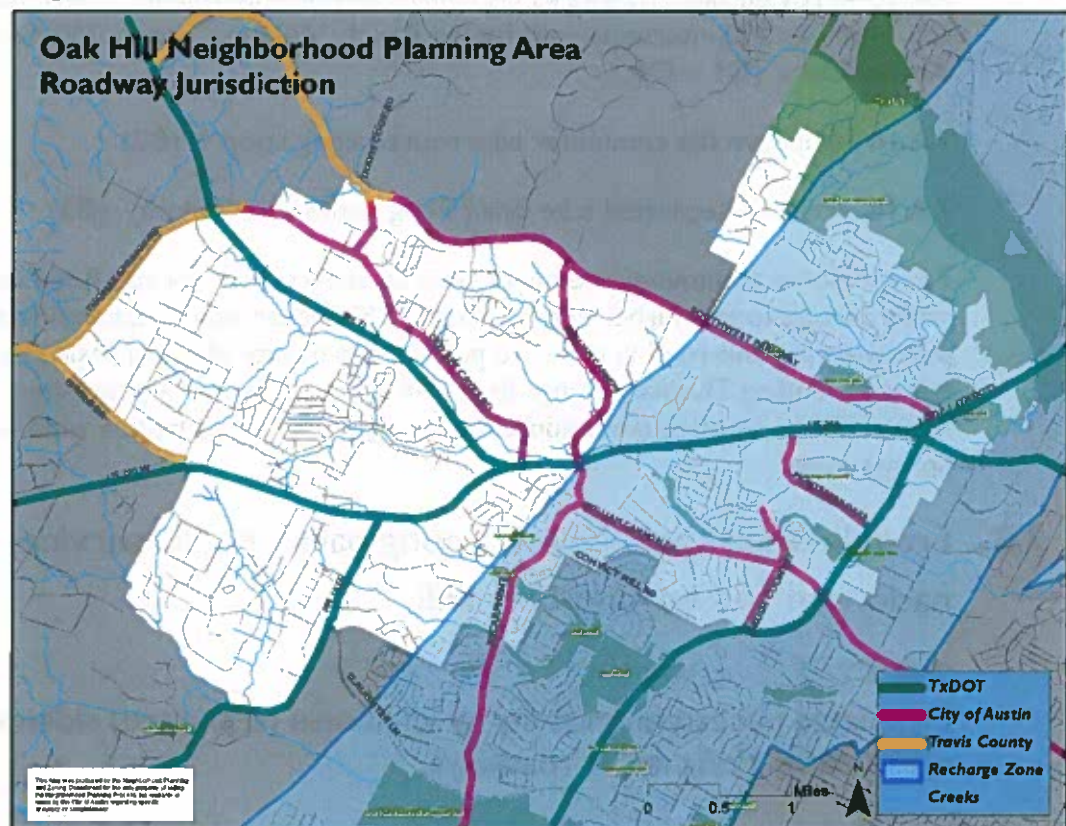


Oak Hill's transportation system is different from transportation systems in other neighborhoods in Austin. Many major roadways in the area belong to different jurisdictions (Figure 7-1), which makes Oak Hill's transportation system very complex. U.S. Highway 290, State Highway 71, Loop 1 (MoPac), and FM 1826 are under the jurisdiction of the Texas Department of Transportation (TxDOT). Thomas Springs Road, Circle Drive, and a small portion of Southwest Parkway are maintained by Travis County. Neighborhood streets, William Cannon, and the rest of Southwest Parkway are under the jurisdiction of City of Austin. Staff from each jurisdiction reviewed recommendations related to their roads.

Additionally, because the entire Oak Hill planning area is inside the Drinking Water Protection Zone (DWPZ) some jurisdictions may be limited in the significant improvements they can make to their infrastructure.

Oak Hill stakeholders feel pedestrian connectivity in their neighborhoods is very important. They want to create safe connections between neighborhoods, schools, commercial areas, parks, and other destinations in the planning area. They also want additional sidewalks, bike lanes, and crosswalks constructed and designated to accommodate increasing pedestrian traffic.

### Figure 7-1





### GOALS, OBJECTIVES AND RECOMMENDATIONS

Figure 7-2 is a map of the following roadway, sidewalk, and bicycle improvements.

- 7.A. Coordinate with appropriate entities to provide safe access across major thoroughfares and alleviate cut-through traffic on already overburdened neighborhood streets.**

**7.A.1**

Find ways to slow and control traffic on roadways to provide overall safety for automobile drivers, pedestrians, and cyclists.

7.A.1a—Stakeholders expressed the need for a center turn lane on State Highway 71 from Scenic Brook to Silvermine for vehicular traffic to access the neighborhoods south of State Highway 71.

7.A.1b—Provide safe, continuous sidewalks and bicycle lanes separated from vehicular traffic along U.S. Highway 290 to the “Y”. **(S1 & B1)**

7.A.1c—Provide safe crosswalks (as overpasses or underpasses where possible) where U.S. Highway 290 intersects with Patton Ranch, William Cannon, Westcreek and Industrial Oaks. **(C1 – C4)**

7.A.1d—Improve the commuter bike routes along Loop 1. **(B2)**

7.A.1e—Provide separated bike lanes along Southwest Parkway. **(B3)**

7.A.1f—Some community members want to see Thomas Springs Road widened to safely accommodate higher vehicular traffic. However, some stakeholders do not support widening this road in order to protect the quality of life of residents in communities surrounding Thomas Springs Road. Also, some community members want pedestrian traffic to be adequately addressed along the roadway before widening Thomas Springs Road.

- 7.B. Provide inter-connectivity among parks, public services, and destinations in and beyond Oak Hill.**

**7.B.1**

Encourage pedestrian mobility by additional (separated) sidewalks and bicycles paths along major roadways.







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7.B.1a—Community members want to see FM 1826 from U.S. Highway 290 to Slaughter widened from a two lane to a four lane divided with sidewalks and bicycle lanes. They feel that this improvement would accommodate the increasing pedestrian and vehicular traffic caused by the school, hospital and many residential communities located along FM 1826. (**S2 & B2**)

7.B.1b—Encourage pedestrian/cyclist access to businesses along the Oak Hill hike and bike trail network.

### **7.C Ensure and create safe pedestrian and bike corridors across major highways and throughout the neighborhood that connect to commercial centers and public parks and resources.**

#### **7.C.1**

Create additional sidewalks to ensure safe pedestrian passage to areas around Oak Hill.

