

MINUTES OF THE CITY COUNCIL

CITY OF AUSTIN, TEXAS

Regular Meeting

January 20, 1977

3:30 P.M.

Council Chambers
301 West Second Street

The meeting was called to order with Mayor Pro Tem Snell presiding.

Roll Call:

Present: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann,
Linn, Trevino

Absent: Mayor Friedman, Councilmember Lebermann

APPROVAL OF MINUTES

Councilmember Himmelblau moved that the Council approve the Minutes for January 13, 1977. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann,
Linn, Trevino

Noes: None

Absent: Mayor Friedman, Councilmember Lebermann

PRESENTATION OF TREE REGISTRY

Mrs. Dudley McCalla, Bicentennial Commission, presented a Tree Registry to each Councilmember. It was published as a Bicentennial project by the City with funds contributed by City National Bank. Councilmember Hofmann stated a free copy would be furnished each library and school. Copies of the publication will be sold for \$1.00 each in the City Clerk's office.

RELEASE OF EASEMENT

Councilmember Linn moved that the Council adopt a resolution authorizing the release of the following Easement:

A Public Utilities Easement out of Lot 8, Block "B," Barton Hills West Section One, a subdivision in the City of Austin, Travis County, Texas, locally known as 2205 Matterhorn Lane. (requested by Mr. L. M. Holder, III, Architect, in behalf of the owner, Mr. French Smith)

The motion, seconded by Councilmember Himmelblau, carried by the following vote:

Ayes: Councilmembers Himmelblau, Hofmann, Linn, Trevino,
Mayor Pro Tem Snell

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

CONTRACTS

Councilmember Linn moved that the Council adopt a resolution awarding the following contracts:

BEXAR FLOOR COVERING COMPANY
1310 Commerce
San Antonio, Texas

- North Fourth Floor Renovation, Old
Brackenridge Hospital - \$8,400.00

The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Hofmann, Linn, Trevino, Mayor Pro Tem
Snell, Councilmembers Himmelblau

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

Councilmember Linn moved that the Council adopt a resolution awarding the following contract:

N. L. LEASE SERVICE, INC.
2400 East St. Elmo Road
Austin, Texas

- CAPITAL IMPROVEMENTS PROGRAM, East
15th Street Ductline and Brackenridge
Hospital Parking Garage, Construction
of an Electric Ductline on East 15th
Street - \$48,790.00.

The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Hofmann, Linn, Trevino, Mayor Pro Tem
Snell, Councilmember Himmelblau

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

Councilmember Linn moved that the Council adopt a resolution awarding the following contract:

AUSTIN ENGINEERING COMPANY
P. O. Box 3255
Austin, Texas

- CAPITAL IMPROVEMENTS PROGRAM,
Eberhart Pump Station Piping to
increase the water pressure to
Southwest A Area - \$83,334.50

The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Hofmann, Linn, Trevino, Mayor Pro Tem
Snell, Councilmember Himmelblau

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

HARLEM CAB COMPANY HEARING SET

Councilmember Linn moved that the Council adopt a resolution setting a public hearing for March 3, 1977, at 2:30 p.m. on an application by Harlem Cab Company to amend its taxicab franchise to increase the number of permits from 38 to 48. The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Linn, Trevino, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

WEATHERIZATION PROGRAM GRANT

Councilmember Trevino moved that the Council adopt a resolution accepting a grant award from the Community Services Administration for a Weatherization Program in the amount of \$14,700. (Total required non-federal share is \$9,800 of in-kind contributions) The motion, seconded by Councilmember Himmelblau, carried by the following vote:

Ayes: Councilmembers Linn, Trevino, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

UNSAFE BUILDING TO BE DEMOLISHED

Councilmember Himmelblau moved that the Council adopt a resolution authorizing an unsafe building at 2715 East 5th Street to be demolished. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmember Trevino, Mayor Pro Tem Snell, Councilmembers
Himmelblau, Hofmann, Linn

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

ORDINANCE POSTPONED

The Council had before it for consideration, authorization for the City Manager to designate a separate area to be used by the University of Texas for University student parking subject to parking permit requirements of the University of Texas. Since the area is a Brackenridge Hospital parking lot, the Council questioned if the City would get anything in return from the State. Joe Ternus, Director, Urban Transportation, stated a study is being made to determine what facilities of the University would be of advantage to the City and vice versa. Discussion of employees of Brackenridge Hospital parking on unpaved streets in a residential area rather than using the parking lot was held. Councilmember Linn requested this be looked into. Councilmember Trevino felt the employees should be directed to use the parking lot. Mr. Jim Wilson, University of Texas, discussed parking for the University of Texas sports arena. He stated when Red River Street, was relocated, 350 student parking spaces were covered up. Councilmember Trevino asked that the University of Texas cooperate with the City and when there is construction proposed that they consult with the Planning Commission. Councilmember Himmelblau requested the staff to monitor the visitor parking for the hospital and furnish Council with a report. Mayor Pro Tem Snell wanted feed back on this situation.

Councilmember Himmelblau moved that Council action on this ordinance be delayed until February 3, 1977. The motion, seconded by Councilmember Hofmann, carried by the following vote:

Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann,
Linn, Trevino

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

ANNEXATION HEARING RESET

Councilmember Linn moved that the Council adopt a resolution resetting a public hearing for February 3, 1977, at 10:30 a.m., on annexation of the following:

52.49 acres of land out of and a part of the Theodore Bissel
League in Travis County, Texas. (Initiated by the City of
Austin - Case No. C7a-76-015)

The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann,
Linn, Trevino

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

SCHOOL SPEED ZONE ORDINANCE

Mayor Pro Tem Snell introduced the following ordinance:

AN ORDINANCE AMENDING SECTION 21-41, SUBSECTION (d), OF THE AUSTIN CITY CODE OF 1967, MAKING A CERTAIN ADDITION TO SAID SUBSECTION, THEREBY DECLARING A MEXIMUM PRIMA FACIE SPEED LIMIT ALONG CONGRESS AVENUE IN THE VICINITY OF FULMORE SCHOOL, PURSUANT TO AND IN ACCORDANCE WITH THE PROVISIONS OF THE "UNIFORM ACT REGULATING TRAFFIC ON HIGHWAYS" (VERNON'S ANN. CIV. ST., ART. 6701d), REPEALING ALL ORDINANCES IN CONFLICT WITH THIS ORDINANCE; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS; AND DECLARING AN EMERGENCY.

