay into the shopping center. This would keep a northbound left-turning vehicle from blocking the northbound through traffic.
- C5 Berkman Drive and Wheless
- C6 Berkman Drive and 51st Street
 - Crosswalks can be installed after sidewalk and curb ramps are installed on the south side of 51st. Curb ramps will also need to be installed on the North side of 51st Street.
- C7 51st Street at Tilley (To connect planned Bartholomew Park trail with Mueller/Rathgeber Hike and Bike Trail systems). **Implementation Note:** Catellus plans to install a traffic light along with a crosswalk at this particular intersection once Tilley street opens.
- C8 Northeast Drive at Willamette

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Status of Capital Improvement Projects and WPDR Field Projects in the UHWP Planning Area
April 2007

Tannehill		Fort Branch		Little Walnut	
Description	Status	Description	Status	Description	Status
Creek Erosion - Tannehill Creek-Bartholomew Park Channel Restoration -The reach of Tannehill Branch from E. 51st Street to the outlet of the Bartholomew Park Detention Pond (1,500 LF) was reconstructed using natural channel design techniques. The construction process repaired the streambank erosion and replaced the failing gabion drop structure in Bartholomew Park. techniques	Project is complete, warranty phase has ended.	Creek Flooding - Undersized culvert at 51st to be upgraded	Creek Flood Control Project scheduled for completion in the 2012-2013 timeframe.	Erosion Complaint - 6613 Auburndale	Owner declined buyout offer
Creek Flooding Complaints - Tannehill Creek from Helen St to 51st Street Flood Control Project. Homes in this area experienced flooding in Nov 2004 storm event. Culverts overtopped at Helen and Bennett.	Creek Flood Control Project scheduled to begin preliminary engineering in 2012-2013 timeframe.	Creek Flooding along Greenbrook to Glencrest; proposed project to look at upgrading culverts in this area	Creek Flood Control Project scheduled for completion in the 2010-2013 timeframe.	Erosion Complaint - 66- to 66-Auburndale	City purchased five homes threatened by erosion
		Localized Flooding Fort Branch Wellington Drive Storm Drain Improvements	Localized Flood Control Project scheduled to begin preliminary engineering in 2013 timeframe.	Erosion Complaint 6313,6314,6315,6317 and 6319 Bridgewater Drive	City purchased five homes threatened by erosion

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					Erosion Complaint 6411 Bridgewater	City purchased a portion of this property threatened by erosion
					Erosion Complaint 6421 Bridgewater	City purchased this home threatened by erosion
					Erosion Complaint 6313-6421 Bridgewater Drive Numerous homes and yards threatened by erosion	City reconstructed 800 linear feet of streambank along Bridgewater Drive extending downstream to Waynesburg Cove
					Erosion Complaint - 3003 Loyola Ln- Retaining wall failed threatening residences;	City constructed 350 LF of streambank providing protection to 3 homes.
					Localized Flooding - Little Walnut Creek Loyola Ln @ Tulane Dr Storm Drain Improvements	Localized Flood Control Project scheduled to begin preliminary engineering in 2012- 2013 timeframe.