

CENTRAL WEST AUSTIN NEIGHBORHOOD PLAN

Draft Transportation Chapter

Goal Statement and Introduction

Support the livability, vitality, and safety of the Central West Austin neighborhood by providing streets that enhance its neighborhood character, encourage walking, bicycling, and transit use, and better serve its schools, library, parks and other key destinations.

Key Themes:

- Do not widen streets (T.1.1)
- Enforce speed limits (ongoing APD efforts; see also T.1.3)
- Protect against cut-through traffic (T.1.2)
- Control on-street parking (T.1.5)
- Maintain acceptable traffic service levels (T.1.10; see also T.1.2 and T.1.4)

Streets in Central West Austin should be more than paths for cars. They are where neighbors meet one another, bicyclists ride, push strollers, walk dogs,

and joggers exercise. They also give form to the neighborhood by shaping blocks and arranging lots. Their frontages create semi-public spaces out of front yards, where children play and residents socialize. The character of the neighborhood's houses and yards and its mature tree canopy encourages walking and cycling. Maintaining the neighborhood's traditional character, and moving it into a sustainable future, means striking the right balance between having residential streets that are social spaces and having bigger streets that accommodate vehicle traffic, transit, walking and cycling.

Loop 1/MoPac and Lamar Boulevard are major thoroughfares for all of Austin. Additional traffic is placed on the neighborhood's internal streets from drivers getting to and from major roadways and from drivers using these streets as alternate routes during rush hour. Unfortunately, the lack of neighborhood sidewalks on these smaller streets creates safety problems with such cut-through traffic. The higher speeds of drivers looking for a quicker route to or from work impair the local functions of these streets, as well as their potential for bike and pedestrian use and social interaction. This is especially acute for those streets without sidewalks or bike lanes.

Congestion is also a concern. As the neighborhood is close to Downtown and the University, traffic has increased over the years. There is also a concern that traffic will increase should the Brackenridge Tract and/or Austin State School redevelop. However, stakeholders were adamant that streets in Central West Austin not be widened to accommodate more traffic, and viewed higher traffic volumes as hurting their

quality of life. Heavy traffic volumes and speeding present safety problems and reduce the quality of life for residents.

Central West Austin is served by bus routes that connect it to downtown, the University of Texas, and south and north Austin. Although, over the years, this service has declined due to low ridership, stakeholders would like to reverse the trend and see an increase and focus on target areas.

Most streets in Central West Austin were built before sidewalks were required in Austin. Many streets are narrow and are rated as low priority for sidewalks, due to fewer major attractors and lower density when compared to other neighborhoods. However, there is a desire to improve pedestrian mobility, and sidewalks should be located in accordance with the neighborhood's sidewalk plan, and not necessarily on every street. In addition, the neighborhood is served by two greenbelts, along Shoal and Johnson Creeks, which provide north-south routes for bicyclists and pedestrians, and the Trail at Lady Bird Lake connects Eilers Park through downtown to the Longhorn Dam. Stakeholders support improved pedestrian, bicycle, and transit access to the following key destinations including: schools, parks, Howson Library, retail centers, transit stops, neighboring residential areas, and employment and other destinations outside of the neighborhood.

On-street parking was contested among stakeholders, with some feeling that it imposed on their homes and others finding it an important tool for reducing traffic speeds. In some parts of the neighborhood, on-street parking helps maintain the traditional character of the neighborhood by reducing the

need for driveways and minimizing front-facing garages.

The Complete Streets Principle

Streets in Central West Austin are primarily oriented toward cars, but should be "completed" to accommodate all users: pedestrians, cyclists, transit riders, and motorists. The objectives and recommendations in this chapter are organized into two general themes:

Livable streets — streets should be places for recreation and socializing.

Equitable access — streets should accommodate vehicle, transit, walking and cycling.

Complete streets encompass both themes. Street design should yield safe and attractive spaces and foster a sense of identity for the community. Automobiles have an important place in complete streets, but should not dominate them to the exclusion of other uses. With all necessary components in place, the street will balance desirable space for social needs with transportation needs.

Some elements of complete streets

- street furniture, such as benches
- appropriately scaled lighting
- street trees and vegetation
- appropriately scaled sidewalks
- sidewalk bulb-outs at intersections
- crosswalks and pedestrian islands
- user friendly and accessible transit stops
- bus pullouts
- on-street parking
- bicycle lanes
- public art
- appropriate number of curb cuts

The objectives and recommendations in this chapter address elements that are needed for improvements at particular locations. These design princi-

ples can be applied to different street types. For example, a neighborhood street may only use those components that are appropriate considering the traffic and nearby land uses. Through implementation, the neighborhood should see a cycle of improvement in which pleasant streetscapes encourage pedestrians to use roads which creates greater opportunities for socialization and leads to slower vehicular traffic that is sensitive to pedestrian activity. As vehicular traffic slows over time, streets become safer and encourage an increase in use by everyone.

Objective 1: Streets in Central West Austin should support neighborhood character and livability.

T.1.1

Maintain neighborhood character and livability by not adding lanes to streets or widening streets or bridges in Central West Austin. At the following intersections, stakeholders generally support intersection widening and improvements when they balance reducing congestion and increasing safety for motorists, pedestrians, and cyclists with protecting nearby property owners from encroachment and not increasing overall traffic volume (provided that they are not used to justify widening the remainder of the streets):

- At the intersection of Exposition and Enfield
- At the intersection of Pecos and West 35th Street
- At the intersection of Exposition and Windsor
- At the intersection of Windsor and Hartford.

As a street through the heart of the western portion of the neighborhood, Exposition

Blvd. should be maintained as a two-lane street with the existing bike and parking lane configuration, and should not be widened or re-striped to provide additional traffic lanes.

T.1.2

The volume and speeds on all streets should be compatible with the roadway design and adjacent land uses. This recommendation deals with local improvements, such as traffic calming and reconfiguring routes and should result in slower speeds and discouraging cut-through traffic. Such improvements will restore neighborhood streets to public spaces that promote activities like walking and talking with neighbors. See the box below.

Current neighborhood concerns regarding volume and speed:

- Exposition & Pecos Blvd — Street and intersections are overburdened during peak hours due to overflow from MoPac. Speeding is also a concern. At rush hour, traffic cuts through on westbound roads between Windsor and Enfield including Cherry Lane and Clearview.
- Windsor Rd — Excessive volume and speeding from Lamar to Pecos Street. Windsor also gets traffic during pickup and dropoff times at the Austin Girls School.
- Pecos St — Excessive traffic during rush hour and speed and fast acceleration at all times.
- Forest Trail — cut-through between Enfield Road and Windsor Road
- Winsted Ln — Burdened when MoPac is congested.
- W. 7th St — Used as a cut-through to Lake Austin Boulevard and Exposition Boulevard.

- Bridle Path — Used to avoid Enfield, when congested.
- McCall Rd — High traffic around the Girls School of Austin.
- 29th St — Excessive traffic during rush hour. Used as a cut-through to MoPac.
- Northwood Ave — Excessive traffic during rush hour. Used as a cut-through to MoPac.
- Westover East of MoPac—Used as a cut-through to MoPac.
- Jefferson St/Hartford Rd — Used as a cut-through to MoPac.
- 31st/Shoal Creek— Burdened due to traffic from Seton and St. Andrew School. Used to avoid 34th and 38th Streets, when congested
- Harris Blvd—speeding and used to avoid Lamar
- Deed Eddy neighborhood—used for cut-through and speeding.
- Lake Austin Blvd and Red Bud Trail—used as cut-through to West Lake Hills and points west.

T.1.3

Report to 3-1-1 where speed limit signs are missing or do not reflect the 25 mph speed limit.

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T.1.4

Vehicle safety should be enhanced such that it not only reduces accidents but makes the neighborhoods feel safer.

J:COA,NPCT

Current neighborhood concerns regarding vehicle safety:

- Wooldridge
 & Northwood — Traffic volume/
 limited sight distance.
 & Gaston
 & Claire
 & 29th Street
- 34th & Oakmont — On-street commercial parking blocks the view; an-

gle of the intersection makes for poor visibility.

- Windsor Rd
 & Harris — Volume, speed, and limited visibility make it difficult to exit the neighborhood.
 & Hartford— Limited visibility, speeding, volume
 & Lamar — Speeding on Lamar.
- Jefferson St
 & 35th St — Visibility limited by commercial signs.
 & 34th St
 & 29th St
 & Northwood
- Exposition Blvd
 & Enfield — Cars turning left back up on Exposition.
 & 35th Street — Cars turning left back up the entire lane, including cars turning right, who only have a short turn lane. Back up also intrudes into bike lane.
 & Windsor Rd — High volume of traffic. Right-turning vehicles may be clogging southbound Exposition.
- Pecos & 35th Street — Limited sight distance combined with speeding along 35th makes turning left or right difficult. This is further exacerbated by cars coming from Balcones that are accelerating as they approach Pecos.
- 10th St & Wayside — Bus loading for O. Henry impedes traffic. Currently only served by Yield sign.
- Happy Hollow & 35th Street — Immediately adjacent to the exit ramp from MoPac, with limited sight distance. Dangerous both for traffic from MoPac and for traffic from Happy Hollow.
- Shoal Creek & Gaston
- Churchill & 33rd
- Mills & 35th
- Harris
 & 29th Street

<p>&32nd Street & Northwood</p> <ul style="list-style-type: none"> • Red Bud and Lake Austin Blvd — cars turning left back up on Lake Austin Boulevard. • MoPac ramps <ul style="list-style-type: none"> • 35th Street exit lane from southbound — Service road is used as ancillary lane to bypass MoPac congestion. • Windsor Rd exit from southbound — large number of crashes. • MoPac interchange at Westover/ Northwood intersection — Southbound exit onto Westover lacks lane markings, which causes queuing problems and — drivers run stop signs and speed on/off access ramps. • Lake Austin Boulevard — large number of crashes • Jefferson at 29th Street — visibility, drivers running stop sign • Wooldridge at 29th Street — visibility, long crossing for pedestrians • Jefferson at Northwood — drivers run stop sign • Shoal Creek Blvd at Gaston — visibility, road drives into park area/ leash free area, safety for large number of pedestrians and pets using park • Harris at 29th Street — drivers run stop signs • Jefferson at 34th Street — difficult crossing for pedestrians • Jefferson at Northwood — visibility issue • Harris at Northwood — drivers run stop signs • Wooldridge at Gaston — signage is confusing (yields, stops) • Wooldridge at Northwood — drivers run stop signs E to N and S to W • Harris at 32nd Street — visibility 	<p>problem due to landscaping</p> <ul style="list-style-type: none"> • Wooldridge at Claire — visibility issue, long crossing for pedestrians, suboptimal layout of intersection <p>T.1.5 Control on-street parking more efficiently to improve safety by identifying appropriate locations for the Residential Parking Permit Program to resolve issues from non-residential parking. Current locations of interest are Wooldridge, Happy Hollow, the 3400 block of Oakmont, and the Deep Eddy neighborhood.</p> <p>T.1.6 Reclaim neighborhood streets by engaging in social events that slow traffic and encourage residents to use streetside public space. Events could include:</p> <ul style="list-style-type: none"> • Wave On Wednesdays (WOW): walkers and cyclists smile and wave at passing drivers. This socially includes drivers in the neighborhood and encourages them to respect it. • Streetside congregating: Residents congregate at intersections. While a single person can easily be overlooked, many together become a point of interest, making drivers more mindful of their surroundings. <p>For more information on street reclaiming, see http://www.lesstraffic.com/Programs/SR/SR.htm or read <i>Street Reclaiming</i>, by David Engwicht, available at the Austin Public Library.</p> <p>T.1.7 Add street furniture alongside roads to create places for social interaction. Street furniture includes benches and kiosks. Street furniture can be placed along neighborhood streets, but should generally be focused on larger streets where more pedestrian traffic is desired.</p>
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T.1.8

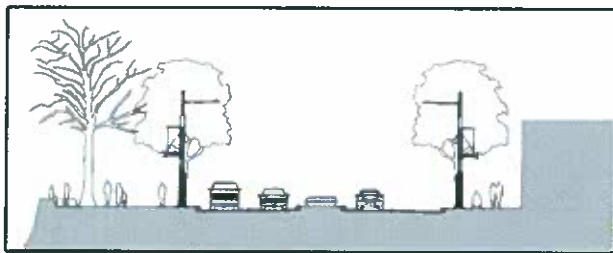
Beautify bus stops in Central West Austin through Cap Metro's Adopt-a-Bus-Stop program. This will help bus stops perform multiple functions, including enhancing neighborhood character and distinctiveness, creating social space, and providing opportunities for public art. Adoptions should target stops with long-term investments, such as tree plantings and bus pull-outs.

J: NPCT, Cap Metro

T.1.9

Recreate Lake Austin Boulevard as a gateway to Central West Austin destinations. It should become a real boulevard that provides equitable access between pedestrians, cyclists, transit users, and motorists and promotes recreation and socializing, but without expanding vehicle lanes. Below is a sample commuter boulevard. Should the University redevelop the Brackenridge Tract, recreating Lake Austin Boulevard becomes of greater importance. Please see the Sidebar for more specific information.

J: COA, NPCT, Cap Metro



Recreating Lake Austin Boulevard as a "real boulevard"

Stakeholders would like to make the following improvements in order to make the road more attractive, promote walking and cycling, and encourage interaction. Preferred amenities include:

- Pedestrian and bicycle crossing structures to make it easier to cross.

- Add landscape islands to make it easier to cross, remove a physical barrier and provide beautification
- Add trees and landscaping to provide shade for pedestrians and cyclists as well as adding beauty. It was suggested that, where possible, the street become a canopy road, which can be described as large trees such as live oaks that cast their protective shade over the road, with limbs that meet in a canopy to provide shade for the roads beneath them.
- Add street furniture such as benches but place at areas of activity such as bus stops or retail.
- Options to on-street parking should be explored
- Add fully-shielded lighting
- If feasible, placing utilities underground
- Reconfigure the road to be more curvy or winding in order to make the road more inviting to pedestrians and cyclists and slow traffic
- More delineation between the sidewalk, bike lane, and street

T.1.10

Maintain acceptable levels of service at all signalized intersections.

P

T.1.11

Review all future transportation projects to ensure that opportunities for other complete streets measures listed in Objectives 1 and 2 are taken advantage of. Streets can best be completed by making multiple improvements at once.

J: COA, NPCT

T.1.12

Improve traffic flow at the intersection of MoPac and Lake Austin Boulevard. Suggested improvements include:

- Improving access to north-bound MoPac from east-bound Lake Austin Boulevard.

- Permitting right turns during red lights from Atlanta Street onto west-bound Lake Austin Boulevard.
- Adjusting signal timing at intersection of Atlanta Street and Lake Austin Boulevard to enhance southbound traffic from Atlanta Street onto south-bound MoPac.

T.1.13

Reduce bus congestion around O. Henry Middle School, primarily those routes that go through the neighborhood.

J: NPCT, AISD

Objective 2: Make key destinations easier to reach for all users, regardless of mode of travel.

Pedestrians and bicyclists

T.2.1

Build the sidewalks identified in the adjacent maps and Table T-1 by encouraging the city to repair sidewalks in disrepair and to place new sidewalks, where practical, directly adjoining the street without an "island" of grass and landscaping between the sidewalk and street.

J: COA, NPCT

T.2.2

Pedestrian access should be examined/enhanced such that it makes walking within the neighborhoods easier.

J: COA, NPCT

Current neighborhood concerns regarding pedestrian improvements:

- Lake Austin Boulevard near Deep Eddy: pedestrians have trouble crossing Lake Austin Boulevard due to traffic volume and speed. Improvements could be combined with the

overall re-creation of Lake Austin Boulevard in recommendation T.1.9.

- Northwood and Jefferson: heavy volume and speed makes this intersection dangerous to pedestrians and cyclists.
- Jefferson and 34th, 33rd, and 32nd Sts — Heavy volume impacts these routes to Bryker Woods Elementary, a daycare, and a bus stop.
- 35th St
 - between Randall's and Hilbert's
 - as it splits from W. 38th in front of the Wells Fargo Bank to one block south at Mills (in front of Hilbert's and the Vet Clinic.): there is no safe pedestrian crossing as traffic does not stop anywhere to allow for a conventional crosswalk.
- Hopi, Dillman, and Meredith—conflict with vehicles
- Exposition Boulevard:
 - At 10th and 12th Streets: Heavy volume and speeds impact O. Henry Middle School, WAYA, and neighborhood joggers and are problematic for the school bus stop at 10th St.
 - At Bowman: Poorly timed signals at this intersection create a constant stream of traffic at Howson Library.
 - At Casis Elementary: Bus stop and nearby shopping center are difficult to access due to traffic.
- Surrounding Tarrytown Park.
- From Johnson Creek Hike and Bike Trail to Westenfield Park.
- Hartford and Windsor exit — Southbound on bike route #29.
- Wooldridge and 29th Street — Long pedestrian crossing distance
- Windsor Road
 - At Harris: Traffic, volume, speed, and poor visibility
 - At Hartford and MoPac: no designated route for pedestrians and cyclists to cross under MoPac

T.2.2

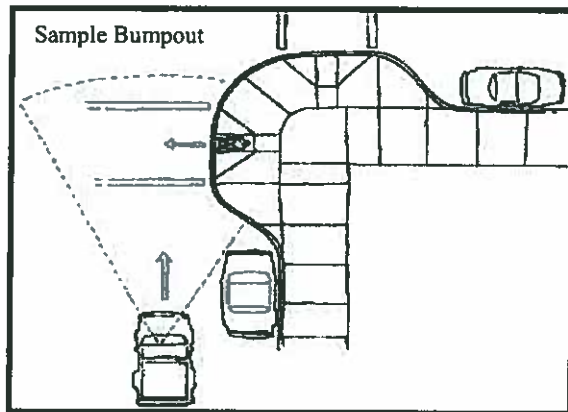
Pedestrian access should be examined/enhanced such that it makes walking within the neighborhoods easier.

