

ORDINANCE NO. 000629-105

**AN ORDINANCE AMENDING THE AUSTIN TOMORROW
COMPREHENSIVE PLAN BY ADOPTING THE OLD WEST AUSTIN
NEIGHBORHOOD PLAN.**

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

PART 1. Findings.

- (A) In 1979, the City Council adopted the "Austin Tomorrow Comprehensive Plan."
- (B) The Austin Tomorrow Comprehensive Plan contemplated the adoption of neighborhood plans. Article X, Section 5 of the City Charter authorizes the City Council to adopt by ordinance additional elements of a comprehensive plan that are necessary or desirable to establish and implement policies for growth, development, and beautification, including neighborhood, community, or area-wide plans.
- (C) In October 1998, the Old West Austin neighborhood was selected to work with the City of Austin to complete a neighborhood plan. The Old West Austin Neighborhood Plan followed a process first outlined by the Citizens' Planning Committee in 1995, and refined by the Ad Hoc Neighborhood Planning Committee in 1996. City Council endorsed this approach for the neighborhood planning in a 1997 resolution. This process mandated representation of all of the stakeholders in the neighborhood and required active public outreach. During the planning process, the Old West Austin Neighborhood Planning Team gathered information and solicited public input through the following means:
 - (1) neighborhood planning team meetings;
 - (2) collection of existing data;
 - (3) neighborhood inventory;
 - (4) neighborhood survey;
 - (5) neighborhood newsletter;
 - (6) community-wide meetings; and
 - (7) neighborhood ballot.

(D) The Old West Austin Neighborhood Plan recommends action by the neighborhood association, the City, and by other agencies to preserve and improve the neighborhood. The Old West Austin Neighborhood Plan has 13 major goals:

- (1) encourage mixed uses;**
- (2) protect the character of the neighborhood;**
- (3) maintain social and economic diversity of residents;**
- (4) provide safe movement for all modes of transportation throughout neighborhood;**
- (5) provide access to, from, and through the neighborhood for all residents;**
- (6) allow neighborhood streets to function for circulation, while calming cut-through traffic;**
- (7) provide for movement of through traffic into and out of downtown;**
- (8) create attractive, pedestrian-friendly public spaces in the neighborhood;**
- (9) provide adequate parking for neighborhood's residents and businesses;**
- (10) reduce traffic noise;**
- (11) improve existing parks and increase recreational amenities in the neighborhood;**
- (12) preserve and improve green space; and**
- (13) preserve and enhance the unique historic identity of the neighborhood.**

(E) For each of these general goals, the Old West Austin Neighborhood Plan includes more focussed objectives. In turn, each of these objectives is supported by specific action items. These action items are the key recommendations of the Old West Austin Neighborhood Plan.

(F) The Old West Austin Neighborhood Planning Team will review the Old West Austin Neighborhood Plan every six months to update the status of the action items and consider additions or amendments. The Neighborhood Planning Team includes representatives of homeowners, renters, businesses, and non-resident property owners. Five years after the effective date of this ordinance, the Neighborhood Planning Team will recommend a formal process for a community-wide review, update, and re-adoption of the neighborhood plan.

Exhibit A

Old West Austin



Neighborhood Plan

City of Austin

Planning, Environmental and Conservation Services Department

For more information, contact:

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The Old West Austin Neighborhood Plan

**An amendment to the
City of Austin's Comprehensive Plan**

**The Austin Tomorrow Comprehensive Plan
Chapter 5
Section 5-6
Exhibit A**

**Presentation to the Austin City Council
June 29, 2000**

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The Old West Austin Neighborhood will come under pressure to change as the city itself undergoes tremendous change. Because of this fact, basic decisions about the neighborhood must be made and planning based on those decisions must be put into place. To not do anything, because we like the neighborhood the way it is, is not a viable option.

Abbreviations that follow:

After each action item, the party (or parties) proposed as responsible for implementing the action item is included, in parentheses. These abbreviations are as follows:

AHFC – Austin Housing Finance Corporation
APD – City of Austin Police Department
CAMPO – Capital Area Metropolitan Planning Organization
DRID – City of Austin Development Review and Inspection Department
NHCD – City of Austin Department of Neighborhood Housing and Community Development
NPT – Neighborhood Planning Team
PARC – City of Austin Parks and Recreation Department
PECSO – City of Austin Planning, Environmental, and Conservation Services Department
PW – City of Austin Public Works and Transportation Department
TXDOT – Texas Department of Transportation
WEAA – West End Austin Alliance

A. LAND USE / ZONING

The neighborhood planning team has identified "neighborhood-friendly" commercial areas where office, retail, and residences can be mixed vertically and horizontally. These areas include West 5th and 6th Streets between Lamar and Mopac, Lamar Boulevard between Town Lake and Enfield, and those properties that already have commercial zoning on the central commercial service corridor on West Lynn from 10th to 13th Streets ("Downtown Clarksville").

For decades, the Old West Austin Neighborhood has resisted intense pressure to change existing residential properties to commercial use. Despite these efforts, a significant loss in residential use has occurred. The goal of the Neighborhood Planning Team is to protect existing residential property and encourage the development of new residential property by supporting mixed-use development in certain areas of the neighborhood. The development of commercial properties under the banner of mixed use with token residential space, such as penthouses, is not supported by the plan. A goal of the neighborhood plan is at least three square feet of residential space for every new square foot of commercial space.

Neighborhood-oriented commercial uses with modest parking requirements are preferred. The planning team has identified types of uses that should be: permitted, not permitted, and conditionally permitted in CS, CS-1 and LI zoning in the neighborhood. Development of buildings with a mix of office and residential can result in complementary parking. Retail can be included in certain areas as parking allows.

Goal 1 - Encourage Mixed Uses

Obj. 1.1 – Allow mixed uses in selected areas, as follows:

- Action 1:** Apply the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" and the Mixed Use Combining District to all properties between the Union Pacific Railroad and the center line of 5th Street, to encourage the conversion of this land to a mix of residential and other uses. The neighborhood will encourage developers to include residences of an appropriate size for families with children. Mixed-use development would be permitted but not required. (City Action Item: DRID).
- Action 2:** Apply the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" and the Mixed Use Combining District to all properties zoned CS, CS-1, or LI from the north side of 6th Street to the center line of 5th Street. (City Action Item: DRID).
- Action 3:** Allow mixed use development on the west side of Lamar Blvd. between 3rd and Enfield. Apply the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" and the Mixed Use Combining District to all lots on Lamar zoned CS, CS-1, or LI. The neighborhood plan discourages variances for this area, especially considering compatibility with nearby residences. Establish a height limit of 40' for properties on Lamar between the north side of 6th Street and Parkway. (City Action Item: DRID).
- Action 4:** Allow addition of residential (mixed-use development) on West Lynn from 10th Street to 13th Street on properties that already have both commercial zoning and a commercial use, by applying the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" and the Mixed Use Combining District. Preserve residential uses and SF-3 zoning on the west side of Eason Street, which shares lots with West Lynn. In order to preserve the existing residential housing stock in the neighborhood, no rezonings from residential to commercial are recommended for West Lynn. To develop commercial structures that are compatible with the residential character of the neighborhood, building height will be limited to 40' and three stories for commercially zoned properties on West Lynn from 10th Street to 13th Street. (City Action Item: DRID)

Goal 2 - Protect the Character of the Neighborhood

Obj 2.1 – Encourage commercial uses that support the neighborhood.