7.C.1a—Oak Meadow from Silverdale to Scenic Brook. (**S3**)

7.C.1b—South Brook from Oak Meadow to Scenic Brook (partial sidewalk). (**S4**)

7.C.1c—South west side of Circle Drive from Thomas Springs Road to Mowinkle. (**S5**)

7.C.1d—Both sides of Silvermine to State Highway 71. (**S6**)

7.C.1e—Scenic Brook from South Brook to U.S. Highway 290. (**S7**)

7.C.1f—State Highway 71 from County Office to Capital Metro bus connections at the “Y.” (**S8**)

7.C.1g—Old Bee Caves Road from Fletcher Lane to U.S. Highway 290. (**S9**)

7.C.1h—Southwest Parkway from Loop 1/MoPac to William Cannon Drive. (**S10**)

7.C.1i—Fletcher Lane from Old Bee Caves Road to State Highway 71. (**S11**)

#### **7.C.2**

Create bike lanes or corridors to provide safe, alternative transportation options in Oak Hill.

(Note: Bike lane recommendations are not ranked in priority order.)

7.C.2a—Brush Country Road from Summerset Trail to Convict Hill. (**B5**)

7.C.2b—Patton Ranch and Vega. (**B6**)



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7.C.2c—William Cannon from Southwest Parkway to U.S. Highway 290. **(B7)**

7.C.2d—Old Bee Caves Road from the "Y" to Thomas Springs Road **(B8)**

7.C.2e—Thomas Springs Rd from Circle Drive to State Highway 71. **(B9)**

7.C.2f—Along State Highway 71 from the "Y" to Thomas Springs Road. **(B10)**

7.C.2.g—Create bike and pedestrian access from Southwest Parkway to Industrial Oaks Blvd.

7.C.2.h—Barton Creek Greenbelt at Loop 1 to the "Y".

### **7.D. Provide managed connectivity between various neighborhoods while maintaining the quiet enjoyment of neighborhoods.**

#### **7.D.1**

Improve existing vehicular traffic and safety by conducting traffic calming studies to provide overall safety for automobile drivers, pedestrians and bicyclists.

7.D.1a—Perform a traffic calming study for McCarty Lane. **(TC1)**

7.D.1b—Perform a traffic calming study on Silvermine. **(TC2)**

7.D.1c—Perform a traffic calming study for the Travis Country West neighborhood. **(TC3)**

7.D.1d—Perform a traffic calming study on Sunset Ridge. **(TC4)**

7.D.1e—Perform a traffic calming study on Travis Cook Road. **(TC5)**

### **7.E. Provide safe, convenient, comfortable and timely public transportation.**

#### **7.E.1**

Improve the existing bus system by providing additional routes and services within the Oak Hill planning area.

7.E.1a—Increase bus service south of U.S. Highway 290 between MoPac and FM 1826 (additional route and/or shorter intervals between bus pick-ups).

7.E.1b—Provide weekend routes to shopping centers and entertainment at Brodie Oaks, Barton Creek Mall, downtown, Wal-Mart, Target, and possible Town Center.





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7.E.1c—Provide a bus route along Southwest Pkwy and include a bus stop at Mission Oaks (entrance to Travis Country neighborhood).

7.E.1d—Extend service to the Travis Country area to connect residents west of FM 1826 to the “Y,” Austin downtown, and other services.

7.E.1e—Provide better and more frequent bus service along U.S. Highway 290 for residents living north and south of U.S. Highway 290 to access the future Town Center at the “Y.”

7.E.1f—Extend flyer hours and increase frequency including mid-day service to give an incentive for higher use of public transit.

7.E.1g— Place a bus stop near the intersection of Monterey Oaks and U.S. Highway 290 West frontage Road (east and west bound).

### 7.E.2

Explore possible circulator routes within the planning area for greater connectivity among neighborhoods, destinations and major employment centers.

7.E.2a—Plan a public circulator around residential areas to get to the town center at “Y”; these could be smaller, “Dillo-scale” buses.

7.E.2b—Identify Assisted Living and Retirement communities and ensure they are served with adequate public transit options.

7.E.2c—Identify locations of libraries and the YMCA and ensure circulators service these community resources.

7.E.2d—Identify locations of major employment centers including AMD and Freescale and ensure circulators service these destinations.

### 7.E.3

Provide additional bus stops and, if possible, sheltered bus stops at appropriate places to increase ridership in the Oak Hill area.

7.E.3a—Provide a bus stop at Slaughter Lane and FM 1826.

7.E.3b—Extend bus route and offer sheltered bus stop at the corner of Breezy Pass and Convict Hill.

7.E.3c—Create a bus stop for the county courthouse on State Highway 71.

7.E.3d—Provide sheltered bus stops around the Town Center.



### LONG RANGE TRANSPORTATION PLANS

The Austin Metropolitan Area Transportation Plan (AMATP) is the long-range transportation plan for the City of Austin. The AMATP includes state, county, and city arterial roadways and highways that are located in the City's 5-mile Extra-Territorial Jurisdiction (ETJ).

The Capital Area Metropolitan Planning Organization (CAMPO), the metropolitan planning organization for the Austin region, coordinates regional transportation planning among the region's 19 cities and three counties (Travis, Hays, and Williamson), as well as Capital Metro, the Capital Area Rural Transportation System (CARTS), and TxDOT. CAMPO's 2030 plan guides the use of federal transportation funds within the region for the next 25 years. It also helps guide the allocation of flexible federal transportation funding, including congestion management, transit, roadways, and bicycle and pedestrian facilities policies and programs.

As part of the 2025 AMATP update, City Council requested an environmental suitability analysis of roads identified in the plan update that were located in the DWPZ. Planning department staff used a set of environmental criteria to measure the impact of improvements to arterials and highways within the DWPZ.

There are 72 roadways within the DWPZ, and seven of which are in Oak Hill. City staff ranked these 72 roadways and grouped them into quartiles that would allow prioritization of projects based on potential environmental impacts. Figure 7-3 shows how Oak Hill's seven roadways ranked. First quartile roads are most suitable for their environments. Second quartile roads are less suitable for their environments. Third and fourth quartile roads may pose serious environmental consequences.

**Figure 7-3: Environmental suitability of AMATP roads in the DWPZ**

Quartile	Roadway	Segment
First	Brush Country Road	Monterrey Oaks Boulevard— William Cannon Drive
	U.S. Highway 290 W	State Highway 71—William Cannon Drive
Second	U.S. Highway 290 W	FM 1826—State Highway 71
Third	FM 1826	U.S. Highway 290—Slaughter Lane
	Thomas Springs Rd./ Old Bee Cave Rd./ Travis Cook Rd.	Southwest Parkway—Circle Drive
Fourth	Brush Country Rd.	William Cannon Drive—Alta Loma
	U.S. Highway 290 W	William Cannon Drive—Loop 1



### **Construction of new roadways within the Drinking Water Protection Zone (DWPZ)**

The City of Austin has a policy regarding infrastructure improvements and construction of new roads over the Edwards Aquifer Drinking Water Protection Zone. According to the policy, the City will not fund construction of new roads over the Drinking Water Protection Zone with voter approved bond monies unless approved by voters and Austin City Council. This policy was adopted as part of the 2000 bond package. It may or may not get adopted in future bond elections. Subsequently, this policy was also adopted as part of an update to the AMATP plan. City staff has to provide the following analysis for every roadway project that is funded through the proceeds from a bond package:

- Impact of the proposed project on Drinking Water Protection Zone.
- The tax and social equity implications for City of Austin residents.
- Impact on increased mobility, decreased congestion, and air quality.
- Any alternative to the proposed project that provides the same or better results.