J:COA,NPCT

T.2.3

When pedestrian improvements are made, add pedestrian bump-outs, where feasible. Bump-outs are sidewalk extensions that safely bring pedestrians into on-street parking areas, giving them better views of on-coming traffic and vice versa.

J:COA,NPCT



T.2.4

Add street trees for pedestrian shade including but not limited to along roads that serve key destinations.

J:COA,NPCT, private property owners

T.2.5

Create the bike lanes identified in the adjacent maps and Table T-1. These projects are in addition to those identified in the Austin 2009 Bicycle Master Plan. During the amendment process to the Bicycle Master Plan, the City will re-evaluate the need for the Northwood bicycle route with particular focus on on-street parking needs.

J:COA,NPCT

T.2.6

Make MoPac crossings safer to accommodate pedestrians and cyclists, in particular

the 35th St crossing and the Westover/Northwood crossing, which is used by children attending Casis Elementary, as well as Lake Austin Boulevard.

J:COA,NPCT,TxDOT

T.2.7-reserved

T.2.8

Improve Red Bud Bridge by adding pedestrian access and a separated bike lane. Additional car lanes should not be added.

J:COA,NPCT

Safe routes to schools

T.2.9

Improve routes by which children travel to nearby schools. (See the sidebar, "Children and large roads.")

Bryker Woods Elementary

- A. Jefferson at 34th and 32nd Sts — Heavy volume makes this a dangerous crossing for elementary students, as well as high school students who use the bus stop at 34th Street.
- B. 35th St and Lamar Blvd — The school should work with parents to establish bicycle trains once safe bike routes have been established. These roads are not suitable for children to walk across unsupervised.
- C. 35th Street Cutoff— Used by Bryker Woods students who live in the Rosedale neighborhood.
- D. Westover Road (east of Exposition): A bike route on Westover Road should be established to a clear and safe bike path for children riding to school.

Casis Elementary

- E. Northwood across MoPac — The school should work with parents to establish a bicycle train under MoPac corridor once a bike route is established. This intersection is

not suitable for unaccompanied children to walk through.

J: COA, NPCT, Schools, and Campus Advisory Councils

Children and large roads

Elementary school children should not be encouraged to walk across major roads such as Lamar, 35th, or MoPac due to safety issues. Young children have a difficult time judging how to cross a large road with many cars going both directions and their difficulty is increased at heavily trafficked intersections with complex timing and turn-taking. Students are encouraged to ride bikes in groups with an accompanying parent (forming a bicycle train) across these major roads. Groups are more obvious to drivers and will reduce the chance of an accident.

10

Annually conduct Child Safety training courses at the three public schools in the neighborhood.

J: COA, NPCT, Schools, and Campus Advisory Councils

T.2.11

Apply for a Safe Routes to School grant to implement the recommendations in T.2.1, T.2.5, T.2.6, and T.2.9.

J: COA, NPCT, Schools

Transit

T.2.12

Maintain and evaluate the feasibility of improving bus service to areas that have demonstrated ridership, such as:

- a. The Gables apartments
- b. UT student housing at Brackenridge and Colorado apartments

J: NPCT, Cap Metro

T.2.13

Evaluate the feasibility of improving bus service to destinations within the neighborhood with the intent of increasing ridership and/or reducing vehicular traffic, such as:

- a. Oyster Landing
- b. Laguna Gloria and Mayfield Park and Preserve
- c. Exposition Boulevard from Lake Austin Boulevard to 35th Street
- d. Large special events in other parts of the city

J: NPCT, Cap Metro

T.2.14

Increase ridership where locally desired by residents through social interactions and neighborhood promotions, such as advertising in the neighborhood, providing training, or starting a One Day a Week effort which promotes getting to work by bus at least once a week.

J: NPCT, Cap Metro

T.2.15

Add a shelter to the bus stop at Jefferson and 34th Street.

J: NPCT, Cap Metro

T.2.16

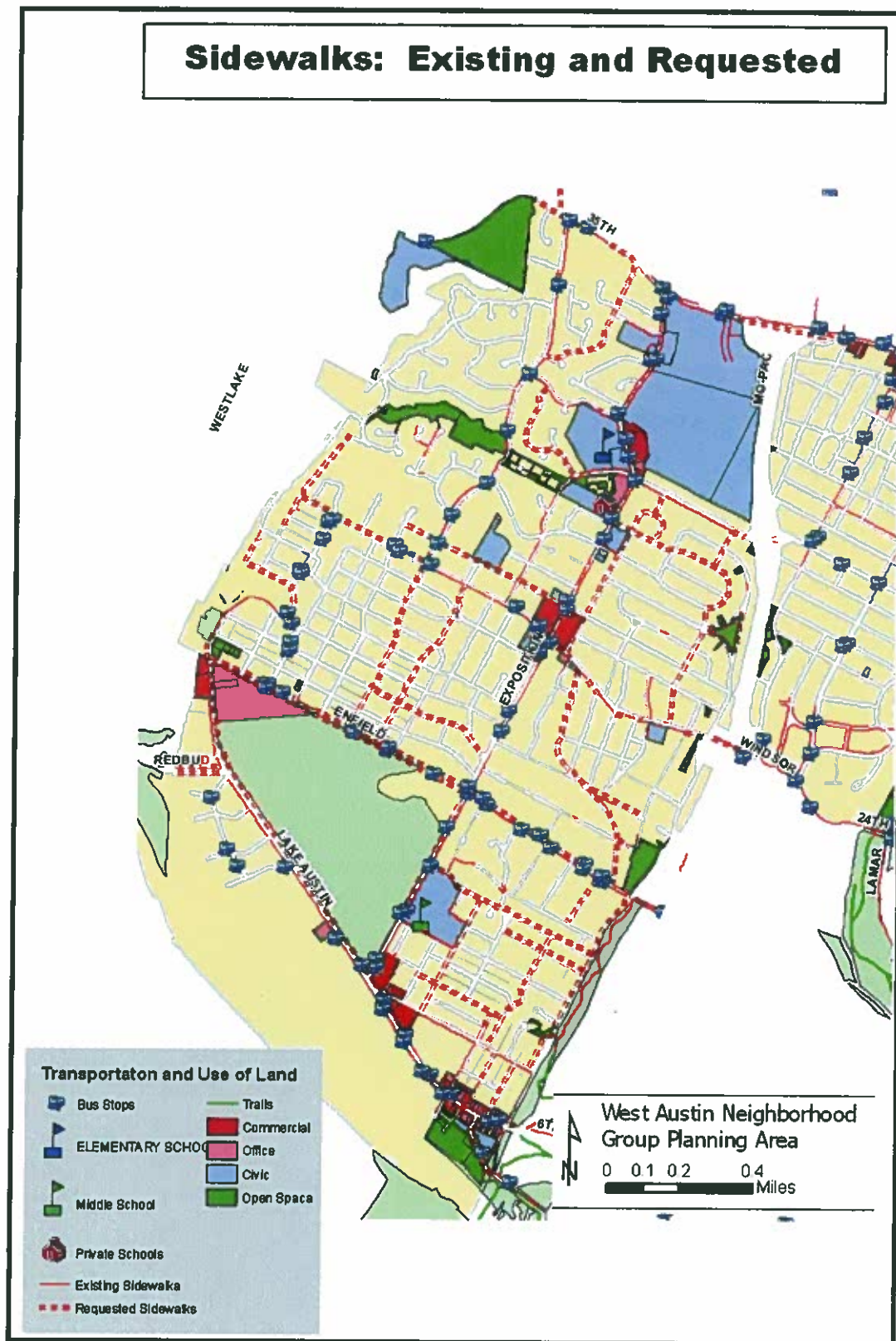
Improve gaps outside the neighborhood that prevent connection to key locations, such as downtown.

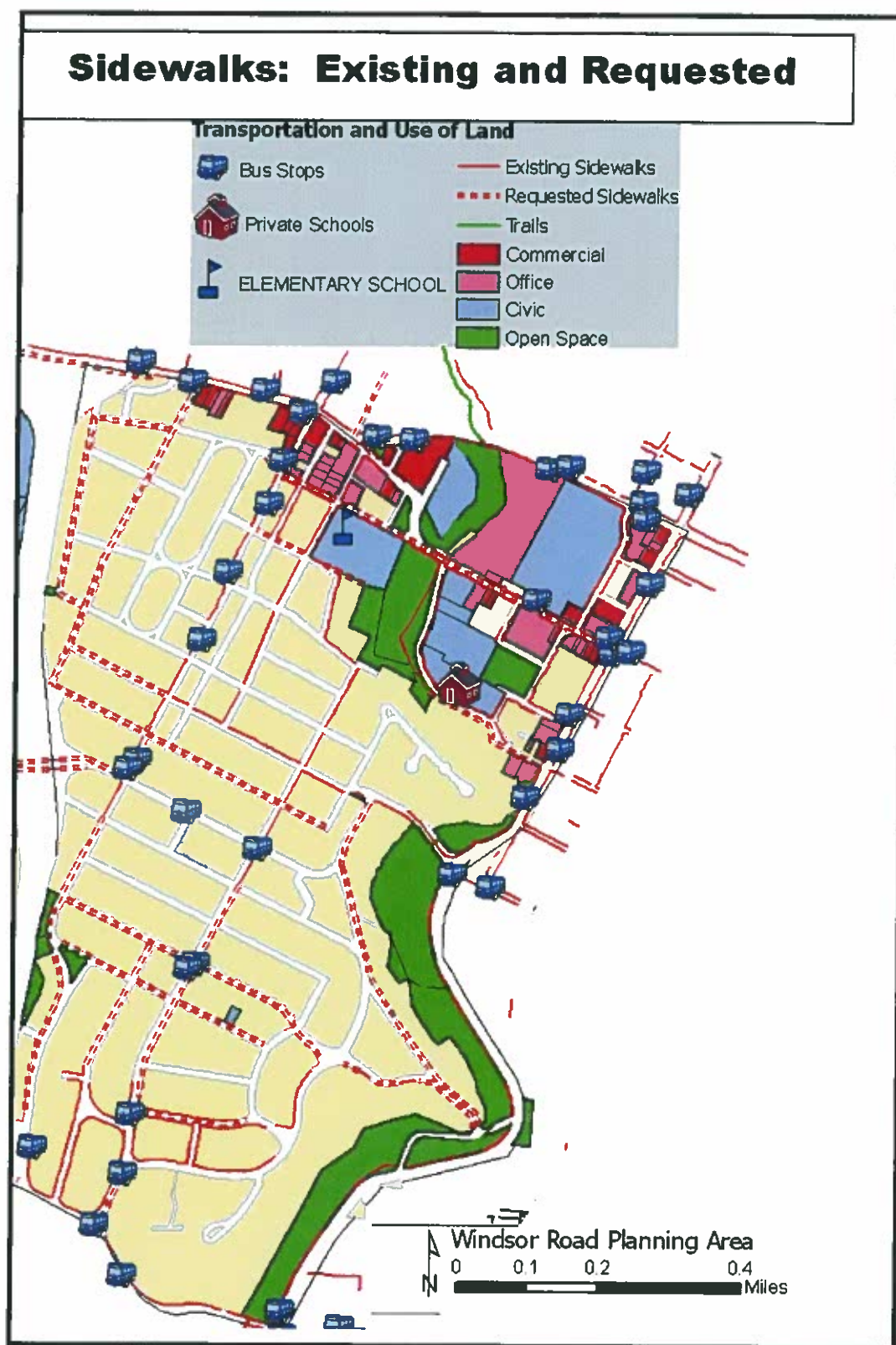
J: COA, NPCT

Objective 3: Support transportation investments in the Loop 1 (MoPac) and Lamar Boulevard corridors that are compatible with the neighborhood and its environment.

T.3.1

Oppose expansions of Loop 1 or the acquisition of additional right-of-way from either side of Loop 1 that adversely impact the neighborhood through noise, light, or cut-through traffic or that encroach upon existing homes. Increased capacity should be accompanied by trees, buffers, and sound bar-

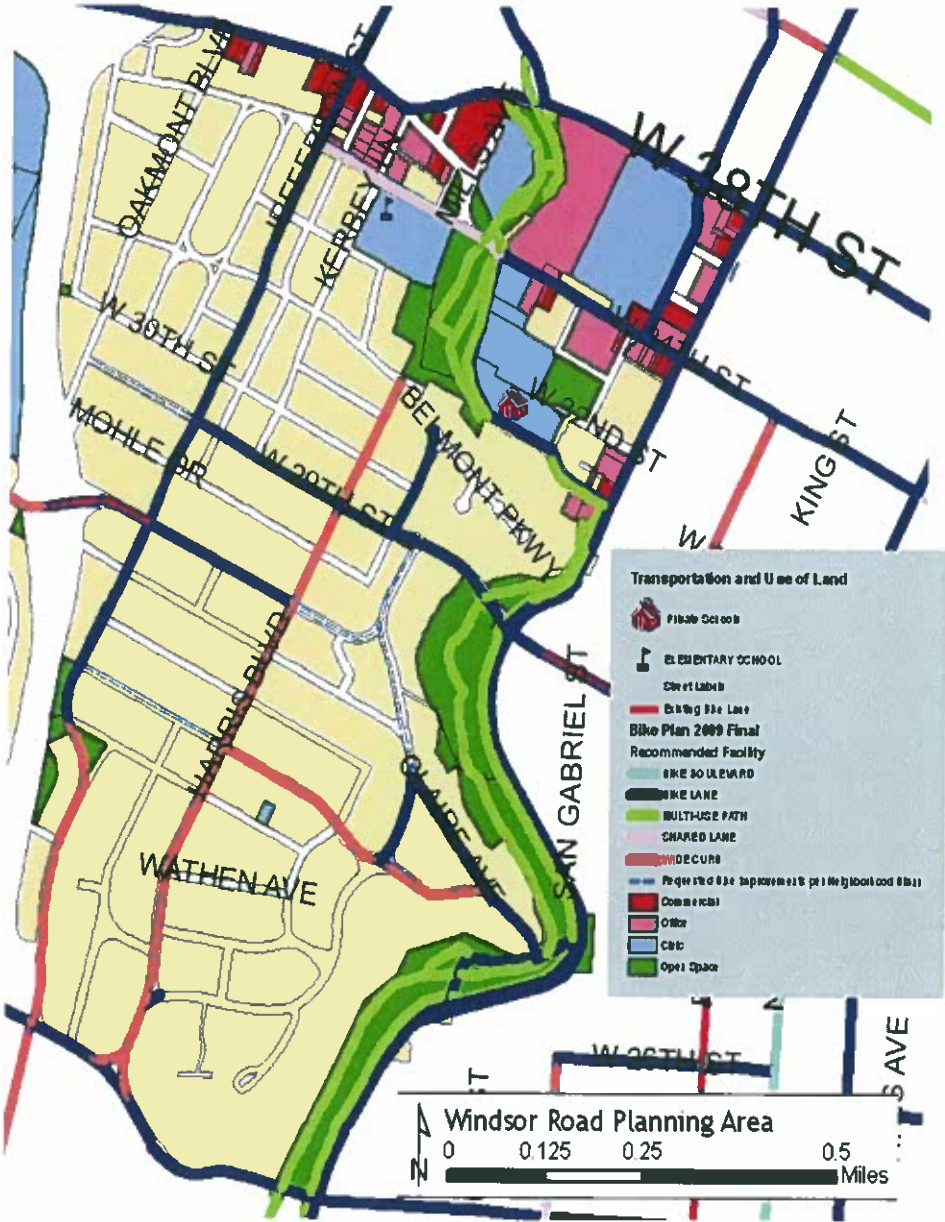




Bike Lanes: Existing, Planned and Requested



Bike Lanes: Existing, Planned and Requested



riers and should not be accompanied by elevated lanes or the acquisition of additional right-of-way from either side of MoPac/Loop

1.
N

T.3.2

Support city-wide mass transit service that will decrease congestion on Loop 1 and Lamar Boulevard, thus reducing traffic on Central West Austin's streets and improving the transportation system for all of Austin and the region.

N

T.3.3

If a commuter rail station is added along the MoPac corridor, ensure that it provides bicycle, pedestrian, and bus access from the surrounding neighborhoods, that there is adequate parking such that there is no commuter parking in the neighborhood, and that it improves connections across MoPac.
J: COA, NPCT; Lone Star Rail District

T.3.4

Participate in the Lone Star Rail District's planning process to ensure that any rail line, station, or development is consistent with this plan and that the neighborhood's concerns and opportunities (see the text box below) are addressed.

J: COA, NPCT; Lone Star Rail District

Lone Star Rail District

A potential commuter rail linking Georgetown to San Antonio could run between both planning areas along the existing rail located within Loop 1. On November 14, 2007, stakeholders heard a presentation from the District identifying potential plans for the commuter rail including a potential station and associated transit-oriented development along Loop 1 and 35th Street. On December 5, 2007 stakeholders identified opportunities and concerns regarding the

potential rail along this corridor and not just specifically at 35th Street. Should the rail and development move forward, stakeholders would like to see a project that supports the provisions of this neighborhood plan.