Councilmember Linn moved that the Council waive the requirement for three readings, declare an emergency and finally pass the ordinance effective immediately. The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Himmelblau, Hofmann, Linn, Trevino,
Mayor Pro Tem Snell

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

The Mayor Pro Tem announced that the ordinance had been finally passed.

ZONING ORDINANCE

Mayor Pro Tem Snell introduced the following ordinance:

AN ORDINANCE ORDERING A CHANGE IN USE AND CHANGING THE USE MAPS ACCOMPANYING CHAPTER 45 OF THE AUSTIN CITY CODE OF 1967 AS FOLLOWS:
LOT 3, BLOCK 3, OUTLOT 76, DIVISION "D," BUDDINGTON SUBDIVISION, LOCALLY KNOWN AS 619 WEST 37TH STREET AND ALSO BOUNDED BY KING STREET AND MAIDEN LANE, FROM "A" RESIDENCE DISTRICT TO "B" RESIDENCE DISTRICT; SAID PROPERTY BEING LOCATED IN AUSTIN, TRAVIS COUNTY, TEXAS; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS; AND PROVIDING AN EFFECTIVE DATE. (Frank Smith, C14-76-092)

Councilmember Trevino moved that the Council waive the requirement for three readings, declare an emergency and finally pass the ordinance. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmembers Hofmann, Linn, Trevino, Mayor Pro Tem,
Snell, Councilmember Himmelblau

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

The Mayor Pro Tem announced that the ordinance had been finally passed.

OPERATING BUDGET AMENDMENT

Mayor Pro Tem Snell introduced the following ordinance:

AN ORDINANCE AMENDING ORDINANCE NO. 760927-A, ANNUAL BUDGET ORDINANCE FOR THE FISCAL YEAR BEGINNING OCTOBER 1, 1976, AND TERMINATING SEPTEMBER 30, 1977, BY TRANSFERRING CERTAIN PREVIOUSLY ALLOCATED GENERAL FUNDS TO UTILITY CUSTOMER SERVICES OFFICE ACCOUNTS; BY INCREASING THE AUTHORIZED NUMBER OF PERSONNEL FOR THE UTILITY CUSTOMER SERVICES OFFICE; SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS; AND PROVIDING AN EFFECTIVE DATE.

Councilmember Linn moved that the Council waive the requirement for three readings, declare an emergency and finally pass the ordinance. The motion, seconded by Councilmember Trevino, carried by the following vote:

Ayes: Councilmembers Linn, Trevino, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

The Mayor Pro Tem announced that the ordinance had been finally passed.

ZONING STUDY REQUEST

Consideration of a roll back of zoning for a 7-block area bounded by Lyons and Pleasant Valley Roads and by Tillery and Gonzalez Streets was requested by Councilmember Trevino. Councilmember Trevino told the Council that, "Stable residential neighborhoods are essential building blocks in maintaining a strong urban community. The item that I bring before you involves the protection of such a neighborhood from possible encroachment by inappropriate uses. The area in question has been residential in character for many decades. But our current master plan has continued in force the "D" Industrial zoning which is a heritage of Austin's early zoning patterns."

"As long as this outdated zoning designation remains on the books, it is possible for factories and other industrial uses to be placed next door to private single-family residences, without going through the zoning change process."

"The neighborhood under consideration is primarily one of owner-occupants. Through the hard work of the area residents, with assistance and encouragement from Father Joe Znotas and Mr. Ray Campos and from members of the Santa Julia Parish, petitions have been circulated which indicate that the vast majority of residents desire their property to be rolled back to 'A' Residential zoning."

Councilmember Trevino moved that the Council instruct the Planning Department to undertake a zoning study of the area indicated and to initiate any zoning changes that might be indicated in the study. The motion, seconded by Councilmember Linn, carried by the following vote:

Ayes: Councilmembers Linn, Trevino, Mayor Pro Tem Snell,
Councilmembers Himmelblau, Hofmann

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

Appreciation and thanks were extended by Councilmember Trevino to Father Joe Znotas and Ray Campos and all City staff members (particularly Dick Lillie and Andy Ramirez) for their help in this effort.

REPORT ON ELECTRIC RATE CONSULTANT SELECTION

Mr. Monty Nitcholas, Finance Director; Mr. R. L. Hancock, Director of the Electric Department; and Mr. Norman Barker, Finance Administrator, appeared before the Council to report on the status of the electric rate consultant selection process.

Mr. Hancock stated that the status report on the selection process had been forwarded to Council listing the eight firms interested in submitting a proposal relating to electric utility rate design. He said that three of the firms had already been interviewed and that the remainder of the group will be interviewed by January 26, 1977. He expected that recommendations to the Council will be ready by February 3, 1977.

Councilmember Linn said that she had been in contact with the Public Utilities Commission and felt that the firms listed in the report have not had a good deal of experience in the area of utility and rate management. She suggested the following firms with more experience be contacted:

Stone and Webster
Ebasco
Gilbert & Associates
Zinder

Mr. Hancock told the Council that interviews will be continued and a further report will be presented in three or four weeks.

CRIME STATISTICS, 1976 - AUSTIN POLICE DEPARTMENT

Mr. Frank Dyson, Chief of Police presented an overview of the following report:

"The statistics herein submitted for your information were obtained through the APD Data Processing Division, and may vary slightly from those to be published later in 1977 by the F.B.I. Uniform Crime Reports. However, they constitute the same raw data furnished to the F.B.I. by this department.