Action 5: Establish zoning overlay for LI, CS, and CS-1 zoning in neighborhood as follows: (City Action Item: DRID / PECSD)

Limited Industrial (LI):

LI Conditional Uses

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing (of any type)
Construction Sales and Service
Convenience Storage
Equipment Repair Services
Equipment Sales
Laundry Services
Maintenance and Service Facilities
Service Station

LI Prohibited Uses

Basic Industry
Drop-off Recycling Collection Facilities
Exterminating Services
General Warehousing and Distribution
Kennels
Limited Warehousing and Distribution
Recycling Center
Resource Extraction
Vehicle Storage
Scrap and Salvage

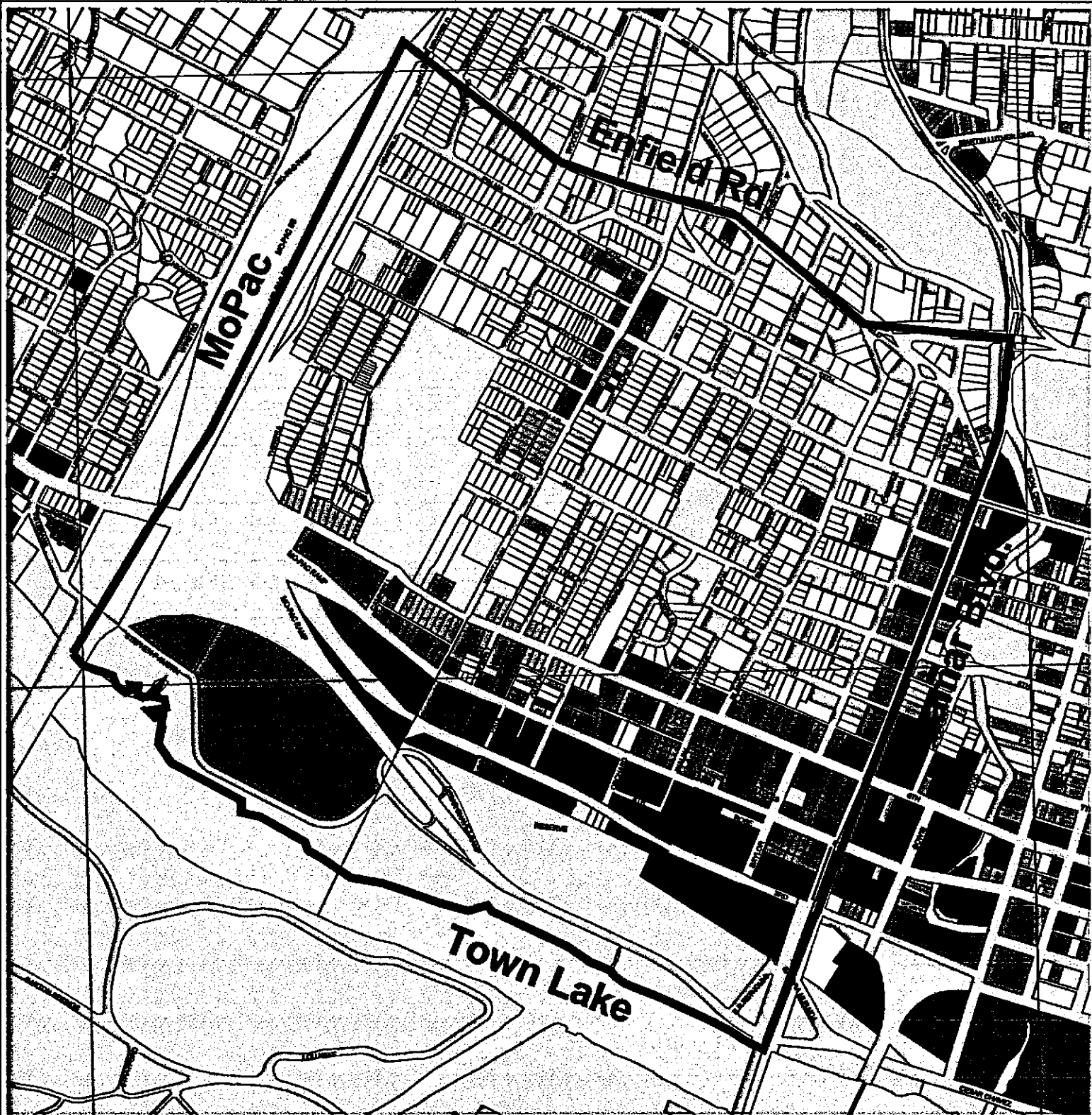
Commercial Services (CS):

CS Conditional Uses

Automotive Rentals
Automotive Repair Services
Automotive Sales
Automotive Washing (of any type)
Commercial Blood Plasma Center
Construction Sales and Service
Convenience Storage
Equipment Repair Services
Equipment Sales
Guidance Services
Laundry Services
Maintenance and Service Facilities
Residential Treatment
Service Station

CS Prohibited Uses



Drop-off Recycling Collection Facilities
Exterminating Services
Kennels
Adult Oriented Businesses (varies)
Adult Lounge (CS-1 only)



Old West Austin Neighborhood Plan Proposed Land Use and Zoning Changes
















DRAFT - 5/01/00

City of Austin
Planning, Environmental and
Conservation Services Department
Neighborhood Planning


-  Change from Commercial Services (CS or CS-1) to Mixed Use: Mix of residential with commercial and/or office. Would apply to lots currently zoned CS or CS-1. Lots would retain base zoning, but some commercial uses would be restricted using a Conditional Overlay. See plan text for details. Mixed use development would be permitted, but not required.
-  Change from Light Industrial (LI) to Mixed Use: Mix of residential with commercial and/or office. Would apply to lots currently zoned LI. Lots would retain base zoning, but some commercial and industrial uses would be restricted using a Conditional Overlay. See plan text for details. Mixed use development would be permitted, but not required. Owners of these properties who seek rezoning to W/O, CS-CO, or MF in the future will have the support of the neighborhood plan.

0 500 1000 Feet

Existing Land Use:

-  60 Large Lot Single-family
-  100 Single-family
-  113 Mobile Homes
-  200 Multi-family
-  300 Commercial
-  400 Office
-  500 Industry
-  560 Mining
-  600 Civic
-  700 Open Space
-  800 Transportation
-  870 Utilities
-  900 Undeveloped
-  940 Water
-  999 Unknown

No zoning changes proposed for areas shown as existing. However, garage apartments ("secondary apartments") will be permitted as an accessory use on 6750 square foot lots with SF-1 - MF-6 zoning, excluding SF-4. Also, single-family uses will be permitted on existing lots of 2500 square feet or greater ("Small Lot Amnesty").

 Neighborhood Planning Area Boundary

A comprehensive plan shall not constitute zoning regulations or establish zoning district boundaries.



Old West Austin Neighborhood Plan Existing Land Use and Zoning

June 15, 2000

City of Austin
Planning, Environmental and
Conservation Services Department
Neighborhood Planning



- Planning Area Boundary
- Waterfront Overlay
- Clarksville National Historic District
- Railroad



0 500 1000 Feet

Existing Land Use	
50	Large Lot Single-family
100	Single-family
113	Mobile Homes
200	Multi-family
300	Commercial
400	Office
500	Industry
560	Mining
600	Civic
700	Open Space
800	Transportation
870	Utilities
900	Undeveloped
940	Water
999	Unknown

Obj 2.2 – Protect current pattern of single family uses in neighborhood.

- Action 6: *If requested by the property owner, allow voluntary zoning rollback on multi-family zoning (on land that currently has single-family uses), by providing a no-cost zoning rollback. The neighborhood has approximately 340 parcels in single-family use with multi-family zoning. This zoning presents a threat to continued single-family uses. (City Action Item: DRID).*

Obj 2.3 - Control intrusion of illegal commercial uses into traditional residential areas.

- Action 7: Have a zoning inspector available to spend up to 8 hours per week in the neighborhood. If necessary, increase staff in Inspections Division of the Development Review and Inspection Department. (City Action Item: DRID).

Obj. 2.5 – Maintain stability of types of public uses in the neighborhood.

- Action 8: Apply appropriate Public zoning (P3) to David Powell Health Clinic, YMCA, and Goodwill. (City Action Item: DRID).

Goal 3 – Maintain Social and Economic Diversity of Residents

Obj. 3.1 - Provide Additional Moderately-Priced Housing

- Action 9: Allow garage apartments (up to 2 stories) and detached second units under SF-1 and less restrictive zoning categories, on lots with 5750 square feet or greater. Other site development standards apply, as specified in the Smart Growth Infill "Secondary Apartment" option. (City Action Item: DRID / PECSD).
- Action 10: Allow "Small Lot Amnesty" as described in the Smart Growth Infill proposals, permitting new single-family development on existing lots of 2,500 square feet or greater. (City Action Item: DRID / PECSD).
- Action 11: Consult with lending institutions to determine feasibility of mixed-use projects with a moderately priced housing component. (Neighborhood Action Item: NPT / AHFC / NHCD).