Staff recommended that roadway projects in the third and fourth quartiles be evaluated prior to design and construction to mitigate water quality impacts to the Edwards Aquifer.

**Figure 7-4: Traffic on U.S. Highway 290 at William Cannon Drive**



## **ROADWAYS OF INTEREST**

Community members expressed concerns and interest in roadways that they want to improve. They want to see roadways widened to accommodate increased vehicular traffic and encourage walking. TxDOT and long-range transportation planning staff have reviewed specific recommendations made by the stakeholders and provided input. Planning staff has provided background information about these roadways to help understand the implementation notes below each recommendation.

### **U.S. HIGHWAY 290 & STATE HIGHWAY 71**

U.S. Highway 290 and State Highway 71 form the backbone of Oak Hill's transportation system. TxDOT is responsible for maintaining and improving these highways. U.S. Highway 290, a four-lane divided highway, is heavily used by residents of Oak Hill and the surrounding neighborhoods. The AMATP 2025 update recommends expanding Highway 290 to six lanes. Currently, TxDOT is developing plans to expand and toll Highway 290/State Highway 71 from Joe Tanner to Scenic Brook.

Oak Hill community members feel that the two highways hinder pedestrian, bicycle, and vehicular connectivity in the planning area. They want to be able to safely bike and walk across the highways to important destinations.





### 7.A. Coordinate with appropriate entities to provide safe access across major thoroughfares and alleviate cut-through traffic on already overburdened neighborhood streets.

#### 7.A.1

Find ways to slow and control traffic on roadways to provide overall safety for automobile drivers, pedestrians, and cyclists.

7.A.1a—Stakeholders expressed the need for a center turn lane on State Highway 71 from Scenic Brook to Silvermine for vehicular traffic to access the neighborhoods south of State Highway 71.

**Implementation Note:** The Highway 290/State Highway 71 project would include bridges or a center median to Williamson Creek and a flush median from north of the creek to Silvermine.

7.A.1b—Provide safe and continuous sidewalks and bicycle lanes separated from vehicular traffic along U.S. Highway 290 to the “Y.” (SI & BI)

**Implementation Note:** As part of the U.S. Highway 290/State Highway 71 redesign project, TxDOT will accommodate pedestrian and bicycle traffic along the length of the entire project (from Joe Tanner to Scenic Brook Drive). A wider outer lane on the future frontage road of U.S. Highway 290 would accommodate cyclists.

7.A.1c—Provide safe crosswalks (as overpasses or underpasses where possible) where U.S. Highway 290 intersects Patton Ranch, William Cannon, Westcreek, Williamson Creek, and Industrial Oaks. (CI – C4)

**Implementation Note:** The only existing crosswalk within the U.S. Highway 290/State Highway 71 redesign project limits (Joe Tanner to Scenic Brook) exists at William Cannon Drive. Almost all of TxDOT’s alternatives include pedestrian crosswalks at the intersections of FM 1826, State Highway 71, and William Cannon Drive to offer north-south pedestrian and bike connections.

Stakeholders are requested to direct all U.S. Highway 290/State Highway 71 related inquiries to the South Area District Engineer, Don Nyland (dnyland@dot.state.tx.us).



Figure 7-5: Southwest Parkway



### LOOP 1 (MOPAC) EXPRESSWAY

Loop 1, also known as Mopac Expressway, is a four-lane freeway that runs through the planning area from Barton Creek Greenbelt to William Cannon. Loop 1 is maintained by TxDOT and is used heavily by East Oak Hill residents. Stakeholders want to improve Loop 1's commuter bike paths.

7.A.1d—Improve the commuter bike routes along Loop 1. (B2)

### SOUTHWEST PARKWAY

Southwest Parkway is a six-lane divided road within the Oak Hill planning area. Its wide shoulders are used as bicycle lanes. Only part of the parkway, from Loop 1 to Travis Cook Road, is maintained by the City. Southwest Parkway is designated as a Hill Country roadway corridor. Development alongside it has expansive minimum setback rules to preserve its scenic character.

Stakeholders want an official bike lane along Southwest Parkway to improve bike connectivity throughout the planning area.

7.A.1e—Provide separated bike lanes along Southwest Parkway. (B3)

### OLD BEE CAVES ROAD

Currently, Old Bee Caves Road is a narrow two-lane roadway with no sidewalks, curbs, or gutters. The road was designed to accommodate low-density, low-traffic developments. It currently serves single-family residences with large lots, multi-family buildings, mobile home subdivisions, and commercial property. Some sections of the roadway have dense vegetation abutting the road; other sections have barbed wire fences with cattle guard gates. These give Old Bee Caves Road its rural character.

Because it is partly within water quality buffers and the 100-year floodplain, the City has no funds or plans to widen Old Bee Caves Road. This does not necessarily preclude the City from making pedestrian and bicycle improvements.

Figure 7-6: Views along Old Bee Caves Road





### THOMAS SPRINGS ROAD

Thomas Springs Road, a minor arterial, is currently a two-lane roadway with no sidewalks, curbs, or gutters. It is maintained by Travis County.

7.A.1f—Some community members want to see Thomas Springs Road widened to safely accommodate higher vehicular traffic. However, some stakeholders do not support widening this road in order to protect the quality of life of residents in communities surrounding Thomas Springs Road. Also, some community members want pedestrian traffic to be adequately addressed along the roadway before widening Thomas Springs Road.

Thomas Springs Road is located within the DWPZ and was ranked in the third quartile of environmental sensitivity in AMATP's 2025 update. The AMATP recommends that any infrastructure project on Thomas Springs Road study the following:

- The impact of the proposed project on Drinking Water Protection Zone.
- The tax and social equity implications for City residents.
- The impact on increased mobility, decreased congestion, and air quality.
- Whether any alternatives exist that provide the same or better results.

In the AMATP, Thomas Springs Road is planned as a Major Arterial Divided road. The existing land uses and rural appearance of the road and surrounding natural environment make it unlikely that the roadway would be improved to this design in the near term. Staff recognized the infrastructure and environmental constraints on Thomas Springs Road when making land use and zoning recommendations (see Chapter 6).

### FM 1826

The portion of Farm to Market Road 1826 between U.S. Highway 290 and Slaughter Lane is a two-lane divided roadway that is maintained by TxDOT. At various Oak Hill community meetings, stakeholders have expressed concerns about the increasing traffic along this road.