Index Crime
Year of 1976

<u>Type of Offense</u>	<u>Number of Offenses</u>
Criminal Homicide	24
Rape	183
Robbery	517
Aggravated Assault	480
Burglary	6,415
Theft	15,263
Motor Vehicle Theft	<u>1,251</u>
Total Index Crimes	24,133

In comparison to the 1975 Index Crime figures for the Austin Police Department, 1976 statistics show an overall increase of 9% in total Index Crime, with significant decreases in some individual offenses such as Rape and Homicide. These are changes in the total number of offenses reported to the Austin Police Department, and do not reflect variations in per capita crime.

Per capita crime, that is, Index Crime per 1,000 population, rose by 6% in 1976. In 1975, Index Crime per 1,000 was 73.8 for the City of Austin (calculated with a 1975 population of 300,400, as estimated by the Planning Department, City of Austin). In 1976, Index Crime per 1,000 rose to 78.3 (calculated with population results of Travis County Test Census, U. S. Bureau of the Census). That increase - an extra 4.5 crimes per 1,000 population - constitutes a 6% rise in per capita crime.

Although the overall figures of Index Crime are on the increase, there have been encouraging signs throughout the year of 1976 that the rate of increase is slowing. According to the F.B.I.'s Uniform Crime Reports, Index Crime in Austin had increased by 24.38% after the first quarter of 1976; by 19.56% after the second quarter; and by 12.3% after the third quarter. In comparison to these figures, the final annual increase of 9% is quite encouraging. These quarterly rates indicate that, while Index Crime is on the rise in Austin, there has been a definite downward trend in the speed at which Index Crime has increased.

Comparison of Index Crime, 1975-1976

Type of Offense	Total Reported 1975	Total Reported 1976	% Increase or Decrease
Criminal Homicide	30	24	-20%
Rape	193	183	- 5%
Robbery	528	517	- 2%
Aggravated Assault	464	480	+ 3%
Burglary	6,275	6,415	+ 2%
Theft	13,451	15,263	+13%
Motor Vehicle Theft	<u>1,245</u>	<u>1,251</u>	<u>*</u>
Total Index Crime	22,186	24,133	+ 9%

These figures indicate that violent crimes (Homicide, Rape, Robbery and Aggravated Assault) have remained fairly constant from 1975 to 1976. During 1975, violent crimes totalled 1,215; these decreased very slightly to 1,204 in 1976.

The total number of all other Index Crimes (Burglary, Theft and Motor Vehicle Theft) rose from 20,971 in 1975 to 22,929 in 1976, an increase of 9.3%. As can be seen in the table above, this increase occurred only in the categories of Burglary and Theft, as Motor Vehicle Theft showed no percentage change in 1976.

This increase in crimes against property appears to be part of a trend over the past three years, as can be observed in the following table:

Index Crimes, 1974-1976

Type of Offense	Total Reported 1974	Total Reported 1975	Total Reported 1976
Criminal Homicide	34	30	24
Rape	153	193	183
Robbery	434	528	517
Aggravated Assault	475	464	480
Burglary	5,583	6,275	6,415
Theft	11,439	13,451	15,263
Motor Vehicle Theft	<u>1,124</u>	<u>1,245</u>	<u>1,251</u>
Total Index Crime	19,242	22,186	24,133

Violent crimes rose dramatically during the period 1974 to 1975, from 1,096 to 1,215, an increase of 10.8%. However, in the past year there has been no percentage change in the offenses that fall into this category. Crimes against property have shown a steady climb over the past three years:

Total Burglaries, Thefts, Motor Vehicle Thefts

1974: 18,146
1975: 20,971
1976: 22,929

From 1974 to 1975, these offenses rose by 15.5%; from 1975 to 1976, they increased by 9.3%. Again, burglaries and thefts accounted for the bulk of the increase in crimes against property during the past three years.

The total picture thus indicates that violent crimes are leveling off and that crimes against property are on the rise. In view of these statistics, it will be extremely important for the Austin Police Department to concentrate manpower and resources on methods of targeting in on crimes against property. Crime prevention programs, property identification campaigns and the investigation of organized crime are just a few of the ways in which APD will work with the Austin community to stem the increase of Index Crime in Austin."

Members of the Council asked Chief Dyson questions concerning specific types of crime.

Mayor Pro Tem Snell read the following report from Mayor Friedman:

"I was extremely pleased to learn that the City of Austin is showing a reduction in major crime incidence, and I commend those most responsible for it--the Police Department personnel.

I, with my Council colleagues, have worked closely with the law enforcement arm of the City through the City Manager, to insure that we have a modern, well-staffed department. I am sure I speak for all citizens when I express my appreciation to all police officers for their dedication to duty and singleness of purpose in providing us with a safe environment.

These statistics indicate to me that we are making great progress in this area, and while the major burden for good law enforcement lies with the officers on the beat, it takes an entire community working together, to bring it about. I believe we are doing this, and it is gratifying for me to hear about this promising report."

WOODROW SLEDGE, speaking as a private citizen, asked Chief Dyson if there are any statistics correlating arrests and convictions with crimes committed. Chief Dyson replied that such statistics are difficult to correlate and it is not being done at present.

The Council recessed at 4:40 p.m.

EVENING SESSION

Mayor Pro Tem Snell called the evening session to order at 7:00 p.m., noting that Mayor Friedman and Councilmember Lebermann were absent.

ARTHRITIS HEALTH WEEK

Mayor Pro Tem Snell read and presented to Dr. Marshall Sack a proclamation designating January 24, 1977, as ARTHRITIS HEALTH WEEK. The proclamation encourages all citizens to contribute through gifts and volunteer services to aid in research, education, and community services to ease human suffering and to eliminate the widespread, chronic and disabling disease. Dr. Sack and Mrs. Barbara Roco thanked the Council.

CHILDREN'S DENTAL HEALTH WEEK

A proclamation designating February 6-12, 1977, as Children's Dental Health Week was read by Mayor Pro Tem Snell. Since good dental health is an important part of total physical health in children, and since the future to a large measure is dependent on the good health of our children and youth, all citizens are urged to join in this observance. There was no one present to receive the proclamation.