Obj. 3.2 – Determine strategies to allow low- or moderate-income persons to afford to support a mortgage on residences in the neighborhood

- Action 12:** Encourage the development of income producing units such as owner-occupied duplexes with rental units. (Neighborhood Action Item: NPT).
- Action 13:** Examine possibility of (a) securing tax credits; and (b) obtaining Location-Efficient Mortgages similar to those offered in Chicago to persons who use transit and thus avoid carrying debt for transportation (car/truck payments, gasoline credit card bills). This will require cooperation of lending institutions. The NPT will be pro-active in talking with such institutions. (Neighborhood Action Item: NPT / AHFC / NHCD).

Land Use Policies

The policies below should guide development and redevelopment in the Old West Austin neighborhood.

Smart Housing: The neighborhood plan supports SMART Housing (Safe, Mixed-income, Accessible, Reasonably-priced, and Transit-oriented), to increase and maintain diversity in Old West Austin. Rather than simply attracting high-end residential development, the neighborhood would also like to attract housing for a variety of income levels, including police officers, fire fighters, teachers, and nurses. The neighborhood planning team has identified a large area south of 6th Street that could accommodate additional multi-family, mixed-use residential development. This is already a "transit oriented" neighborhood; it is served by the #9, #21, ER, LA and Silver Dillo bus routes. The neighborhood has generally been able to maintain a mixed-income nature, but housing costs have increased as property values have risen. By converting some of the industrial property south of W. 6th Street to apartments, condos, and small-lot houses, the neighborhood hopes to reverse this trend. Also, the neighborhood planning team supports new reasonably-priced, mixed-income housing through allowing detached accessory units in accordance with the Smart Growth "Secondary Apartment" option.

Landscaping: Encourage property owners on 5th and 6th Streets, when redeveloping property, to include a landscaped buffer of approximately 8' along the street-side edges of properties on these streets between Lamar and the MoPac Freeway.

Parking Variances: Discourage any variances for parking reduction on any new or expanding developments, until the neighborhood attains greater levels of density, transit ridership, and pedestrian activity. When per-capita auto trips in the neighborhood have declined, the NPT shall work with DRID to arrive at

parking requirements for new applications. This can be done by setting trips-per-day conditional overlays, using liberal estimates of the number of pedestrian trips and shared parking between businesses.

Gateway Apartments: In the event that the land where the UT Gateway Apartments are located is redeveloped, mixed use development for this site is recommended, including a variety of different residential types with a ratio of at least 3:1 residential to commercial. A general example of the type of development that would be desirable is the Smart Growth Residential Infill option. The Neighborhood Planning Team should be involved any redevelopment proposals for this site.

Residential Variances: The neighborhood plan supports the requests for variances that are consistent with the front and streetside setbacks defined in the Smart Growth Infill Proposals for Cottage Lots (20 feet and 10 feet respectively). Do not allow modifications that compromise public safety or comfort such as higher than otherwise allowed impervious cover or higher fences.

Rezoning Proposals: This neighborhood has been under great pressure to accommodate commercial uses within its residential core, and is in danger of being eroded from its edges. This could create a self-fulfilling prophecy of residents leaving and commercial uses moving in, and putting pressure on the next tier of residents.

Any proposed rezonings should be consistent with the land use and zoning proposals of this plan. The boundaries of the districts described below are illustrated in the map "Old West Austin Neighborhood Plan – Neighborhood Districts."

- **Throughout the neighborhood,** no zoning changes on commercially-zoned lots to more permissive zoning should be allowed, except as noted below. Rezoning from any commercial base district to the same base district adding MU shall be supported on W. 6th and W. Lynn if the existing building and character are maintained. Elsewhere, rezoning from any commercial base district to add MU shall be supported subject to other restrictions discussed in the plan.

- **Residential Core** (See the attached Neighborhood District Map, which identifies the Residential Core as the area bounded by Enfield, Newfield, the rear lot line of the first lot on the north side of 6th Street, the rear lot line of the first lot on the west side of Lamar from W. 6th to the alley between 9th and 10th, then continuing on Baylor from the alley between 9th and 10th, to 12th, from the rear lot line of the first lot on the west side of Lamar from 12th to Parkway, from the rear lot line of the first lot on the west side of Parkway from Lamar to Baylor, along Lamar (facing Pease Park) from Parkway to 15th Street (excluding the first 3 southern-most lots of this section), and finally along 15th Street to Enfield): No zoning changes to a more permissive zoning

category should be permitted. Preservation of existing older residential structures is strongly encouraged.

- In the **Lamar District, 6th – 15th Street** (lots between the center line of Lamar and the western edge of the residential area, defined above). Allow mixed use development. Heights should be limited to 40 feet. The neighborhood plan recommends rezoning all CS and CS-1 properties on Lamar to allow mixed use development.

- In the **North 6th Street District** (lots along the north side of 6th Street): No zoning changes to a more permissive category. Exceptions:

- If zoned SF-3, allow rezoning to NO-MU-CO, where the CO is: fewer than 40 trips/day, business access through alley is prohibited (though residential access through alley is acceptable), business access through a street with minimum of width of 36' is required, and there shall be a 10' vegetative buffer or a 6' masonry fence that separates the business use (including parking) and adjacent residential property. Owner-occupied is encouraged.

- Existing properties with MF zoning or an MF use on the north side of 6th St. may be rezoned / re-developed to include a commercial component consistent with this plan (a square footage ratio of 3:1, residential to commercial). Any redevelopment must not negatively impact surrounding residences, considering factors including but not limited to height, traffic, visual character, and other compatibility concerns.

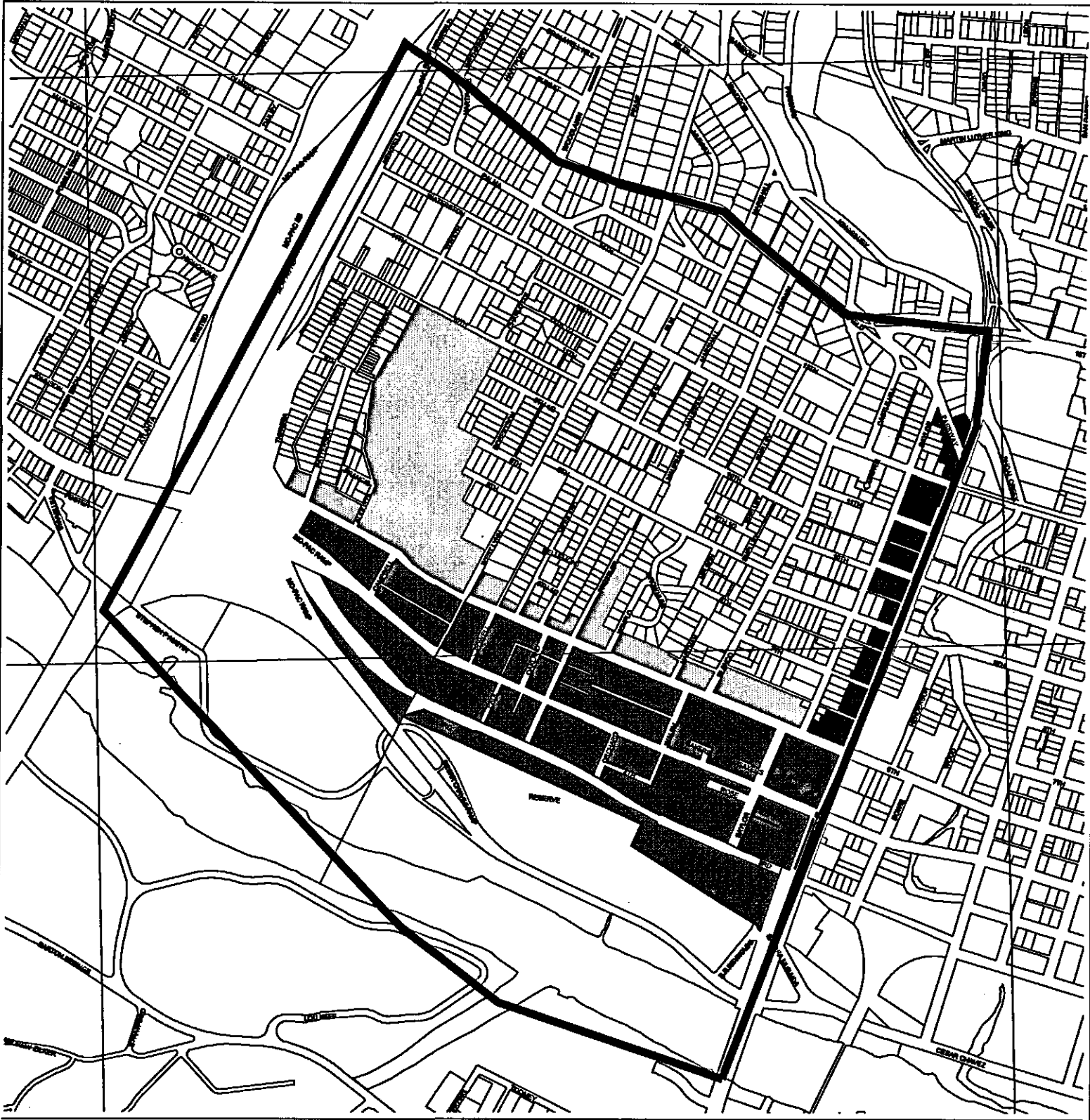
- Rezoning of commercially zoned properties that do not change the base district but add mixed use should be permitted, if the existing building and character are maintained. Preservation of existing single-house structures is strongly encouraged.

