

## MINUTES OF THE CITY COUNCIL

CITY OF AUSTIN, TEXAS

Regular Meeting

June 8, 1961  
10:00 A.M.

Council Chamber, City Hall

The meeting was called to order with Mayor Palmer presiding.

Roll call:

Present: Councilman Armstrong, Perry, Shanks, White, Mayor Palmer  
Absent: None

Present also: W. T. Williams, Jr., City Manager; Doren R. Eskew, City Attorney; Reuben Rountree, Jr., Director of Public Works; Robert A. Miles, Chief of Police.

Invocation was delivered by REV. JOHN TOWERY, Congregational Church of Austin, 408 West 23rd Street.

Councilman White moved that the Minutes of the Meeting of June 1, 1961, be approved. The motion, seconded by Councilman Shanks, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

MAYOR PALMER announced the Council had before it the resolution which would adopt the Austin Development Plan, and stated a lot of work and effort had gone into this, and now it was thought this to be a fine guide to the orderly development of the City which would make it a better city and a nicer place to live. He said two public hearings had been held, and the City Manager is now recommending that the resolution formally adopting the plan be adopted. MR. DAVID BARROW, Chairman of the Planning Commission, commented that the wording of the plan and the resolution is in excellent shape; and when the Plan is adopted the benefits to the City would be many and great over a long period of time. MR. KENT RIDER commended this Council and previous Councils and the Planning Commission on their efforts. MR. JOHN H. WINDSOR, Austin Real Estate Board, stated this was a very fine plan and was complete and understandable. COUNCILMAN PERRY suggested amending Page 25, Cemeteries by adding No. 4, "The study of the

possibility of removing the City from the cemetery business." Councilman Armstrong stated after the hearings the Council had, it was proved to them this was just like a blue print, or like a man with a compass, or a map, or a seeing-eye dog; and if there were not a master plan to follow, it would be just like a boat without a rudder. He complimented the Boards that so dilligently worked on this Development Plan.

Councilman Armstrong offered the following resolution adopting the Austin Development Plan as amended under Cemeteries by adding No. 4, "The possibility of removal of the City from the cemetery business," and moved its adoption:

(RESOLUTION)

WHEREAS, the Planning Commission of the City of Austin has held numerous public hearings attended by interested citizens and groups of citizens at various places throughout the city, and has intensively studied and carefully considered its recommendations for growth, development and beautification of the City of Austin contained in the Master Plan; and

WHEREAS, a copy of such plan has been forwarded to the City Manager who has submitted the same to the Council with his recommendations thereon; and

WHEREAS, the Council has duly held public hearings on the proposed action, and having carefully considered the plan has duly found that it is a suitable, logical, and timely plan for preserving the unique characteristics and accomplishments with which Austin has already been endowed and for enhancing the future development of the city; Now, Therefore,

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

That the document consisting of text, maps, and charts, entitled "The Austin Development Plan" dated June 8, 1961, a copy of which is attached hereto, is hereby adopted as the Master Plan of the City of Austin; and

BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

That in order that the Master Plan shall at all times be kept current with the needs and conditions which arise, and so that the Capital Improvements Program of the City shall be correlated therewith, it shall be the policy of the City:

1. For the Planning Commission to annually review the Master Plan during the month of January and hold such public hearings as it may deem necessary and to submit to the City Council before February of each year its report either that certain specified additions or modifications are considered necessary, or that the Commission is not aware of any additions or modifications of the plan which are necessary.

2. For the City Council to annually review the Master Plan and the report of the Planning Commission, to hold such public hearings, and take such action as it may then find necessary, during the month of February each year.