COUNCIL VISITORS

Students attending the Council meeting from the Urban Dynamics Class of St. Stephen's School, accompanied by their teacher, Mrs. Anita Montgomery, were recognized by Mayor Pro Tem Snell.

FOOD-MAKER REQUEST

Chris Crow, representing Food-Maker, introduced Fred Terrell, official of Jack-in-the-Box. Councilmembers Himmelblau and Linn noted there had been a great deal of neighborhood opposition when this zoning was before the Council.

Councilmember Linn moved that the Council refer back to the Planning Commission Food-Maker's request concerning removal of restrictions on access from Old Riverside Drive to Jack-in-the-Box Restaurant located on East Riverside Drive. The motion, seconded by Councilmember Himmelblau, carried by the following vote:

Ayes: Councilmember Trevino, Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann, Linn

Noes: None

Absent: Mayor Friedman, Councilmember Lebermann

Councilmember Trevino asked that the Urban Transportation report concerning this be presented when Food-Maker's request is returned to Council.

PUBLIC HEARING ON MOPAC ENVIRONMENTAL/DESIGN STUDY

Mayor Pro Tem Snell opened the Public Hearing on the MoPac Environmental/Design Study at 7:30 p.m. He reminded everyone that there would be recommendations made in the form of a report from the staff, but there would be no decisions made at this meeting. He said people who wished to speak had filled in cards as they entered the door of the Council Chamber and that the Council would certainly want to hear everything they had to say because when decisions are made they will be based a lot upon input received from the citizens.

Mr. Homer Reed, Deputy City Manager, informed the Council that there would be a brief overview presentation made by the consultant firm on the study. He said that the study had been prepared as a joint project of Skidmore, Owens & Merrill, in association with Allen M. Vorhees & Associates. Mr. Peter Hopkinson of Skidmore, Owens & Merrill was introduced as the spokesman who would present the overview.

MR. PETER HOPKINSON introduced Karen Alshuler, who was instrumental in the preparation of the report and the work that was conducted during the report. He also introduced Steve Lockwood, who was responsible for the traffic and noise work that was done in conjunction with the urban planning work.

Mr. Hopkinson said that his report would only touch on the highlights of the recommendations since quite an effort had been made to be very open with the information and their processes as they were developing the report and their recommendations.

A series of slides was shown to illustrate the recommendations of the study. Mr. Hopkinson began the showing of the slides by first stating that in analyzing the benefits and the possible adverse effects of MoPac and in trying to put together recommendations to make MoPac fit in with the City in an integrated manner, a number of set assumptions could have been used. But, he said, one set of assumptions was used which specifically was to foresee a population growth in the City from 300,000, which is what it is now, to 450,000 by 1995. County growth was predicted to increase from 357,000 now, to 660,000 by 1995. Also included in the report are traffic figures reflecting the pursuit of a very aggressive transit system.

The report, according to Mr. Hopkinson, assumed that MoPac would have its physical limits at Loop 360 at the southern end, and at 183 at the northern end. Planning did not include a skyway bridge or an extension of Far West.

An aerial photograph of Loop 360 was shown with recommended interchanges that will result in grade-separated interchange. He said that the planners would like to have overlay zoning in addition to the zoning that exists for the parcels abutting MoPac, and that zoning would allow the City to take special measures such as development controls or special setbacks that would prevent the kind of problems that occur principally around areas where the houses are very close to the roadway and where acoustic barriers and landscape barriers are required. He felt that the advantage of the zoning overlay would probably require a 100 to 150 foot setback beyond the right-of-way for any development that would occur on either side of this part of MoPac. He pointed to four access points onto MoPac and said they were recommending no frontage roads, and no additional access points.

Mr. Hopkinson indicated points where pedestrians would be allowed to cross MoPac safely. This would be a path system with an overcrossing for the roadways.

Recommendations for a little further north do not include a bridge, but rather, he said, an interchange joining MoPac to the Barton Skyway. It is further recommended that roadways be made as narrow as possible, with no frontage roads, because of the difficult terrain in the southern sector. Main Lines would continue beneath a Barton Skyway structure in order to allow this interchange to have sufficient capacity to function properly to handle traffic demands.

Mr. Hopkinson stated there is undeveloped land on either side of Barton Skyway, and the overlay of zoning would assist in preventing future noise and visual intrusion problems between MoPac and the abutting development.

Mr. Hopkinson indicated Zilker Park on the slide. He said the principle recommendation there is that traffic volume on Barton Springs Road, going through Zilker Park, be reduced.

Mr. Hopkinson then showed, via slides, the area of MoPac from Town Lake south to 35th Street in the north. He said that the very important recommendation for this area is to try to preserve the residential character of what has been termed in the report as West Austin. It is urged that current volumes of traffic on Enfield, Windsor, Westover and 29th be maintained. It has been proved that there is a direct relationship between traffic volume and the quality of the street. To preserve the quality of these streets, it is recommended that 35th Street be widened down to where it joins 38th Street, and that 1st Street be widened to accommodate increased volumes of traffic.

Mr. Hopkinson then indicated on the map the areas that are recommended for acoustical barriers, or dense landscaping along MoPac.

The next slide showed the area from Allandale to the interchange of MoPac and 183, which is yet to be built. He said that the design has been executed in a way that deals very fairly with developments at Westover Hills and Balcones West. A separate pedestrian and bicycle path has been recommended along the western edge of the frontage road that extends down from 183. Also recommended is dense landscaping at Balcones West plus an acoustic barrier between the frontage road and the main line in front of Balcones West.

The point was made that overlay zoning has been recommended for the length of MoPac. This will allow the City to take special action to prevent any additional difficulties or to control development or to suggest setbacks. Mr. Hopkinson said that in this particular case there are a number of parcels that are not now developed, and that special zoning would be particularly helpful to the City in this northern area.

At the conclusion of the presentation, Mr. Hopkinson summarized the principle elements that are recommended. These are:

1. Noise barriers and special landscaping.
2. Exclusive pedestrian and bicycle crossings.
3. Certain roadway construction, principally the widening of 35th and 1st Streets.
4. Traffic management construction which is involved in the controlling of traffic volume on certain streets.