#### 7.B. Provide inter-connectivity among parks, public services, and destinations in and beyond Oak Hill.

##### 7.B.1

Encourage pedestrian mobility by additional (separated) sidewalks and bicycles paths along on major roadways.

7.B.1a—Community members want to see FM 1826 from U.S. Highway 290 to Slaughter Lane widened from a two-lane to a four-lane divided road with sidewalks and bicycle lanes. They feel that this improvement would accommodate the increasing pedes-





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trian and vehicular traffic caused by the school, hospital, and many residential communities located along FM 1826. (S2 & B4)

7.B.1b—Encourage pedestrian/cyclist access to businesses along the Oak Hill hike and bike trail network.

**Implementation Note:** The CAMPO 2030 plan identifies this stretch of FM 1826 for expansion to four lanes. In 2001 and 2005, Travis County voters approved funds for right-of-way acquisition. However, TxDOT will not construct this project until after the frontage road for U.S. Highway 290 is completed. Shoulders will be provided to accommodate bicycles, and crosswalks will be included at signalized intersections. However, many stakeholders feel that shoulders and crosswalks are not adequate or safe for pedestrian and bike uses.

**Figure 7-8: Mission Oaks Residential Neighborhood**



### BICYCLES AND PEDESTRIANS

The purpose of the City's Bicycle and Pedestrian Program is to integrate bicycles and foot travel into the existing and proposed transportation system. It also encourages walking and bicycling as viable modes of transportation throughout Austin. Public Works implements this program in collaboration with other departments, CAMPO, TxDOT, and other organizations.

The inclusion of bicycle facilities, sidewalks, and other pedestrian features in the transportation system is necessary to help control air pollution, traffic congestion, and infrastructure maintenance costs, and to increase the quality of life in Austin. Funding for these facilities are secured mainly through City bonds, grants and funding through Capital Metro.

**Implementation Note:** Bicycle and sidewalk recommendations identified in neighborhood plans are one of the many factors that Public Works uses to prioritize pedestrian improvements throughout the City. Public Works also considers proximity to schools, shopping centers, employment centers, and other major destinations and whether new sidewalks would fill gaps between existing sidewalks.

### SIDEWALKS

The 2006 bond election designated funding for improving existing sidewalks by bringing them up to standards set by the Americans with Disabilities Act. Thus, no funding is immediately available for construction of new sidewalks. Oak Hill stakeholders have identified the following locations for new sidewalks as funding becomes available. Stakeholders have also expressed a desire to explore the possibility of porous sidewalks if a pavement sidewalk is not possible. Building these sidewalks will create pedestrian connections between important neighborhood areas such as transit, commercial centers, and schools.



**7.C. Ensure and create safe pedestrian and bike corridors across major highways and throughout the neighborhood that connect to commercial centers, public parks, and resources.**

### **7.C.1**

Create additional sidewalks to ensure safe pedestrian passage to areas around Oak Hill.

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

7.C.1a—Oak Meadow from Silverdale to Scenic Brook. (**\$3**)

7.C.1b—South Brook from Oak Meadow to Scenic Brook (partial sidewalk). (**\$4**)

7.C.1c—South west side of Circle Drive from Thomas Springs Road to Mowinkle. (**\$5**)

7.C.1d—Both sides of Silvermine to State Highway 71. (**\$6**)

7.C.1e—Scenic Brook from South Brook to U.S. Highway 290. (**\$7**)

7.C.1f—State Highway 71 from County Office to Capital Metro bus connections at the “Y.” (**\$8**)

7.C.1g—Old Bee Caves Road from Fletcher Lane to U.S. Highway 290. (**\$9**)

7.C.1h—Southwest Parkway from Loop 11 Mopac to William Cannon Drive. (**\$10**)

7.C.1i—Fletcher Lane from Old Bee Caves Road to State Highway 71. (**\$11**)

### **BICYCLE FACILITIES**

Bike lane recommendations are sent to the Public Works Department after the adoption of the plan. Public Works then prioritizes the recommendations based on several factors, including funding, topography, vehicular traffic, and on-street parking.

Parking will be prohibited in order to install new bicycle lanes if the street is not wide enough to accommodate both parking and the bicycle lane. If possible, parking will only be prohibited on one side of the street.

#### **HOW TO REPORT TRANSPORTATION PROBLEMS**

Oak Hill residents can call 3-1-1 to fill out a Citizen Request Form that identifies the specific transportation problem in the neighborhood. Public Works staff will do necessary data collection and research to process the request. Depending on the number of requests being processed, Public Works staff will notify the caller with results of the study within two months of the request.



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Plan participants have identified the following locations appropriate for bike lanes. These additional bike lanes will improve the existing bicycle network in the planning area.

### **7.C.2**

Create bike lanes or corridors to provide safe, alternative transportation options in Oak Hill.

(Note: Bike lane recommendations are not ranked in any priority order.)

7.C.2a—Brush Country Road from Summerset Trail to Convict Hill. **(B5)**

7.C.2b—Patton Ranch and Vega. **(B6)**

7.C.2c—William Cannon from Southwest Parkway to U.S. Highway 290. **(B7)**

7.C.2d—Old Bee Caves Road from the "Y" to Thomas Springs Road. **(B8)**

7.C.2e—Thomas Springs Road from Circle Drive to State Highway 71. **(B9)**

7.C.2f—Along State Highway 71 from the "Y" to Thomas Springs Road. **(B10)**

7.C.2g—Create bike and pedestrian access from Southwest Parkway to Industrial Oaks Blvd.

7.C.2h—Barton Creek Greenbelt at Loop1 to the "Y".

### **TRAFFIC CALMING STUDY**

Public Works has a Neighborhood Traffic Calming Program to manage traffic-related problems such as speeding, high traffic volumes, and safety in residential areas. Arterials are not eligible for traffic calming.

**Figure 7-9: Apartments on Monterrey Oaks Blvd.**







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The Traffic Calming program works at the neighborhood level, rather than focusing on individual streets. Therefore, though the recommendations below are tied to specific streets, they should include the surrounding street network. Public Works prioritizes traffic calming areas using the number of complaints received from a particular area divided by the acreage of that area. When a particular neighborhood is chosen for traffic calming, Public Works staff works with the public to identify specific traffic issues and calming methods to be used in that area. These methods include installing roundabouts, bulging lanes, and speed cushions. Oak Hill stakeholders expressed a preference for roundabouts rather than speed cushions.

The following are traffic calming recommendations collected through various Oak Hill community meetings. Implementation notes are feedback received from Public Works staff.

### 7.D. Provide managed connectivity between various neighborhoods while maintaining the quiet enjoyment of neighborhoods.