Concerns

- Increased density is not appropriate due to compatibility and traffic issues
- Displacement of Austin State School
- Not enough land on 35th St for transit-oriented development
- Threat to local business
- Effects on neighborhood will not be studied or addressed
- Noise & light pollution
- Not enough planned parking which will cause cars to park in neighborhood
- Parking design standards will not enhance the neighborhood
- Should not be located near Enfield, Westover, or Windsor roads because on-off ramps are inadequate and incompatible with neighborhood
- Increased vehicle traffic including cut-through
- Clover leafs on W. 35th make access to station difficult.
- Attraction of transient population
- Public process & full disclosure will be denied or limited

Opportunities

- Easy access to other cities, including San Antonio
- Easy access to downtown
- Possibilities for better connection & improve overall non-vehicular access
- Another alternative to cars
- Could reduce vehicular traffic
- Support vitality of neighborhood
- More places to walk to/pedestrian-friendly development
- Increased residential development that is not as expensive
- Business growth

CENTRAL WEST AUSTIN NEIGHBORHOOD PLAN

Draft Parks, Open Space, & Environment Chapter

Goal Statement and Introduction:

Preserve, connect and enhance existing parks and recreational areas and facilities in the Central West Austin Planning Area, as well as open-space on large properties (e.g., Austin State School and the Brackenridge Tract) for the health, recreational and historical benefits they bring to the community. Create opportunities for additional public open space such as trails, pocket parks, and landscaped traffic islands, as well as parks and recreational areas and facilities on large properties.

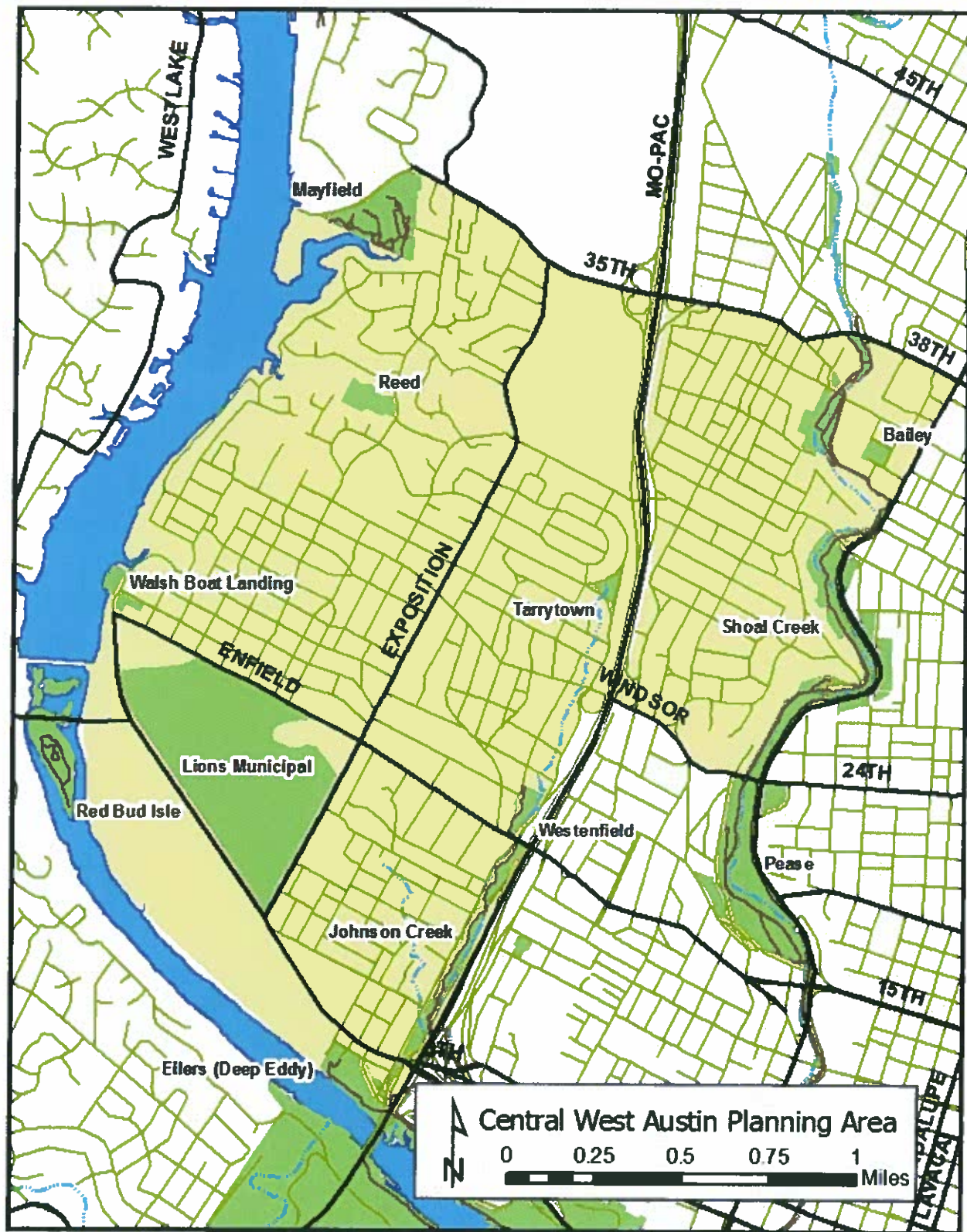
The location for Austin was chosen in part because of its hills, its natural beauty, its adjacency to the Colorado River. Incorporating some of those open, natural areas as public parks and open spaces has been an important part of the way the city has grown, and is a very im-

portant part of the city's identity. The value of such public spaces has been embraced by the citizenry who enjoy the recreation, fresh air, open space, and greenery that they provide. In the CWANP area, and around the city, they are important social and civic sites, allowing people of all ages and backgrounds the chance to interact, and often to learn a bit of Austin's history. Parks provide an important connection to the natural environment in our increasingly urban surroundings, and the CWANP area has parks embodying natural elements of this area.

Central West Austin is fortunate to have a dozen parks and green areas, ranging from major, city-serving parks (such as Lions Golf Course and the Shoal Creek Greenbelt) to small, neighborhood parks (such as Tarrytown Park), down to even smaller pocket parks that are converted from unused spaces. These parks help define the neighborhood's character and history and serve as important meeting and recreational destinations.

Potential development of existing greenspace and parkland has created concern for the neighborhoods. The Brackenridge Tract and Austin State School currently provide recreational opportunities that could be impaired should they be developed. Also, Camp Mabry, located just north of the planning area, has been used as a park but has also had rumors about its being developed. Keeping these areas as parks and greenspace is desirable because of their beauty and the fact that they provide natural habitat and recreation in an urban area.

Planning area residents appreciate the number and variety existing



Current park amenities in Central West Austin

Tarrytown Park: 2.25 acres

- Softball field
 - Playground
 - Picnic tables
- ⇒ Acquired by City in 1939

Bailey Park: 2.3 acres

- Softball field
 - Tennis courts
 - Volleyball courts
 - Picnic tables & pavilion
 - Indoor restrooms
 - Wading pool
- ⇒ Acquired by City in 1935

Walsh Boat Landing:

4.06 acres

- Picnic tables
 - Bar-b-que unit
 - Indoor restrooms
 - Boat ramp
 - Fishing
- ⇒ Acquired by City in 1957

Reed Park: 6.27 acres

- Softball field
 - Picnic tables
 - Swimming and wading pools
 - Historic Marker
- ⇒ Acquired by City in 1954 through a donation by Roberta Reed Dickson Crenshaw

Ellers Park/Deep Eddy:

8.96 acres

- Volleyball courts
 - Playground
 - Picnic tables
 - Bar-b-que units
 - Municipal swimming pool
 - Wading pool
 - Fishing area
 - Trails (0.25 miles)
 - Reservable facility
 - Deep Eddy Community Gardens
 - Historic Marker
- ⇒ Acquired by City in 1935

Lady Bird Lake

Hike & Bike Trail:

- Trail (10.1 miles)
- ⇒ Town Lake Beautification Project began in 1971

Westenfield Park: 11.04 acres

- Softball field
 - Multipurpose field
 - Basketball court
 - Tennis courts
 - Multipurpose courts
 - Playground
 - Picnic tables & pavilion
 - Indoor restrooms
 - Neighborhood swimming pool
- ⇒ Acquired by City between 1937 & 1946

Red Bud Isle: 13.56 acres

- Picnic tables
 - Boat ramp
 - Fishing pier
 - Trails (1.3 miles)
 - Dog park
- ⇒ Acquired by City in 1945 through a deed by the State of Texas

Mayfield Preserve: 20.62 acres

- Nature preserve
 - Picnic table
 - Portable restroom
 - Trails
 - Historic Marker
- ⇒ Acquired by City in 1971 through a donation by Mary Mayfield Gutsch

Johnson Creek Greenbelt: 59.47 acres

- Trails (1.11 miles)
- ⇒ Acquired by City in 1977

Shoal Creek Greenbelt:

76.72 acres

- Picnic tables & pavilion
 - Trails (3.5 miles)
- ⇒ Extended through Pemberton Heights and Bryker Woods in 1929

Lions Golf Course: 141 acres

- Golf course
 - Historic Marker
- ⇒ Leased to the City from the University of Texas in 1937

Nearby parks:

Pease Park

Lamar Senior Center

Other open space:

Laguna Gloria

Lift Station @ Scenic Drive

parks. Almost all of the parks, however, could use some improvements in facilities, landscaping, and maintenance.

The recommendations that follow, when implemented, will strengthen Central West Austin by refining its parks and the roles they play in the neighborhood. These recommendations generally focus on three areas—improving access to parks, improving the uses and facilities at parks, and using parks to improve the environment in Central West Austin.

Objective 1: Ensure access to a range of parks and open space for a range of people.

P.1.1

Identify and create new parks and open spaces that serve their immediate neighbors as opportunities arise.

J: NPCT, COA with Neighborhood Associations, Keep Austin Beautiful, & Austin Parks Foundation

Current opportunities include:

- Jefferson & 34th Street triangle: potentially add a bus shelter and picnic bench
- Etheridge & Jefferson Street triangle
- Jarrett Street triangle: add landscaping
- Staging area southeast of Tarrytown Park along Winsted Lane

P.1.2

Improve parking facilities at the following parks:

1. Shoal Creek Greenbelt—to reduce parking overflow onto neighboring streets
2. Westenfield Park—reduce impacts to neighborhood streets such as Sharon Lane
3. Eilers Park — to accommodate increased volume

4. Walsh Boat Landing — resurface to prevent erosion and maintain permeability and address boat docking access.

5. Red Bud Isle
J: NPCT, PARD with Park Friends

P.1.3

Improve pedestrian and bicycle access to parks along the street network from the neighborhood.

J: NPCT, COA

See Transportation Chapter for a map of recommended pedestrian and bicycle improvements.

Access points that need improvement include:

- 1) Shoal Creek Greenbelt/Seiders Springs/Bailey Park/Pease
 - a) 34th Street to Shoal Creek Park/Seiders Springs
 - b) Windsor Road to Pease Park/Shoal Creek Greenbelt
 - c) 29th Street to Shoal Creek Greenbelt -- fix gravel that is there (tough to cross)
 - d) 32nd Street area and Bryker Woods Elementary into Upper Shoal Creek Greenbelt and then to Bailey Park (possibly by negotiating the use of pathways with Bryker Woods Elementary and St. Andrews Elementary)
 - e) Improve signage into park along Shoal Creek Boulevard
- 2) Mayfield Park : 35th Street to Mayfield Park
- 3) Red Bud Park: Accommodate pedestrians and bicyclists on an improved Red Bud Bridge.
- 4) Johnson Creek Greenbelt
 - a) Add more access points on the neighborhood side, including below the Atlanta Street Bridge.
 - b) Add emergency call boxes along the hike and bike trail.

P.1.4

Improve travel within parks
J: NPCT, COA with Park Friends

Stakeholders have identified these current concerns:

- 1) Shoal Creek Greenbelt
 - a) Improve creek crossings where crossings exist
 - b) Extend trails over gabions north of 34th Street
 - c) Add lighting
 - d) Add emergency call boxes
- 2) Eiler's Park: Add staircase to picnic and playscape area to allow visitors to bypass the ramps.
- 3) Westenfield: Connect a sidewalk to the pool
- 4) Johnson Creek: Create pedestrian and bike path in Johnson Creek area below Winsted Lane/Atlanta Street to enable safe crossing from Deep Eddy Heights area (west of MoPac) to Johnson Creek trail which provides access to Hike and Bike trail.

1) Creating a public trail from 35th Street to the southern boundary of the Austin State School

2) Connecting the Hike and Bike Trail along Lady Bird Lake to Red Bud Trail
J: NPCT with COA, Land Owners

Lady Bird Lake Hike and Bike Trail

Formerly known as the Town Lake Hike and Bike Trail, the trail was renamed in memory of Lady Bird Johnson on July 26, 2007. The trail extends from Eiler's Park east to the Longhorn Dam. In 1971, the City created the Town Lake Beautification Project and appointed Ms. Johnson as the chair. The effort led to the creation of the trail.

Red Bud Isle

Red Bud Isle is best known as being an off leash dog park. The park has a wide array of vegetation such as Texas Ash and Redbud trees and animal life including Great Horned Owls, Blue Herons, and Ospreys. It was formed in the Colorado River in 1900 when the seven year old McDonald Dam collapsed during a major flood.

P.1.5

Repair Johnson Creek Greenbelt trail access under Veterans Drive near the Roberta Crenshaw Pedestrian Bridge in order to maintain and provide continuous access through Shoal Creek and Johnson Creek Greenbelts to the Trail at Lady Bird Lake. (Permeable pavements are preferred.)
J: COA, NPCT with Park Friends

P.1.6

Negotiate with landowners for passage through and recreational use of open space such as UT, LCRA, Austin Girl's School, Austin State School, Seton Medical Center, and St. Andrews Episcopal School. Primary passage interests include:

Objective 2: Program existing parks to promote recreation and wellness, public art, and gathering places for all ages.

P.2.1

Improve amenities at Bailey Park to make it a more attractive destination for families in the nearby neighborhoods, subject to historical considerations. Potential improvements could include repairing the tennis courts, revamping the existing stage to promote more entertainment, civic space, and community gathering; play areas for young children; adding a trail around the park, and refurbishing the wading pool or upgrading it to a full-sized pool or splash pool.

J: NPCT, COA

P.2.2

Restore and beautify Reed Park, its pool, and South Taylor Slough. This should include scheduling regular maintenance and participating in the Adopt-A-Park program.
J: NPCT, COA with Friends of Reed Park

P.2.3

Create a park or program for teens. One suggested location is at Eilers Park between Deep Eddy Pool and the Deep Eddy Community Garden along Veterans Drive.
J: NPCT, COA with Park Friends

P.2.4

Create opportunities for public art display at parks. An example is the planned mosaic at Eilers Park.
J: NPCT, COA with Park Friends

P.2.5

Ensure that some part of all park play-scapes are shaded with either trees or shade structures.
J: NPCT, COA with Park Friends

P.2.6

The residents of the neighborhood should utilize the Adopt-A-Park Program for assisting with small park upkeep and beautification.
J: NPCT, COA with Keep Austin Beautiful, Park Friends, Austin Parks Foundation

Adopt-A-Park

The City's Adopt-a-Park program was created to provide an opportunity for neighborhoods to adopt the park in their community. Please go to <http://www.ci.austin.tx.us/parks/volunteer.htm> for more information.

P.2.7

Provide maintenance, such as restoring irrigation or supplementing soil to improve tree health. (FYI: landscaping/flower beds

may be done through the Adopt-A-Park Program on parkland.)
J: NPCT, COA with Keep Austin Beautiful

P.2.8

Post signage providing contact information for "Friends of Parks" programs at all parks.
J: NPCT, COA with Park Friends

P.2.9

Add bleachers and repair tennis courts and pool at Westenfield Park.
J: NPCT, COA

P.2.10

Refurbish the wooden pavilion along Shoal Creek, south of 34th Street and provide picnic benches under the oak trees located south of the 29th Street Bridge.
J: NPCT, COA

Shoal Creek Hike and Bike Trail

Janet Fish, daughter of Walter Long, spearheaded and donated her own money as well as raised additional funds for the creation of the trail in the 1950s. She is credited with calling it the "Hike and Bike Trail." The Hike and Bike Trail is one of the earliest of its kind in the United States and was used as an example by Lady Bird Johnson when touting her beautification efforts. There is a bridge across the creek named in her honor.

P.2.11

Plant shade trees and add benches along Shoal Creek Trail and Eilers Park to improve the pedestrian environment. (Work within the principles of Objective 6 to improve stormwater quality and fit into the neighborhood tree theme.)
J: NPCT, COA with Park Friends, Tree Folks

Park Operations

If you see suspicious activities or see people in the park after hours of operations, please call 3-1-1.

P.2.12

Conduct a study to determine whether there should be improvements to the off leash dog park at Shoal Creek Greenbelt to reduce potential conflicts between dogs and vehicles, pedestrians and cyclists. The purpose of the study is to improve the safety to dogs as well as humans.

J: NPCT, COA

P.2.13

Repair, maintain or replace Deep Eddy Pool as a spring-fed pool, subject to historical considerations.

J: NPCT, COA with Friends of Deep Eddy

Eilers Park/ Deep Eddy Pool

Deep Eddy is the oldest swimming pool in Texas. The pool was originally a swimming hole due to its springs. In 1915, A.J. Eilers, Sr. bought the swimming hole as well as the adjacent land and built the pool and a resort, called Deep Eddy Bathing Beach, which he sold to the City in 1935. Two weeks after the purchase, the Lower Colorado River flooded which filled the pool and destroyed the bathhouse. By July 1936, the pool had reopened thanks largely to the Works Progress Administration which funded the renovation. The City created a park around the pool and named it in Mr. Eiler's honor. Over the years, the bathhouse and other structures became dilapidated. The Friends of Deep Eddy organized to help repair these structures and maintain the historic appearance while providing modern amenities. Their work has lead to over 700 volunteers and \$677,000 in donations contributing to improvements. A major milestone occurred on June 2, 2007 when the bathhouse had a grand reopening. Future improvements include repair to the pool, a handicapped accessible path and ramp, concession stand, and entry pavilion. In June 2003, Deep Eddy Pool became a historic landmark on the National Register of Historic Places.