Mr. Hopkinson told the Council that the cost of the programs, if every item that has been described and put forth in the report were constructed, would be between \$5 and \$6 million. He said that if the pedestrian crossing were not built, then the cost of all of the recommendations would vary between \$3 and \$4 million.

Mayor Pro Tem Snell thanked Mr. Hopkinson for his report, and then asked if there were any committee reports for the Council. The following committees responded:

DON WALDEN, Chairman, Citizens Environmental Board. The subcommittee to which the consultant's report was assigned, has been working on a review of the report. They have met with the consultants and with members of the City staff, and they are continuing to do so. They had a set of preliminary recommendations prepared for the last Environmental Board meeting. No action was taken on those. Some action will be taken on their recommendations Wednesday, January 26, 1977. We have nothing to say to you at this hearing, but we will come back to the Council with a report on our recommendations.

BILL MOORE, Chairman, Urban Transportation Commission. Mr. Moore read the text of a resolution adopted by his committee:

"The Urban Transportation Commission has carefully reviewed the MoPac Environmental/Design Study, and hereby commends it to the City Council as an excellent report which combines aspects of technical analysis and environmental concern. The Commission also wishes to emphasize that the report shows optimum use of public transportation, as pointed out by the consultant, which therefore shows a minimum noise pollution projection rather than maximum. We are, however, pleased to recommend that the study be adopted, and I would like to go over with you a brief section on priorities that we feel should be followed in implementing the results of the study if it is adopted by the Council. We think it is very important to stage these environmental protection devices, construction of them or the planting of trees and so on, in accordance with the development of MoPac in the future. We also feel there are some spin-off effects for other similar though not exactly the same facilities within the City.

"Our first priority set, Set A, concerns existing policies and environmental concerns...things that we feel should be implemented in the very near future. First of all, we strongly agree with the consultant's recommendations that the roadway be terminated at U.S. 183 on the north, and Loop 360 on the south. Noise barriers and landscaping recommended in the plan along the existing section of MoPac should be funded and instituted immediately. As far as development is concerned, particularly in the southern sections where the facility will go through mostly undeveloped land, we believe that the highway impact overlay zone should be incorporated into the appropriate codes and ordinances of the City to insure the transportation and land use compatibility exists along the northern and southern sections of MoPac.

"We also feel that the use of this highway impact overlay zone should be extended to other major facilities in the City; MoPac is not unique in being an intrusive facility in the neighborhood. Some of these that deserve consideration but certainly not limited to these, would be Loop 360, Ed Bluestein Boulevard, U.S. 290 or Ben White Boulevard, IH 35, William Cannon Drive, the widening or extension of East Riverside Drive, South Congress, etc. In other words, major traffic facilities should also receive this same sort of special treatment as far as adjacent land use and protection of those land uses as recommended by MoPac.

"The second priority set, Set B, deals with the construction period of MoPac from Northland Drive to its northern terminus at U.S. 183. We feel as recommended by the consultants that West 35th Street should be widened to six lanes, and that distinct measures should be taken to limit traffic on Westover, Windsor and Enfield to either retain at a maximum their present volumes and capacities or to reduce these if at all possible, and to also retain their current adjacent land use characteristics.

"Secondly, the bicycle and pedestrian facilities which are recommended in this report should be included as part of the construction contract for the northern section.

"Thirdly, the main lanes of MoPac should be extended north of Steck Avenue with the first contract. I believe there are two contracts in staging the building of this one to Steck, and then the other to 183. And the frontage roads adjacent to that area should be limited to two lanes, rather than three as has been previously proposed.

"Fourthly, that dense landscaping should be instituted along and adjacent to Great Northern Boulevard, which parallels MoPac facility.

"Our third set of priorities has to do with the southern extension of MoPac from Bee Cave Road to Loop 360. As the facility is being planned, and further, as it is being constructed, we think the following action should be taken. The minimum required setbacks and the controlled access or no frontage onto MoPac as recommended in the report, should be instituted so that noise and visual problems will be much mitigated in the southern section.

"Next, the roadway should be developed with two lanes in each direction south of Barton Springs Road, a total of 4 lanes rather than 6. The drainage system of the roadway, when it is designed and constructed, should protect Barton Creek and the surrounding watershed.

"The MoPac 183 and MoPac Loop 360 interchanges should be designed as definite termination points with grade-separated interchanges for a smooth flow on and off the facility. Traffic should be limited on Barton Springs Road, through Zilker Park, and the Barton Skyway bridge, over Barton Creek, should not be constructed.

"At the northern end of the project, the Mesa Drive-U.S. 183 connection should be eliminated in order to protect that neighborhood.

"There are two other considerations which we wish to bring to the Council's attention. The pedestrian-bicycle crossing south of Enfield and north of 45th Street should be reviewed along with other similar needs throughout the City. The other recommendation to be reviewed is the possible new entrance ramp at 45th Street. The design should be given careful consideration to see how many houses might have to be acquired, people displaced from their homes, and so on. In conclusion, we think it is an excellent report. We recommend its adoption and implementation."

CHARLIE ZLOTKOVICH, Citizens Traffic Safety Commission. The report of their commission has been completed and forwarded to the Council. Mr. Zlotkovich said that the report might be summarized as being somewhat less favorable than the preceding report, but that he would not belabor the record with that.

WILEY JORDAN, Parks and Recreation Board. Mr. Jordan said that his Board reviewed the plan and have numerous points of interest, agreement, and some of disagreement with it. Their biggest concern is that traffic through Zilker Park is not increased. The Board gave unanimous approval to the design concept, and asked the consultants and they agreed to present a design review. Mr. Jordan said that the Board recommends the report and supports it as it is with a few considerations.

Recommendations from the AUSTIN TOMORROW ON-GOING COMMITTEE are as follows:

"The Austin Tomorrow On-Going Committee supports the attached staff recommendation of the Urban Transportation Department as presented by Mr. Joe Ternus on the MoPac Environmental/Design Study. This resolution was adopted by formal motion at the regular meeting of the Austin Tomorrow On-Going Committee on January 5, 1977."