- In the area **South of 6th Street** (all lots south of the center line of 6th Street):

- The neighborhood plan supports property owners' requests to rezone LI properties to W/LO, MF-1 through MF-6, and CS-CO with the Neighborhood Plan Combining District special use category "Neighborhood Mixed Use Building" (for the CO, see list of uses identified as restricted in this plan under item #5).

- No rezonings to a commercial category more permissive than CS-CO (as specified under item #5) should be permitted, except as noted above for LI properties.

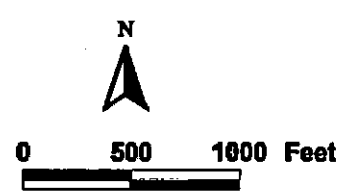
- On the south side of 6th Street, for the lots fronting on 6th, no zoning changes to a more permissive base district should be permitted. Rezoning that do not change the base district but add mixed use capability should be permitted, if the existing building and character are maintained. Preservation of existing single-house structures is strongly encouraged.








Old West Austin Neighborhood Plan Neighborhood Districts

City of Austin
Planning, Environmental and
Conservation Services Department
Neighborhood Planning

June 13, 2000



- Old West Austin Neighborhood Districts**
-  Lamar District
 -  North 6th St District
 -  Residential Core
 -  South of 6th St District
 -  Neighborhood Planning Area Boundary

See plan text for recommendations regarding
future rezoning requests in these districts.

B. TRANSPORTATION

Achieving residential and mixed-use infill in the neighborhood depends on adding amenities such as: 1) new and repaired sidewalks, 2) connections to allow pedestrian and bicycle travel, and 3) public transportation to serve neighborhood residents in their trips to work, school, parks, and area businesses.

This infill development also requires the development of infrastructure such as mass transit. In addition, the neighborhood supports efforts to reduce solo driving to downtown and the Capital complex, and supports parking “cash outs” and improved carpooling.

The neighborhood accepts that it is part of a grid system and that cut-through traffic is part of that grid system. At the same time, traffic calming devices must be put into place to ensure that cut-through traffic and LOCAL traffic through the neighborhood occur in a calm manner. The neighborhood is working with Public Works on traffic calming.

Some parts of the neighborhood cannot tolerate additional cut-through traffic. Baylor Street is heavily impacted by the commercial development at 6th and Lamar. The neighborhood planning team is concerned that commercial traffic on the neighborhood's eastern edge is creating an untenable situation for residents. OWANA and the City of Austin will work with residences and business to find an optimal solution to the transportation needs of both parties. We must protect the perimeters of our neighborhood.

Goal 4: Provide safe movement for all modes throughout neighborhood

Obj. 4.1 – Increase Pedestrian Safety

- Action 14:** The neighborhood has cited a lack of safety for pedestrians crossing and walking along 5th Street. The City should install one or more stoplights (or other mechanism to allow safe crossing) along 5th Street. 5th Street is a greater priority than 6th. Top choices for locations: Campbell (El Arroyo), West Lynn, Walsh. Once installed, the lights should be timed to 25 mph. (City Action Item: PW)
- Action 15:** The neighborhood has cited a lack of safety for pedestrians crossing and walking along 6th Street. The City should install a stoplight (or other mechanism to allow safe crossing) on 6th Street at Baylor. (City Action Item: PW)

- Action 16:** In the future, explore installation of a pedestrian light at or near the 1200 block of West 6th Street (Travelvest location). The exact location will be determined by developments affecting projected pedestrian flow such as a bicycle/pedestrian underpass at Pressler and the railroad or development on 5th or 6th Street. (Neighborhood Action Item: NPT / PW)
- Action 17:** At 12th and West Lynn, add "Yield to Pedestrian" signs for each approach to improve pedestrian crossing, and re-evaluate the intersection as the traffic load increases. Despite the existing stoplight, pedestrians experience difficulty crossing the 12th and West Lynn intersection due to cars making turns. (City Action Item: PW)
- Action 18:** Continue to survey locations of pedestrian safety problems as the dynamics of the neighborhood change. Prioritize and inform proper agencies for hazard elimination (dangerous road crossings, intersections with poor line of sight, pedestrian gaps, lack of crosswalks, sidewalks, etc.). Monitor progress in eliminating road hazards. (Neighborhood Action Item: NPT)

Goal 5 - Accessibility- Provide access to, from, and through the neighborhood for all residents.

Obj. 5.1 – Improve the neighborhood's sidewalk network. Concentrate on improving the ability of pedestrians to walk to schools, parks, local businesses, and downtown. The neighborhood has a high volume of cut through traffic due to nearby major roads and new commercial development on Lamar.

- Action 19:** Build new sidewalks, from the list below. The city should work with liaisons from the neighborhood planning team to resolve conflicts with existing utilities, landscaping, slope, aesthetic issues, and to evaluate cost impact of solutions. See also "Sidewalks" under mobility policies. (City Action Item: PW)

Locations identified in residential survey, in order of priority:

<u>Street:</u>	<u># of responses:</u>	<u>Segment recommended by planning team:</u>
9 th *	61 responses	from east of Blanco to West Lynn
12 th *	35 responses	North side, West Lynn to Lamar
Blanco*	18 responses	East side, 7th-12th
Palma Plz.*	18 responses	one full side, to be determined by PW&T / property owners
West Lynn*	16 responses	5th-6th, both sides
5 th	15 responses	North side, Lamar to Mopac
Baylor*	13 responses	East side (and complete west side), 5th to 9th
13 th	12 responses	South side, Shelley to West Lynn
Baylor*	(see above)	9th-12th, East side
MoPac	2 responses	10 th -Palma Plaza, East side of frontage road

**Streets identified in OWA/Hyde Park 1999 S.T.E.P. grant application - not funded.*

- Action 20:** Maintain a list of neighborhood streets that do not meet City standards for sidewalks: sidewalk on one side for collector streets and school routes, and on both sides for arterials. (Neighborhood Action Item: NPT)
- Action 21:** Continue to prioritize rest of sidewalk needs in the rest of the neighborhood for completion of the sidewalk network, depending on funding availability and needs of other neighborhoods in the city. (Neighborhood Action Item: NPT).
- Action 22:** Initiate a workgroup of City staff and neighborhood associations to investigate funding mechanisms, cost offset strategies and partnership agreements for completing and maintaining the sidewalk network in the neighborhood as well as throughout the city. (City Action Item: PW/NPT).
- Action 23:** Through OWANA newsletters and workshops, educate residents about City easement-ownership in front of their properties and about bans on blocking sidewalks with parked vehicles as well as trash, debris, or construction materials; allow period of transition (1-3 years if needed) from vegetation to sidewalk installation. Work with Public Works to obtain information on this issue. (Neighborhood Action Item: NPT / PW)

Obj. 5.2 – Make the neighborhood ADA accessible.

- Action 24:** Identify missing ADA ramps on other neighborhood streets and work with ADAPT and Public Works to prioritize for future installation. (Neighborhood Action Item: NPT)

Obj. 5.3 - Eliminate barriers to pedestrian/bike movement.

