

**Objective 2: Preserve or enhance, as appropriate, existing multifamily housing and neighborhood-serving commercial districts.**

**L.2.1**

Preserve the existing multi-family residential uses along Enfield Road, Exposition Boulevard, and 35<sup>th</sup> Street. If these properties redevelop, encourage a similar scale and the preservation of affordable rental housing, which contributes to the diversity of the neighborhood.

**L.2.2**

Casis Shopping Center should remain a small-scale, neighborhood-serving retail center, appropriate with Casis Elementary School, residential neighbors, and the Drinking Water Protection Zone.



**L.2.3**

Revitalize the Tarrytown Shopping Center by attracting preferably locally-owned neighborhood-serving and pedestrian-oriented businesses such as cafés, restaurants, and a bakery. Height should remain appropriately

scaled to the adjacent residential structures.



**L.2.4**

The small-scale multifamily, commercial, and civic uses surrounding Tarrytown Shopping Center should remain. Howson Library and the Fire Station are particularly important to Central West Austin.

**L.2.5**

The churches along Exposition Boulevard are valued institutions of the Central West Austin community and should remain into the future. If they are not able to stay and cannot be replaced by other churches, the properties should be used as single family housing.

**L.2.6**

Deep Eddy's commercial corridor along Lake Austin Boulevard should remain a mix of neighborhood niche shops and offices. If redevelopment occurs, the open street feel and pedestrian friendliness of this corridor and its views of Lady Bird Lake and the western hills should be preserved. Redevelopment should also respect Lady Bird Lake, in keeping with the spirit of the Drinking Water Protection Zone and Waterfront Overlay.



### L.2.7

The residential scale and character along W. 35<sup>th</sup> Street should be preserved, and in particular its existing building by building, horizontal collection of small neighborhood-serving businesses, stores, and apartments. Harmony with the abutting single-family houses on the south side of this block, facing 34<sup>th</sup> Street, should be maintained.

### L.2.8

The neighborhood office blocks between 34<sup>th</sup> and 35<sup>th</sup> Streets and Jefferson Street and Mills Avenue should remain small-scale neighborhood office and residential uses that are harmonious with the Bryker Woods Elementary School and the existing single family neighborhood. Retaining the converted single-family homes is desirable. Returning these structures to single-family



residential use would also be welcome by the neighborhood

**Objective 3: All redevelopment should be compatible with the character of the adjacent neighborhood and should be guided by green design principles. (Note these are guidelines, not standards)**

See the Design box below for principles on how to maintain the character of Central West Austin neighborhoods in residential and multi-family/commercial areas.

### Single-Family Residential design guidelines

Retain the design and character of the neighborhood's residential areas by encouraging the preservation of existing structures. When redevelopment or remodeling of an existing structure occurs, it should be compatible in scale, height, setbacks, landscaping, tree cover, garage placement, façades, and architectural style of neighboring houses.

New development should be designed and constructed using the latest green technologies and principles embodied in Austin Energy's Green Building program to help reduce energy consumption.

Historic buildings should be preserved.

### Multi-Family & Commercial design guidelines

New and remodeled multi-family and commercial development should be compatible with the immediate neighborhood by having similar setbacks, building scale, façades, and rooftops. To contribute to the health of the neighborhood, new development should include landscaping



that creates usable open space, trees that shade the structure and street, parking placed to the rear or side of the building, windows and doors that promote friendliness and "eyes on the street," pedestrian amenities like light posts, and vegetative screening for air conditioners and dumpsters. It should also improve pedestrian and bicycle access between the property and immediate neighborhood wherever possible.

New development should be designed and constructed using the latest green technologies and principles embodied in Austin Energy's Green Building program to help reduce energy consumption.

Historic buildings should be preserved.

#### **Objective 4: Encourage the northeast corner of the Windsor Road Planning Area to become a mixed use, urban neighborhood, respecting and providing amenities to the Bryker Woods and West 31st Street neighborhoods.**

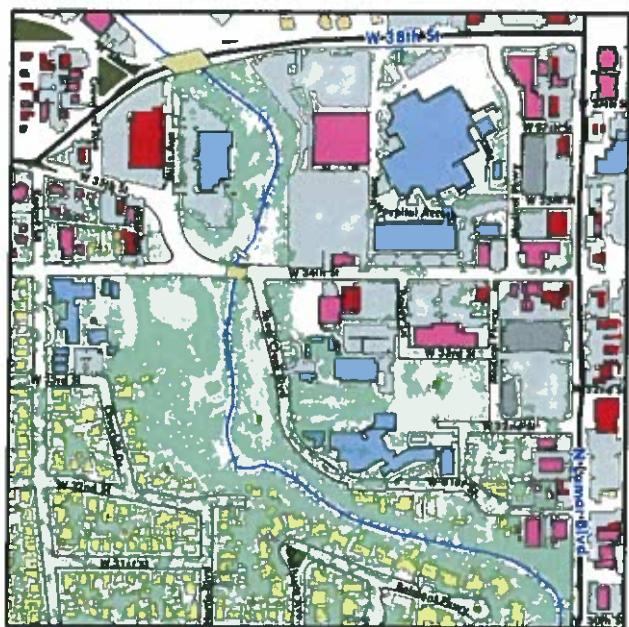
##### **L.4.1**

For properties designated as Mixed Use along 38<sup>th</sup> Street and Lamar Boulevard, redevelopment or new development should promote a pedestrian-friendly mix of uses that ultimately results in a human-scaled and enlivened streetscape. Guidelines for creating development include the mixing of uses vertically in the same building to include residential uses preferably above the first floor. Wide sidewalks, street trees, buildings and entryways oriented to the main corridor,

with parking located to the side or rear of the building are all desired features. Drive-through facilities are strongly discouraged. The buildings should be appropriately scaled to the surrounding development. Property whose stormwater feeds into Seiders Springs and Shoal Creek should be redeveloped such that it improves the health of the spring and creek. Through properties that are fronted by a Core Transit Corridor on one side and an interior street on the other side, should apply the same development standards to the interior street as applied to the Core Transit Corridor. Special attention should be paid to placing storefronts and entryways along interior roads as well as Core Transit Corridors.