Recommendations from the Planning Commission are as follows:

"The Planning Commission endorses the MoPac Environmental/Design Study and recommends its adoption by the City Council. The "Limited Expansion" Alternative Future concept that is the basis of the MoPac Study provides the most compatible growth alternative to issues raised in the Goals Program. The Planning Commission also recommends the consideration of several priorities to begin implementation of the findings of the Study."

Mayor Pro Tem Snell recognized County Commissioner Moya. Mayor Pro Tem Snell then opened the hearing to the public.

MR. ALLEN MCCREE, President of the West Austin Neighborhood Group and resident of 2107 Scenic Drive, spoke before the Council. He stated that his organization was in agreement with the environmental study. They felt that the priorities for noise were not high enough. He stated that the projections for bus and truck traffic were moderate and that by 1995, the usage of MoPac by these vehicles would be much greater than what the study predicts. He stated that he lived 1.3 miles from the Windsor intersection and that the noise from the expressway was noticeable to his family. He said that MoPac is halfway there in comparison to the volume of noise and traffic along IH 35. He stated that noise barriers should be top priority. They wanted the traffic limited to local trucks by any means possible. They recommended that these things should proceed with all possible haste.

MS. LAUREL FREEMAN of 3215 Funston Street spoke before the Council. She stated that she lived about 40 yards from MoPac and that the noise was very disturbing. She recommended that the noise barriers be installed.

MR. FRANK ROCCO of the Chamber of Commerce and resident of 3600 Starline Drive, spoke before the Council. He stated that although MoPac was noisy and pollutant, it was necessary to expedite traffic in the area. He stated that the Austin Chamber of Commerce has been endorsing the MoPac project for many years. He stated that since traffic would continue to grow, the Chamber of Commerce recommended completion of MoPac from Highway 183 on the north to Loop 360 in the south. He stated that the expressway should be completed first and then refined later on with noise abatements and pollution controls.

MR. GIBSON RANDLE of 2521 Jarrott Street spoke before the Council. Mr. Randle stated that the City went to the State Highway Department for help and the City was obliged to buy the right-of-way and the State was obliged to build and maintain it. He stated that MoPac had increased safety because it took much of the traffic off of the residential streets and that it also cut down on pollution. He stated that south Austin was being penalized because it did not have access to MoPac and that South Lamar Boulevard was becoming choked with backed-up traffic.

MR. WOODROW SLEDGE of the Austin Independent School District spoke before the Council, stating that he had been instructed by the Superintendent of the school district to speak on the MoPac issue. He stated that a balanced arterial network was greatly needed in Austin. He cited the South Lamar Boulevard situation and access to south Austin as two reasons for completing the project. He recommended that the expressway be completed from 183 to Loop 360.

MR. JAMES T. NUSE of the South Austin Civic Club and a resident of 406 Jesse Street spoke before the Council. He stated that there was definitely a traffic problem in South Austin and that it needed to be solved. They urged that MoPac be completed and the environment be protected.

MR. TAYLOR GAINES of 4966 Highway 290 West spoke before the Council. He stated that MoPac was good for South Austin. He said that the congestion along South Lamar Boulevard made it necessary to complete MoPac all the way through. He recommended the completion of MoPac all the way to Highway 290.

Councilmember Hofmann asked Deputy City Manager Homer Reed what the time table on construction for MoPac was. Mr. Reed stated that he had spoken to Mr. Travis Long of the Texas Highway Department and was told that bids on construction of the northern extension (Highway 183) would begin in May, 1977, and bids on the southern extension (Loop 360) would begin in September, 1977.

MR. CARY JONES of the West Austin Neighborhood group and a resident of 2107 Robin Hood Trail, spoke before the Council. He stated that he was for the study trying to cope with the environmental effects of MoPac. He stated that the truck traffic on MoPac was very loud and that measures should be taken to keep trucks off of the expressway. He felt that acoustical barriers were a very good idea. He recommended that Enfield, Windsor and Westover Streets should not be widened. He recommended that the Council act upon the recommendation made in the study.

MR. WARREN BEAMAN of the Downtown Austin Unlimited group and a resident of 1611 West Lake Drive, spoke before the Council. He stated that he thought the environmental study was good and recommended hasty completion of MoPac.

MS. ANNA DRAYER of the Coalition of Austin Neighborhoods and a resident of 2303 Hartford Road, spoke before the Council. She urged the Council to institute the measures suggested by the consultants in the study. She questioned if it was necessary to maximize the pollution and noise in the City. She stated that there could still be progress and consideration for the environment as well. She stated that the following items should have priorities:

1. Building noise barriers of walls 8 feet to 14 feet high with dense evergreen on both sides for the corridor area between 5th Street and Hancock Drive with special landscape areas where open space is available.
2. Building safe pedestrian/bicycle crossings or lanes for access to schools.
3. Limiting traffic on residential streets with actual, physical constrictions, by converting one or two lanes for alternate transportation facilities.

4. Pass zoning ordinances to control land use changes from residential to commercial along the corridor and arterial where the land is now residential.
5. Recommend construction of the north extension to 183 only.

She stated that certain issues were not addressed by the consultants. The Coalition made the following recommendations:

1. Recommend that the southern extension through the Barton Creek watershed to Loop 360 be halted until such time as:
 - a. The Barton Creek watershed study is completed.
 - b. The Austin Master Plan is adopted implementing the goals of the Austin Tomorrow program.
 - c. County land use controls for growth and development are available.
 - d. That the Council begin to rediscuss with the Texas Highway Department the renegotiation of the contract with them.
2. Implementation of the measures recommended by the consultants.

MR. DON BEYER, President of the Balcones Civic Association, spoke before the Council. He stated that they would like MoPac completed as soon as possible but with a minimum of environmental impact. He stated that all the things his organization had requested were included in the study, and that they recommended the study be adopted exactly as stated.