Did You Know?

Walsh Boat Landing

Walsh Boat Landing is one point of access to Lady Bird Lake for boaters. It also includes a fishing pier and picnic facilities. Of historical note is that Dudley Fowler, son of Marion W (Pappy) and Marian (Mame) Fowler, was in the City Attorney's Office and helped in the acquisition of Walsh Boat Landing. His father built boats, including the original Riverboat Commodore and developed waterfront property including Greenshores and Ski Shores.

Mayfield Park and Nature Preserve

Native and non-native species intermingle at Mayfield Park and Nature Preserve, including the highlight of Mayfield, the peacocks. The park offers public space and gardens, and the preserve offers seclusion and a connection to Austin's natural heritage. Allison Mayfield purchased the land in 1909. His daughter, Mary Frances designed the gardens and her husband, Milton Gutsch directed the building of the stone walls, ponds and garden features. The peacocks were given as gifts from friends in 1935.

Laguna Gloria

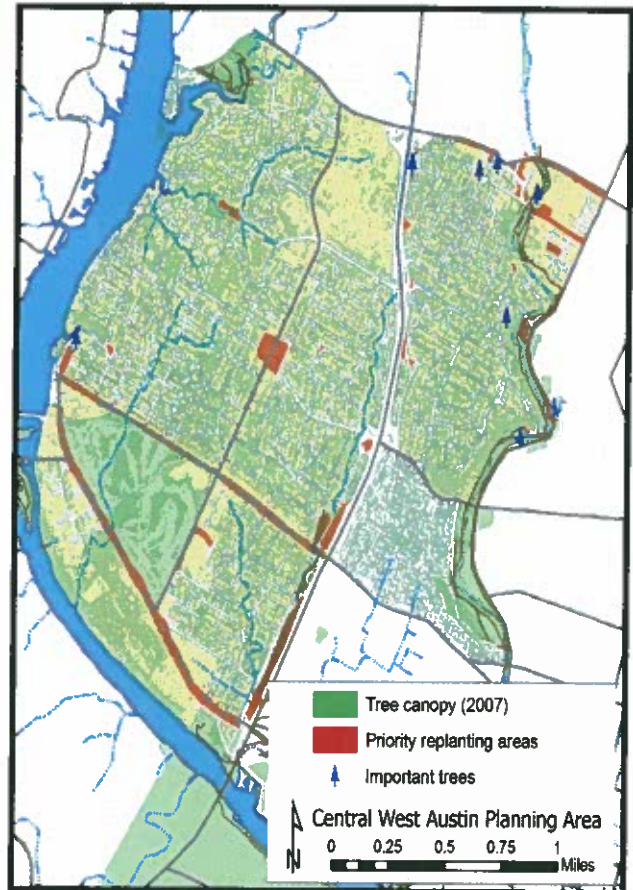
This Italianate-style villa was built in 1916 for Henry and Clara Driscoll Sevier. In 1943, the site was conveyed to the Texas Fine Arts Association by Ms. Driscoll, who was known for her efforts to preserve the Alamo. Their home is now owned by the Austin Museum of Arts. Laguna Gloria is used for enjoying the gardens and views of the lake, art education as well as viewing art exhibitions.

Goal Statement and Introduction:

Central West Austin will encourage a healthy urban ecosystem that uses trees and appropriate vegetation to make the neighborhood pleasant and unique, improve environmental conditions, and connect its social and natural heritages.

Good urban environments layer social and natural history together, creating complex patterns that sustain residents, lend a neighborhood's unique character, and provide important services. The primary connection among the great variety of uses for the urban environment is the urban forest. Urban trees are a core component of a city's green infrastructure, providing valuable ecosystem services to the entire community, such as sequestering carbon, filtering pollutants from the air and water, mitigating heat island effects, providing wildlife habitat, and overall improving the health, well-being, and economic vitality of our neighborhoods. Trees in Central West Austin give the neighborhood its established feel—at 51%, this is among the most heavily canopied areas in Austin. Trees make neighborhood streets more intimate and bring the distinctive ecology of Central Texas into yards. They shade pedestrian routes and prevent paved surfaces from absorbing heat from the sun, which assists citizens

with coping with extreme climactic conditions. Trees' deep root systems help the ground to absorb rainwater, reducing the strain on sewers, contributing to healthy creeks, and filtering pollutants before they enter waterways.



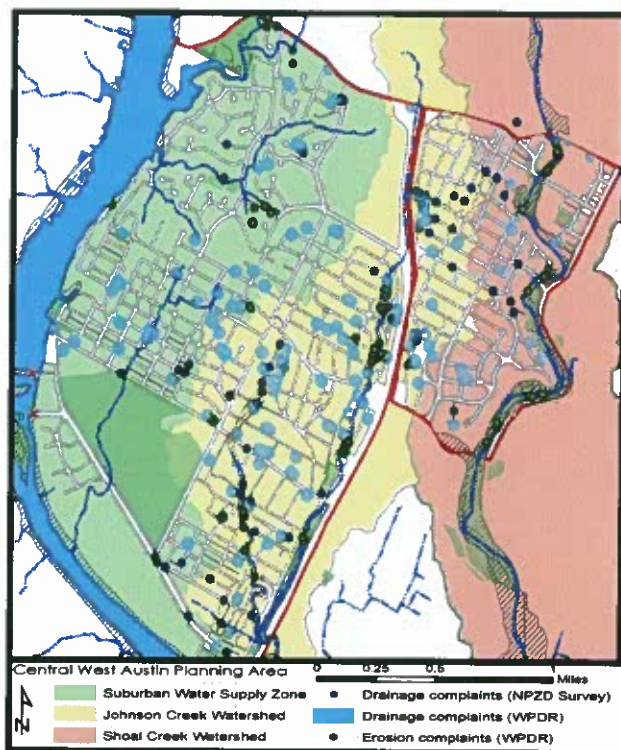
Stakeholders want to preserve the trees that they have and take an active role in helping their forest become healthy, by planting diverse native species and ensuring a healthy age structure. The biggest obstacles to keeping their forest healthy and full is age and lack of diversity (e.g age and species) of the forest as well as redevelopment of smaller, older homes into larger ones. Trees must be cleared for construction equipment, and larger homes leave less room for trees, their roots, and their canopies. Another issue is that this area

has many trees planted near overhead utility lines which causes frequent trimming to avoid growing into the lines. Oak Wilt is also a documented problem.

Stakeholders support picking “the right tree for the right place,” recognizing that trees are healthiest when they are selected and placed to avoid long-term conflicts with other uses, such as power lines and roadways. Native and adapted species require less water, fertilizers and pesticides (which become pollutants when used too heavily), are less prone to disease. Ensuring a diverse species and age structure also lessens the likelihood of disease, drought, or pest attacks wiping out entire groves and better assures a continuous canopy is maintained, as older and diseased trees are gradually replaced with appropriate ones.

Waterways are also important to these neighborhoods. Shoal Creek, Johnson Creek, Lady Bird Lake, and Lake Austin are all important borders and parks, and help to define and shape the area. All are in need for monitoring and enhancement; either from erosion, poor water quality, or overwhelmed stormwater systems. The stormwater system was built many years ago and was designed to handle stormwater from the neighborhood. However, upstream development, redevelopment to larger buildings and other impervious development has increased the amount of water entering into the stormwater system. Stakeholders want to restore the health of their waterways, while also protecting their neighborhoods from flooding during heavy downpours, and are eager to explore the possibility of introducing Best Management Practices (BMPs) that absorb stormwater into the ground. This

reduces the burden on sewers, removes pollutants, and maintains baseflow in creeks and tributaries. When well-designed, BMPs can also enhance neighborhood character and make a stronger connection to Central Texas’s ecology. Much of Tarrytown is located within Water Supply Suburban Drinking Water Protection Zone which places limitations on development such as impervious cover. The Taylor Slough and Lady Bird Lake Watersheds make up much of this drinking water protection zone.



Objective 3: Increase and diversify Central West Austin's urban forest.

See Transportation Chapter regarding street trees.

P.3.1

Encourage the protection of trees by supporting City personnel during review and inspection. If modifications are needed, request allocation of resources, from City management, to assist with the enforcement of all tree preservation and protection standards.

J: NPCT

P.3.2

Educate residents in spotting and reporting violations of the tree protection ordinance. Additionally, become familiar with the City's protocol and procedures. The tree information can be obtained from the City Arborist Program web site: <http://www.ci.austin.tx.us/trees/>.

J: NPCT, COA

P.3.3

Create a volunteer registry of protected and near-protected trees to aid the City Arborist in identifying protected trees. Residents preparing to sell their homes could add their trees to the registry, to protect them after sale. Also consider using the citizen-based urban forest mapping tool, such as the Tree Roundup (www.treeroundup.org).

J: NPCT with COA, neighborhood associations, homeowner associations

P.3.4

Create a Central West Austin recommended tree list from Appendix F of the Environmental Criteria Manual, or the Native and Adapted Landscape Plants booklet, to assist property owners in selecting appropriate species. The tree list should draw from the list of Austin-friendly trees, incorporate the neighborhood's preferences for species, and identify the uses different species can be put to (wind breaks, shade, stormwater, habitat, and preventing interference with utilities).

J: NPCT with COA

P.3.5

Undertake annual fall/spring tree plantings to ensure an urban forest diverse in ages and species. Trees should also be selected from the list in recommendation 3.4.

J: NPCT with TreeFolks

Native and Adopted Trees

Native and adapted trees require less maintenance, are more disease- and pest-resistant, and maintain a connection to Austin's natural heritage. The City maintains a preferred plant list, used for development regulations; the non-profit Tree Folks provides a Tree Growing Guide for Austin and the Hill Country. Both are good sources for choosing trees.

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

<http://www.treefolks.org/>

P.3.6

Replace less desirable (non-adaptive), invasive, diseased, and failing trees with native and adaptive trees. Invasive trees in public areas are most commonly found along creeks and drainage basins, where seeds are washed away and are able to take hold fastest.

J: NPCT with TreeFolks

P.3.7

Use trees to reduce heating and cooling costs. Deciduous trees south of buildings reduce heat gain in the summer, but allow it in the winter. Evergreens can serve as winter windbreaks and should be planted on the north side of buildings.

J: NPCT with neighborhood associations, homeowners associations, individual property owners

P.3.8

Educate residents in tree selection, inspection, and maintenance, and encourage them to get regular care by a certified arborist.

J: NPCT with COA, TreeFolks, neighborhood associations, homeowner associations

P.3.9

Introduce trees and vegetation into existing paved areas, combining multiple uses (such as shading and stormwater management) where possible.

J: NPCT with commercial, institutional, office property owners.

P. 3.10

Plant trees along Shoal Creek in order to improve riparian habitat and aesthetics.

J: NPCT, COA

TreeFolks

TreeFolks is a local organization that provides trees as well as education to neighborhoods. The NeighborhWoods Program delivers trees for free with the goal of reducing the heat island effect. The CommuniTrees Program provides trees to "schools, churches, medians, green-spaces, and housing projects." They also provide a number of educational programs to help people understand how to plant trees and the importance of trees.

<http://www.treefolks.org/>

Objective 4: Reduce local flooding in the neighborhood.

P.4.1

Improve stormwater infrastructure to reduce local flooding areas identified in Map 7-4, as resources are available. Flooding hotspots include:

- 1) Possum Trot & Quarry
- 2) Exposition and Lake Austin Boulevard
- 3) Windsor Road
- 4) Northwood
- 5) Bowman
- 6) 8th & Hearn
- 7) Stamford

J: NPCT, COA

P.4.2

Promote urban best management practices, particularly for new construction and remodels that increase impervious surface in local flood-prone areas. Prioritize best management practices that are most appropriate for the neighborhoods.

J: NPCT with COA

Best management practices for stormwater

BMPs are tools that property owners and developers can use that will reduce pollutants in stormwater and reduce flooding impacts. Examples of BMPs include:

- Green roofs (having soil and vegetation on the roof) that capture water and reduces the amount of stormwater leaving a site. Green roofs also cool buildings.
- Rooftop rain capture & storage which reduces the amount of stormwater leaving a site and filter pollutants from stormwater
- Rain garden which collect and treat water from paved areas like roofs and driveways.
- Rain barrels or cisterns allow you to capture rainwater and reuse it on your landscape. These can reduce pollutants and water leaving a site.
- Permeable pavement that allows water to flow into the ground and reduces stormwater from flowing off-site.
- Xeriscape yards and landscaping which includes drought tolerant native species or locally-adapted species that reduce the need for fertilizer and reduces stormwater leaving a site.
- Urban Forest & Tree Canopy-trees and plants absorb water and are excellent purifiers of water. They also help to cool houses and reduce the "urban heat-island effect." Trees also reduce soil erosion.
- Integrated Pest Management which introduces & maintains natural enemies of disease and insects. This reduces the amount of pesticides.

P.4.3

Support the development of incentives for management practices that reduce local flooding and improve water quality.

J: NPCT

P.4.4

Support revisiting existing City policy to require the on-site capture of additional stormwater for residential development that expands the existing building footprint or impervious coverage.

J: NPCT with COA

P.4.5

Investigate and reduce ponding at the following parks:

- 1) Reed Park
- 2) Tarrytown Park

If possible, improvements should use BMPs and could become features in the parks.

J: NPCT, COA

Objective 5: Protect Central West Austin's waterways from pollution and erosion.

P.5.1

Educate residents about preventing water pollution at the source through the Austin Water Quality Education Program.

(<http://www.ci.austin.tx.us/growgreen/default.htm>).

J: NPCT, COA

P.5.2

Encourage residents to work together, block by block, to participate in the Green Neighborhood program. This program provides actions that residents can take to reduce pollution entering into Central West Austin waterways. Though individual actions are encouraged these actions are most effective when many lots near one another do them together.

J: NPCT, COA

P.5.3

Correct current areas of erosion in Shoal Creek and protect against future erosion as resources are available, including planting trees that will stabilize banks and protect them during floods.

J: NPCT, COA

P.5.4

Adopt un-adopted areas of Shoal Creek, Johnson Creek, and Taylor Slough, through Keep Austin Beautiful and Watershed Protections's Adopt-a-Creek program .

These programs help with cleanups, trees plantings and vegetation removal. Some actions to be taken include:

- encouraging the schools to invite Keep Austin Beautiful/Watershed Protection staff to provide speakers and service learning projects
- ask neighbors to "Scoop the Poop" in parks and in the neighborhood in order to reduce bacteria levels in the creeks.

J: NPCT, COA with Keep Austin Beautiful

P.5.5

Develop an erosion control plan for:

- Casis Elementary: The campus hillside erodes into its parking lot.
- Bryker Woods Elementary: Stormwater flows from much of the Bryker Woods neighborhood through the school campus, washing out parts of the playground and open field.

J: NPCT, with COA, AISD, Casis Elementary, Bryker Woods Elementary,

P.5.6

Establish water quality monitoring stations at points near where Shoal and Johnson Creeks enter and exit Central West Austin.

J: NPCT, COA

P.5.7

Improve and limit disc golf course crossings on Shoal Creek Greenbelt.

J: NPCT, COA

Objective 6: Use parks, open space, and vegetation to define the neighborhood, connect the neighborhood's natural and social heritage, and improve key environmental qualities.

P.6.1

Use pocket parks as landmarks to add distinctiveness within the neighborhood.
J: NPCT with COA, Keep Austin Beautiful

Pocket Parks

Pemberton Heights has been actively pursuing beautification of its 11 triangles. Three of the triangles been completed and are beautiful projects. The neighborhood has received funding through donations and received a \$1,000 grant from Keep Austin Beautiful to plant native landscaping. The neighborhood is still working to raise funds to complete the remaining triangles.

Courtesy of Pemberton Heights Neighborhood Association and Keep Austin Beautiful.

P.6.2

Use pervious materials for any additions to sidewalks and trails to reduce creek erosion.
J: NPCT, COA

P.6.3

Use native or drought tolerant vegetation and stormwater best management practices to improve water quality, reduce water use, provide a sense of place, and reduce flooding.
J: NPCT, COA with Keep Austin Beautiful, Parks Friends, or Lady Bird Johnson Wildflower Center

P.6.4

Remove invasive species from Taylor Slough in Reed Park and along Johnson Creek and

its tributaries, and replant with native species that will reduce erosion.
J: NPCT, COA with Parks Friends

P.6.5

Plant additional shade trees and vegetation in parks. Such plantings should continue Austin's natural heritage and support local wildlife habitat, such as through bird and butterfly gardens. The neighborhood could adopt species themes that foster diversity to attract a variety of species (for example, Purple Martins, Chimney Swifts, Owls, Bats).
J: NPCT, COA with Adopt-A-Park Program, Austin Parks Foundation, Keep Austin Beautiful, Tree Folks, Park Friends, Travis Audubon Society, or Bat Conservation International

P.6.6

Improve landscaping at Eilers Park, including shade trees for pedestrians. The neighborhood should seek a TreeFolks "Communitrees" grant and apply for the City's Adopt-A-Park program.
J: NPCT, COA with Friends of Eiler's Park or TreeFolks

P.6.7

Maintain and beautify City-owned property by planting native or adaptive trees in non-open field play areas upon approval by the PARD Parks Coordinator if on parkland. The neighborhood should seek a TreeFolks "Communitrees" grant.
J: NPCT, COA with Tree Folks, Keep Austin Beautiful or Austin Parks Foundation

P.6.8

Provide access and improve landscaping around Johnson Creek where it enters Westenfield Park. Currently, it is overgrown and inaccessible, but could serve as an additional feature for the park.
J: NPCT, COA

P.6.9

Preserve "The Forest" located at Casis Elementary School. The Forest is relatively

new, and should be protected as a long-term gift to future children. Among other concerns, it should be protected from erosion dangers.