#### 7.D.1

Improve existing vehicular traffic and safety by conducting traffic calming studies to provide overall safety for automobile drivers, pedestrians and bicyclists.

7.D.1a—Perform a traffic calming study for McCarty Lane. (TC1)

7.D.1b—Perform a traffic calming study on Silverman. (TC2)

7.D.1c—Perform a traffic calming study for the Travis Country West neighborhood. (TC3)

7.D.1d—Perform a traffic calming study on Sunset Ridge. (TC4)

7.D.1e—Perform a traffic calming study on Travis Cook Road. (TC5)

**Implementation Note:** Public Works staff cannot close roads or residential streets to solve the cut-through traffic problems. These streets provide access to other roads within the neighborhood. Diverting traffic to other streets only shifts the problem. Currently, Public Works does not have any funding available for traffic calming studies in the planning area. When funding is available, Public Works staff would take these recommendations into consideration, balancing them along with other areas of concerns in Austin.

## STREET EXTENSIONS

Stakeholders expressed a need for greater vehicular and pedestrian connectivity. They want to



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see many of the streets extended for easier access to services and major roadways in Oak Hill. Many of these recommendations are under the City of Austin jurisdiction, though a few fall under Travis County jurisdiction (**ST14 & ST10**). Travis County prefers to upgrade existing roads due to environmental and topographical constraints rather than building new road segments that connect to existing local roads. Specific technical descriptions are included in the implementation notes of recommendations relating to Travis County in Appendix D.

**Almost all of these recommendations require acquisition of single-family residences, construction in the Critical Water Quality Zones, and crossing Barton Creek tributaries. For these reasons, City staff do not recommend inclusion of these street extension recommendations in the long-range plans (CAMPO 2030 Mobility Plan and the AMATP). Hence, these recommendations are included only in Appendix D.**

**Figure 7-10: Business on William Cannon Dr.**



### PUBLIC TRANSPORTATION

Austin's bus and transit system is planned and implemented by Capital Metro Transportation Authority. Through community input and their own assessments of the transit network, Capital Metro works to expand and improve the existing transit system.

#### ALL SYSTEMS GO! LONG-RANGE TRANSIT PLAN 2025

Capital Metro's long-range transit plan, called All Systems Go!, was developed through city-wide public meetings. The All Systems Go! plan aims to provide more transit options to the rapidly growing population of Central Texas by expanding its existing public transportation network. The plan incorporates several Rapid Bus Routes, Capital MetroRail, Express & Local Bus Routes, and Park & Ride transit centers. Current plans show Express and Local Bus service routes expanded in Oak Hill, along with a Park & Ride transit center. Express bus service will improve service to downtown Austin for Oak Hill residents and rapid bus service is proposed for service to the Airport. Local bus service connects residents with major employment, retail, and civic centers in Oak Hill.

**7.E. Provide safe, convenient, comfortable, and timely public transportation.**

##### **7.E.1**

**Improve the existing bus system by providing additional routes and ser-**



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vices within the Oak Hill planning area.

7.E.1a—Increase bus service south of U.S. Highway 290 between MoPac and FM 1826 (additional route and/or shorter intervals between bus pick-ups).

7.E.1b—Provide weekend routes to shopping centers and entertainment at Brodie Oaks, Barton Creek Mall, downtown, Wal-Mart, Target, and possible Town Center.

7.E.1c—Provide a bus route along Southwest Parkway and include a bus stop at Mission Oaks (entrance to Travis Country neighborhood).

7.E.1d—Extend service to the Travis Country area to connect residents west of FM 1826 to the “Y,” Austin downtown, and other services.

7.E.1e—Provide better and more frequent bus service along U.S. Highway 290 for residents living north and south of U.S. 290 to access the future Town Center at the “Y.”

7.E.1f—Extend flyer hours and increase frequency including mid-day service to give an incentive for higher use of public transit..

7.E.1g— Place a bus stop near the intersection of Monterey Oaks and U.S. Highway 290 West frontage Road (east and west bound).

### **Implementation Notes:**

- Providing bus service along the U.S. Highway 290 frontage road is difficult due to high travel speeds and poor pedestrian accessibility. However, a future Oak Hill transit center (Park & Ride) may offer options along the U.S. Highway 290 frontage road.
- Southwest Parkway is not conducive to local bus service due to lack of sidewalks and density. If improvements were to occur in the future, Capital Metro would consider bus service to Southwest Parkway.
- Capital Metro currently provides seven-day service to Brodie Oaks, Barton Creek Mall, Wal-Mart, and Target. Direct access to these centers from Oak Hill would be

**Figure 7-11: Capital Metro Bus & Bus Stop**



**Figure 7-12: Commercial Development on U.S. Highway 290 West.**







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considered as a future Oak Hill transit center is built and the Town Center develops.

- Travis Country has limited roadway connectivity options. Also, the low density and single-use neighborhood make it difficult to increase bus service to this area.
- Capital Metro increased the local bus service hours in 2004 and 2006. The All Systems Go! Plan includes all-day service from a future Oak Hill transit center (Park & Ride) to downtown.

### 7.E.2

Explore possible circulator routes within the planning area for greater connectivity among neighborhoods, destinations and major employment centers.

7.E.2a—Plan a public circulator around residential areas to get to the town center at the “Y”; these could be smaller, “Dillo-scale” buses.

7.E.2b—Identify Assisted Living and Retirement communities and ensure they are served with adequate public transit options.

7.E.2c—Identify locations of libraries and the YMCA and ensure circulators service these community resources.

7.E.2d—Identify locations of major employment centers including AMD and Freescale and ensure circulators service these destinations.

### **Implementation Notes:**

- Capital Metro’s All System Go! Plan includes bus service along West William Cannon, serving Freescale and AMD.
- Capital Metro’s All Systems Go! Plan includes feeder routes but not free Dillo routes serving future Oak Hill Park & Ride area.

### 7.E.3

Provide additional bus stops and, if possible, sheltered bus stops at appropriate places to increase ridership in the Oak Hill area.

7.E.3a—Provide a bus stop at Slaughter Lane and FM 1826.

7.E.3b—Extend bus route and offer sheltered bus stop at the corner of Breezy Pass and Convict Hill.

7.E.3c—Create a bus stop for the county courthouse on State Highway 71.



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7.E.3d—Provide sheltered bus stops around the Town Center.

7.E.3e—Provide bus stops that service apartment and condo complexes on Old Bee Caves Road.