MR. JOHN GAYNOR of 711 West 32nd Street, #133, spoke before the Council. He stated that MoPac has created a physical barrier for bicycle traffic in Austin. He stated that bicycle facilities are needed to eliminate the bottleneck that MoPac has created for the bicyclist.

MR. THURMAN BLACKBURN of 4300 Balcones Woods Drive spoke before the Council. He commended the engineers, consultants and traffic specialists who have worked on MoPac. He recommended not renegotiating the old contract with the State but work for a new one to implement noise barriers along MoPac. He stated that MoPac was a safe highway in comparison to I.H. 35. He recommended extending MoPac from Highway 183 in the north to Loop 360 in the south, as an inner-city vehicular expressway. He stated that truck traffic on the expressway can be regulated and policed. He stated that now the City Council should set priorities on the completion of the expressway, and then instruct the City Manager to enter an agreement with the State Highway Department to get the roadway constructed. He stated that Spicewood Springs Road and Balcones Drive should be first priority. He recommended that the Town Lake bridges be connected for through traffic as a priority also.

MR. CHARLES RIDDELL, representing the Sierra Club and a resident of 5305 Beechmore, spoke before the Council. He stated that his organization recommended adoption of the MoPac Environmental/Design Study. Mr. Riddell emphasized the following points:

1. There should be terminal interchanges at both MoPac, Loop 360 and MoPac, Highway 183 intersections.
2. The City should adopt as its official policy, no further extensions of MoPac be built.
3. The southern extension of MoPac, Loop 360, should be limited to a 4-lane boulevard, Barton Skyway should not be extended over Barton Creek and the City and State should cooperate in the study and implementation of drainage control to assure the integrity of the Barton and Shoal Creek watershed.
4. The City should adopt specific priorities and time tables with respect to implementation of the recommendations made in this study.
5. That the City should adopt as its policy that development be discouraged in the Barton Creek watershed area beyond Loop 360.

He stated that the Sierra Club offered its resources to the City in any manner that they could help in seeing that the City's important natural areas are protected.

MS. SALLY WITTLIFF of 1301 Kent Lane spoke before the Council, stating that she was in favor of the presentations made in the study. She stated that the traffic predictions in the study were aimed at the future and should be taken into consideration when viewing the present noise and traffic situation along the highway. She stated that measures should be taken to insure good drainage in the northern extension of MoPac. She also recommended that the Council instruct the staff to include these recommendations in their present and future planning and also to approach the appropriate group such as the Austin Transportation Study for inclusion in their planning processes for immediate implementation.

MS. CAROL CRUME of 2603 LaRonde spoke before the Council. She stated that if Enfield and Windsor Roads were cut down to two lanes of traffic, all traffic would be routed through residential neighborhoods. She objected to either Enfield or Windsor being cut down and recommended that they be kept the way they are. She also recommended keeping all truck traffic off of MoPac.

MR. JIM ROCK of 4006 Speedway spoke before the Council, stating that he would like to see the 38th Street widening study completed before any widening is begun on 35th Street, so as to not compound the problem. Councilmember Linn stated that the widening of 38th Street had been deleted from the CIP and inquired why all the departments had not been advised of this. Mr. Joe Ternus, Director of Urban Transportation, noted that this was still in the Master Plan and they recommended it be left in. Councilmember Linn requested a full report on this.

MS. JOYCE KLEIN of We Care Austin and a resident of Shoal Creek Boulevard, stated her organization recommended adoption of the MoPac Environmental/Design Study by the Council. She recommended that the basic assumptions upon which the study relies, be implemented, particularly those relating to orderly growth and the development of an extensive mass transit system. They recommended the following priorities for immediate implementation:

1. The control of development to protect the beauty and sensitive environment of the area south of Town Lake before damage occurs.
2. The immediate adoption of pedestrian/bicycle ways in the interest of safety.
3. Preservation of neighborhood integrity through the traffic management techniques.
4. Adoption of the highway impact overlay zone in order to protect against undesirable land use changes.

They urged all responsible City agencies to seek sources of funding for eligible projects, particularly as they relate to noise and esthetics. They also urged that agencies should develop various program proposals to be included in the 1977-1982 Capital Improvements Program.

MR. HOWARD FERGUSON of 3102 Beverly Street spoke before the Council. Mr. Ferguson commended the consultants for the quality of the study that they produced. He urged the Council to implement the new concept of the highway impact overlay zone. He expressed concern over the traffic levels along Westover and 29th Street and the Windsor and 24th Street crosstown route. He stated that the recommendations for restricting the flow of traffic onto these streets should be carried out. He also recommended that 35th Street be developed into an alternative to Westover Street. He also recommended the prevention of truck traffic on MoPac. He stated that this would greatly reduce noise levels along the expressway. He also urged the Council to restrain development in the southern area.

MR. I. W. DAVIS of 2323 Hartford Road spoke before the Council. He stated that he was a member of the Coalition of Austin Neighborhoods. He endorsed the remarks that Ms. Drayer made. He urged the Council to adopt the study done by the consultants. He urged restriction on development and to also keep heavy truck traffic off of the expressway.

Councilmember Hofmann asked Mr. Joe Ternus, Director of the Urban Transportation Department, what the status of limiting truck traffic was. She wanted to know how much say so the City had in limiting truck traffic along the expressway and how much say so the State had. Mr. Ternus stated that the City had some influence in the regulation of traffic. He said that the City could limit truck traffic but could not prohibit trucks on the expressway. He stated that the consultants report and the public hearing showed that truck traffic should be limited on MoPac and that his department endorsed this sentiment. He said that this could be implemented and that the State Highway Department would assist in the implementation of this proposal. Councilmember Linn stated that if the expressway was not extended to Highway 290, that the probability of trucks using it would be less. Mr. Ternus stated that extending the expressway to Loop 360 would severely limit the number of trucks that could use the expressway.

MS. ADDIE STONE of 3318 West Hill Drive spoke in favor of extending MoPac expressway to Loop 360 and Highway 290. She stated that the extension would have an effect on the new sports arena in that area.