- Action 25:** Lamar Boulevard is hazardous for pedestrians and cyclists to cross, even with traffic signals. Increased traffic from new development on Lamar at 5th & 6th will make crossing even more difficult. Create a pedestrian island / crossing on Lamar at 6th on the north side of the intersection, filling in the unused left turn lane. (City Action Item: PW)
- Action 26:** Create pedestrian island / crossing on Lamar at 5th on the south side of the intersection. This should especially be done if the City creates a dedicated right turn lane on northbound Lamar. (City Action Item: PW).
- Action 27:** Work with Public Works and Transportation to evaluate the efficacy of pedestrian islands / crossings on Lamar at a midpoint between 6th and 9th, between 9th and 10th, and between 10th and 11th where left turn traffic into curb cuts is least affected. As of May 2000, these crossings were not recommended by the Public

Works Department, which stated the opinion that mid-block islands would provide a false sense of security, since there is nothing to physically stop the heavy through vehicle traffic. (Neighborhood Action Item: NPT).

- Action 28:** Create a pedestrian island / crossing on Lamar at 12th Street on both north and south sides of the intersection. (City Action Item: PW).
- Action 29:** It is currently difficult for the neighborhood's pedestrians and cyclists to get to Austin High School and to Town Lake, because there is no safe way to cross the Union Pacific Railroad tracks. Create a safe pedestrian route to Austin High School and Town Lake, by restoring the railroad underpass at West Lynn and building a trail between West Lynn and the underpass. If restoration of West Lynn tunnel is not possible, pursue a new underpass at Pressler. Determine if City owns property between 5th Street and the underpass and either reclaim or acquire easement. (City Action Item: PW / NPT / Union Pacific Railroad)
- Action 30:** Work with Union Pacific Railroad to close grade crossings at Pressler and Paul Streets while developing a non-grade conveyance for pedestrians and bicyclists at or near those points. Closure may require alternate vehicular access from César Chávez Street for properties on the south side of the tracks. No changes should be made without consent of all affected property owners and business owners. (NPT / Union Pacific Railroad)
- Action 31:** Improve the safety of the pedestrian crossing at the Northbound MoPac entrance on 6th Street. This crossing is used by pedestrians to reach Deep Eddy pool. Possible solutions include: (1) extending the western median to cover the painted area, while improving signage warning motorists of the lane split, and also improving signage warning of pedestrians; and (2) installing a pedestrian signal. The crosswalk at this location has been erased due to resurfacing. The existing sign that warns motorists of a pedestrian crossing does not have a significant impact on the speed of traffic preparing to enter MoPac. A slight rise to the east makes it difficult for pedestrians to see oncoming traffic. The NPT should ask the City's Bike/Pedestrian program to submit this as an ISTE/TEA-21 project. (Neighborhood Action Item: NPT/TxDOT)
- Action 32:** Install a raised pedestrian crosswalk with signs ("State Law Requires You to Stop For Pedestrians in Crosswalk") on Veterans / Stephen F. Austin at pedestrian crossing under MoPac Bridge leading to Johnson Creek greenbelt. On peak days, hundreds of pedestrians use this crossing. (City Action Item: PW)
- Action 33:** Install crosswalks with pedestrian-activated stoplights or another device to allow safe passage across Newfield at Enfield.

Currently, crossing Newfield from the east is unsafe due to turning traffic, high speeds, and driver inattention. Also, the Neighborhood Planning Team will work with TxDOT to study installing signalized pedestrian crossings on Newfield at Waterston or Palma Plaza, and on Atlanta near the basketball court at Westenfield Park. (Neighborhood Action Item: NPT/TxDOT).

- Action 34:** Install bright yellow "Watch for Pedestrians" signs (text rather than picture) at Enfield and Newfield and Enfield and Atlanta Streets (two signs per intersection). (City Action Item: PW)
- Action 35:** Install a north-south pedestrian bridge under or beside the MoPac bridge over Enfield. The bridge, combined with a device to allow safe passage across northbound MoPac frontage road (mentioned previously), will establish safe passage for pedestrians from the Old West Austin neighborhood to the pool at Westenfield Park, located northwest of the MoPac/Enfield intersection). (Neighborhood Action Item: NPT / TxDOT)
- Action 36:** Restripe all faded crosswalks on Lamar Blvd. Coordinate restriping at 6th Street intersection with installation of pedestrian island. (City Action Item: PW).
- Action 37:** Improve pedestrian access from Married Student Housing to Mathews Elementary by providing a path outside the fence around the Infant Parent Training Center/Open Door Day Care facility. (Neighborhood Action Item: NPT / Gateway Apartments)
- Action 38:** Participate in planning for Old West Austin segment of Crosstown Bikeway plan. (Neighborhood Action Item: NPT).

Goal 6 - Circulation - Allow neighborhood streets to function for circulation, while calming cut-through traffic

The Old West Austin Neighborhood has been working with Department of Public Works and Transportation (PW&T) to develop a traffic calming plan, which is currently being balloted to the neighborhood. The Traffic Calming Committee's draft plan addresses most of the traffic calming needs identified by the neighborhood planning team. The neighborhood planning team understands that it is the policy of PW&T to only install traffic calming devices as part of a whole neighborhood study. Nonetheless, it is the desire of the neighborhood planning team to include the following traffic calming items in the neighborhood plan.

Obj. 6.1 - Develop traffic calming devices to address cut-through traffic and associated hazards.

- Action 39:** Install textured surface crosswalks (a material inlaid at grade with brick or stone borders 6-12" wide) on all 4 corners at 12th and West Lynn business area. Many pedestrians and many autos use this intersection. These crosswalks should remind drivers that this is a pedestrian / bicycle area, and should be visible and should feel different under cars' wheels. (City Action Item: PW)
- Action 40:** Monitor cut-through traffic on Waterston, Palma Plaza, and 10th Streets in case of need to increase the size of diverters along MoPac frontage road. Despite existing diverters, some vehicles are making illegal right turns into the neighborhood. (Neighborhood Action Item: NPT).
- Action 41:** Establish a committee of residents in the area bounded by Lamar Blvd, Blanco Street, 6th Street and 9th Street with OWANA committee members, City of Austin Staff and affected businesses to:
- (a) review traffic patterns in this area.
 - (b) experiment with temporary diverters, particularly on Baylor Street at the east/west alleys that run between Baylor and 6th Street, to establish traffic patterns that are not deleterious to that part of the neighborhood.
 - (c) explore feasibility of reconfiguration of the three alleys from Baylor to Lamar at 6th through 9th Streets to prevent use as parking lot entrance for customers in vehicles. This action should not involve the City vacating any land. Allow pedestrian and bicycle traffic to continue through this area. (Neighborhood Action Item: NPT / PW).
- Action 42:** Eighteen months after the neighborhood plan is approved, perform a formal traffic calming study for Baylor Street area (bounded roughly by Lamar, 10th Street, Blanco, and 5th Street) to determine the impact of cut-through traffic from new development on Lamar. This study should be undertaken with developers of property near the Lamar Boulevard at West 5th and 6th Street intersections, the Old West Austin Neighborhood Association, area residents and business/property owners, the Fire Department, and the Public Works Department. (Neighborhood Action Item: NPT / PW)
- Action 43:** Support the request of residents of the Patterson Street area (bounded by 6th, Augusta, Francis, Teresa, Patterson and 10th) for a future traffic calming study. (Neighborhood Action Item: NPT)

Obj. 6.2 - Address conflicts between neighborhood businesses and residents

- Action 44: Work with area restaurants on "dumpster management." The problem is dumpsters blocking rights-of-way (e.g. alley between Harthan and Blanco) and food waste that attracts vermin (Neighborhood Action Item: NPT).
- Action 45: Work with delivery services and neighborhood businesses to minimize obstruction and impact of deliveries by large trucks. (Neighborhood Action Item: NPT).

Goal 7: Mobility - Provide for movement of through traffic into and out of downtown.

Obj. 7.1 - Address problems in traffic flow across neighborhood at an early stage.

- Action 46: Adopt performance standards for neighborhood arterials which facilitate movement of through traffic on arterials, yet support commercial businesses. Use these standards to rate current performance of arterials, and suggest improvements. (Neighborhood Action Item: NPT).
- Action 47: Continue to work with Public Works on retiming stoplights on Lamar. (Neighborhood Action Item: NPT)
- Action 48: Inform APD of gridlock problems on Lamar, for traffic enforcement. (Neighborhood Action Item: NPT)
- Action 49: Identify access problems for EMS / Fire vehicles, and support one-side-of-street parking for streets whose residents choose this option. (Neighborhood Action Item: NPT).

Obj. 7.2 - Develop road improvement projects that allow for smooth traffic movement, but which do not increase the speed of traffic in urban areas.