### **Implementation Notes:**

- Slaughter Lane and FM 1826 intersection is not an ideal location for a bus stop due to lack of signals and low density. If improvements were to occur in the future, Capital Metro would reconsider this issue.
- The area around the Breezy Pass and Convict Hill intersection is not currently a transit corridor. However, this may change when the future Oak Hill transit center (Park & Ride) is built.
- Several factors prevent Capital Metro from installing a bus stop for the County facility on State Highway 71. The lack of a signal prevents safe exit from facility; however a traffic signal light is planned. There are other problems within the facility as well, such as grade and maneuverability.
- Old Bee Caves Road is currently a narrow road with a one-lane bridge over Williamson Creek. Old Bee Caves Road would require widening, sidewalks, higher density, and safe access to U.S. Highway 290 and State Highway 71 for consideration of bus service.

### **HOW DOES CAPITAL METRO DETERMINE A NEW BUS ROUTE?**

Capital Metro primarily looks for a critical mass of potential riders to support new transit services in an area. Part of this assessment is the length of extension, levels of service, and characteristics of the area served. For example, a small subdivision or individual project would not have the critical mass to support service extensions on its own. A significant level of supporting infrastructure is necessary to consider a bus route along a roadway. The following transit-friendly elements are taken into account when considering a new bus route:

- Adequate pedestrian access and accessibility should be present.
- Minimum street widths and height to ensure there is ample space for the transit vehicle.
- Street infrastructure should be adequate for efficient bus operation.
- Arterials streets with 45 M.P.H. speed limit are preferred for bus stops.
- Street design is important: service should be designed to operate in two directions on the same street. Frontage roads on limited-access highways are difficult to serve.



## Chapter 7:TRANSPORTATION AND INFRASTRUCTURE

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# 8

Housing is a crucial issue in every neighborhood plan, especially in areas, like Oak Hill, with strong residential identities. This chapter describes the character and housing market of Oak Hill. Recommendations are driven by stakeholder concerns about protecting Edwards Aquifer and providing affordable housing. A related concern, neighborhood design, is discussed in Chapter 9.

## CURRENT HOUSING CONDITIONS

### EXISTING HOUSING TYPES AND STOCK IN OAK HILL

Most homes in Oak Hill are in single-family structures (Figure 8-1). There is a significant difference between West Oak Hill (with approximately 91% in single family houses) and East Oak Hill (47%). Figure 8-2 shows another difference between East and West Oak Hill: since 2000, West Oak Hill has continued to see substantial residential growth, while East Oak Hill has seen relatively little. The figure also shows a shift in the nature of development in West Oak Hill, with slightly more multi-family units than single-family units built. Despite this, the overall character of the entire planning area has changed relatively little over this time period (see Figure 8-1).

West Oak Hill will continue to see more residential development in the future, given the strong demand for housing in southwest Austin and the area's large

**Figure 8-1: Housing units in the planning area by type in 2000 and 2007**

Year	Single family	Multifamily		Other
		2, 3, 4-family buildings	5+ family buildings	
East Oak Hill	47.3%	3.9%	48.3%	0.5%
West Oak Hill	91.0%	5.7%	2.7%	0.7%

**Figure 8-2: New housing unit permits by type between 2000 and 2007, in East and West Oak Hill**

	Single family	Multifamily		Mobile homes
		2, 3, 4-family buildings	5+ family buildings	
West Oak Hill	1091	241	881	3
East Oak Hill	198	66	0	0



### GOALS, OBJECTIVES AND RECOMMENDATIONS

**8.A. Balance development and environmental protection by maintaining a vibrant residential and commercial community.**

**8.A.1**

Assess and minimize the impact of land development on surface and ground water.

8.A.1a—Every housing development/redevelopment should include an environmental impact analysis and incorporate all necessary measures to address its potential impact on the Edwards Aquifer (impervious cover, drainage, traffic, etc).

**8.A.2**

Design and place homes to minimize impacts on natural resources and the physical environment and to maximize social resources.

8.A.2a—Clustered development should be encouraged where appropriate (see Chapter 9: Neighborhood Design).

8.A.2b—Residential density should be compatible with surrounding uses and informed by a regional vision of the environmental impact development has over the Edwards Aquifer.

8.A.2c—Whenever possible, new housing development should be located where existing services and infrastructure exist. Their appearance and density should be appropriate to its environment and compatible with surrounding uses.

**8.B. Preserve neighborhood identity, character, affordability, and diversity.**

**8.B.1**

Analyze transportation demands in the Oak Hill area.

8.B.1a—For housing development/redevelopment projects where traffic impact is a concern, a traffic analysis should be done due to current traffic problems, long-term challenges of road expansion and improvement, and the overall lack of connectivity of the area (see Chapter 7: Transportation and Infrastructure). Such analysis should consider the adequacy of road connectivity, mobility, alternate transit modes, access, and condition.



## Chapter 8: HOUSING

tracts of undeveloped land.

Austin as a whole is growing at a fast pace, and Oak Hill is one of its fastest growing neighborhoods, spurred by major employers, like AMD and Freescale, beginning to relocate here. The housing market in Oak Hill is already anticipating future growth as AMD's branch nears completion.

According to an Austin American-Statesman article (June 22, 2006), Oak Hill is one of the places where buyers wanting to stretch their dollars are looking to, as home prices rise across Austin. In Oak Hill, "the number of homes sold in May [2006] rose to 41 from 28 last year, bumping the median home price up 31 percent to \$359,000."\*

This trend has continued through the writing of this chapter (June 2007). Another strong factor pulling more buyers to this area (apart from the "push" effect of soaring housing prices in centrally located areas) is the high ratings of some of the AISD schools that Oak Hill feeds into, like Bowie High School.

According to market analysts with Keller Williams Realty, "any time there are more pending listings than active listings in an area, it indicates very strong demand." As of March 2007, according to Keller Williams, for "homes priced below \$200,000, the ratio citywide is 0.63," while the ratio for similarly priced homes for the areas feeding into Bowie was 1.89 (pending/active listings), meaning that the demand was extremely high.\*\*

Further, the "established neighborhood feel" of most residential areas in Oak Hill, with mature trees and well-maintained lawns and front yards, speak to the residents' pride in living there, which usually translates into either sustained or rising housing values.



**Figure 8-3: Single family homes in Oak Hill**



**Figure 8-4: Multi-family development in Oak Hill**

\* <http://crosslandteam.com/blog/2006/06/22/austin-homes-sales-jump-15-percent-in-may/>

\*\* <http://crosslandteam.com/blog/2007/03/04/homes-that-feed-bowie-high-school-in-hot-demand/>





### AFFORDABLE HOUSING IN OAK HILL

The City of Austin's Neighborhood Housing and Community Development Department (NHCD) reviews every neighborhood plan to assess its impact in providing affordable housing in Austin. An Affordability Impact Statement (AIS) documents this assessment. Part of NHCD's assessment involves determining "affordable for whom?" NHCD therefore looks at median family income (MFI), or some percentage thereof, which changes with household size. Figure 8-5 is a sample of the MFI chart for the Austin region; the full chart is available in Appendix E.