##### **L.4.2**

The triangle where 35<sup>th</sup> and 38<sup>th</sup> Streets split should be a welcoming gateway to the neighborhood and should allow for neighborhood serving uses. The Randalls and Medicine Shoppe represent the type of vital neighborhood-serving businesses that should be preserved in the future. Any redevelopment should include, first and foremost the continued use of the Randalls site as a grocery store as well as ensuring that Crawford Avenue remains open as a public street. If the Randalls parcel redevelops, the neighborhood would support a secondary residential use above the grocery store, but would not support residential as a stand alone use. The triangular corner lot that is currently home to the Medicine Shoppe deserves recognition as a prominent location in the neighborhood. Redevelopment should continue the site as a neighborhood use and a welcoming gateway to the neighborhood by connecting to and beautifying the city-owned open space which makes up the westernmost portion of the triangle.



#### L.4.3

Allow office and commercial development along 34th Street between Medical Parkway and Shoal Creek Greenbelt. There should be a transition with neighborhood-scaled stores and offices between the Shoal Creek Greenbelt and Medical Parkway and more intensive development from Medical Parkway to Lamar Boulevard. Development should add to the existing shops and restaurants on 34th Street to create a lively, pedestrian-friendly streetscape.

#### L.4.4

Allow neighborhood mixed use development along the north side of 31st Street to transition between the residential properties to the south of 31st Street and the more intensive development to the north and along Lamar Boulevard. The block within 31st Street, 32nd Street, Wabash Avenue, and Lamar Boulevard and the non-residential properties on the south side of 31st Street contain a mixture of neighborhood-scaled retail, office and residential development. The block is encour-

aged to remain so and serve as a transition between the residential properties to the south of 31st Street and the more intensive development to the north and along Lamar Boulevard. Future development or redevelopment should respect this mix and develop at a scale appropriate with the neighborhood located along 31st Street.

#### L.4.5

St. Andrews Episcopal School is an important asset to the neighborhood and should remain in its current location. However, if the school leaves, it should be replaced by single family housing along 31st Street, multi-family apartments between Shoal Creek Greenbelt and Bailey Park, and office uses for the northern parcels along Shoal Creek Greenbelt and 34th Street. This will protect the homes on the south side of 31st Street, promote neighborhood activity along the Shoal Creek Hike and Bike Trail, and integrate the 34th Street parcels such that they complete the pattern of activity along the 34th Street Corridor.

### **Objective 5: Encourage the State of Texas to keep the Austin State Supported Living Center in its current location and become a more integrated asset in the neighborhood.**

The Austin State Supported Living Center is a vital member of the planning area. Not only does the school provide a critical function for its residents and their families, it also serves as an important asset in the planning area. It provides diversity in terms of race and economics as well as allowing for residents to interact with each other and

learn lessons such as tolerance and understanding. The school serves as a transition from MoPac and the more intensive uses along 35<sup>th</sup> Street to the single-family neighborhood of Tarrytown. The school is split between the Water Supply Suburban watershed classification and Johnson Creek, an urban watershed. The school is also “high” in the watershed (in an upstream position) such that impacts from development would run the entire course of the creek down to its confluence with Lady Bird Lake. Approximately three acres of the site have been sold and are presently undeveloped. While there have been discussions about selling the remainder of the site for private development, there are no such immediate plans.

#### **L.5.1**

Create recreational opportunities and community events that coexists with the Austin State School facilities and residents.  
JNPCT, ASSLC School, COA

#### **L.5.2**

Encourage a tree survey at the Austin State School to determine whether there are any trees that meet the City’s tree protection requirements.  
JNPCT, ASSLC, Austin State School

#### **L.5.3**

The school is encouraged to have more events and activities that include the surrounding neighborhood.  
JNPCT, ASSLC

#### **L.5.4**

Work with the school and the State of Texas to communicate the desire of keeping the school at its current location.  
JNPCT, ASSLC

**Objective 6: If the Austin State Supported Living Center redevelops, it should be done in harmony with the adjacent neighborhood, transportation system, and natural resources.**

#### **L.6.1**

Redevelopment should be accomplished through a master plan that encompasses the entire tract and integrates it into the neighborhood. Piecemeal development should be discouraged.  
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#### **L.6.2**

The design of any redevelopment should be compact, mixed use, and walkable so that automobile trips are minimized. Redevelopment should result in harmonious residential development near the existing residential areas and concentrate the more intensive mixed use development toward the northeast corner of the tract at MoPac and 35<sup>th</sup> Street. Preserving significant amounts of public and private open space is encouraged.  
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#### **L.6.3**

Preserve vegetative buffers, including trees, wherever development of the Austin State Supported Living Center occurs adjacent to existing residential neighborhoods. Provide additional vegetative buffers, including trees, for development more intense than existing single family.  
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#### **L.6.4**

Redevelopment should comply with City of Austin stormwater regulations. Water quality devices should be installed to minimize pollution. These systems should also incorporate recreational opportunities for the public, such as walking trails

around attractive and landscaped detention ponds where feasible. Landscaping should be based on applicable city requirements to reduce water demand, retain runoff, decrease flooding, and recharge groundwater.