- Action 50: Re-stripe 10th & Newfield intersection to former configuration, allowing vehicles turning out of W. 10th to be isolated from traffic exiting from MoPac until they can accelerate to 25 mph. (City Action Item: PW / TXDOT)

Obj. 7.3 - Work with Capital Metro to improve/expand transit service to neighborhood.

- Action 51: Continue the #88 Dillo to area businesses / Downtown, using the Austin High School parking lot. (Capital Metro)

- Action 52:** Affix schedules to signs on #9 route at Enfield and West Lynn, 12th and West Lynn and 12th and Shelly. (Capital Metro)
- Action 53:** Improve frequency of #9 route when ridership increases. (Capital Metro)
- Action 54:** Support the development of a Trolley system that extends from Downtown through the neighborhood, using right of way to the north of the Union Pacific railroad tracks. Consider extending proposed trolley to Austin High School parking lot (assuming an underpass is built under the railroad tracks) and eventually through Deep Eddy area, UT Apartments and LCRA landing on Lake Austin. This system also could serve persons from south of the river who bus to or park at the south end of the MoPac footbridge and walk across the bridge to board the trolley for downtown or the LCRA offices to the west. (Capital Metro does not have plans for such a trolley service at present, and has not proposed a project as envisioned. Current plans for light rail / bus rapid transit extend west to the Seaholm study area only. Further extension of the Light Rail Transit/Bus Rapid Transit would require both an extensive feasibility study and a change to current phasing plans.) (Neighborhood Action Item: NPT)

Goal 8: Aesthetics – Create attractive, pedestrian-friendly public spaces in the neighborhood

Obj. 8.1 - Improve aesthetics of streets

- Action 55:** Participate in and support the efforts of the West End Alliance and the West Lynn merchants to improve commercial corridors. In particular, support the goals of the West End Austin Alliance master planning effort for these corridors: creating a pedestrian-friendly, mixed-use environment. (Neighborhood Action Item: NPT)
- Action 56:** Support the burying of utilities on Lamar Blvd. from 3rd to 15th Streets. The Neighborhood Planning Team understands that funding for utility burial is currently limited but would like for this area to be considered for future projects. (Neighborhood Action Item: NPT / Austin Energy).
- Action 57:** Support the burying of utilities on W. 5th Street from Lamar to MoPac. The Neighborhood Planning Team understands that funding for utility burial is currently limited but would like for this area to be considered for future projects. (Neighborhood Action Item: NPT / Austin Energy).

- Action 58:** Landscape MoPac entrances to neighborhood. (Neighborhood Action Item: NPT / TXDOT).
- Action 59:** Install streetlights in locations specified by the neighborhood planning team (an estimated 20 streetlights are needed – locations to be identified by the neighborhood planning team). For any new streetlights, use "Cutoff Lighting" for lower cost (less electricity), better safety (no glare), and better visibility of stars. Each location identified will be reviewed by Austin Energy and considered for installation per AE streetlight design standards. (City Action Item: Austin Energy / NPT).

Goal 9: Provide adequate parking for neighborhood's residents and businesses.

Obj 9.1 - Provide sufficient parking for neighborhood businesses without compromising residential parking.

- Action 60:** Endorse the CAMPO 2025 Plan Roadway Table that calls for not expanding either 5th or 6th Streets between Lamar and MoPac. The adopted CAMPO plan does project a need for 8 lanes on 5th Street, but does not propose expanding the road.
- Action 61:** Investigate feasibility of parking on the sides of 5th and 6th Streets, so as not to decrease traffic capacity. Survey results revealed significant problem of commercial parking overflowing into residential areas. Parking along 5th and 6th could ease some of this parking pressure. (City Action Item: PW).
- Action 62:** Participate in Downtown Austin Comprehensive Parking Study and Downtown Access and Mobility Study. (Neighborhood Action Item: NPT / West End Austin Alliance).
- Action 63:** Encourage the merchants' association to enter into shared parking arrangements. (Neighborhood Action Item: NPT / West End Austin Alliance).
- Action 64:** Develop an area-wide parking management plan with local businesses and business associations, and encourage participation by the City of Austin, Capital Metro and other public entities that can contribute to the solution. Explore incentives to reduce effects of customer and employee vehicle use and parking on the neighborhood, its businesses and the city in general. Research the origin of customers and employees and explore the use of circulators, vanpools, bicycles and other means of transport. Provide incentives. (Neighborhood Action Item: NPT / West End Austin Alliance).

- Action 65: Work with AT&T to use excess AT&T land for Mathews teacher parking. (Neighborhood Action Item: NPT).

Obj 9.2 – Protect residential parking.

- Action 66: Identify parking spillover problems in neighborhood from commercial and multifamily developments. Support petitions for residential-parking-only on these streets. (Neighborhood Action Item: NPT).

Obj 9.3 – Enforce parking violations.

- Action 67: Ensure that the neighborhood's "No Parking" areas are clearly marked with signage. Replace any missing or damaged signs. (City Action Item: PW)
- Action 68: Work with Public Works to prioritize streets with parking problems for curb painting of no-parking zones (or other means to clearly delineate these zones). While the neighborhood understands that curb painting creates a maintenance burden, this neighborhood experiences an unusually high volume of on-street parking, and existing signs are not perceived as effective. (Neighborhood Action Item: NPT / PW)
- Action 69: Contact APD with list of areas with parking violations for enforcement. (Neighborhood Action Item: NPT).
- Action 70: On a city-wide basis, APD should publicize how to report parking violations (e.g. put phone number on "no parking signs" or use television advertisements). (Neighborhood Action Item: NPT / APD).
- Action 71: One full-time parking enforcement employee should be assigned to work outside of the downtown area. (Neighborhood Action Item: NPT / PW).
- Action 72: Post a sign for NO PARKING TOW AWAY ZONE on Woodlawn Avenue at Enfield and also paint NO PARKING on the pavement. This was APD's recommendation in correspondence to the neighborhood. (City Action Item: PW / APD).

Goal 10: Reduce Traffic Noise

Obj. 10.1 Reduce MoPac traffic noise.

- Action 73: Participate in MoPac Noise Abatement Coalition, comment on noise impacts of any proposed changes to MoPac, and seek noise mitigation measures. (Neighborhood Action Item: NPT).

Mobility Policies:

Lamar Blvd at 5th and 6th:

- The neighborhood plan supports the construction of a dedicated right-turn lane on northbound Lamar onto eastbound 5th street at railroad underpass. However, if this is done, it should be done in conjunction with the installation of a pedestrian island on the south side of 5th Street as recommended in the transportation section of this plan.
- The neighborhood encourages the City to develop strategies to ease congestion at 6th and Lamar.

5th and MoPac:

- The neighborhood plan supports striping eastbound Lake Austin Boulevard to reduce to one left lane after the stoplight with Atlanta, to allow northbound MoPac to 5th Street traffic to turn right onto a dedicated lane. This will prevent congestion on the northbound MoPac exit ramp at 5th Street. This area is under TxDOT jurisdiction.

César Chávez:

- The City of Austin should study West César Chávez to determine ways to enhance capacity of that roadway without further encroaching on the use of adjacent parkland by the citizens of Austin. Remedies to be studied should include but not be limited to changeable direction of one or more lanes from morning rush hour to evening rush hour.

Rail Transit:

- Support the public acquisition of additional rail easement north of the Union Pacific tracks to allow future rail and other non-automotive transportation options. Designate the Union Pacific corridor as a public transportation corridor for the East-West Bikeway and for various rail possibilities including a trolley line, light rail, and commuter rail to serve future residential development along 5th Street as well as the existing OWA neighborhood and areas to the West. (While this easement is not part of Capital Metro's initial phase Light Rail Transit/Bus Rapid Transit development, it may be a part of future commuter rail plans that have yet to be fully developed. Capital Metro has not conducted a feasibility analysis beyond commuter rail service, nor has funding been identified.)

- Support the future development of Light and Heavy Rail options on the Union Pacific Railroad Line with a station in or near the neighborhood. The neighborhood plan is supportive of rail transit through Old West Austin. (This segment is not part of Capital Metro's initial phase Light Rail Transit/Bus Rapid Transit development, although it may be a part of future commuter rail plans that have yet to be fully developed.) The neighborhood plan also supports the development of a rail freight bypass with construction of Texas 130 to free capacity for commuter trains on Union Pacific's MoPac line.