**Figure 8-5: Median family income in the Austin area**

Household Size	Median income percentages		
	Very Low Income*	Low Income*	Median Income
	50% of MFI	80% of MFI	100% of MFI
1	\$24,900	\$39,850	\$48,370
2	\$28,450	\$45,500	\$55,280
3	\$32,000	\$51,200	\$62,190
4	\$35,550	\$56,900	\$69,100
5	\$38,400	\$61,450	\$74,628
6	\$41,250	\$66,000	\$80,156
7	\$44,100	\$70,550	\$85,684
8	\$46,950	\$75,100	\$91,212

Source: NHCD, 2008.

\* "very low income" and "low income" are based on U.S. Housing and Urban Development income limits.



**Figure 8-5: Housing types in Oak Hill**



**Figure 8-7: Housing types in Oak Hill**



### AFFORDABLE HOUSING INCENTIVES TASK FORCE

In 2006, City Council directed the City Manager to assemble an Affordable Housing Incentives Task Force, composed of stakeholders with a shared interest in providing adequate affordable housing in Austin.

The Task Force discussed barriers, opportunities, costs and best practices across seven months of meetings. It formulated a statement of core values, recommendations, and enhancements to the City's current policies and procedures (including those related to securing and giving incentives to S.M.A.R.T. Housing™; see below). The Task Force's recommendations spanned all kinds of neighborhoods in Austin, from downtown to suburban.

Some of the recommendations that the Task Force developed\* that may be applicable to suburban neighborhoods:

- Creating affordable rental opportunities in suburban/greenfield areas for residents earning between 50% and 80% of MFI.
- Creating affordable homeownership opportunities in suburban/greenfield areas for residents earning between 50% and 80% of area MFI.
- Dispersing affordable homes and apartments throughout Austin.
- Offering developers and builders the option to pay a fee in lieu of providing affordable units on-site, in exchange for increases in density.
- Offering density bonuses to developments in the Central Business District and in Transit-Oriented Development Districts and/or high density developments (due to the preliminary status of the plan for an Oak Hill station, this plan will need to revisit this point when the status of such a plan is finalized and decided upon).

#### Oak Hill and affordability

Although housing affordability is an essential part of a sustainable neighborhood or area plan, there needs to be a careful examination of the current conditions of a location to assess the feasibility of building or providing this component into its future development plans.



**Figure 8-7: Southwest Trails, Oak Hill**

Photo credit: Austin Apartment Store website



**Figure 8-8: Southwest Trails S.M.A.R.T. Housing™ development in Oak Hill**

\* The Affordable Housing Incentives Task Force Report, [http://www.ancweb.org/docs/AHITF%20Final%20Report%2020\\_20\\_07.pdf](http://www.ancweb.org/docs/AHITF%20Final%20Report%2020_20_07.pdf)



- Offering a density bonus to multifamily developments to achieve affordability.
- Creating an expedited review and approval process for qualifying projects.
- Structured upzoning in exchange for 10% of rental units reserved for people at or below 60% MFI for a period of 40 years.

### EXISTING AFFORDABLE HOUSING

Oak Hill currently has two prominent sources of affordable housing. One is a City-financed apartment complex designed to create affordability, while the other is a traditional market response to low income levels and land costs.

#### Southwest Trails: S.M.A.R.T. Housing™

S.M.A.R.T. Housing™ (Safe, Mixed-income, Accessible, Reasonably-priced, Transit-oriented), administered by the Austin Housing Finance Corporation (AHFC), is designed to stimulate the production of affordable housing for low- and moderate-income households in Austin. S.M.A.R.T. Housing™ developments meet the City's Green Building standards and are located throughout Austin.

Through the S.M.A.R.T. Housing™ program, the City provides fee waivers and expedited development reviews. These developments can be single-family, multi-family, or infill.

Southwest Trails, the only S.M.A.R.T. Housing™ development in West Oak Hill, is located at 8405 Old Bee Caves Road. It has 81 units that serve households at 50% MFI and 79 units at 60% MFI. In order to achieve the affordability goals for this development and also comply with the SOS Ordinance, the Austin Housing Finance Corporation provided the following assistance in 2000:

- \$6.5 Million AHFC Bonds
- \$500,000 HOME
- \$500,000 Housing Trust Fund

#### Mobile Homes

Mobile homes provide affordable housing along the edges of cities, where rents are usually lower. There are several mobile home parks throughout Oak Hill: Country Aire and Trails of Oak Hill located off of Old Bee Caves Road are the largest ones, followed by the Holiday Mobile Home Park on U.S. Highway 290 W.

**Figure 8-9: Mobile Home Parks in Oak Hill**







### **CONSTRAINTS TO AFFORDABLE HOUSING**

Land and home values have risen dramatically in the past few years, posing a challenge to creating affordable housing in Oak Hill. Other factors further constrain affordability.

#### **Environmental features**

Because of the maximum impervious cover limits allowed in the aquifer recharge and contributing zones, tools like density bonuses—so often used for affordable housing incentives—and up-zoning may not be appropriate. Future development and redevelopment will require water detention and irrigation facilities, which will drive up the cost of housing and can become a deterrent to providing affordable units.

#### **Land availability**

According to NHCD, S.M.A.R.T. Housing™ projects are not viable at less than 14 units per acre. By contrast, market rate housing usually becomes viable at 7 units per acre for single family housing and between 6 and 14 units per acre for multi-family housing. The low-density zoning of much of the Oak Hill residential areas reduces the amount of land where development of this density can be placed. More intense development also requires paying special attention to Oak Hill's environmental features.

S.M.A.R.T. Housing™ projects should be located near public transit facilities. Transit service is relatively rare in Oak Hill, and is mainly available along U.S. Highway 290. The small size of the properties on the east side of William Cannon, fronting Highway 290, would require an aggressive land assembly strategy. On the west side of William Cannon, larger lots are available, though other factors are likely to prevent the development of affordable housing here as well.

#### **Existing multi-family units and the rental market**

Multi-family complexes in the planning area (along Monterrey Oaks Boulevard, Southwest Parkway, and William Cannon Drive) were designed for families with high incomes. Because most of them were built fairly recently, these units are unlikely to be redeveloped soon. This means that, in the long run, the rental market in Oak Hill will probably remain high end.

### **OPPORTUNITIES FOR AFFORDABLE HOUSING IN OAK HILL**

Given the aforementioned constraints, one approach to affordability in Oak Hill is by securing and maintaining existing affordable units. Another approach is through taking advantage of the incentives from the Vertical Mixed Use (VMU) opt-in process. The next section of this chapter presents recommendations addressing this issue. NHCD's Affordability Impact Statement is Appendix E.



### NEIGHBORHOOD HOUSING

#### **8.A. Balance development and environmental protection by maintaining a vibrant residential and commercial community.**

##### **8.A.1**

Assess and minimize the impact of land development on surface and ground water.