#### **L.6.5**

Redevelopment should avoid environmentally sensitive resources such as protected trees, wetland, waterbodies, and endangered or threatened plant or wildlife habitat.

#### **L.6.6**

Redevelopment should be sensitive to any historically significant resources and should make every effort to protect and preserve these resources.

### **7: Encourage the University of Texas to keep the Lions Municipal Golf Course, West Austin Youth Association, and Field Research Laboratory uses in place with consideration made for additional recreational opportunities on site, and to otherwise comply with the parameters established by the 1989 Brackenridge Tract Development Agreement.**

The Brackenridge Tract is a vital part of the planning area. Not only does the Tract provide numerous critical functions for research and graduate student family housing, its existing uses are also a valued and integral part of the surrounding West Austin community. The Brackenridge Field Laboratory use

is one of the University's most highly acclaimed and nationally ranked academic programs. In addition, there are Graduate Student Housing uses which support of the University's graduate students and doctoral candidates, and provide diversity in terms of race and economics as well as allowing for residents to interact with each other and learn lessons such as tolerance and understanding. There are also valued public recreational uses at the West Austin Youth Association (WAYA) facility and the historically recognized Lions Municipal Golf Course. Because most of the Tract lies within either the Lake Austin Watershed or the Town Lake Watershed and is within our Drinking Water Protection Zone, any adverse development could degrade the environment and water quality for the citizens of Austin and those downstream from Austin.

It is also recognized that the Tract represents a significant opportunity for both the University of Texas and the community, but that opportunity does not lie solely in its development potential.

#### **L.7.1**

Create recreational opportunities and community events that coexists with the existing Brackenridge Tract uses and residents.

#### **L.7.2**

Encourage a tree survey at the Brackenridge Tract to determine whether there are any trees that meet the City's tree protection requirements.

#### **L.7.3**

The Brackenridge Tract is encouraged to have more events and activities that include

the surrounding neighborhood.

#### **L.7.4**

Work with the City of Austin and the University of Texas to communicate the desire of keeping the Lions Municipal Golf Course and West Austin Youth Association uses in place.

#### **L.7.5**

The Lions Municipal Golf Course (141.38 Acres) should remain an affordable, public golf course in perpetuity with consideration made for the addition of non-golfing recreational opportunities on site. We actively support the acquisition of this tract by the City of Austin utilizing any available means including cash and non-cash alternatives.

#### **L.7.6**

The West Austin Youth Association Tract (14.56 Acres) should remain under the control of this nationally recognized, privately funded, non-profit organization that provides positive recreational opportunities through 30 separate programs for more than 4,000 youngsters annually from throughout Austin.

#### **L.7.7**

The University of Texas at Austin Brackenridge Field Laboratory (81.97 Acres) should remain at its current unique and irreplaceable location.

#### **L.7.8**

The Colorado Apartment and Brackenridge Apartment Tracts (74.24 Acres) should be redeveloped to include denser graduate student, doctoral candidate and faculty housing as well as neighborhood retail/neighborhood mixed use development, the latter at a level and in a manner that does not exceed the terms of the 1989 Brackenridge Tract Devel-

opment Agreement for non-university purposes.

#### **L.7.9**

The Deep Eddy Tract (16.42 Acres) that includes the Gables Apartments, CVS Pharmacy and 7 Eleven, if chosen to be redeveloped, should be redeveloped in such a way as to maximize the protection of the Deep Eddy neighborhood adjacent by mitigating the potential for related cut-through traffic and overflow parking. Further, any new construction should transition away from the residential portion of the adjacent neighborhood.

#### **L.7.10**

The Boat Town Tract (2.58 Acres) including Oyster Landing should remain unchanged. Any proposed changes at Oyster Landing should be carefully examined so as not to exacerbate difficulties currently experienced at certain times, regarding parking, and pedestrian and car traffic.

#### **L.7.11**

The Park Street Tract (13.21 Acres) that includes the LCRA and ancillary surface parking should remain unchanged, unless sufficient free public parking remains on site to meet the parking demand of the Boat Town Tract as well as any additional development.

#### **L.7.12**

The Randall's Tract (2.64 Acres) should remain under its current land use though re-configuration of the site itself might be beneficial.

#### **L.7.13**

Any additional development, per L.7.5, L.7.6, and L.7.11, should be compatible

along Enfield Road with the adjacent Tarrytown neighborhood.

**8: If the Brackenridge Tract is (re) developed, it should be done in harmony with the adjacent neighborhoods, transportation system, and natural resources.**

As a part of the neighborhood planning process and in response to the University's stated interest in redeveloping the Brackenridge Tract, the City hosted a meeting to discuss stakeholders' interest in the future of the Brackenridge Tract. The sidebar lists the interests that were identified during this meeting as well as other neighborhood meetings. The University also had a public process which included a series of meetings to obtain public input on the creation of one or more conceptual master plans under certain assumed development constraints.

In the event that The University of Texas Board of Regents decides to allow redevelopment of any kind to take place on the Lions Municipal Golf Course and WAYA tracts in direct opposition to the desires of the West Austin community, any such redevelopment should be limited by the terms of the 1989 Brackenridge Tract Development Agreement, a binding intergovernmental agreement still in full force and effect, which was negotiated in good faith to allow more intense development for the Gables tract, Colorado and Brackenridge Apartment tracts, Oyster Landing, and the Park Tract (where the LCRA is now) as a "transfer of development" from the Lions Municipal Golf Course and the Field Research Laboratory.