Sidewalks:

- To the extent possible, the width of the buffer strip for new sidewalks in the Old West Austin neighborhood should match the existing buffer strip width on any given street. This objective should be balanced by the amount of existing right-of-way (or an owner's willingness to grant an easement where the City does not own the property) and the location of existing utilities.

Parking Resources:

- The neighborhood encourages the City to establish parking that can later be redeveloped into other uses as mass transit develops and the market changes. Parking resources should be constructed to allow future conversion into mixed-use development. Examples include pooled surface parking and space-efficient automated parking systems that can be economically disassembled and reused at other locations.
- The neighborhood encourages the City to develop a city-wide municipal parking program that: (a) includes neighbor-approved municipal parking areas to replace private business parking that conflicts with pedestrian and transit activity, and (b) involves the city in managing privately owned shared parking use. The City would serve as a broker to promote more efficient use of privately-owned parking spaces.
- The neighborhood encourages the City to lead the development of shared parking by establishing parking facilities that can generate income. These facilities should be developed through negotiation with neighborhood and parking interests.

C. PARKS, RECREATION, AND GREEN SPACE

Overall Vision:

The Old West Austin Neighborhood is home to many families with children. The two existing parks—West Austin Park and Clarksville (Mary Baylor) Park—provide recreational amenities for these children and all residents. However, these parks need improvement and ongoing maintenance.

Both parks have a large volume of visitors, due in part to the many residents who live in apartments. These residents do not have access to private open spaces for recreation for themselves or their pets.

One of the benefits of living in the Old West Austin Neighborhood is its proximity to Town Lake, the hike and bike trail, Town Lake YMCA, Westenfield Park, Deep Eddy and other nearby park space. However, there is currently no safe or easy way to access these areas by foot or bike. Increased traffic, as the result of new development on Lamar at 5th and 6th will make access by vehicle difficult as well. Instead of requesting additional park space, the neighborhood planning team feels it would be more economical for the City to improve access to park space that already exists. Several of the proposals in the Transportation section of this plan are intended to address these access problems.

Green space is a valuable commodity in an urban neighborhood. The Old West Austin Neighborhood is tightly developed and all green space, including the beautiful canopy provided by established trees in the neighborhood, provides soothing visual relief. This wealth of trees also provides much-needed shade and serves to clear the air. Finally, existing Post Oak trees, a unique feature of the Old West Austin area, contribute significantly to the character of the neighborhood.

Goal 11: Improve existing parks and increase recreational amenities in the neighborhood

Obj. 11.1: Improve access to, and the quality of, neighborhood swimming pools.

Action 74: Keep wading pools in both West Austin Park and Mary Baylor Park open daily in the summer months, at least 6 hours per day, preferably until 8:00 PM. (City Action Item: PARD).

Obj. 11.2: Increase the number of playgrounds available to neighborhood children.

Action 75: Work with Mathews Elementary to open the school's playground to the community. (Neighborhood Action Item: NPT).

Obj. 11.3: Make improvements to West Austin Park.

Action 76: Design and install a removable fencing system (flexible plastic) around the baseball diamond to exclude dogs, to be managed by neighborhood volunteers. Improve signage at West Austin Park to encourage dog owners to clean up after their pets. Place and maintain "dogs must be on leash" signs around the playscape and sand area in the north part of the park. (City Action Item: PARD / NPT)

Action 77: Allow on a trial basis (6 months) the use of the south half of West Austin Park as a leash-free area. Pet owners must control dogs so that they remain in that part of the park, and must clean up after the dogs. Dogs must be on leash in north half of park. The NPT will work with PARD to implement this trial period. (Neighborhood Action Item: NPT / PARD).

Action 78: In the space presently occupied by the skate park at West Austin Park, establish a children's sand area and a community garden (or xeriscape garden). Demolition of the existing structure should not be required. (City Action Item: PARD / NPT)

Obj. 11.4: Light West Austin Park effectively, and in such a way as not to disturb its neighbors.

Action 79: Develop and implement a plan for lighting around the bath house at West Austin Park in accordance with International Dark Sky Association standards to (1) reduce glare from trespass light, (2) reduce power consumption and (3) lessen light pollution of night sky. Some of the park's neighbors have reported that the existing lighting is too bright. PARD and the neighborhood planning team should work together to develop a lighting plan. (City Action Item: PARD, NPT, Austin Energy)

Goal 12: Preserve and Improve Green Space

Obj. 12.1: Maintain the neighborhood forest of canopy trees, especially Post Oaks. Established trees are old and need to be replaced at a healthy pace. Post Oaks are unique to Old West Austin

and other areas underlain by ancient riverbed gravelly sand, the "Post Oak gravel" in which they can thrive.

- Action 80:** Maintain the neighborhood's urban forest through a comprehensive neighborhood street-tree planting event. Approximately 70 trees would be planted. (City Action Item: PARD / NPT).
- Action 81:** Educate residents regarding avoiding choking of trees with paving, and avoiding damaging trees with fasteners of any kind, especially Post Oaks, which are softwood and whose trunks have hollow centers. Hoists should never be supported by tree limbs, and tree houses should be sited near the trunks of sturdy trees. Care should be used in the installation of any fasteners to make them fit snugly in the tree's wood and not move with use so as to keep an open wound in the tree. Their use should be minimized as much as practical, with saddles over tree limbs preferred. (Neighborhood Action Item: NPT).
- Action 82:** Develop a site plan for planting new trees, preferably including Post Oaks, in both West Austin Park and Clarksville Park, to provide shade to these areas. Ten trees per park are requested. Designate an irrigation operator for each site newly planted and assure a healthy moisture level around the root zones of all new plants for at least two years. Install drip irrigation around new plantings. (City Action Item: PARD / NPT).
- Action 83:** Restore water piping in West Austin Park to supply the hose bibs in existing valve wells, to water grass and trees, including south part of the park. (City Action Item: PARD).
- Action 84:** Install drip irrigation preparation. (Neighborhood Action Item: NPT).

Obj. 12.2: Enhance existing greenspace

- Action 85:** Maintain Palma Plaza triangle / park and the Woodlawn esplanade. Designate an irrigator to operate the drip system in Palma Plaza Park, ideally someone who lives across the street. S(he) will be responsible for monitoring and adjusting the operation of the system appropriately to maintain an efficient moisture level around the roots of all plants watered by the system. In case of malfunction or need for routine maintenance, the irrigator will be expected to seek help as necessary from the OWANA Parks subcommittee Chair, other neighbors as desired, employee or contractor. PARD does not have responsibility for this system (Neighborhood Action Item: NPT).

D. HISTORIC PRESERVATION / URBAN DESIGN

Overall Vision:

Historic buildings in the neighborhood are a character-defining feature of the neighborhood that cannot be replaced. As new development infiltrates the neighborhood, all historic and potentially historic buildings and sites must be identified and targeted for preservation. In addition, guidelines must be established for compatible new construction. Goals, objectives, and action items for Historic Preservation / Urban Design are listed below:

Goal 13 – Preserve and Enhance the Unique Historic Identity of the Neighborhood.

Obj. 13.1: Identify the historic buildings and other buildings that contribute to the historic character of the neighborhood.

- Action 86:** Create a map of all historic resources, and identify potential historic districts within the neighborhood. Use tax record research and on-site review to complete the Historic Resource Survey map indicating: Austin Landmark homes, historic homes (with no alterations, 1-2 alterations, or more), non-historic compatible housing, non-historic/non-compatible housing, and modern apartments or commercial properties. Neighborhood volunteers have already completed much of the required work; however, a professional-level survey may be required if neighborhood residents request the establishment of local historic districts. (City Action Item: DRID / NPT).

Obj. 13.2: Increase public awareness of the historic nature of the homes and businesses of the neighborhood, and encourage preservation.