8.A.1a—Every housing development/redevelopment should include an environmental impact analysis and incorporate all necessary measures to address its potential impact on the Edwards Aquifer (impervious cover, drainage, traffic, etc).

##### **8.A.2**

Design and place homes to minimize impacts on natural resources and the physical environment and to maximize social resources.

8.A.2a—Clustered development should be encouraged where appropriate. (See “Location of Housing” in this chapter.)

8.A.2b—Residential density should be compatible with surrounding uses and informed by a regional vision of the environmental impact development has over the Edwards Aquifer.

8.A.2c—Whenever possible, new housing developments should be located where existing services and infrastructure exist. Their appearance and density should be appropriate to its environment and compatible with surrounding uses.



**Figure 8-10: Detention pond in Oak Hill**



**Figure 8-11:  
Clustered development**





### 8.B. Preserve neighborhood identity, character, affordability, and diversity.

#### 8.B.1

Analyze transportation demands in the Oak Hill area.

8.B.1a—For housing development/redevelopment projects where traffic impact is a concern, a traffic analysis should be done due to current traffic problems, long-term challenges of road expansion and improvement, and the overall lack of connectivity of the area (see Chapter 7: Transportation and Infrastructure). Such analysis should consider the adequacy of road connectivity, mobility, alternate transit modes, access, and condition.

**Implementation Note:** The City currently requires that a traffic impact analysis must be submitted with any site plan, zoning, or rezoning application that is expected to generate more than 2,000 trips per day. New housing developments are reviewed by staff to ensure they comply with environmental, drainage, transportation, subdivision, and water quality regulations.

### STAKEHOLDER INPUT ON HOUSING

During the land use meetings that planning staff held with stakeholders, housing did not come up as a crucial or contentious topic. Nevertheless, staff collected the following impressions and comments, which were consistent with the neighborhood's initial vision and goals statements. Stakeholders drafted these goals to inform and steer the plan's recommendations, in conjunction with further discussions with stakeholders and other departments.

Goal 8.A. speaks of balancing "development and environmental protection by maintaining a vibrant residential and commercial community." When asked to define what a "vibrant residential community" would be for Oak Hill, stakeholders gave characteristics that were sometimes widely shared and sometimes sharply opposed.

#### Residential density

While most stakeholders supported keeping the rural character of most existing neighborhoods through low density, large lot zoning, others supported allowing more intense development in appropriate locations (see next topic). Some community members supported redevelopment op-



**Figure 8-12: Multi-family complex in Oak Hill**





## Chapter 8: HOUSING

tions given that it would bring in more services to the neighborhood and respond to the area- and city-wide demand for housing.

### Location of housing

Most meeting participants supported maintaining the low density existing residential neighborhoods, while concentrating higher density residential development closer to major thoroughfares, employment centers such as AMD and Freescale, and existing services and infrastructure. This was seen as a way to support residential expansion without creating urban sprawl.

### Affordable housing

In Oak Hill, the only affordable housing alternatives are provided by mobile home parks and the Southwest Trails S.M.A.R.T. Housing™. Despite recognizing that mobile homes were some of the few affordable housing alternatives in Oak Hill (notwithstanding the S.M.A.R.T. Housing™ project), some stakeholders did not see them as desirable. Others said that mobile home owners who also own their lot should be able to make improvements, such as upgrading to a permanent foundation, and that mobile home park owners should be encouraged to create landscaped buffers around the edges of their property. Indeed, stakeholders said that aesthetics was their objection to existing mobile home parks, rather than compatibility or safety.

No supportive comments were made on the SMART Housing™ project, though stakeholders were supportive of it.

These mobile homes provide affordable housing to people who need or wish to live closer to the Hill Country and take advantage of its location and its amenities. While neighborhood plans draw on stakeholder visions, they must also act as stewards of fairness and inclusiveness. Thus, while recognizing the concerns over mobile homes, sound planning principles guiding this plan prevent it from taking away the right of these residents to continue living there. This plan does, however, provide residents and property managers with information about available programs and resources for upgrading or improving their homes (see below).

This plan recommends maintaining all mobile home parks in Oak Hill.

### Retirement communities

Stakeholders asked the City to provide opportunities to create more retirement communities in Oak Hill. The City's blueprint for addressing its most critical housing and community development needs, the 2005-06 Action Plan of the five-year Consolidated Plan, states that over the last decade the number of people 60 to 64 years old has increased over 17%, while the population over 65 years of age has grown over 28%. The needs of this population,



**Figure 8-13: St George's Court Senior Housing in Austin.**

Photo from St. George's Court website





## Chapter 8: HOUSING

such as fixed incomes and medical care, must be addressed.

### NEIGHBORHOOD HOUSING AND COMMUNITY DEVELOPMENT PROGRAMS

NHCD provides housing, community development, and small business development services to eligible residents so they can access livable neighborhoods and become more self-sufficient. To this end, NHCD administers several programs directly and provides grants to other agencies and non-profit organizations.

NOTE: The content and nature of these programs may change from time to time, so please check on their respective websites for updates.



#### Austin Housing Finance Corporation

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

AHFC, created in 1979, is a public, nonprofit corporation and instrument of the City of Austin. Its mission is to generate and implement strategic housing solutions for the benefit of Austin's low- and moderate-income residents. It primarily issues bonds for financing reasonably priced single-family and multi-family housing and assists the City in using HOME Investment Partnerships and Community Development Block Grant (CDBG) to create reasonably priced housing. Its construction specialists help residential property owners through the process of selecting a contractor and will inspect the project throughout the construction phase.

#### Homeowner Rehabilitation Loan Program

[www.cityofaustin.org/housing](http://www.cityofaustin.org/housing)

This program assists homeowners with substantial repairs to foundations, roofing, plumbing, and electrical systems.

#### Emergency Home Repair Program

Austin Area Urban League, (512) 478-7176

AHFC contracts with the Austin Area Urban League to administer the Emergency Home Repair (EHR) program, which provides repair assistance to low-income homeowners who are facing a life-threatening condition or a health and safety hazard. EHR staff work with the homeowner to develop a scope of work and manage the contracting and inspection process. This program serves homeowners with incomes at or below 80% of MFI.

#### Architectural Barrier Removal and Home Rehabilitation Loan Program

(512) 974-3863 or [http://www.ci.austin.tx.us/ahfc/repairs\\_arcbr.htm](http://www.ci.austin.tx.us/ahfc/repairs_arcbr.htm)

The Architectural Barrier Removal Program provides free assistance to elderly and severely disabled homeowners and renters to make their homes accessible. This allows clients to remain in their homes longer and live with more independence. If a resident is over the age of 62 or has a long-term or progressive disability, and earns 80% of MFI, he or she may be eligible for this program.



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