J: NPCT with Casis Elementary School Tree Folks, or Keep Austin Beautiful

P.6.10

Replant sycamore trees in the Jefferson St-34th St triangle, using cuttings from the existing sycamore there if possible. The triangle sycamore was planted by Girl Scouts more than forty years ago. If possible, the neighborhood should work with current Girl Scouts to do the cuttings, replantings, and nuturing of the new trees.

J: NPCT with Keep Austin Beautiful, Tree Folks or the Girl Scouts of Central Texas

P.6.11

Maintain the waterway in Mayfield Park and rejuvenate the wildness of the area by removing invasive species and replanting with native species.

J: NPCT, COA

P.6.12

Make Tarrytown Park more attractive and user-friendly by

- landscaping Johnson Creek through Tarrytown Park to improve its appearance and control erosion
- planting thick, low-growing hedge around children's play area and on the playing-field side of the suggested footpath
- adding a shade structure for the playscape located on the eastern side
- adding a walking trail along the eastern perimeter

J: NPCT, COA

P.6.13

Encourage the City to acquire scenic easements around top of cliffs adjacent to Red Bud Island—or extend any easements that may already exist—to prevent houses from being built, ruining natural appeal of the park.

J: NPCT with COA

P.6.14

Encourage neighborhood associations and individual property owners to participate in the City's Wildlife Austin program. Provide wildlife habitat corridors that connect to green space by creating native landscapes that include food and water sources, cover and places to raise young for birds, butterflies, and other wildlife. More information can be found at

www.keeptaustinwild.com.

J: NPCT with COA, neighborhood associations, individual property owners

P.6.15

Preserve the legacy trees located at Bryker Woods Elementary School and use as part of the educational curriculum.

J: NPCT, Bryker Woods Elementary School

Seiders Spring

Seiders Spring, in the heart of Seider Spring Park along Shoal Creek, was historically a place of solace for local residents and tourists. As Austin has built up around the spring, however, the groundwater that sustains the spring and contributes to Shoal Creek has been drying up.

While none of the recommendations in this chapter directly address the spring, the overall goal of promoting infiltration and reducing stormwater runoff should be understood as restoring Seiders Spring to health.

CENTRAL WEST AUSTIN NEIGHBORHOOD PLAN

Draft Community Life Chapter

Goal Statement & Introduction:

Central West Austin will foster and improve life for all ages through community interaction.

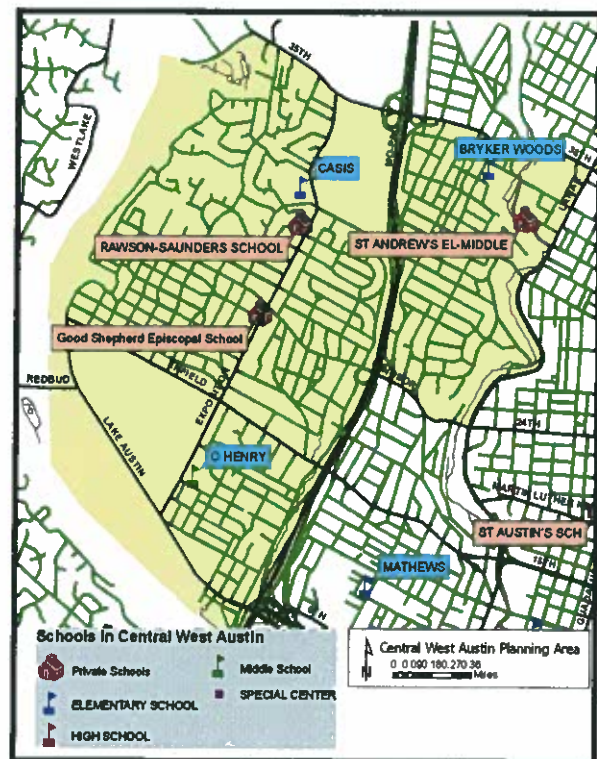
Central West Austin has an active community life. The proximity of the neighborhoods to local businesses, parks, schools and small streets provide stakeholders with multiple opportunities to engage in life outside their homes. Community engagement occurs through involvement in a variety of organizations such as school programs, neighborhood associations, political and church organizations and outdoor/sports recreation. High levels of stakeholder involvement create awareness and result in highly organized neighborhoods that are safe for everyone.

Recommendations from other chapters foster and build on community interaction. For example, participating in local creek clean-ups beautify the neighborhood creeks and greenbelts and provide opportunities for neighborhood stakeholders to meet and interact. Making streets more livable will bring residents outside into the public life of the neighborhood streets.

Schools serve as a primary contributor to community life in Central

West Austin partly because there is a high level of parent and community participation in neighborhood school organizations. The schools and the surrounding neighborhoods are engaged in a symbiotic relationship in which one benefits from the existence of the other. Having increased involvement allows schools to offer programs beyond the traditional curriculum such as organic gardening. Consequently, the schools and the neighborhoods have become highly reputable and desirable places to be.

While Bryker Woods and Casis Elementary Schools as well as O. Henry Middle School are all considered top schools within Central Texas, residents would like to see improvements to the schools. The original buildings are still in use and outdated in some cases. Schools have become over-crowded as a result of the increased desirability of the neighborhoods' and the schools them-



selves and the schools' receiving students from outside the school attendance zones. Residents would like to reduce overcrowding in order to allow the schools to continue providing optimal learning environments. The type and amount of development that could occur will ultimately determine the impacts to schools as well as the methods needed to address these impacts.

Active community living has allowed Central West Austin to remain relatively safe. Community involvement creates awareness and residents keep a watchful eye. Even so, this area has been experiencing a number of residential break-ins and burglaries during the summer months while families are away on vacation. Additionally, the increase of graffiti or "tagging" has property owners concerned. Residents would like to see more communication with the police and are interested in doing more to keep their neighborhoods safe.

Neighbors would also like to increase use of neighborhood centers, especially Exposition Center, through the development of restaurants, cafés and retail shops.

In addition to this chapter, recommendations in other chapters also foster and build on community interaction such as local creek cleanups and making streets more friendly to pedestrians and cyclists.

Objective 1: Create more opportunities for interaction within the community.

C.1.1

Organize street side gatherings such as annual or semi-annual block celebrations, and provide more support for the many celebra-

tions already well-established, such as the annual end-of-school party at Reed Park, the Fourth of July Parade at Reed Park, and other block parties throughout the neighborhood as well as activities identified in the Transportation and Parks, Open Space, and Environment Chapters

N

C.1.2

Help to create the Austin State School Life Trail as well as volunteer participation in the Austin State School Volunteer Services Council activities.

J: NPCT, Austin State School

C.1.3

Create a webpage whereby citizens can stay informed of plan implementation status and amendments.

N

C.1.4

Increase the variety, quality and accessibility of neighborhood retail and public services.

- Maintain Tarrytown Post Office as a full-service post office
- Extend hours for Howson Public Library
- Increase the number and length of supervised programming for children and the elderly at Howson Library and other West Austin facilities (such as WAYA)
- Support the continued presence of museum activities at the present site of Laguna Gloria Art Museum
- Coordinate efforts of groups providing support to neighborhood parks (Tarrytown Park, Enfield Park, Mayfield Park, Reed Park, etc.).

N

C.1.5

Encourage local merchants to provide a greater variety of neighborhood retail services, restaurants, and other basic services.

N

Public Schools



Bryker Woods Elementary School—established as a public school in 1939. Bryker Woods Elementary is the only AISD elementary school that accommodates grades K-6 and has been rated exemplary by the Texas Education Agency.



Casis Elementary School—established as a public school in 1951 as a joint effort between AISD and The University of Texas. Casis Elementary has been rated exemplary by the Texas Education Agency.



O. Henry Middle School—established as a public school in 1953. O. Henry Middle School, named after writer William Sydney Porter, serves as a magnet school for students grades 6-8 with in the local neighborhoods as well as the greater community.

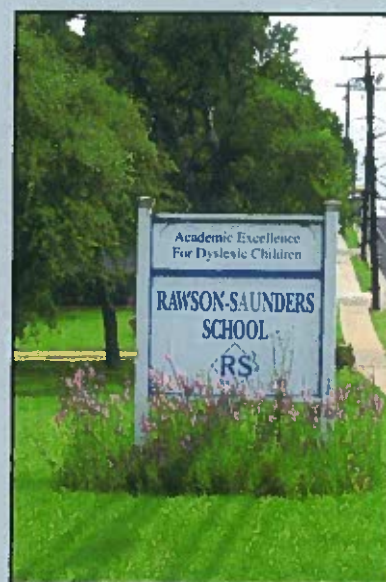
Other Neighborhood Schools

The Girls' School—established as a private girls' school in 2002. The school was once the site of the AISD Dill School established in 1955. The Girls' school offers an array of educational and extracurricular programs for grades K-8.



St. Andrews Episcopal School—established as a private school in 1952. This campus serves grades 1-8

Rawson-Saunders School for Dyslexia—Is the only private school for children with dyslexia in the greater Austin area. The school offers curriculum for grades 1-8.



Austin State School—established in 1917 by the Texas Legislature as a community based facility serving people with mental retardation. The school is home to over 400 students and offers educational, recreational, psychological and social services to residents.

Objective 2: Support local schools in Central West Austin; encourage their academic excellence and help continue their role as a safe and vital avenue for community interaction.

C.2.1

Encourage AISD to update school facilities. The neighborhood can help accomplish this through raising funds and securing grant opportunities.

J: NPCT, Austin Independent School District, schools

C.2.2

Find solutions for reducing overcrowding of local schools especially if the Brackenridge or the Austin State School tracts are developed.

J: NPCT, Austin Independent School District

C.2.3

Increase mentoring opportunities and other programs and provide minimal supervision for students at O. Henry Middle school who stay on campus after hours. There are many students waiting for several hours after school unsupervised, and efforts should be made to change the late pick-up to an earlier time while still serving the needs of those students engaging in after-school activities.

J: NPCT, O. Henry Middle School, Austin Independent School District

C.2.4

Increase communication between the schools and the greater community, not just households with children, about school events/programs and the availability of school facilities for community events and social activities.

J: NPCT, Austin Independent School District, schools

Objective 3: Central West Austin Neighborhoods will be safe from crime.

C.3.1

Establish neighborhood watch programs to ensure better communication between law enforcement and citizens. Watch programs can include the designation of block leaders to create phone lists and coordinate vacation leave watches during travel seasons.

J: NPCT, COA

C.3.2

Create opportunities for Austin Police Department's district representative and other public safety coordinators to speak with neighborhoods.

J: NPCT, COA

C.3.3

Educate local citizens about the police department's crime mitigation programs and techniques.

J: NPCT, COA

Examples of APD crime mitigation programs:

- Mouse Trap Program
- Apartment Residents on Patrol Program
- Vehicle Identification Number Etching
- Citizens on Patrol Program
- Home/Business Security Surveys
- Graffiti Abatement Program

C.3.4

Educate homeowners about Crime Prevention Through Environmental Design principles that are most applicable to residential areas of the neighborhood. Please see the callout box.

J: NPCT, COA

Crime Prevention Through Environmental Design (CPTED)

CPTED is defined as an approach to deterring crime through design. CPTED strategies rely upon the built and social community to persuade would-be criminals from making criminal actions. Some of the principles include:

- **Natural Surveillance-** "See and be seen" is the overall goal when it comes to CPTED and natural surveillance. A person is less likely to commit a crime if they think someone will see them do it. Lighting and landscape play an important role.
- **Natural Access Control-** Natural Access Control is more than a high block wall topped with barbed wire. CPTED utilizes the use of walkways, fences, lighting, signage and landscape to clearly guide people and vehicles to and from the proper entrances. The goal with this CPTED principle is not necessarily to keep intruders out, but to direct the flow of people while decreasing the opportunity for crime.
- **Territorial Reinforcement-** Creating or extending a "sphere of influence" by utilizing physical designs such as pavement treatments, landscaping and signage that enable users of an area to develop a sense of proprietorship over it is the goal of this CPTED principle. Public areas are clearly distinguished from private ones. Potential trespassers perceive this control and are thereby discouraged.
- **Maintenance-** CPTED and the "Broken Window Theory" suggests that one "broken window" or nuisance, if allowed to exist, will lead to others and ultimately to the decline of an entire neighborhood. Neglected and poorly maintained properties are breeding grounds for criminal activity.

For more information, please go to <http://www.cpted.net>

Neighborhood Plan Contact Team

A neighborhood plan should provide clear recommendations that are easily understood. The two groups that are likely to sue the plan most often are the Central West Austin Neighborhood Plan Contact Team (NPCT) and the Planning and Development Review Department (PDRD) Implementation Team. The NPCT, along with other City departments will be the primary organizations responsible for implementing the recommendations in the plan. The PDRD Implementation staff will act as a liaison between the NPCT and other organizations to try to get recommendations implemented. The role of the NPCT is to be stewards of the adopted neighborhood plan, work with the city and other organizations to implement the plan recommendations, review and make recommendations on proposed amendments to the adopted neighborhood plan and when appropriate submit a plan amendment application. The team should, to the greatest extent possible, contain a diverse group of members within the planning area, including property owners, residential renters, business owners, and neighborhood organization members owning or renting property within the planning area.

As a starting point for putting the recommendations into action, the Neighborhood Plan Contact Team should refer to the Priority Action Items on Pages 10-11. In addition, the team may wish to work on those recommendations that are relatively easy or require little or no funding.

Plan Organization and Implementation

In order to help with the implementation of this plan, a symbol is shown after each recommendation. The purpose of the symbol is to indicate the responsible party(ies).

J: Joint effort is needed for taking action. The NPCT is always a partner.

N: The NPCT takes the lead on implementation.

P: A recommendation that illustrates intent that is policy-oriented. Many of these are in the Land Use Chapter and should be used by the COA and NPCT to determine the appropriateness of proposed amendments to this plan as well as rezoning applications.

Callout boxes are used when concerns raised by stakeholders in the process are considered by the City to be operational (ie a stop sign is needed). These items will still be considered for implementation. Callout boxes also include educational information.

Please keep in mind that the City is not legally obligated to implement any particular recommendation. In addition, other identified organizations are not obligated to take action on those recommendations but are listed because of their expertise and area of interest.

Please note that the City of Austin is listed as the responsible party and not individual organizations. The reason is that reorganizations occur and department names change. The NPCT will want to work with the PDRD Implementation staff to ensure the correct department or agency.

APPENDICES

Appendix A:	CWANPA Meeting Timeline
Appendix B:	Transportation Table T-1
Appendix C:	Affordability Impact Statement
Appendix D:	Crime Prevention Through Environmental Design
Appendix E:	Sustainability Resources
Appendix F:	Current Land Use by Category, 2008
Appendix G:	Final Survey Results

Appendix A

June 21, 2007—Kickoff Meeting

Lions Clubhouse @ Lions Municipal Golf Course

Attendance: 103

Aerial maps from 2006, 1997, and 1940 as well as the 2003 Existing Land Use Map were displayed and stakeholders were asked to identify what they liked and disliked about their neighborhood. Staff conducted a presentation regarding the overall purpose of neighborhood planning.

July 11, 2007—Stakeholder Issues, Expectations, & Questions Meeting

Lower Colorado River Authority

Attendance: 102

City survey results were discussed followed by a brief history presentation given by representatives of the West Austin Neighborhood Group (WANG). Stakeholders participated in a group exercise to identify their concerns, expectations and questions about the planning process.

August 1, 2007—Process Questions Meeting

Lower Colorado River Authority

Attendance: 49

Answers to Stakeholders' Questions about the Process

Staff provided answers to many of the stakeholders' questions that were asked during the July 11 meeting exercise. Questions and answers are posted to the website as a separate document.

August 30, 2007—Vision Mapping Meeting

The Sanctuary

Attendance: 84

Staff presented demographic data of the neighborhood including: population, age, housing, educational attainment, income levels, ethnicity, housing occupancy and vacancy. The mapping exercise had stakeholders to draw their ideas of what they would like their neighborhood to look like in the future.

September 13, 2007—Vision and Goals Meeting

The Sanctuary

Attendance: 57

Greg Guernsey, Neighborhood Planning & Zoning Dept Director provided a history of the neighborhood planning program and addressed stakeholders concerns. The group exercise had stakeholders write their suggestions for a vision as well as a goal statement for land use, neighborhood character, transportation, infrastructure, housing, and community life.

September 27, 2007—Parks and Open Space Meeting

McFadden Auditorium at Seton Medical Complex

Attendance: 46

Stakeholders came to consensus on a working goal for the Parks chapter of the plan. Butch Smith, with the City Parks and Recreation Department, and Jessica Wilson, with Keep Austin Beautiful, discussed their organizations' mission and programs, how projects are prioritized, identified current and future projects in the planning area, and answered questions. During the mapping stakeholders provided recommendations for parks and open space improvements.

October 17, 2007—Bike Lanes, Sidewalks & Transportation

Austin State School NEOS Facility

Attendance: 74

Alan Hughes and Annick Beaudet of Public Works discussed programs and current projects in the planning area and addressed issues relating to bike lanes, sidewalks and transportation circulation. Staff summarized the Brackenridge Tract Task Force recommendations and took comments from stakeholders to include in a letter being drafted by the city manager to the UT Board of Regents.