**L.8.1**

Redevelopment should be accomplished through a master plan that encompasses the entire tract and integrates it into the neighborhood. Piecemeal development should be discouraged.

**L.8.2**

The design of any redevelopment should be compact, mixed use, and walkable so that automobile trips are minimized. Redevelopment should result in harmonious residential development near the existing residential areas and concentrate the more intensive mixed use development toward the southern portion of the Tract along Lake Austin Boulevard, provided that the shoreline strip or region along Lady Bird Lake is preserved as natural, open or green space. Preserving significant amounts of invaluable urban green space and its remarkable trees is encouraged.

**L.8.3**

Preserve waterfront land and comply with the City of Austin's Waterfront Overlay along Lady Bird Lake. Preserve vegetative buffers, including trees, wherever development occurs adjacent to existing residential neighborhoods. Provide additional vegetative buffers, including trees, for development more intense than single family.

**L.8.4**

Redevelopment should comply with City of Austin stormwater regulations. Water quality devices should be installed to minimize pollution. These systems should also incorporate recreational opportunities for the public, such as walking trails around attractive and landscaped detention ponds. Landscaping should be based on applicable city requirements to reduce water demand, retain runoff, decrease flooding, and recharge



groundwater.  
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#### **L.8.5**

Redevelopment should avoid environmentally sensitive resources such as protected trees, wetlands, waterbodies, and endangered or threatened plant or wildlife habitat.

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#### **L.8.6**

Redevelopment should be sensitive to any historically significant resources and should make every effort to protect and preserve these resources.

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#### **L.8.7**

Any redevelopment should not significantly increase motor vehicle traffic in the surrounding Tarrytown, Deep Eddy and West Lake Hills neighborhoods. Any additional traffic volumes generated as a result of redevelopment should be directed away from the existing residential neighborhoods. There should be no street access to such redevelopment along Enfield Road between Lake Austin Boulevard and Exposition Boulevard that would promote cut-through traffic on adjacent and nearby neighborhood streets.

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#### **L.8.8**

Should comply with all City of Austin codes and ordinances as well as its zoning and land use regulations.

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#### **L.8.9**

Should be limited to and not exceed the overall development limitations established by the 1989 Brackenridge Development Agreement, a binding intergovernmental agreement negotiated in good faith by the University of Texas System, the City of Austin and the Austin community.

NOTE: The Overall Development Limitation calls for no more than 1,700,000 sq. ft. of development for Non-University Purposes. Section 7.8, page 92 of BDA.

#### **L.8.10**

Should strive for no net loss in affordable student housing resulting from potential relocation of the Colorado and Brackenridge Apartments.

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### **Stakeholders' Feedback on the Brackenridge Tract**

On July 12, 2008, the City hosted a neighborhood plan meeting with stakeholders to receive input about the future of the Tract. Below is a summary of the issues and desires of the stakeholders who attended that meeting.

1. Preserve Lions Municipal Golf Course and allow the City of Austin to take ownership and preserve as a public golf course.
2. Preserve the Biological Field Lab and ensure that any adjacent development does not impact the field lab.
3. Preserve the West Austin Youth Association and refocus lights away from neighborhood.
4. Preserve the student housing at the Brackenridge and Colorado Apartments. There is interest in adding more student apartments at the Brackenridge and Colorado Apartments as long as they do not worsen traffic. Also, housing for the elderly and empty nesters is desired as long as it is affordable and is geared toward allowing residents of the neighborhood to stay in the neighborhood.
5. Keep a grocery store at the Safeway parcel but make improvements.
6. Any new development should be limited to no more than four stories except for development adjacent to the existing neighborhood which should have lower building heights and separated by a natural buffer including trees and vegetation.
7. Add more "mom and pop" stores at existing commercial areas and at student apartments. Have neighborhood scaled retail and mix of uses along Lake Austin Boulevard where already developed.
8. No intensive retail, employment or high tech centers that attract from a regional area.
9. Add usable greenspace such as playgrounds, community gardens, walking trails, teaching spaces, and other public uses.
10. The Gables should add public amenities so that it connects with the adjacent neighborhood.
11. Add a path linking the golf course to WAYA.
12. No additional driveways on Enfield are desired.
13. Make Lake Austin Boulevard a "real" boulevard or Complete Street with no parking on the street (with a particular need to address Field Lab employees parking on the north side adjacent to the golf course), wider sidewalks, more crossings, improved transit service, shade trees, attractive landscaping, a connection to the Trail at Lady Bird Lake, and extending bike lanes to Enfield Road as well as providing better separation from vehicle lanes.
14. Extend the Trail at Lady Bird Lake to Red Bud Isle and avoid environmentally sensitive land such as near the Biological Field Lab. Establish a buffer allowing no development along the edge of the lake to protect the natural resources. Provide a publicly owned and natural access to the lake.
15. Protect the neighborhood from an increase in traffic, especially considering the limited capacity of the road network. Prior to any development, a traffic study is desired.

### **Stakeholders' Feedback on the Brackenridge Tract continued**

16. Need for a sidewalk around the entirety of the Golf Course and add street trees between the street and sidewalk where feasible. Also, if feasible, add a walking path around the perimeter of the golf course and add a trail along Schull Branch. In addition, access between O. Henry Middle School and WAYA should be improved.
17. Replace invasive trees with native trees.