3. For nothing herein to be construed as restricting future modifications or additions of the Master Plan in compliance with Sections 4 and 5 of Article X of the Charter of the City of Austin; but that since said Charter also requires annual submission, not less than ninety days prior to the beginning of the budget year, of recommended capital improvements necessary or desirable during the forthcoming five year period, and since the Master Plan will be the guide for capital improvements and thus affect each Annual Budget, it shall be the policy of the City to encourage, so far as possible, the submission of all recommendations for additions or modifications of the Master Plan required during the next budget year to be made not later than the May 31st prior to the beginning of such budget year; and

BE IT FURTHER RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:

1. That no reproduction be made of either of the maps which are entitled "Thoroughfare Plan", "Land Use", or "Public Facilities" unless there is prominently displayed on the face of such reproduction all of the words now contained on such map describing the matters depicted thereon and the limitations thereof, and

2. That nothing contained in the text, maps, charts, this resolution or any subsequent amendment to either of the aforesaid shall ever be construed as creating any legal liability or obligation upon the part of the City of Austin either to build or locate any public improvement or create any character of zone, or not to build or locate any public improvement or create any character of zone elsewhere or differently than the same may be depicted, described, or shown.

(Austin Development Plan attached)

THE AUSTIN DEVELOPMENT PLAN

INTRODUCTION

Urban Planning refers to the continuous, advisory process of guiding land development in accordance with established policy and toward predetermined goals. It represents a conscious effort to shape physical environment. Its ultimate aim or objective is the welfare of those who live and will live in the community in so far as control of the physical environment will contribute to that end.

Urban planning must be comprehensive. It considers all major physical elements and affects both public and private property. Each of the many aspects to be examined must be analyzed in light of its relationship to the whole, and in forming final proposals, all planning considerations must be adjusted to each other. To the extent that any of these factors is ignored, the achievement of the goals of the Plan will not be realized.

One of the most important characteristics of the planning function - and of the comprehensive general plan - is its long range nature. "Planning", when applied to any activity, implies forethought and anticipation. Although a large part of the planning effort must be directed toward alleviating the consequences of the past, it cannot be concerned only with "catching up" to the present. Planning must also help to create the realities of the future.

The primary product of the planning process is the Development Plan. This document presents:

1. Fundamental statements of policy in the form of principles and objectives regarding future development of the planning area;
2. A series of maps relating the policy statements to a physical plan wherever this is possible;
3. General considerations of the ways and means by which the goals of the plan may be achieved.

The Development Plan provides a basis for a sound course of action by enabling the Planning Commission and the City Council to consider specific projects upon which they must act in terms of an over-all picture of the end product they wish to achieve. It also enables public and private agencies to relate their development to the principles and objectives expressed in the Plan. However, it is subject to continuous examination and re-evaluation as development takes place and as new conditions arise. The Plan must be maintained on a current basis as the community grows and develops, and certain sections of the Plan must be considered in terms of more detailed future studies.

Although the Plan shows some projects designed to bring existing development up to desirable standards, the majority of projects listed are those that should be carried out if anticipated population growth, commercial and industrial expansion, and other development takes place.

The Plan is not a series of proposals that should be acquired or constructed within a fixed period of time. The Plan is a statement of what will be required if development occurs. The fundamental assumption in the Plan is the orderly and economical use of resources - money, land, materials, and labor. The Plan provides the basis for determining whether or not current projects will have long-term usefulness and utility.

The Development Plan encompasses three basic factors which influence the city's development and six basic means in achieving the goals which the Plan envisions. These three basic factors are:

Land Use - The logical arrangement of the uses of land in proper proportion. This is the most important and the most basic element of the Plan. The ways in which land is to be used, the population densities, and the intensity of industrial and commercial uses, set the basis of planning for streets and highways, public facilities, utilities, and other community needs.

Circulation - The movement of people and goods throughout, to and from the city. Certain existing circulation facilities will affect the development of the land use plan. On the other hand, once the land use plan is completed the need for circulation facilities in the future can be measured.

Public Facilities - The schools, parks, utilities, and other services provided by the government in the interest of the public health, safety, and welfare. Standards are established which are applied to arrive at a projection of additional requirements in accordance with the land use plan.

These six basic means are:

Zoning Ordinance - A set of specific regulations which govern the precise uses of land and a set of conditions for the use of land. The Plan is a statement of general land use policy whereas the zoning ordinance deals with current and immediate future land development. It is essential, however, that current zoning be framed in terms of the long-range land use plan.