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November 14, 2007—Transit

Austin State School NEOS Facility

Attendance: 39

Staff presented changes to the Parks goal statement. Presentations regarding transit projects were given by John Kelly, of TXDOT's MoPac 1 team, Sid Covington of the Austin/San Antonio Intermunicipal Commuter Rail District and Matt Curtis with the Capital Metro's All Systems Go! program.

December 5, 2007—Transportation Wrap-Up

Austin State School NEOS Facility

Attendance: 30

Staff presented changes to the Transportation Goal. Stakeholders listed concerns & opportunities regarding the potential Austin/San Antonio Rail. A mapping exercise had stakeholders identify issues such as cut-thru traffic, speeding, MoPac, pedestrian and bicycle facilities, and bus service.

January 9, 2008—Process Review

Austin State School NEOS Facility

Attendance: 34

Staff reviewed the planning process and summarized the meetings that took place in 2007 and explained how feedback is used in writing the plan. A new version of the Vision Statement was presented.

January 30, 2008—Trees

Austin State School NEOS Facility

Attendance: 53

Presentations about current tree health, planting programs, trimming practices and the city's tree ordinance were given by tree experts: Patrick Wentworth, Laura Patlove, Michele McAfee and Michael Embesi. During the mapping exercise, stakeholders identify areas that need new tree plantings as well as areas where invasive tree species exist. Staff discussed the many uses that trees serve such as decoration, energy efficiency, erosion and storm water control uses.

February 20, 2008—Water, Creeks, Flooding & Erosion

Austin State School NEOS Facility

Attendance: 32

A draft of the Transportation chapter was provided to the public. Jean Drew, Joe Guerrero and Matt Hollon of the city's Watershed Protection & Development Review Dept. gave presentations about the city's master plan, erosion and flood control as well as water quality. Stakeholders mapped areas where problems exist with flooding, erosion, and water quality.

March 5, 2008—Community Life, Crime & Housing Affordability

Austin State School NEOS Facility

Attendance: 31

Stakeholders voted for an updated Vision Statement. Sergeant Dustin Lee of the Austin Police Department, West Austin District command gave a presentation on crime in the Central West Austin neighborhoods and anti-crime efforts. Staff presented information about schools in the area. Due to timing, discussion on affordable housing was postponed to the next meeting.

March 29, 2008—Residential Review, Code Enforcement, Historic Preservation & Housing Affordability

Austin State School NEOS Facility

Attendance: 45

Presentations were given by Jessica King of the city's Residential Review Department, Susan Villareal of the Historic Preservation Office and Paul Tomosavic of the Code Enforcement. During the mapping

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exercise, Stakeholders identified structures of historical value as well as the historical character that should be maintained. Due to timing, discussion on affordable housing and the environment goal will be postponed to a later date.

April 26, 2008—Mid Process Review Open House

Austin State School NEOS Facility

Attendance: 37

Four draft chapters, Parks, Open Space & the Environment, Transportation, Community Life, and the Neighborhood in Context, were discussed in a group setting. Stakeholders previewed the formatted version of the chapters and provided feedback to staff for further editing.

May 7, 2008—Land Use Education

Austin State School NEOS Facility

Attendance: 54

Staff gave a presentation about land use planning and why it is significant in neighborhood plans. Concentration was given to how land use planning is different from zoning as well as the standard colors that represent different land uses on a future land use map. A mapping exercise had stakeholders identify land use patterns by color on a hypothetical land use map. Participants brainstormed about scenarios for more appropriate land use combinations.

May 21, 2008—Land Use Workshop 1

LCRA Red Bud Facility

Attendance: 49

Central West Austin's geographical context within the greater city was examined as well as current land use percentages. Staff presented a plan that divided the area into manageable parts for discussing land use. Tentative dates were assigned to each area. Stakeholders were asked to brainstorm what they would like to preserve and protect as well as what they would like to change in the future.

June 12, 2008—Land Use Workshop 2

LCRA Hancock Facility

Attendance: 48

Future land uses along portions of Exposition Blvd and Windsor Road were discussed. Stakeholders were divided into 3 groups. Each group was asked about uses they wanted to maintain in addition to what changes could benefit the community in the future. Tarrytown and Casis shopping centers were discussed in addition to church and residential properties.

June 26, 2008—Land Use Workshop 3

LCRA Hancock Facility

Attendance: 60

Staff gave a brief presentation on affordable housing and ideas of how affordability can be addressed in the Central West Austin neighborhood plan. Discussion about future land uses for portions of Exposition Blvd and Windsor Road continued in the 3 group setting.

July 12, 2008—Land Use Workshop 4—Brackenridge Tract

LCRA Red Bud Facility

Attendance: 49

The Brackenridge Tract Development Agreement was briefly reviewed. The University of Texas' Biological Field Lab gave a presentation outlining the purpose and importance of the Field Lab to the University's Biological Sciences program. Following the Field Lab's presentation, stakeholders were asked to visualize the future of the Brackenridge Tract by discussing needs for improvement to the neighborhood as well as preservation of certain uses.

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July 23, 2008—Land Use Workshop 5

LCRA Red Bud Facility

Attendance: 60

Discussion about future land uses for portions of Exposition Blvd and Windsor Road continued in the 3 group setting.

August 2, 2008—Land Use Workshop 6

LCRA Red Bud Facility

Attendance: 36

Staff presented the combined ideas from the 3 group workshops for the portions of Exposition Blvd and Windsor Road land uses. Reconciliation of land uses for Casis Shopping Center, Tarrytown Shopping Center and Tarrytown Methodist Church were discussed in detail. Meeting attendees returned to the 3 group setting to continue discussion of undecided parcels along Exposition Blvd and Windsor Road.

August 27, 2008—Land Use Workshop 7

LCRA Red Bud Facility

Attendance: 42

Updates to the future land use map were released in accordance with land use decisions made on August 2nd. Participants were divided into 4 groups and asked to brainstorm future uses for Exposition Blvd and Enfield Rd, from Windsor over to MoPac.

September 11, 2008—Land Use Workshop 8

LCRA Hancock Facility

Attendance: 82

Staff presented land use options for Exposition from Windsor to Enfield and Enfield from Exposition to MoPac, based on stakeholder comments during the August 27 meeting. Stakeholders discussed and made land use decisions for Exposition Blvd from Windsor Rd to Enfield.

September 24th, 2008—Land Use Workshop 9

LCRA Hancock Facility

Attendance: 62

Stakeholders continued discussion of future land use options for Enfield Rd from Exposition to MoPac. Most decisions were made with the exception of a few parcels to be discussed at a later date. Attendees were divided into 4 groups and asked to brainstorm what they like about the Deep Eddy area along Lake Austin Blvd as well as identify opportunities for change or enhancement of the current land uses.

October 8, 2008—Land Use Workshop 10

LCRA Red Bud Facility

Attendance: 56

Staff presented future land use options for the Deep Eddy area along Lake Austin Blvd per the comments received during the September 24th workshop. Meeting attendees discussed the options and made land use decisions for the area.

October 22, 2008—Land Use Workshop 11

LCRA Red Bud Facility

Attendance: 41

Brainstorming took place for the future land uses along W 35th, W 38th and Lamar Blvd from W 38th to W 31st took place. St. Andrews School as well as properties along W 34th from Lamar to Shoal Creek were included in the discussion.

November 19, 2008—Land Use Workshop 12

LCRA Red Bud Facility

Attendance: 33

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Discussion and decision of future land uses took place for the 38th Street and Lamar Area surrounding Seton Hospital, St. Andrew's School and Randalls. Meeting attendees made decisions for the Seton Hospital parcel while the other areas including St. Andrew's School and Randalls were tabled to the next meeting for further discussion.

December 4, 2008—Land Use Workshop 13

LCRA Red Bud Facility

Attendance: XX

Discussion and decision continued for the St. Andrew's School parcels. Meeting attendees chose to reflect the properties as a mix of Single-Family and Multifamily uses on the Future Land Use Map. The two most northern St. Andrew's parcels will be considered for future land use when the discussion for land uses along W 34th takes place.

January 14, 2009—Land Use Workshop 14

LCRA Red Bud Facility

Attendance: XX

By request, staff gave a presentation about the process required for a neighborhood plan amendment and a zoning change, in addition to how the Future Land Use map and zoning are related. The differences between Mixed Use land use categories and Mixed Use zoning categories were discussed. Workshop attendees designated most properties fronting Lamar Blvd and W 38th Street as Mixed Use on the Future Land Use map.

January 29, 2009—Land Use Workshop 15

LCRA Red Bud Facility

Attendance: XX

Discussion regarding the future land use of the Randalls and Medicine Shoppe parcels continued. Staff presented draft plan text for these two parcels and stakeholders worked through fine tuning the text. Future land use decisions were postponed while staff considers the requested VMU FLUM category. Properties in the block between W 32nd and W 31st were discussed. Decisions for this area were postponed pending further research of the conditional overlay (zoning) in this area as well as the VMU FLUM category request.

February 11, 2009—Land Use Workshop 16

LCRA Red Bud Facility

Attendance: 23

In order to address concerns raised about how long the process has been taking, staff gave a presentation on the purpose of land use planning and how it is beneficial for the neighborhood and the City as a whole. More specifically, clarification was given to what the neighborhood plan can and cannot accomplish for the neighborhood in addition to re-defining the roles of staff and the stakeholders. Stakeholders were asked to give input on their ideas of what makes a neighborhood plan successful as well as what doubts they had about the plan.

February 25, 2009—Land Use Workshop 17

LCRA Red Bud Facility

Attendance: 22

Staff introduced the new Land Use & Zoning Matrix tool along with explanation of how to use it. The Matrix tool was used to define the land use options for the Randalls & Medicine Shoppe parcels in addition to the parcels along Lamar at 31st and 32nd Streets and the interior parcels of this block as well. Stakeholders completed discussion and of the above parcels with the conclusion that Randalls, The Medicine Shoppe, and properties fronting Lamar at 31st Street will be Mixed Use on the Future Land Use Map. Properties interior to Lamar at 31st and 32nd street blocks were selected for Mixed Use Office. There was consensus that Seton Daughters of Charity property will remain Multifamily. There was not consensus between stakeholders and Staff on the property immediately to the east. Stakeholders wish the property to remain Single Family on the Future Land Use Map. However, Staff cannot support a Single Family designation for this property on the FLUM. Staff can support a multi-family designation to compliment the Seton Daughters of Charity property immediately to the west. It was understood by meeting attendees that both the neighborhood recommendation as well as a staff recommendation for

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this property will move forward and be presented side by side in the plan. Draft text coordinating with specific areas was presented and stakeholder comment was recorded.

March 11, 2009—Land Use Workshop 18

LCRA Red Bud Facility

Attendance: 14

After a quick review of the comments received during the October 22nd brainstorming exercise for 34th street, Staff led a discussion of what land use options would best fit the desires of the stakeholders for 34th Street, east of Shoal Creek Greenbelt. Stakeholders completed discussion for the area that resulted in a recommendation of mostly Office and Commercial for the Future Land Use Map. The only exception was the application of Mixed Use on the small parcel, north side of 34th Street, owned by Seton Hospital. Draft language for St. Andrews and W 34th Street was presented with stakeholder comments recorded. Staff gave a presentation about the applicability of the Core Transit Corridor designation for 34th Street. The discussion concluded with the decision to maintain W 34th Street as an Urban Roadway rather than requesting a change in the roadway designation to Core Transit Corridor. In an effort to prepare for the next area of land use discussion, a quick review of West 35th and portions of W 34th, west of Shoal Creek, drew the meeting to a close.

March 25, 2009—Land Use Workshop 19

LCRA Red Bud Facility

Attendance: 21

Discussion regarding how to use the land along the southern portion of West 35th Street from Oakmont to the intersection of Jefferson Street and West 35th took place. A majority of the stakeholders in attendance decided to apply the Neighborhood Commercial land use category to properties on this block up to but not including the property on the south west corner of the intersection of Jefferson and West 35th Street. However, Staff cannot support a Neighborhood Commercial designation for all of these properties on the Future Land Use Map because of the residential uses that exist on a few parcels. Alternatively, Staff recommends the Neighborhood Mixed Use designation for the properties that currently have a residential use on them. It was understood by meeting attendees that both the neighborhood recommendation as well as a staff recommendation for these particular properties will move forward and be presented side by side in the plan. The properties on the south west and south east corner of the Jefferson and West 35th intersection were decided for Commercial land use on the Future Land Use Map.

April 8, 2009—Land Use Workshop 20

LCRA Red Bud Facility

Attendance: 16

Discussion regarding how to use the land along the southern portion of West 35th Street from Jefferson to Mills avenue and 34th Street from Jefferson Street to Kerbey Lane took place. Future land use decision for this portion of West 35th was postponed after stakeholders present at the meeting were not able to come to consensus on applying either Neighborhood Mixed Use or Neighborhood Commercial as the future land use for this area. Some but not all future land use decisions were made for West 34th Street properties from Jefferson Street to Kerbey Lane. Stakeholders discussed how best to allow opportunities for small scale retail in this area while also trying to protect the single family and school uses in close proximity. Properties lining the north side of West 34th were designated as Office for future land use. The remaining properties were discussed for Neighborhood Commercial, Neighborhood Mixed Use, or Office future land use categories. However, decision for all other properties was postponed for further discussion. The parcel at the north-west corner of Jefferson and 34th was designated for Single Family future land use.

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April 21, 2009—Land Use Workshop 21

Bryker Woods Elementary School

Attendance: 47

With and increase in new meeting attendees, Staff gave a brief summary of the Central West Austin Neighborhood Planning Process. Future land use discussions started with the remaining properties between West 34th Street and West 35th Street from Kerbey Lane to Jefferson Street. A majority of the stakeholders attending the meeting decided that maintaining the current office uses would best serve the neighborhood's needs in the future. As such, this area will be designated as Office on the Future Land Use Map. With insufficient time remaining during the meeting, properties along the south side of 35th Street from Glenview to Mills Ave and properties on the north side of 34th Street from Kerbey Lane to Mills Ave were not discussed. Discussion of these remaining areas will continue during the next workshop.

May 11, 2009—Land Use Workshop 22

Bryker Woods Elementary School

Attendance: 32

Discussion regarding the future land use of properties on the north side of West 34th Street between Mills and Kerbey Lane took place. It was decided by meeting attendees that the future land use categories of Office and Single Family will best serve this area in the future as it is close to Bryker Woods Elementary School and Single Family homes on the south side of 34th Street. In addition, future land use discussion continued for properties on the south side of West 35th from Mills to Glenview. Discussion was focused on the opportunity to allow residential in this area or to keep the area strictly for retail and office uses only. Consensus determined that the future land use of this particular area remain for office and retail uses only and therefore will designate these properties as Neighborhood Commercial on the Future Land Use Map of the Central West Austin Neighborhood Plan. Staff presented draft text for these two areas and encouraged stakeholders to submit comments about the language through email or phone.

June 3, 2009—Land Use Workshop 23

Austin State School

Attendance: 22

The task of this meeting was to discuss the future land use of the 95 acres occupied by the Austin State School in addition to the two acre tract recently purchase from the State at 3215 Exposition Blvd. Superintendent of the Austin State School, Dave Ptomey, gave a brief introduction of the Austin State School's purpose as well as recent community involvement and plans for future involvement. Stakeholders were asked to brainstorm the current use of the 95 acre tract to determine how it functions and serves the community now and how it may serve the community in the future. After some discussion, consensus established that the Austin State School property will be designated for Civic use on the Future Land Use Map. While a majority of the Stakeholders desire to keep the Austin State School at this location, the plan document will include language to support the neighborhoods desires should future development on this site occur. Discussion took place regarding the future land use of 3215 Exposition Blvd. Consensus designated this property as Single Family on the Future Land Use map, albeit against the property owner's wishes for Multifamily. Staff explained that there would be two recommendations presented to Planning Commission and City Council for this particular property.

June 17, 2009—Land Use Workshop 24

Austin State School

Attendance: 12

Discussion regarding the future land use of the core residential areas for both the Windsor Road Planning Area and the West Austin Neighborhood Group Planning Area took place. In the Windsor Road Planning Area, it was decided that everything that had not had a future land use applied thus far would be designated for Single Family use on the Future Land Use Map. In the West Austin Neighborhood Group Planning Area, almost everything that did not have a future land use applied thus far was also designated for Single Family use on the Future Land Use Map with the exception of a few areas that would need further discussion. Those areas include the south-east corner of Enfield and Exposition Blvd, the

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condominium project at Enfield and Lake Austin Blvd (immediately north of Boat Town), as well as the condominium project at the south-east corner at 35th and Pecos.

July 7, 2009—Land Use Workshop 25

Austin State School

Attendance: 19

Staff gave a brief update of the Brackenridge Tract conceptual plan presented by design firm, Cooper Robertson, to the UT Board of Regents on June 18th, 2009. The future land use discussions for the Central West Austin neighborhood planning area drew to a close with the last remaining decisions having been made as follows: The Sanctuary site—split recommendation of Civic & Single Family; Wells Fargo Bank site on Windsor Road—Single Family; Multifamily on the north side of Windsor Road (2 properties)—Single Family; Multifamily development along W 35th Street and Pecos—Higher Density Single Family; Multifamily property at Walsh Boat Landing—Multifamily; North side of Enfield Road between Mopac and Exposition Blvd—Multifamily; south east corner of Enfield and Exposition, down to O. Henry Middle School—Multifamily and Single Family.