At other meetings, additional issues and desires were also identified:

1. Expand Eilers Park into the Brackenridge Tract.
2. Conduct a tree survey to determine whether there are any trees that meet the City's tree protection requirements.
3. Stormwater management should comply with City of Austin stormwater regulations.
4. Plans for Brackenridge Tract should each include plans for construction of a new elementary school and should consider adding a middle school and high school if the tract is developed in accordance with proposed density.
5. Increased density on the Brackenridge Tract should be addressed with additional transit and shuttle services connecting the Brackenridge Tract to the central downtown area.

## 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.
- 31<sup>st</sup>/Shoal Creek— Burdened due to traffic from Seton and St. Andrew School. Used to avoid 34<sup>th</sup> and 38<sup>th</sup> 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  
    & 29<sup>th</sup> Street
- 34<sup>th</sup> & 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  
    & 35<sup>th</sup> St — Visibility limited by commercial signs.
- & 34<sup>th</sup> St  
    & 29<sup>th</sup> St  
    & Northwood
- Exposition Blvd  
    & Enfield — Cars turning left back up on Exposition.
- & 35<sup>th</sup> 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 & 35<sup>th</sup> Street — Limited sight distance combined with speeding along 35<sup>th</sup> makes turning left or right difficult. This is further exacerbated by cars coming from Balcones that are accelerating as they approach Pecos.
- 10<sup>th</sup> St & Wayside — Bus loading for O. Henry impedes traffic. Currently only served by Yield sign.
- Happy Hollow & 35<sup>th</sup> 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 & 33<sup>rd</sup>
- Mills & 35<sup>th</sup>
- Harris  
    & 29<sup>th</sup> Street



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|---|---|
| <p>&amp; 32<sup>nd</sup> Street<br/>&amp; Northwood</p> <ul style="list-style-type: none"> <li>• Red Bud and Lake Austin Blvd — cars turning left back up on Lake Austin Boulevard.</li> <li>• MoPac ramps <ul style="list-style-type: none"> <li>• 35th Street exit lane from southbound — Service road is used as ancillary lane to bypass MoPac congestion.</li> <li>• Windsor Rd exit from southbound — large number of crashes.</li> <li>• 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.</li> <li>• Lake Austin Boulevard — large number of crashes</li> </ul> </li> <li>• Jefferson at 29<sup>th</sup> Street — visibility, drivers running stop sign</li> <li>• Wooldridge at 29<sup>th</sup> Street — visibility, long crossing for pedestrians</li> <li>• Jefferson at Northwood — drivers run stop sign</li> <li>• Shoal Creek Blvd at Gaston — visibility, road drives into park area/ leash free area, safety for large number of pedestrians and pets using park</li> <li>• Harris at 29<sup>th</sup> Street — drivers run stop signs</li> <li>• Jefferson at 34<sup>th</sup> Street — difficult crossing for pedestrians</li> <li>• Jefferson at Northwood — visibility issue</li> <li>• Harris at Northwood — drivers run stop signs</li> <li>• Wooldridge at Gaston — signage is confusing (yields, stops)</li> <li>• Wooldridge at Northwood — drivers run stop signs E to N and S to W</li> <li>• Harris at 32<sup>nd</sup> Street — visibility</li> </ul> | <p>problem due to landscaping</p> <ul style="list-style-type: none"> <li>• Wooldridge at Claire — visibility issue, long crossing for pedestrians, suboptimal layout of intersection</li> </ul> <p><b>T.1.5</b><br/>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><b>T.1.6</b><br/>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"> <li>• 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.</li> <li>• 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.</li> </ul> <p>For more information on street reclaiming, see <a href="http://www.lesstraffic.com/Programs/SR/SR.htm">http://www.lesstraffic.com/Programs/SR/SR.htm</a> or read <i>Street Reclaiming</i>, by David Engwicht, available at the Austin Public Library.</p> <p><b>T.1.7</b><br/>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> |
|---|---|



### T.1.8

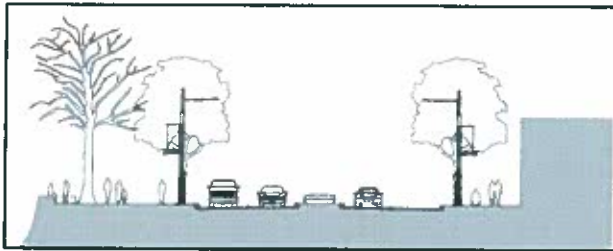
Beautify bus stops in Central West Austin through Cap Metro's Adopt-a-Bus-Stop program. This will help bus stops perform multiple functions, including enhancing neighborhood character and distinctiveness, creating social space, and providing opportunities for public art. Adoptions should target stops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

### 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 westbound Lake Austin Boulevard.
- Adjusting signal timing at intersection of Atlanta Street and Lake Austin Boulevard to enhance southbound traffic from Atlanta Street onto southbound MoPac.

### T.1.13

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

J: NPCT,ALSD

## 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

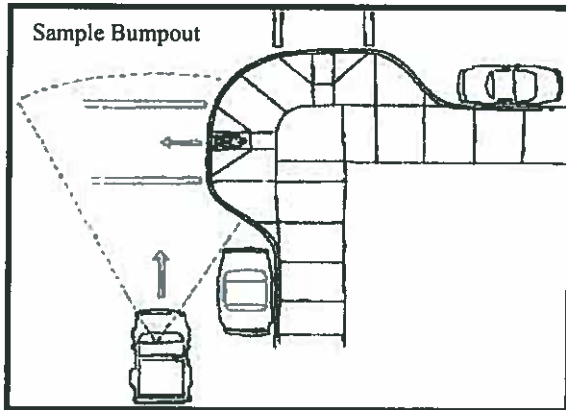
Pedestrian access should be examined/enhanced such that it makes walking within the neighborhoods easier.