Subdivision Ordinance - A set of specific rules which governs the manner in which land may be subdivided and established standards for the improvement of streets, utilities, and other necessary public facilities. In addition, the subdivision ordinance and related policies divide the responsibilities for such improvements between the developer and the City. The subdivision ordinance and its application can have an important bearing on the use of land.

Capital Improvements Program - A projection of anticipated public facilities and services needed, the order in which they are needed, and how they are to be paid for. The program is developed annually for the current year and the five succeeding years.

Redevelopment Program - Austin, like many another American city, is aware that some of its areas are substandard and that others are gradually deteriorating. Such areas are not desirable living or working areas for the people and they usually become serious tax burdens to the balance of the community. The planning of redevelopment projects is closely related to the general plan and to the detailed neighborhood plans. The financing of redevelopment projects is closely related to the Capital Improvements Program.

Neighborhood Plans - Neighborhood plans being developed for the city show existing land use and conditions, existing streets, current zoning, and other special features which have affected development or might in the future. Proposals for subdivision and development of vacant land, widening and improvement of streets, future zoning, development of public facilities, and other aspects are to be shown in such plans.

Special Project Plans and Studies - These range from basic information studies such as an origin-destination survey to a review and analysis of the zoning ordinance. Such plans and studies are usually necessary to the preparation of actual construction plans or in scheduling projects. In addition, they are most valuable in determining the feasibility of recommendations in the general plan.

#### THE LAND USE PLAN

For the most part, planning the pattern of urban land use is the classifying and grouping of uses that are compatible and separating those which are not. In the Land Use Plan, the land is classified as residential commercial, industrial, or public and semi-public. These, in turn, are grouped into two types of areas, working and living areas.

The Land Use Plan is a guide to the private citizen and to the public official. To the private citizen it means the general type of neighborhood he and his family can expect to live in and the time and distance to his work and to activities he and his family require and enjoy. To the public official, it is the framework for providing public facilities and services, and for directing redevelopment and rehabilitation programs in aging and obsolete areas.

The Land Use Plan is a conception of the city in the future based on current trends and probable resources. The design is firm in basic features but flexible in detail. It is presented with the knowledge that there will be desirable changes which cannot now be foreseen.

Zoning is the primary legal device for achieving the goals in the Land Use Plan. As a legal instrument, it is exacting in detail. The Land Use Plan is concerned with use and intensity of development but is generalized in form. Thus, the latter is a prerequisite of the former. No zoning ordinance is likely to be comprehensive in scope and sound in content unless based on a sound land use plan.

A land use plan, the most basic element of the general plan, requires reference to the general objectives to be attained:

1. The organization of the two principal functional parts of the city - the working areas and living areas - clearly separated from but complementary to the other so that the economic, social, and cultural development of the city can be furthered.
2. To improve the city as a place for living - healthful, safe, pleasant, and satisfying by encouraging the development of good housing for all, and by providing adequate open spaces and appropriate public facilities.
3. To encourage the development of an efficient physical environment for commerce and industry with adequate space for each type of activity.
4. To protect, preserve, and enhance the economic, social, cultural, and aesthetic values that establish the desirable quality and unique character of the city.
5. To coordinate the varied pattern of land uses with circulation routes for the efficient intra-city and inter-city movement of people and goods.
6. To coordinate the growth and development of Austin with that of nearby communities and the surrounding area in such manner as to enhance each other and permit community wide interest to prevail.
7. To coordinate the varied pattern of land uses with public and semi-public facilities.

#### Planning for Residential Areas

Current population forecasts indicate that between 350,000 and 400,000 people may reside in the Austin area within the next 20 to 25 years. The future population will require a variety of housing types and neighborhood facilities -

high-rise apartments near the downtown, dormitories, garden apartment, and single-family homes - with appropriate open space being retained. Residential planning requires neighborhoods to be identified and planned for a basic population, provision of adequate streets and public facilities, and preservation of desirable land in the neighborhood for residential use.