July 29, 2009—Zoning Workshop 1

Austin State School

Attendance: 15

Primarily and educational workshop, Staff gave a presentation of how and why zoning is changed through the neighborhood planning process. Zoning tools such as Neighborhood Plan Combining Districts, Neighborhood Conservation Combining Districts, Conditional Overlay and the various Infill Options were briefly reviewed. Stakeholders in attendance decided to include Front-Yard Parking and Mobile Food Vending regulations with the adoption of the neighborhood plan in the near future. All other zoning tools and options will be discussed and decided on in the next few workshops.

August 11, 2009—Zoning Workshop 2

Austin State School

Attendance: 89

Staff gave a presentation about various Special Use Infill Options. The neighborhood recommended against all of the options. While City staff is required to recommend for Small Lot Amnesty, the neighborhood opposes adding Small Lot Amnesty. Lastly, the neighborhood decided not to make any zoning changes for the Tarrytown Shopping Center. Stakeholders asked to discuss height restrictions of the Tarrytown Shopping Center at a future meeting.

September 10, 2009—Zoning Workshop 3

The Sanctuary

Attendance: 47

Staff presented the purpose of the Neighborhood Conservation Combining District. Staff discussed that as the neighborhood stakeholders previously recommended no zoning changes for the Tarrytown Shopping Center, the City cannot accept a recommendation for lowering height at the shopping center. The neighborhood recommended changing the zoning of a portion of Westenfield Park from Multi-Family 2 to Public. Also, the neighborhood recommended keeping the City-owned property at Lake Austin Boulevard and Veterans Drive as Single-Family 3 but changing the property zoned Neighborhood Commercial (LR) to Public. Staff will get confirmation from the appropriate City department. The neighborhood voted against adopting the Front Porch design tool and will continue discussing placement of garages and parking at the next meeting.

September 21, 2009—Zoning Workshop 4

The Sanctuary

Attendance: 79

Stakeholders heard a proposal from the property owner of Elm Terrace (3215 Exposition Boulevard) to have Multi-Family 1 (MF-1) zoning and an alternative proposal from neighborhood stakeholders for Single-Family 3 (SF-3) zoning.

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When asked which zoning proposal was preferred, approximately 57 stakeholders preferred SF-3 and approximately 23 stakeholders preferred MF-1.

October 13, 2009—Zoning Workshop 5

The Sanctuary

Attendance: 14

Stakeholders supported changing the zoning at Walsh Boat Landing from SF-3 to Public. Stakeholders supported changing the zoning at 1500 and 1300 Scenic from CS to MF-4 and MF-3, respectively. Stakeholders supported changing the zoning at 3411, 3412 & 3500 Bonnie Road from CS to SF-3. Regarding the property at 1504 Robinhood, the site of an existing office, approximately 7 stakeholders preferred Neighborhood Office zoning and approximately 5 stakeholders preferred Neighborhood Office-Mixed Use zoning with a conditional overlay limiting residential use to single-family and duplex.

November 2, 2009—Zoning Workshop 6

The Sanctuary

Attendance: 13

Stakeholders supported changing the zoning at 3111 Windsor Road (Tarry Court) from LO to MF-1. Stakeholders supported changing the zoning at 700 Hearn Street (The Willows) from CS to MF-6. Regarding the property at 2309 Pruett, staff agreed to check on the possibility of SF-6 due to the small lot size. Staff confirmed with zoning planners that MF-2 is the appropriate category because it will make the use conforming. While we realize the lot size is not large enough for MF-2, it is the City's position not to down-zone established uses that do not create health or safety issues. Regarding the property at 2310 W. 7th, the site of an existing house, approximately 6 stakeholders preferred single-family zoning and approximately 3 stakeholders (including the property owner) preferred MF-6 to match the Willow's recommended zoning.

November 23, 2009—Zoning Workshop 7

Bryker Woods Elementary School

Attendance: 50

Regarding the properties at 1717, 1721, 1801, 1803 and 1805 35th Street, staff presented zoning options for two land use options. For the Neighborhood Commercial land use option, the appropriate zoning is the current zoning which is Limited Office (LO). For the Neighborhood Mixed Use option, the appropriate zoning is Limited Office with Mixed Use zoning (LO-MU). Stakeholders expressed their desire to keep the existing zoning (Limited Office). Staff has agreed to examine the possibility of additional restrictions such as height and mandating a mixture of uses. Regarding the property at 3402 Kerbey Lane, approximately 20 stakeholders preferred single-family zoning and approximately 19 stakeholders preferred Neighborhood Office.

January 11, 2010—Zoning Workshop 8

Bryker Woods Elementary School

Attendance: 13

Citizens heard a presentation from Margaret Valenti about the development of a Neighborhood Plan Contact Team. Information about the formation of the contact team, include a by-law template was distributed. Meetings to form the contact team will begin soon. The garage placement tool was supported by nine stakeholders will two opposed. The parking placement tool was supported by eight stakeholders will four opposed.

Appendix A

March 4, 2010—Final Open House
LCRA Red Bud Center

Attendance: 115

Attendees reviewed and commented on the final draft plan. They also ranked the recommendations that were their highest priority. This information will be used to make any needed changes to the draft plan.

Draft Table T-1 (T.2.1 & T.2.5)

Appendix B

ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec				
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide In Bike Plan?	Approx. width	Parking removal needs? 1 side? Both Sides?	Bike Program Rec
1	12th St	Winstead Ln	Exposition	X	Med - Low	Moderate priority as funding becomes available					
2	34th St	Shoal Creek Blvd	Lamar Blvd	X	High	High priority as funding becomes available					
3	35th St	McPhee Heritage	McPhee w/ frontage	X	Existing and TXDOT						
4	Balcones Dr	W 35th St	north	X	Low - V. Low	Low priority as funding becomes available.					
5	Bland St	McCullough St	Westover Rd	X	Low - V. Low	Low priority as funding becomes available.					
6	Bowman Ave	Schulte Ln	Exposition	X	Low - V. Low	Low priority as funding becomes available.					
7	Bridal Path	Pecos St	Exposition Blvd	X	Med-Low	Moderate priority as funding becomes available					
8	Cleare Ave	Woodridge Dr	Gaston Ave	X	Low	Low priority as funding becomes available.	X	N	680	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The current ADT's and speed do not warrant a bicycle lane.
9	Delwood Pl	McCullough St	Galewood Pl	X	Low	Low priority as funding becomes available.					
10	Deep Eddy Ave	W 7th St	Lake Austin Blvd	X	Low	Low priority as funding becomes available.					
11	Dillman St	Windsor Rd	Enfield Rd	X	Low - V. Low	Low priority as funding becomes available.					
12	Dormanion Ln	Greenlee Dr	Windsor Rd	X	Very Low	Low priority as funding becomes available.					
13	Enfield Rd (north side)	Scenic Dr	Forest Trl	X	High - Med	High priority as funding becomes available					
14	Ethridge Ave	Hartford Rd	McCullum Dr	X	Low - V. Low	Low priority as funding becomes available.					
16	Exposition	at O. Henry	Enfield Rd	X	High	High priority as funding becomes available					
16	Forest Trl	Windsor Rd	Enfield Rd	X	Med - Low	Moderate priority as funding becomes available					
17	Funston St	W 30th St	W 35th St	X	Low - V. Low	Low priority as funding becomes available.					
18	Gaston Ave	Harris	Shoal Creek Blvd	X	Low	Low priority as funding becomes available.	X	Y	920	30	Included in the Bicycle Plan as bike lane but staff will consider revising to maintain/improve wide curb lane
19	Hendricks Ave	Harris Blvd	McCullum Dr	X	EXISTING						
20	Harris Blvd	Westover Rd	Windsor Rd	X	Med - Low	Moderate priority as funding becomes available	X	Y	2800	30	Included in the Bicycle Plan as bike lane but staff will consider revising to maintain/improve wide curb lane
21	Harris Blvd	W 32nd St	Windsor Rd				X	Y	2800	30	Included in the Bicycle Plan as bike lane but staff will consider revising to maintain/improve wide curb lane
22	Hartford Rd	Ethridge Ave	Windsor Rd	X	Low - V. Low	Low priority as funding becomes available.					
23	Hearn St	W 8th St	Lake Austin Blvd	X	Low - V. Low	Low priority as funding becomes available.					

Draft Table T-1 (T.2.1 & T.2.5)

Appendix B

Appendix B

ID	Sidewalk Request & Rec				Bike Lane Request & Rec						
	Route	From	To	Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide In Bike Curb Plan?	Approx. width	Parking removal needs? 1 side? Both sides?	Bike Program Rec
24	Hillview Rd	Pecos St	W 36th St	X	Low	Low priority as funding becomes available.					
25	Hillview Rd	Marlanna Rd	Windsor Rd				X	N	600	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The current ADT's and speed do not warrant a bicycle lane.
26	Jarrett Ave	Gaston Ave	Leigh St	X	Low	Low priority as funding becomes available.					
27	Jefferson Ave	Westover Rd	Etridge	X	Low	When grant opportunity is available, the COA will apply for SRTS grant.					
28	Jefferson Ave	at Mohle Dr		X	Low	When grant opportunity is available, the COA will apply for SRTS grant.					
29	Kennelwood Rd	Cherry Ln	Scenic Dr	X	Med - Low	Moderate priority as funding becomes available.					
30	Kerby Ln	W 36th St	W 36th St	X	Med	Moderate priority as funding becomes available.					
31	Lake Austin Blvd	Atlanta St	4th St	X	TXDOT						
32	Lake Austin Blvd	Redbud Trl	Scenic Dr		High - Med	High priority as funding becomes available.	X	existing	40	N	existing
33	Lamar Blvd	W 36th St	Windsor Rd		High - Med	High priority as funding becomes available.	X				
34	Marlanna Rd	Northwood Rd	Hillview Rd	X	Low	Low priority as funding becomes available.					
35	Matthews Dr	Stevenson Ave	El Greco Cv	X	Low	Low priority as funding becomes available.					
36	Matthews Dr	Stevenson Ave	Windsor Rd				X	N - WC	275	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The Plan does include this segment with a recommendation for a Wide Curb Lane. The current ADT's and speed do not warrant a bicycle lane.
37	McCullough St	Exposition	Scott Crescent	X	Low - V. Low	Low priority as funding becomes available.					
38	Meridian Ln	Quarry Rd	Enfield Rd	X	Med	Moderate priority as funding becomes available.					
39	Meridian Ln	W 12th St	W 7th St	X	Low - V. Low	Low priority as funding becomes available.	X	N	n.a.	Y - BS	Bike lanes would necessitate parking removal on both sides of the roadway. The current ADT's and speed do not warrant a bicycle lane.
40	Mohle Dr	Oakmont Blvd	Oakhurst Dr	X	Low - V. Low	Low priority as funding becomes available.					
41	MoPac southbound	W 35th St	Winstead Ln				X	N	TXDOT		
42	Northwood	Jefferson	Harris				X				
43	Northwood	MoPac e frontage	Jefferson Street	X	Low	Low priority as funding becomes available.	X				Included in Bicycle Plan as a bicycle lane but staff will reassess need with a focus on on-street parking needs.
44	Oakmont Blvd	W 36th St	Mohle Dr	X	Low - V. Low	Low priority as funding becomes available.					

Draft Table T-1 (T.2.1 & T.2.5)

Appendix B

ID	Route	From	To	Sidewalk Request & Rec			Bike Lane Request & Rec					
				Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide In Bike Plan?	Approx. width	Parking removal needed? 1 side? Both Sides?	Bike Program Rec	
45	Pecos St	32nd St	Bridle Path	X	Low	Low priority as funding becomes available.	X	Y	3000	30	Y-BS	Included in the Bicycle Plan, bike lanes would necessitate parking removal on both sides. The Plan calls for a wide curb lane from Bridle Path to Enfield.
46	Pecos St	Northwood Rd	Windsor Rd				X					see above
47	Quarry Road	Elton Lane	Possum Trot	X	NO EXISTING CONNECTION							
48	Lions Golf Course	Perimeter		X	High - Med	High priority as funding becomes available.						
49	Tarrytown Park	Perimeter		X	Very Low	Low priority as funding becomes available.						
50	Redbud Trl	Lake Austin Blvd	Redbud Park	X	Very Low	Low priority as funding becomes available.						
51	Scenic Dr	Enfield Rd	Bridal Path	X	Low	Low priority as funding becomes available.						
52	Scenic Dr	Stevenson Ave	dead end				X	Y - as WC	1000	30-40	Y - BS	The low ADT and speeds do not necessitate bicycle lanes.
53	Scenic Dr	Lake Austin Blvd	Cherry Ln				X	Y - as WC	1000	30-41	Y - BS	The low ADT and speeds do not necessitate bicycle lanes.
54	Scott Crescent	McCullough St	Demarion Ln	X	Very Low	Low priority as funding becomes available.						
55	Shoal Creek Blvd	W 34th St	31st St	X	Med - Low	Moderate priority as funding becomes available.	X	Y		32	N	existing; 31st Street from Shoal Creek Boulevard to Lamar Boulevard is also an existing bike lane.
56	Spring Ln	Galewood Pl	Westover Rd	X	Low	Low priority as funding becomes available.						
57	Spring Ln	Windsor Rd	McCullough St	X	Med - Low	Moderate priority as funding becomes available.						
58	Uspon St	W 7th St	Lake Austin Blvd	X	Med - Low	Moderate priority as funding becomes available.						
59	Veterans Dr	Foster Ave	MoPac Ped. Bridge	X	Med - Low	Moderate priority as funding becomes available.						
60	W 11th St	Winstead Ln	Possum Trot	X	Low	Low priority as funding becomes available.						
61	W 28th St	Jefferson St	Lamar Blvd				X	Y		28	Y - BS	From Harris to Lamar there is already a bicycle lane. The segment from Oakmont to Jefferson is not included in the Plan.
62	W 28th St	Oakmont Blvd	Lamar Blvd	X	Med - Low	Moderate priority as funding becomes available.	X					
63	W 33rd St	Jefferson St	Churchill	X	Med - Low	Moderate priority as funding becomes available.						
64	W 34th St	Jefferson St	Shoal Creek Blvd	X	High - Med	High priority as funding becomes available.	X	Y - SL	2500	30	No exist.	This segment is included in the Bicycle Plan as a shared lane due to the limitations with the existing width.

Draft Table T-1 (T.2.1 & T.2.5)

Appendix B

Appendix B

ID	Sidewalk Request & Rec						Bike Lane Request & Rec						
	Route	From	To	Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal needed? 1 side? Both Sides?	Bike Program Rec
65	W 35th St	Pecos St	Mayfield Preserve	X	Low	Low priority as funding becomes available.							
66	W 36th St	Mayview Rd	Exposition	X	Med	Moderate priority as funding becomes available.							
67	W 6th St	MoPac's bound	Lamar Blvd		High - Med and TXDOT	High priority as funding becomes available.	X		Y	25000	50	No Existing Parking	From Lamar Boulevard to Downtown, there is not enough additional width for bicycle lanes. However, we have already added bicycle lanes from Lamar to MoPac.
68	W 8th St	Meriden Ln	Norwalk Ln	X	Med - V. Low	Moderate priority as funding becomes available.							
69	Weyside Dr	W 12th St	W 7th St	X	Low	Low priority as funding becomes available.							
70	Westover	MoPac w frontage rd	Bland St	X	Low	Mobility Bond							
71	Westover Rd	MoPac w frontage rd	Exposition		Med - Low	Moderate priority as funding becomes available. Included in Mobility Bond	X		Y - WC	500	37	Y - OS	The Plan calls for a wide curb lane facility due to the need to remove parking.
72	Westover Rd	Across MoPac		X	Low	Low priority as funding becomes available. Included in Mobility Bond.							
73	Windsor Rd	Hartford Rd	Forest Trl	X	Med - Low	Moderate priority as funding becomes available.							
74	Windsor Rd	Exposition Blvd	Western frontage rd	X	Med - Low	Moderate priority as funding becomes available.							
75	Windsor Rd	Matthews Dr	Pecos St	X	Low	Low priority as funding becomes available.	X						
76	Windsor Rd	Pecos St	Exposition		Med - Low	Moderate priority as funding becomes available.	X		Y	1700	26	Y - BS	Included in the Plan
77	Windsor Rd	Across MoPac		X	Med	Moderate priority as funding becomes available.							
78	Winstead Ln	Enfield Rd	W 7th St	X	High - Med and TXDOT	High priority as funding becomes available.							
79	Winstead Ln	Windsor Rd	Latin Austin Boulevard				X		Y		30-40	Y - BS	Parking may already be restricted on this TXDOT access road. Extending the bike lane to Veterans Drive improves connectivity, but would require an amendment to the Plan.
80	Woodmont	Forest Trl	Sharon Ln	X	Low	Low priority as funding becomes available.							
81	Woolbridge Dr	W 29th St	Gaslon Ave				X						
82	Woolbridge Dr	W 29th St	Claire Ave	X	Med - Low	Moderate priority as funding becomes available.	X		N		30	Y - BS	Low speeds, insufficient width, and the neighborhood nature of this street does not call for bicycle lanes.