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 34<sup>th</sup> and 32<sup>nd</sup> Sts — Heavy volume makes this a dangerous crossing for elementary students, as well as high school students who use the bus stop at 34<sup>th</sup> Street.
- B. 35<sup>th</sup> 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. 35<sup>th</sup> 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

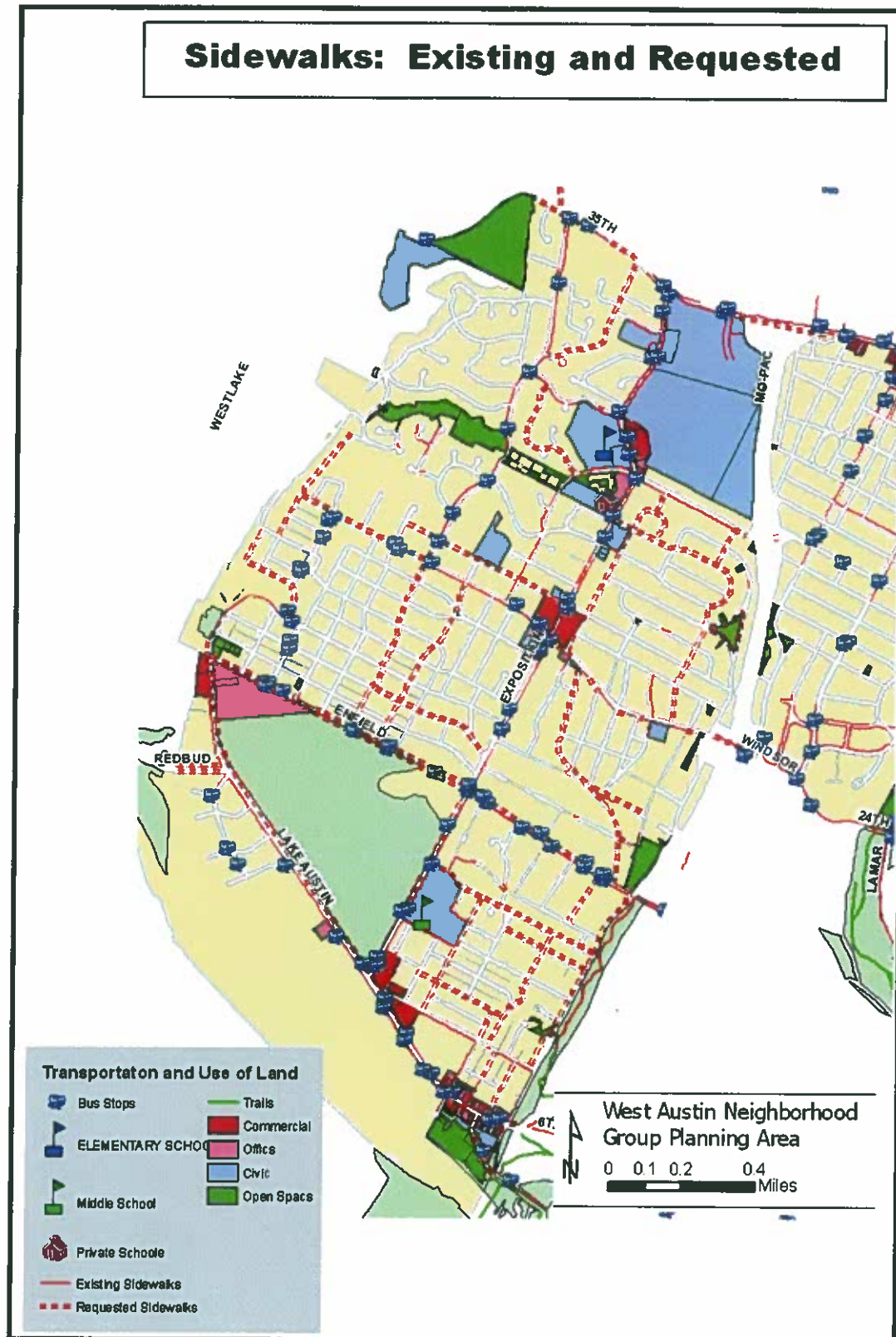
Improve gaps outside the neighborhood that prevent connection to key locations, such as downtown.  
J: COA, NPCT