In detail, the six principles of neighborhood planning are as follows:

1. Size - from 150 to 1,000 acres with a typical neighborhood being about 500 acres; providing housing for that population for which one elementary school is normally required.
2. Boundaries - neighborhood boundaries should normally be major streets or topographic barriers.
3. Open spaces - parks, recreation areas, and greenbelts (drainageways) should be provided in addition to private yard areas.
4. Institutional sites - schools and other institutions having service areas coinciding with the neighborhood should be grouped in a central location.
5. Shopping facilities - neighborhood shops should be located near major traffic junctions and adjacent to similar facilities in adjoining neighborhoods.
6. Street system - major streets should by-pass rather than penetrate the neighborhood. Internal streets should consist of collectors and residential streets with design based on anticipated traffic load.

The densities for residential development:

#### Density Standards

	<u>Suburban</u>	<u>Low</u>	<u>Medium</u>	<u>High</u>
Dwelling units per gross acre	0.5 to 1.0	3.0	8.0	15.0

Suburban densities will occur where topography, sewage facilities, and demand dictate large lot sizes. The low density areas are typical urban single-family neighborhoods. Medium density areas will have a considerable number of duplexes and garden apartments. High density areas will be characterized by larger apartment, dormitories, and apartment hotels. The standards represent an average or the predominant type of development. A neighborhood may have a range of densities. For instance, a low density single-family area may also have a limited amount of duplex or garden apartment development.

In completing the development of existing neighborhoods and in building new neighborhoods, the following policies are established as guides:

1. In the interest of the homeowner, the developer, and the City, great care should be exercised in the timing, location, and quality of residential development. Development that barely meets minimum standards, skip development, and conflicting land use can severely limit the soundness

of a residential area.

2. Existing and future residential areas should be protected against the encroachment of undesirable and unsuitable uses. In turn, residential development should not encroach upon land set aside for commercial or industrial development.
3. In areas faced with severe traffic problems, inadequate services, unpaved streets, and limited community facilities, every effort should be made to bring such areas up to standard either through programming of capital improvements or through use of redevelopment to the extent that it is economically feasible.
4. Private and public renewal and redevelopment should plan and work toward replacement of substandard housing found in several sections of the city.

#### Planning for Commercial Areas

Commercial areas provide locations for offices and the sale of goods and services. These activities now occupy less than five percent of the land in the urban area, but their effects on the entire urban structure are of major importance.

Commercial development in Austin reflects three eras: pedestrian, street-car, and motor vehicle. The early urban population lived within walking distance of the business district, where commerce was clustered in short blocks along the streets for the convenience of the pedestrian. Later the central business district became more specialized, while daily needs were purchased in shops which paralleled the new streetcar lines. This pattern of central business district and "strip" commerce served very well until the private automobile came into popular use.

Today, distance to commercial facilities is not as important as the free movement of traffic to them and convenience for the customer upon arrival. Commercial operations designed for the automobile era are grouped together and have convenient off-street parking. This is contrasted with construction of commercial buildings on small narrow lots with little or no off-street parking or the overemphasis on off-street parking which is detrimental to customer convenience and adjacent heavily traveled streets. In the latter case, individual store buildings are built on separate lots in a strip along a major street. The buildings are set back from the street just far enough to provide "head-in" parking, resulting in the customer backing into heavy traffic. Also, such strip development may force the customer to use his car to go from one store to another. The clustering of stores in the shopping district and shopping center points to the means of overcoming this problem.

In planning for future commercial land use, the following principles should serve as guides:

1. The amount of land zoned for commercial purposes should be geared to the need for such land. This need is measurable in terms of population, purchasing power, and trading area.



2. Commercial areas must have both adequate and properly designed off-street parking. These are necessary to reduce congestion and insure the convenience and safety of shoppers.
3. Commercial areas should not encroach on or interfere with adjacent and nearby uses. Scattered strip development should be avoided in favor of the grouping of commercial activities.
4. Commercial areas should be closely related to and designed for the potential traffic carrying capabilities of adjacent streets, including distribution of traffic, ingress and egress, volumes, and types of traffic.
5. Pedestrians should be able to move freely throughout commercial areas with a minimum of interference from vehicular traffic.
6. Several types of commercial districts should be established so that each contains business or services which are compatible with and complementary to one another.
7. The attractive appearance of commercial facilities shall be encouraged, to the end that commercial development shall acquire aesthetic standards in the same way that residential areas and buildings have come to acquire informal, but widely accepted, standards of neatness, landscaping, and basic design.