MS. WALDI BROWNING of 2701 Pecos Street spoke before the Council. She stated that cars were coming off of the MoPac expressway at 50 mph. She urged the Council to consider pedestrian and bicycle movement across the highway. She stated that this consideration along with noise barriers should have been considered at the beginning of the project. She recommended that this situation be remedied and that the Texas Highway Department be brought into the project.

MR. JOHN ROTHGEB of 1602 Northwood Road spoke before the Council. He felt that the project was well-planned but to accept a piecemeal would be a disservice to the way it was put together and the work that the consultants did. He urged that the study be accepted in total.

MR. MARK SCHAEDEL of 3220 Funston Street spoke before the Council. Mr. Schaedel stated that he could not go into his front yard or back yard without feeling he was in the middle of traffic. He stated that he would like to be able to ride a bicycle on MoPac. He also complained about the air pollution in the area from automobile exhausts.

MR. RICHARD SCHAEDEL of 3220 Funston Street also spoke before the Council in favor of continuing the MoPac effort.

MS. SANDRA WILLIS of 611 Rio Grande Street spoke before the Council. Ms. Willis stated that she was political Vice-President of Capitol City Young Democrats. She stated that since many University students live in South Austin, the extension of MoPac would assure a good route for students to commute to school. She urged that MoPac be completed.

MR. NORMAN GAUME of 3400 Enfield spoke before the Council. He felt that the consultants' report spoke too much to the impact that MoPac would have on the east side of the expressway and not enough on the west side. He stated that the volume and speed of traffic has increased on west Enfield since MoPac was opened. Persons leaving the expressway do not slow down enough when they enter the residential areas. He recommended that another study be done on the traffic situation on the highway. Mr. Gaume made the following recommendations:

1. To accept the report and decrease the volume of traffic on Enfield, Windsor and Westover.
2. Limiting of truck traffic especially the University of Texas shuttle bus because of noise pollution.
3. He felt that the traffic levels through Zilker Park should be reduced.
4. Given the relationship between noise generation and speed, he stated that strict speed control should be enforced on the expressway.
5. To accept the concept of the highway impact overlay zone to protect Barton Creek against any potential wash off from MoPac into Barton Creek.
6. To install noise barriers on the expressway.

7. To instruct the Board of Equalization to make sure to take noise pollution into consideration when figuring property taxes for property in the area.

MR. R. G. MUELLER of 1402 Wooldridge Drive spoke before the Council. He felt that the expressway should be extended because it is a good artery for the west side of Austin. He recommended that a study on widening West 35th Street into a right-of-way should be considered before more development in the area takes place. He stated that the traffic on the expressway should be slowed so that the noise level would also be decreased.

MS. NAN CLAYTON of 2909 Oak Lane spoke before the Council. She stated that she was in favor of extending MoPac south of the river. She stated that just because the expressway is extended into south Austin was no reason for a high population density in that area. She asked Mr. Homer Reed, Deputy City Manager, how much the State Highway Department was modifying their plans recommended a year ago, to that which was presented by the City consultant. Mr. Reed stated that once the Council has approved the goals set forth in the report, the staff would then work with the Highway Department and get them to make the necessary changes to conform to the Council's wishes. He stated that they had had assurance that the State would cooperate in every possible way but that they were an independent group and had some rights as well.

MS. HELENA HARDCASTLE of 1501 West 6th Street spoke before the Council. She felt that the MoPac expressway should be extended more to the north and south. She stated that Austin needed to continue to grow or else it would decay. She said that people would have to put up with minor inconveniences for the sake of growth and progress. She recommended that MoPac be completed as soon as possible from 183 in the north to 290 in the south. She also recommended overpasses in certain sections where school children have to pass. She also stated that she was not opposed to truck traffic along the MoPac expressway. She also recommended no frontage road in the southern area.

MR. CHARLES BERGSTROM of 7000 Rufus Drive spoke before the Council. He stated that the crossing for pedestrian and bicycle traffic must be for the convenience and safety of people. He stated that the Barton Creek area was a very fragile area and had to be treated special.

MS. SANDRA NICHOLS of 1500 Cliffside Drive spoke before the Council. She stated that everyone should have the Environmental Impact Study in their hands before any decision on the expressway was made. She expressed concern that the expressway would extend into the Barton Skyway area and attract development in the Barton Creek watershed area. She urged the Council to postpone action on the southern extension until all environmental evidence is in.

MS. HELEN FELL MACBETH of 1717 Palma Plaza spoke expressing her concern over the amount of exhaust pollution in the MoPac area. She stated that Austin has been beyond its air pollution limits for the past 7 years and questioned what the effect of MoPac would be in the future. She recommended detouring truck traffic around the City.

MS. ANN McAFEE spoke before the Council, in opposition to extending MoPac any further south. She suggested that the Council slow down and take their time in completing the MoPac expressway.

Councilmember Linn stated that the Environmental Impact Study should have been incorporated into the original design.

Councilmember Hofmann moved that the Council take no action but put the MoPac issue on the agenda for action the following week. She also moved to close the public hearing. The motion, seconded by Councilmember Linn, carried by the following vote:

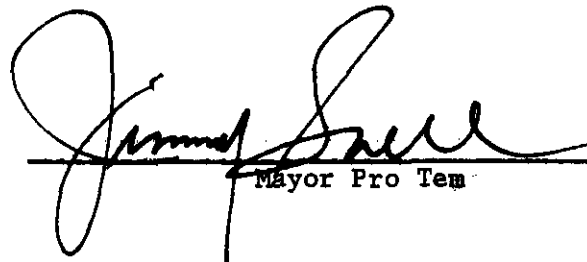
Ayes: Mayor Pro Tem Snell, Councilmembers Himmelblau, Hofmann,
Linn, Trevino

Noes: None

Absent: Councilmember Lebermann, Mayor Friedman

ADJOURNMENT

The Council adjourned at 10:20 p.m.



Mayor Pro Tem

ATTEST:



City Clerk