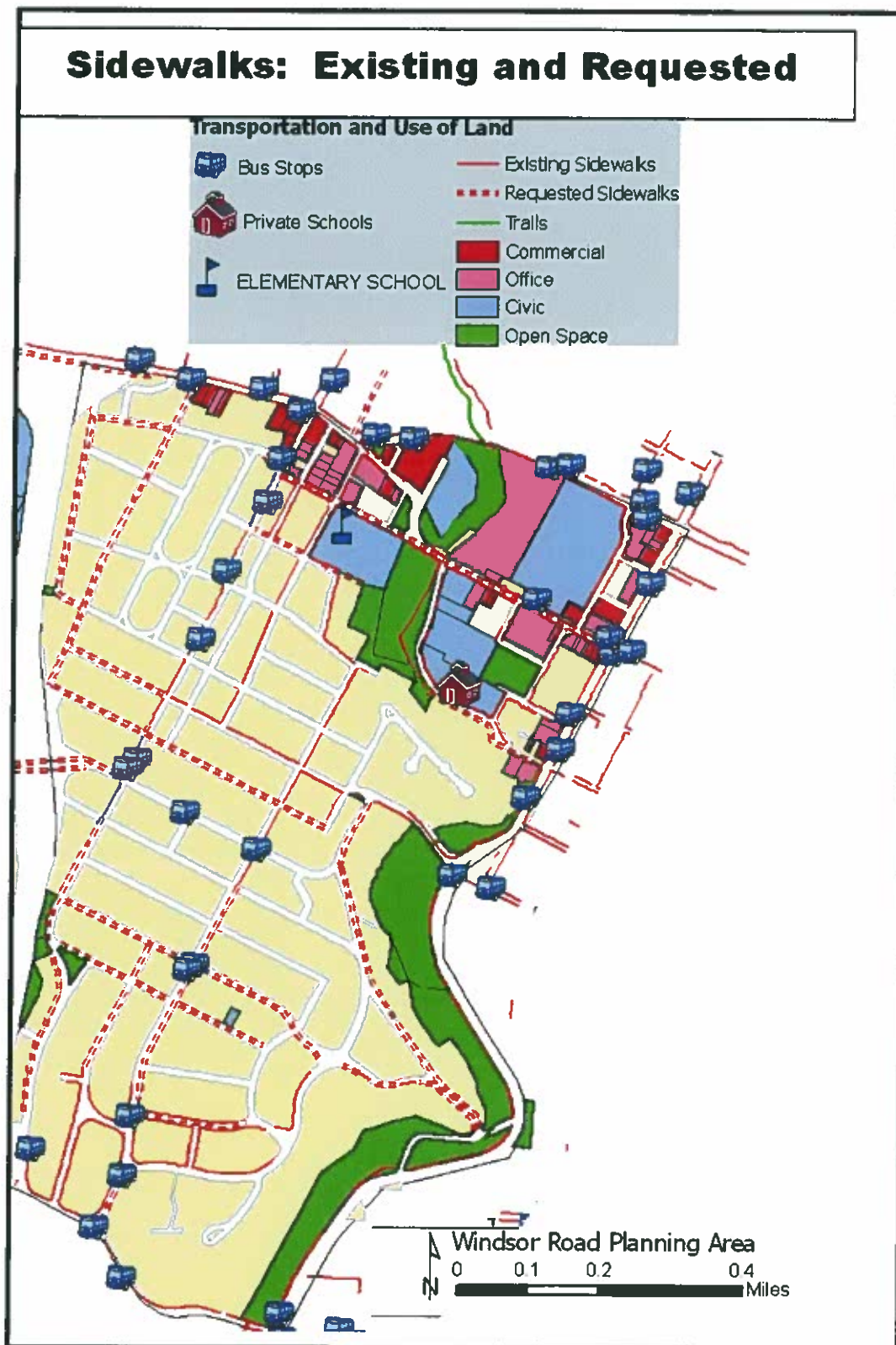
**Objective 3: Support transportation investments in the Loop 1 (MoPac) and Lamar Boulevard corridors that are compatible with the neighborhood and its environment.**

#### 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-

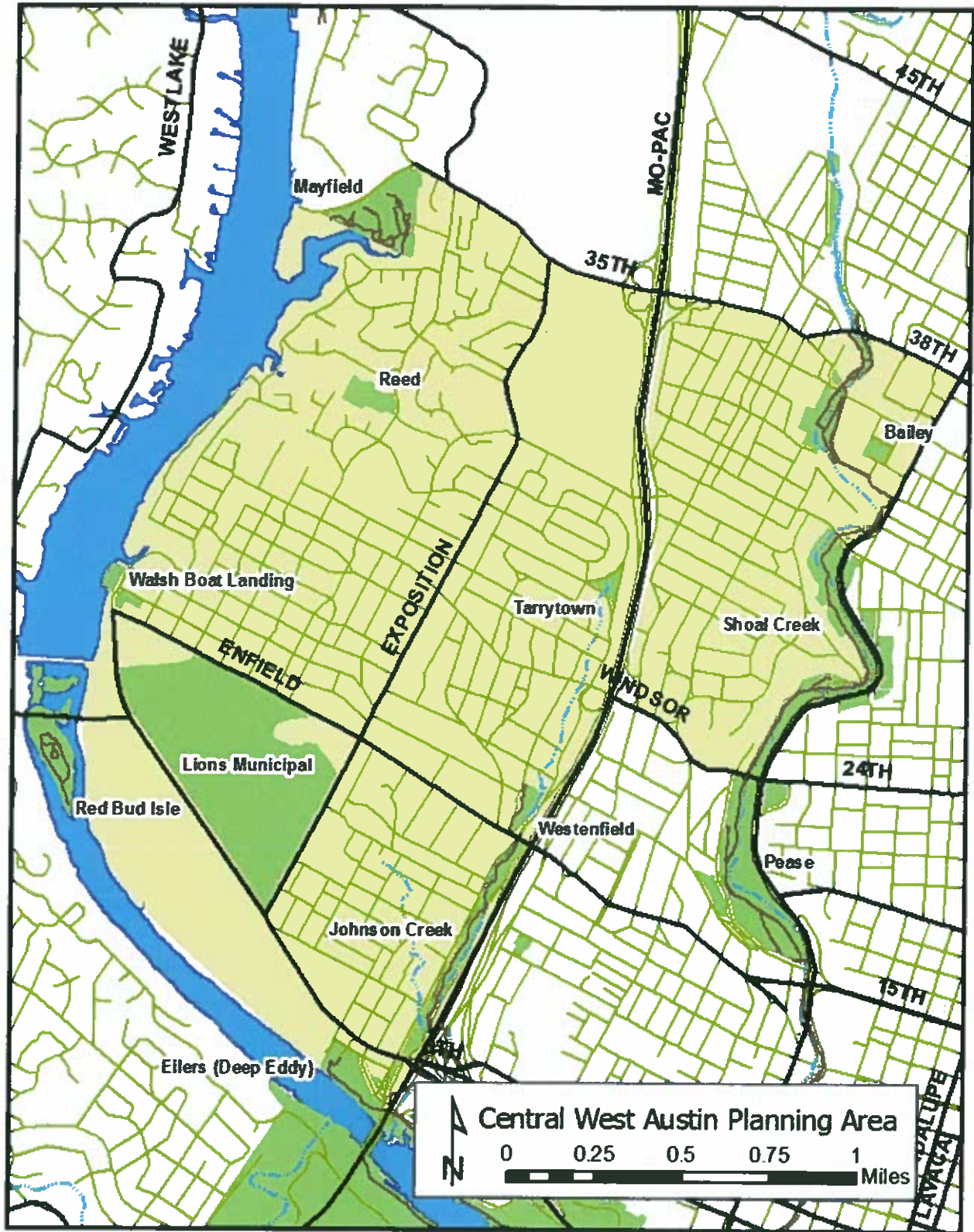
portant part of the city's identity. The value of such public spaces has been embraced by the citizenry who enjoy the recreation, fresh air, open space, and greenery that they provide. In the CWANP area, and around the city, they are important social and civic sites, allowing people of all ages and backgrounds 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