Four types of commercial areas are considered in the Land Use Plan:

1. The Central Business District --the regional shopping, business, financial, and administrative center sometimes called the "CBD".
2. Regional and community shopping districts and centers which provide a rather wide variety of goods and services and tend to serve several neighborhoods or a large section of the city.
3. Neighborhood districts or centers which provide convenience goods and personal services for every-day needs for a neighborhood.
4. Commercial service districts which include contracting, business services, and other uses that are not primarily dependent upon pedestrian traffic and which may tend to be semi-industrial in nature.

In connection with these commercial areas, the following observations are made:

Central Business District - The problems of arrangement, intensity of use, mixture of uses, lack of off-street parking, and heavy traffic render impossible the statement of rigid policies. The extreme complexity of the problem and responsibilities in the "CBD" require special study jointly by the City, the property owners, and the tenants.

Shopping Districts - The existing shopping districts are faced with problems similar to the "CBD" - inadequate parking, traffic congestion

through the districts, conflicting non-retail land use, and encroachment into residential areas. Special study is required for the improvement of such districts.

Regional and Community Centers - Some existing large centers are faced with problems of future expansion and because all such centers have tended to overload adjacent streets, regulations requiring approval of layout and rules governing ingress and egress for large center development should be enacted.

Neighborhood Centers - The practice of each small or medium size subdivision saving a few acres of land for future commercial development, primarily for neighborhood type businesses, reduces the livability of such areas, jeopardizes residential values, and presents practical and legal difficulties to sound zoning. Such centers should be planned according to the principles listed for commercial areas and on a neighborhood rather than a subdivision basis.

Commercial Service Districts - The variety of business services, lights wholesaling, public service facilities, contracting, and other similar operations requires the establishment of special commercial service areas. These uses are generally compatible with each other but not necessarily with retail, office, and personal service development. Their locational requirements are often more varied than full industrial operations and their demands on utilities and other public facilities, except for adequacy of streets, are usually less than industrial plants. Because of their serious effects on adjacent land uses, especially where truck movements, semi-industrial operation, open storage, and industrial type buildings are involved, regulations requiring approval of layout should be enacted.

The Land Use Map shows the general locations of existing shopping centers, shopping districts, and the Central Business District. Proposals for the expansion of existing centers and districts or the locations for new centers will be subject to:

1. The application of the commercial land use principles listed above;
2. The detailed studies of a particular area or neighborhood based on subdivision proposals, Neighborhood Plans, and other special analyses;
3. And the likelihood of the commercial proposal to be brought to the development stage in conjunction with the development of the surrounding area.

Commercial service districts have been located in such manner as to serve the Central Business District and the Capitol Area, the University area, outlying shopping areas, and industrial areas.

#### Planning for Industrial Areas

Existing industrial operations in Austin consist primarily of food manufacturing and processing, printing and publishing (often more commercial than

industrial in character), furniture manufacturing, stone and concrete products, sheet metal fabrication, trucking and storage concerns, wholesaling, research establishments, bulk plants, lumber and equipment dealers, chemical products, heavy repair services, railroads, and sand, gravel, and stone processing. Because of its central location in the state and its convenience to the Industrial Southwest Area; its position as an educational and governmental center and its consequent supply of highly trained professional people and technical specialists required by certain high performance industries; and extraordinarily desirable living conditions which have attracted and held an efficient labor force, Austin probably should be attractive to new industries such as research, fabricating plants, electronics manufacturing, precision tool and instrument manufacturing and other "light" industrial operations.