- Action 87:** Support the designation of local historic districts wherever neighbors decide to pursue a district nomination (when ordinance revisions are complete). (Neighborhood Action Item: NPT).
- Action 88:** Provide a formal training session to property owners regarding local landmark designation and rehabilitation standards. (City Action Item: DRID).
- Action 89:** Provide owners with the tour guide from Austin Convention Center and Visitor's Bureau about our neighborhood. (Neighborhood Action Item: NPT).
- Action 90:** Establish a wall plaque in West Austin Park with information about the neighborhood's history. (City Action Item: PARD)

- Action 91:** In the Clarksville National Register Historic District, replace the existing street signs with a different type of street signage, with a distinctive color or graphic. (City Action Item: Austin Convention and Visitors' Bureau).
- Action 92:** Make a completed Historic Resource Survey map available to homeowners to promote community education regarding the historic nature of Old West Austin. Identify areas with highest and lowest density of historic structures. Present results to the Neighborhood Association. (Neighborhood Action Item: NPT).
- Action 93:** Make information regarding historic homes available to homeowners/realtors on the OWANA website. (Neighborhood Action Item: NPT).
- Action 94:** Establish compatibility standards for redevelopment or for alterations to existing structures that will clearly discourage or prohibit the tearing down of existing historic properties to make way for new construction. (City Action Item: DRID).

Obj. 13.3: Make a particular effort to preserve the remaining historic buildings in the Clarksville National Register Historic District (they are rapidly diminishing).

- Action 95:** Co-Sponsor a meeting with the Landmark Commission of Austin on Clarksville, and encourage everyone from Clarksville to come. Show the film that was made over 20 years ago on the history of Clarksville. Invite the Austin Landmark Commission to share information gathered regarding the updated historic resource survey of Clarksville. (Neighborhood Action Item: NPT, DRID, Austin Landmark Commission).
- Action 96:** If initiated by the residents, support the designation of a local historic district for Clarksville when ordinance revisions are complete. (Neighborhood Action Item: NPT/ DRID).
- Action 97:** Develop voluntary compatibility standards for new construction and/or alterations to existing structures in Clarksville. (Neighborhood Action Item: NPT/ DRID).
- Action 98:** Develop walking tour guide for Clarksville. (Neighborhood Action Item: NPT).

Obj 13.4 - Businesses on the north side and south side of 6th street should keep single-house character as a transition to the residential area of the neighborhood.

- Action 99: Support the designation of a local historic district for West 6th Street, if instigated by owners of property on West 6th St. (Neighborhood Action Item: NPT).
- Action 100: Businesses on 6th street will receive information regarding the historic nature of the structures on that street, perhaps in the form of a walking tour guide to complement a guide to 6th street in the central business district. (Neighborhood Action Item: NPT)
- Action 101: Businesses on 6th street that maintain the historic nature of the neighborhood would receive support from the neighborhood association in the form of a sticker to display in their window. (Neighborhood Action Item: NPT)

Obj. 13.5: Encourage appropriate design in any new construction or re-development of existing historic or contributing properties.

- Action 102: Develop recommended (voluntary) design standards for re-development of existing historic or contributing properties, including recommended practices for building additions. Cite successful examples in the neighborhood. (Neighborhood Action Item: NPT / DRID)
- Action 103: Develop recommended (voluntary) design standards for new development on vacant lots. Include recommendations for observing adjacent building setbacks (which may require a code variance), location of garages, existence of front porches, etc. Cite successful examples in the neighborhood. (Neighborhood Action Item: NPT / PECSD)
- Action 104: Create a neighborhood design review committee to provide recommendations to property owners regarding the neighborhood design guidelines. Design Guidelines would only be enforceable in local historic districts. (Neighborhood Action Item: NPT)
- Action 105: Make design or compatibility standards available on the OWANA website and in print for property owners and potential investors. Promote awareness of guidelines in the real estate community through publicity (funding may be needed). (Neighborhood Action Item: NPT)

Obj. 13.6: Support the long term businesses in the neighborhood- their success is our success and part of the overall history of the neighborhood.

- Action 106:** Encourage stronger publicity efforts for local businesses through the neighborhood association newsletter and quarterly meetings. (Neighborhood Action Item: NPT)
- Action 107:** Develop criteria to be met by businesses and award certificates or stickers to those meeting the criteria, and encourage homeowners to support these long term "good neighbor" businesses. (Neighborhood Action Item: NPT)
- Action 108:** Involve long term or compatible businesses in community activities (for example: community fair, neighborhood clean up, etc.) as supporters and recipients of support. (Neighborhood Action Item: NPT)



E. IMPLEMENTATION

By adopting the plan, the City Council will demonstrate the City's commitment to the implementation of the plan. However, every action item listed in this plan will require separate and specific implementation. Adoption of the plan does not begin the implementation of any item. Approval of the plan does not legally obligate the City to implement any particular action item. The implementation will require specific actions by the neighborhood, the City and by other agencies. The Neighborhood Plan will be supported and implemented by:

- City Boards, Commissions and Staff
- City Departmental Budgets
- Capital Improvement Projects
- Other Agencies and Organizations
- Direct Neighborhood Action

City Boards, Commissions and Staff

The numerous boards and commissions of the City will look to the Old West Austin Neighborhood Plan when they need guidance about the neighborhood. The Parks and Recreation Board will have a guide available stating the neighborhood's priorities for parks and open space. The Planning Commission will already know if a proposed zoning change in Old West Austin would be appropriate and supported by the residents and businesses of the neighborhood. Additionally, City staff will use the plan as a guidance document for review of projects and programs.

Department Budgets

Each year every City department puts together a budget that states the department's priorities for the coming year. By bringing the strengths and desires of the neighborhood to the attention of City departments, the Old West Austin Neighborhood Plan will help them prioritize those projects that help safeguard the neighborhood's assets while addressing its needs.

Capital Improvement Projects

There may be issues in the neighborhood that require a major capital expenditure. In these instances the guidance provided by the plan will be critical to guarantee the project will proceed in a fashion that keeps in mind the overall long term interests of the neighborhood.

Other Agencies and Organizations

Other agencies and organizations outside City government will play a key role in the implementation of the Old West Austin Neighborhood Plan. As these agencies look for public input, the Old West Austin Neighborhood Plan will be available as a clearly articulated vision of the direction the neighborhood desires to go.

Direct Neighborhood Action

Some of the elements of the Old West Austin Neighborhood Plan will be implemented by direct neighborhood action, possibly with some City support. Neighborhood clean-ups, graffiti abatement and a citizens' crime watch are a few examples of projects that might best be accomplished by the neighborhood.

Implementation Schedule and Tracking

The implementation of the Old West Austin Neighborhood Plan will be monitored. Some items are expected to be completed quickly. For others, especially those items that need additional funding, it may be harder to schedule a firm completion date. Nevertheless, the status of every item proposed in the Old West Austin Neighborhood Plan, the status will be tracked. The Old West Austin Neighborhood Plan Implementation Tracking Chart provides an easy way to check the status of the implementation of the plan. For each action proposed in the plan, the chart lists the contact, the estimated cost, the current status and comments that include the next needed action. A check date, if not a completion date, will be set for each item. This tracking chart will be updated regularly as more information becomes available and as the status of projects change. An update report is scheduled for the December 2000 to summarize the overall implementation status of the plan's recommendations. The Tracking Chart will be available upon request from the City of Austin, Neighborhood Planning staff.

Updating the Old West Austin Neighborhood Plan

Neighborhoods are dynamic. To be effective, a neighborhood plan must be periodically updated to reflect changes in the neighborhood. The Old West Austin Neighborhood Plan will undergo regular review every 6 months. The Neighborhood Planning Leadership Team will conduct this review, updating the status of the action items and considering additions or amendments. The Neighborhood Planning Leadership Team may also designate subcommittees to assist in this review however, just as the full Leadership Team represents the diverse interests of the neighborhood, the updating subcommittee should include representatives of homeowner, renters, businesses and non-resident property owners.

Over time, a neighborhood plan may need more changes to stay current than would be appropriate for a small subcommittee to make. How often this will be necessary depends on how much the conditions have changed in the neighborhood. Overall, it seems that a neighborhood plan, with any needed changes, should be re-approved and re-adopted every 5-7 years.

OLD WEST AUSTIN NEIGHBORHOOD PLAN BALLOT RESULTS May 24, 2000

Ballots were mailed to residents, non-resident property owners, and businesses.

Residential:

	Received	Percent
<i>I support</i>	177	61%
<i>Overall, I support</i>	100	35%
<i>Overall, I Don't Support</i>	9	3%
<i>I Don't Support</i>	3	1%

Property Owners/ Non-Residential:

	Received	Percent
<i>I Support</i>	48	55%
<i>Overall, I Support</i>	31	35%
<i>Overall, I Don't Support</i>	4	5%
<i>I Don't Support</i>	5	6%

Total:

	Received	Distributed	% Received
<i>Residential</i>	289	2484	11%
<i>Non-residential</i>	88	868	10%