### **Waish 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 : 35<sup>th</sup> 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 34<sup>th</sup> Street
  - c) Add lighting
  - d) Add emergency call boxes
- 2) Euler's Park: Add staircase to picnic and playscape area to allow visitor's 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.

### 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:

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 Euler'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.

## 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.

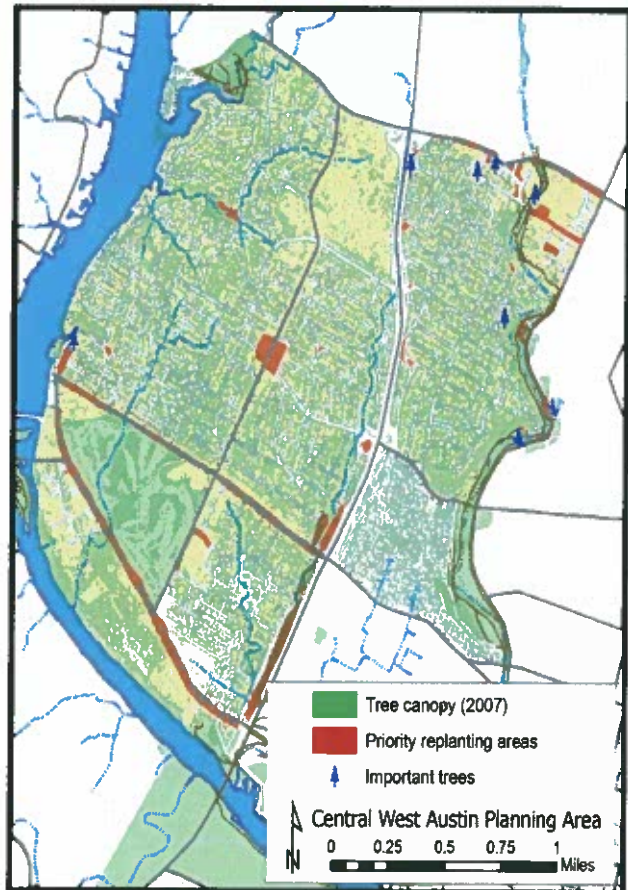


## Goal Statement and Introduction:

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.



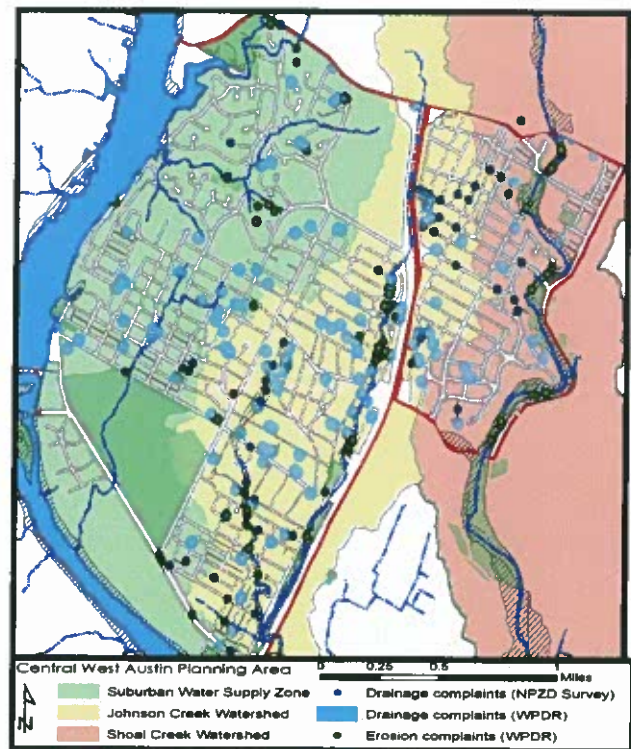
Stakeholders want to preserve the trees that they have and take an active role in helping their forest become healthy, by planting diverse native species and ensuring a healthy age structure. The biggest obstacles to keeping their forest healthy and full is age and lack of diversity (e.g age and species) 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. However, the watershed ordinance limitations on impervious cover apply to new subdivisions, and not to lots in areas subdivided prior to 1986 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.

N

### 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](http://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 NeighborHoods 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](http://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.