Austin currently has several industrial areas and several scattered industrial developments. The Land Use Plan anticipates the continued development of large industrial areas in the northwest, east, and southeast sections of the city and limited industrial development is anticipated in the area near the intersection of Lamar and Airport Boulevard. It is anticipated that many industrial plants in the downtown area will find it desirable to move to outlying locations in the future. These industries, as well as present scattered industries should be encouraged to relocate in planned industrial areas when possible.

Present industrial operations occupy about 400 acres of land and related "heavy" commercial uses about 100 acres. The Plan envisions that about 3,400 acres will be needed to meet the requirements for industrial growth.

The following principles and factors were applied in locating the industrial areas on the Land Use Map:

1. The existence of properly developed industrial plants in several of the areas.
2. The availability of level land in large sites.
3. Potential for development of an industrial street system connected directly to the major street system.
4. Potential for economic extension of utilities.
5. Availability of rail, air and other transportation facilities.
6. Elimination of intermixed residential development and protection of undeveloped areas from future residential encroachment.
7. Protection of residential and commercial areas by topography and buffer areas.
8. Accessibility to the Central Business District, other major commercial areas, and to governmental centers.
9. Accessibility to residential areas for employees.

Careful analysis will be made of potential industrial development of each area and the facilities and services required and feasible.

Proper industrial development should be encouraged by:

1. Industrial subdivision regulations.
2. Zoning which protects industrial land from usurpation by residential and commercial uses and provides performance standards for industries rather than arbitrary definitions.
3. Land use and building controls in the southeast and northwest industrial areas outside the city.
4. Redevelopment of industrial areas where scattered residences, small parcels, and inadequate streets inhibit industrial development.
5. Cooperative programs between the City and interested civic organizations for attracting industries.

#### Planning for Public Lands

Since Austin is the site of the State Capitol, the University of Texas, a variety of state institutions, federal and military facilities, and a number of semi-public institutions, public and semi-public land and uses are of major importance to the city.

The churches, the State Capitol, the University of Texas, and the many other state, federal, and semi-public institutions are held in great esteem by the people of Austin and Texas. Their value goes considerably beyond economic yardsticks and the maintenance of the beauty of existing buildings and the development of compatible new buildings is of prime importance. These facilities can be benefitted by observance of general planning principles similar to those applied to private development:

1. Related and compatible governmental facilities should be grouped together in designated areas.
2. Adequate and properly arranged off-street parking should be provided for the visiting public and employees.
3. Large and extensive public facilities either should be located only where the street system is adequate to handle the volumes and types of traffic generated or the public agency responsible for the development of such a facility should make provisions for streets adequate to serve it.
4. Public administrative centers, institutions, educational and training facilities, repair and service uses, and the variety of other operations should not encroach on or interfere with nearby uses. Churches and related facilities can and should be located in residential areas but their design and construction should insure the protection of residential uses.

5. Public and semi-public development of high standards should be protected from objectionable private development.
6. Pedestrians should be able to move freely throughout public areas with a minimum of interference from vehicular traffic.
7. Controls should be adopted to regulate development around public and semi-public buildings and institutions, including: (a) zoning control to insure uses compatible with the dominant public uses; (b) site-plan controls to establish set-backs, off-street parking, and open space requirements; (c) architectural controls to regulate the height of buildings in relation to the public use; and (d) sign control to prohibit objectionable signs and billboards.
8. Development plans of public agencies should be coordinated through committees formed by staff representatives of the respective agencies.
9. Public agencies should make continuing studies of public lands and their uses with a view to acquiring additional needed land and disposing of land not needed.
10. Governmental units should recognize and comply with the basic zoning and development controls required of private owners.

#### Utilization of Vacant Land

Large areas of vacant land in a city impede its proper development by increasing the cost of providing community services for developed lands; by failing to produce the proportionate share of the public revenue required to serve vacant lands; and by retarding the highest and best use of adjacent and nearby properties resulting from uncertainty as to ultimate development of vacant land.

Because disproportionate amounts of vacant land exist in the city limits, coordinated action is required to encourage the logical and proper development of the vacant land without undue delay.