Draft Table T-1 (T.2.1 & T.2.5)

Appendix B

Appendix B

ID	Sidewalk Request & Rec						Bike Lane Request & Rec						
	Route	From	To	Sidewalk	Priority Rank	Recommendation	Bike Lane	Wide Curb	In Bike Plan?	ADT	Approx. width	Parking removal pieces? 1 side? Both Sides?	Bike Program Rec
B3	Exposition	3200 Block	3200 Block	X	EXISTING								
B4	Bridal Path	Forest Trl	Sharon Ln	X	Low	Low priority as funding becomes available.							
B5	Enfield Rd	Johnson Creek Trail	Woodlawn				X		Y	9000	38	Y - BS	
B6	Woodlawn	Enfield Rd	14th				X		N		19-50	Y - BS	Low speeds, insufficient width, and the neighborhood nature of this street does not call for bicycle lanes. However, if you are building a new route here, consider a Plan Amendment.
B7	14th	Woodlawn	West Lynn				X		N	400	30	Y - BS	Low speeds, insufficient width, and the neighborhood nature of this street does not call for bicycle lanes. However, if you are building a new route here, consider a Plan Amendment.
B8	West Lynn	14th	12th				X		Y	2000	25	Y - BS	
B9	12th St	West Lynn	Lamar Blvd				X		Y	7000	30	Y - BS	The segment from West Lynn to Lamar is in the Plan as a BL, east of Lamar to West Ave; the Plan calls for a shared lane; probably due to width limitations.

APPENDIX C



AFFORDABILITY IMPACT STATEMENT
NEIGHBORHOOD HOUSING AND COMMUNITY DEVELOPMENT
CITY COUNCIL AGENDA: CASE NUMBER:

PROPOSED CODE AMENDMENT:	IMPLEMENT NEIGHBORHOOD PLAN FOR CENTRAL WEST AUSTIN NEIGHBORHOOD PLANNING AREA
PROPOSED NEIGHBORHOOD PLAN IMPACTING HOUSING AFFORDABILITY:	PROPOSED NEIGHBORHOOD PLAN WOULD: THE PROPOSED PLAN SIGNIFICANTLY LIMITS OPPORTUNITIES FOR POTENTIAL DEVELOPMENT OF AFFORDABLE HOUSING IN THE NEIGHBORHOOD.
ALTERNATIVE LANGUAGE TO MAXIMIZE AFFORDABLE HOUSING OPPORTUNITIES:	PLAN SHOULD ALLOW FOR INFILL OPTIONS, GIVING INDIVIDUAL PROPERTY OWNERS THE CHANCE TO BUILD HIGHER DENSITY ON THEIR LOTS, AND THUS, CREATE POTENTIAL FOR AFFORDABILITY AND MULTI-FAMILY ZONING. IT SHOULD ALSO ALLOW, WHERE APPROPRIATE, FOR MORE OPPORTUNITIES FOR HIGHER DENSITY SINGLE FAMILY OR MULTI-FAMILY ZONING THROUGHOUT THE NEIGHBORHOOD.
OTHER RECOMMENDATIONS:	<p>WE RECOMMEND THAT WHERE IT CONFORMS TO SURROUNDING USES, THE ZONING OF LOTS CURRENTLY UNDER DISPUTE BE CHANGED TO ALLOW FOR HIGHER DENSITY RESIDENTIAL. WE ALSO RECOMMEND THAT THE PLAN ALLOW FOR A GREATER DIVERSITY OF HOUSING TYPES THROUGHOUT THE NEIGHBORHOOD TO ALLOW FOR AGING IN PLACE AND INCREASED AFFORDABILITY OPTIONS FOR FAMILIES.</p> <p>WE RECOGNIZE THE IMPORTANCE OF MAINTAINING SF-3 ZONING AS MUCH AS POSSIBLE THROUGHOUT THE NEIGHBORHOOD, AND WE SUPPORT THE PLANNING AND DEVELOPMENT REVIEW STAFF IN THEIR EFFORTS TO MAINTAIN EXISTING SF-3 ZONING.</p> <p>SPECIFICALLY, WE RECOMMEND THE FOLLOWING ZONING CHANGES TO THESE LOTS:</p> <p>3215 EXPOSITION BLVD: CHANGE TO HIGHER DENSITY SINGLE FAMILY ZONING (SF-6)</p> <p>3411, 3412, 3500 BONNIE ROAD: CHANGE TO SINGLE-FAMILY ZONING TO ALLOW FOR MULTIPLE UNITS (DUPLEX)</p> <p>2310 W. 7TH: CHANGE TO HIGHER DENSITY SINGLE FAMILY ZONING (SF-6)</p> <p>1717, 1721, 1801, 1803, AND 1805 35TH ST.: CHANGE TO LO-MU IN ACCORDANCE WITH PLANNING AND DEVELOPMENT REVIEW STAFF RECOMMENDATIONS</p>

APPENDIX C

	<p>FOR ALL OTHER CONTESTED ZONING AND FLUM CASES, NHCD SUPPORTS THE RECOMMENDATIONS OF PLANNING AND DEVELOPMENT REVIEW STAFF.</p> <p>FINALLY, WE RECOMMEND THAT THE PLAN ADOPT APPROPRIATE INFILL TOOLS TO INCREASE DENSITY, SUCH AS ALLOWING THE USE OF THE SECONDARY APARTMENT INFILL TOOL, SMALL LOT AMNESTY, COTTAGE, AND URBAN HOME.</p>
DATE PREPARED:	MARCH 26, 2010
<p>DIRECTOR'S SIGNATURE: <u>ECSP for Margaret R. Shaw</u> MARGARET SHAW</p>	

APPENDIX D

Crime Prevention through Environmental Design Neighborhood Safety Audit Worksheet

The intent of this Neighborhood Safety Audit Worksheet is to identify localized safety issues in a particular area while using the principles set forth by the Crime Prevention through Environmental Design urban planning tool. Those principles are:

- **Territoriality:** defining the ownership of a particular space (e.g., public vs. private space). Territorial control prevents the use of a space by unauthorized users.
- **Access Control:** denial of access to specific crime targets by minimizing uncontrolled movement within a specific area.
- **Natural Surveillance:** the ability to easily observe all users of a defined space, including potential criminals.
- **Maintenance and Management:** effective upkeep of those items that support the intended purpose and use of specific spaces (e.g., lighting, landscaping).

You may use the information found through this audit to create a safety plan that lays out recommendations for a safer, more secure neighborhood.

This audit sheet is based on the one used by the Phoenix Police Department in Phoenix, Arizona.

Neighborhood Name: _____

General area of audit: _____

Date: _____ Day: _____ Time: _____

Auditor(s): _____

1) General Impressions

What is your overall impression of the area? _____

What five words best describe the general area? _____

2) Lighting

Impression of lighting:

- ☐ Very Poor
- ☐ Poor
- ☐ Satisfactory
- ☐ Good

- ☐ Very Good
- ☐ Too Dark
- ☐ Too Bright

APPENDIX D

Is the lighting fairly distributed throughout the area?

☐ Yes

☐ No

If streetlights are not working, identify them by their location: _____

Are you able to identify a face 75 feet away?

☐ Yes

☐ No

Do trees or bushes obscure the lighting?

☐ Yes

☐ No

How well does the lighting illuminate pedestrian walkways or sidewalks?

☐ Very Poorly

☐ Well

☐ Poorly

☐ Very Well

☐ Satisfactorily

How clearly does the lighting illuminate directional signs or maps?

☐ Very Poorly

☐ Well

☐ Poorly

☐ Very Well

☐ Satisfactorily

3) Signage

Are any street signs missing from the area?

☐ Yes

☐ No

Are street signs adequately illuminated?

☐ Yes

☐ No

Is there any type of signage that should be provided in the area?

☐ Yes

☐ No

If yes, please describe the type and location: _____

APPENDIX D

4) Sight Lines

Can you clearly see what's around you?

☐ Yes

☐ No

If no, what is blocking your view?

☐ Bushes

☐ Hill(s)

☐ Fences

☐ Other _____

Are there places someone could be hiding?

☐ Yes

☐ No

If yes, where? _____

What would make it easier for you to see your surroundings? _____

5) Isolation

At the time of this audit, are there parts of the neighborhood that feel isolated from the rest of the area?

☐ Yes

☐ No

How many areas of the neighborhood seem isolated at other times of the day?

In the early morning?

☐ None

☐ A few

☐ Several

In the evening?

☐ None

☐ A few

☐ Several

During the day?

☐ None

☐ A few

☐ Several

After 10 p.m.?

☐ None

☐ A few

☐ Several

Is it easy to predict when people will be around?

☐ Yes

☐ No

How far away is the nearest person to hear a call for help? _____

APPENDIX D

Other Comments: _____

6) Movement Predictors (as related to predictable and unchangeable routes)

Is there a frequently traveled route used by pedestrians in the neighborhood?

☐ Yes

☐ No

Is there an alternative, well-lit, and frequently traveled route available?

☐ Yes

☐ No

Is the end of the route clearly visible?

☐ Yes

☐ No

Are there places along the route where someone could hide and wait for you?

☐ Yes

☐ No

Other Comments: _____

7) Possible Entrapment Sites

Are there small, confined areas where you could be hidden from view (e.g., between garbage bins, alleys, recessed doorways)?

☐ Yes

☐ No

If yes, specify where you could be hidden from view: _____

APPENDIX D

8) Escape Routes

How easy would it be for an offender to disappear from this area?

- ☐ Not Very Easy
- ☐ Quite Easy
- ☐ Very Easy

9) Nearby Land Uses

What types of things are near to this area?

- | | |
|---|--|
| <input type="checkbox"/> Stores | <input type="checkbox"/> Apartments |
| <input type="checkbox"/> Offices | <input type="checkbox"/> Natural area/park |
| <input type="checkbox"/> Restaurants | <input type="checkbox"/> Parking lot |
| <input type="checkbox"/> Factories | <input type="checkbox"/> School |
| <input type="checkbox"/> High-traffic roadway | <input type="checkbox"/> Other: _____ |
| <input type="checkbox"/> Houses | _____ |

Can you identify who owns or maintains nearby properties?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

What are your impressions of nearby land uses?

- | | |
|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Very Poor | <input type="checkbox"/> Good |
| <input type="checkbox"/> Poor | <input type="checkbox"/> Very Good |
| <input type="checkbox"/> Satisfactory | |

10) Maintenance

What are your impressions of property maintenance at this site?

- | | |
|---------------------------------------|------------------------------------|
| <input type="checkbox"/> Very Poor | <input type="checkbox"/> Good |
| <input type="checkbox"/> Poor | <input type="checkbox"/> Very Good |
| <input type="checkbox"/> Satisfactory | |

Is there litter lying around?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

Does the general area feel cared for?

- | | |
|------------------------------|-----------------------------|
| <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|------------------------------|-----------------------------|

APPENDIX D

Does the general area feel abandoned?

☐ Yes

☐ No

If yes, why does it feel abandoned? _____

Is there graffiti present?

☐ Yes

☐ No

11) Sense of Safety

Would other materials, tones, textures, or colors improve your sense of safety?

☐ Yes

☐ No

Other Comments: _____

12) Overall Design

What are your impressions of property maintenance at this site?

☐ Very Poor

☐ Good

☐ Poor

☐ Very Good

☐ Satisfactory

If you weren't familiar with this area, would it be easy to find your way around?

☐ Yes

☐ No

Other Comments: _____

APPENDIX D

13) Improvements

What improvements would you like to see made to this general area? _____

14) Recommendations

Do you have any other specific recommendations for this area? _____

APPENDIX D

After the Audit

Organize your findings

After the audit, you will have a lot of information regarding potential safety issues in the area and possible solutions to those issues. One way to organize all of this information is to group the findings together based on specific factors (e.g., lighting). You could also group findings by type of space (e.g., parking lots) or by specific uses of the space (e.g., strip mall).

If a specific area has been overlooked in the initial audit, consider talking with people that might use that specific area on a regular basis. If there is no one to talk to, conduct a short audit for that specific area.

Sharing the results

It is important to get support, information, ideas, and feedback from the people who live or work in the area in which this safety audit was conducted. Ideally, these people should be part of the audit group, but if they were not, it is important that they get involved in the process at this point. Consider holding small group meetings to provide non-participants in the audit the opportunity to discuss their concerns and help in making recommendations.

Making recommendations

Before you make any recommendations, first prioritize the identified problems. This allows for the most effective use of the resources that may be available to address those problems.

It is important that the recommendations you make can actually solve the problems identified in this audit. Think comprehensively when making recommendations. For example, you may decide a building needs a sign for identification purposes; but, putting up a sign without any illumination is only a partial solution.

Working for Change

Work with several entities, including area neighborhood associations or the Austin Police Department, to assist with the safety audit and to prepare a safety plan for those problems identified in the audit. Remember, though, that these entities' resources may be limited, and it may be important to identify other sources to assist in solving the safety issues in the area.

Resources that could be helpful in preparing a safety plan include:

- The National Crime Prevention Council (www.ncpc.org) and their *Designing Safer Communities: A Crime Prevention through Environmental Design Handbook* (1997).
- Jeffrey, C. Ray. *Crime Prevention through Environmental Design*. Beverly Hills: Sage, 1971.
- Newman, Oscar. *Defensible Space: Crime Prevention through Urban Design*. New York: Macmillan, 1972.

APPENDIX E

Sustainability Resources Available in the City of Austin

Note: The contact information provided below was up-to-date at the time of this neighborhood plan's adoption. However, this information can change at any time after the plan's adoption date.

Plants, Produce, and Gardening

- Community Gardens (http://www.sustainablefoodcenter.org/GL_overview.html)
- Planting New Trees (<http://www.treefolks.org/>)
- Farmer's Market (<http://www.austinfarmersmarket.org/>)
- Rain Gardens (<http://www.ci.austin.tx.us/growgreen/raingardenplants.htm>)
- Native Plant Landscaping (<http://www.ci.austin.tx.us/growgreen/plants.htm>)
- Subsidized Rain Barrels (<http://www.ci.austin.tx.us/watercon/rbsales.htm>)
- Subsidized Rain Harvesting Systems (<http://www.ci.austin.tx.us/watercon/rwrebates.htm>)
- Neighborhood Beautification (<http://www.keeptaustinbeautiful.org>)

Neighborhood Sustainability

- Green Neighbor Program (<http://www.ci.austin.tx.us/watershed/greeneighbor/>)
- Neighborhood Habitat Program (<http://www.ci.austin.tx.us/parks/wildlifehabitat.htm>)
- Green Building
(<http://www.austinenergy.com/Energy%20Efficiency/Programs/Green%20Building/>)

Home Efficiency

- Home Solar (<http://www.austinenergy.com/Energy%20Efficiency/Programs/index.htm>)
- Selling Excess Solar Power to the Grid
(<http://www.austinenergy.com/Energy%20Efficiency/Programs/Rebates/Solar%20Rebates/faq.htm>)
- Free Low-Flow Toilets (<http://www.ci.austin.tx.us/watercon/sftoilet.htm>)
- Free Water-Efficient Showerheads and Faucets
(<http://www.ci.austin.tx.us/watercon/showerheads.htm>)

Carbon Footprint Calculator

- Calculate your carbon footprint (http://www.ci.austin.tx.us/acpp/co2_footprint.htm)

APPENDIX F

West Austin Neighborhood Group Current Land Use by Category, 2008

	Total Number of Acres	Percent Total of Planning Area
Single-Family	845.9	42.00%
Multi-Family	150.8	7.00%
Commercial	21.6	1.00%
Office	21.7	1.00%
Civic	157.4	8.00%
Open Space	281.5	14.00%
Transportation	2.9	0.00%
Roads	384.3	19.00%
Undeveloped	4.6	0.00%
Utilities	12.5	1.00%
Water	149.3	7.00%

Windsor Road Current Land Use by Category, 2008

	Total Number of Acres	Percent Total of Planning Area
Single-Family	295.1	54.00%
Multi-Family	2.7	0.00%
Commercial	8.6	2.00%
Office	20.8	4.00%
Civic	29.7	5.00%
Open Space	52.7	10.00%
Transportation	6.8	1.00%
Roads	126.4	23.00%
Undeveloped	2.2	0.00%

APPENDIX G

Final Survey Results

At the end of the planning process, Planning and Development Review Department staff administered an online and paper survey to gauge the entire community's support of the CWACNPA neighborhood plan. All property owners, business owners, and renters were notified of the survey in a neighborhood-wide mailout in February 2010. Sixty-six survey responses were received in the three-week period allotted for participation in the survey. The final survey's questions and responses can be found below.

Rate your level of support for the CWACNPA Neighborhood Plan.

Response	Response Count	Response Percentage
Fully Supportive	11	16.70%
Generally Supportive	36	54.50%
Generally Unsupportive	9	13.60%
No Support	6	9.10%
Unfamiliar with Plan	4	6.10%

Rate your level of support for the neighborhood planning process.

Response	Response Count	Response Percentage
Very Satisfied	5	7.80%
Satisfied	16	25.00%
Neutral	18	28.10%
Very Dissatisfied	12	18.80%
Did Not Participate	13	20.30%

How did you participate in the planning process?

Response	Response Count	Response Percentage
Surveys	37	59.70%
Correspondence with Staff	21	33.90%
Planning Meetings	30	48.40%
Coordination Team Member	3	4.80%
I Was Not Involved	18	29.00%
Other	6	9.70%

APPENDIX G

How did you hear about neighborhood planning meetings?

Response	Response Count	Response Percentage
Postcards/Letters	28	45.20%
E-Mail	38	61.30%
City of Austin website	10	16.10%
Signs Posted in Neighborhood	11	17.70%
Neighborhood Association Newsletter	23	37.10%
Newspaper, radio, tv	6	9.70%
This is the first time I've heard about plan	6	9.7
Other	2	3.2

About how many meetings did you attend?

Response	Response Count	Response Percentage
0	28	45.20%
1-10	19	30.60%
11-20	2	3.20%
21-30	4	6.50%
31-40	4	6.50%
More than 40	5	8.10%

In the Central West Austin Neighborhood Planning Area, I am a ...

Response	Response Count	Response Percentage
Homeowner	57	91.90%
Renter	1	1.60%
Business Owner	7	11.30%
Non-Resident Property Owner	3	4.80%
Other	4	6.50%