#### CIRCULATION PLAN

The circulation system for Austin includes all forms of transportation and related facilities. These are:

1. Automobiles, trucks and buses which operate on public streets and highways and require parking and terminal facilities.
2. Railroads which operate on private right-of-way except where streets or other public right-of-way are used for trackage.
3. Airlines which operate from public or private air terminal facilities.

The over-all objective of transportation planning for Austin is to provide convenient, safe, quick, and economic movement of people and goods between various points within the city (internal transportation system) and in and out of the city (external transportation system). Consequently this section of the Plan is broken into the following categories:

- Streets and Highways (Thoroughfare Plan)
- Parking Areas
- Pedestrian Traffic
- Public Transit
- Railroads
- Airport

### Streets and Highways

The purpose of a street and highway system is to provide for the safe and economic movement of people and goods-traffic. The traffic generated by each area of the city is determined by the land use in that area. Each section of the city can be categorized in terms of its land use, and the number of trips to and from that area can be estimated. For instance, a residential area generates an average of from 6 to 10 vehicle trips per dwelling unit per day, depending on the type of development. Similarly, commercial and industrial areas will generate shopping and work trips in proportion to their size and density, but much more than residential areas. It is necessary to provide a convenient pattern of circulation among these areas.

The thoroughfare plan must provide not only for the existing traffic but must also consider the requirements of the community at full development. The thoroughfare plan is a valuable guide in planning street widenings and improvement programs. It is necessary for the control of street layout and setback requirements in new subdivision developments. Property access and the distance between intersections can be controlled. In preparation of the Plan the following principles served as guides.

### Principles of Thoroughfare Planning - The thoroughfare plan should:

1. Be derived from knowledge of existing travel, its component parts, the factors that contribute to it, limit it, and modify it.
2. Conform to and encourage the land development planned for the area.
3. Serve the future traffic demand.
4. While being consistent with the above principles and realistic in terms of travel, be economically feasible.

In more specific terms:

1. Thoroughfares should consist of three principal functional types:
  - a. Radial routes, linking the downtown area with the outlying working and residential areas and other important traffic generators.

- b. Circumferential or crosstown routes, linking the various community areas of the city, collecting and distributing radial traffic, and by-passing through traffic around areas of highest traffic concentration (in and near the downtown area).
  - c. Connecting routes, serving as a connection between two or more major systems or between major focal points of traffic.
2. The system of trafficways should be so designed that the several types of facilities composing it - freeways, primary thoroughfares, and secondary thoroughfares - are located between or skirting, rather than cutting through, residential communities and neighborhoods. In order to keep residential neighborhoods free from extraneous through-traffic movements, the trafficways should be spaced an average minimum distance of one-half mile apart, except in areas of highest density where traffic volumes require closer spacings.
3. The system of trafficways should be coordinated with the trafficways system of adjoining communities and cities and with the system of state highways and county roads. Sections of state highways within the city should be so located and designed that they will be consistent with all aspects of the comprehensive plan of Austin.
4. Opposing flows of traffic on thoroughfares should be separated wherever possible by a central dividing or median strip. In areas where streets are narrow and widening is not feasible, this principle may be met by application of one-way street controls on parallel streets.
5. The number of intersection conflict points on the trafficways system should be decreased by means of grade separations, channelization, and appropriate restrictions on turning movements. Other intersections should be provided with traffic signals or stop signs where necessary for safe and efficient vehicular operation.
6. Lane widths for moving traffic and parked vehicles should conform wherever possible to widths necessary to obtain maximum traffic capacity per lane.
7. Wherever conditions permit, thoroughfares should be given expressway treatment, limiting direct access from abutting property to through-traffic lanes and in such cases where considerable access to adjoining property is necessary, independent service roadways, parallel to but separated from the through-traffic lanes, should be provided.
8. Wherever conditions permit, major and primary thoroughfares should be given parkway treatment, providing landscaped strips along either or both sides, and stopping places at points of interest or scenic attraction.
9. Thoroughfares which may become public transit routes should be designed to accommodate public transit vehicles without interference with traffic flow on through-traffic lanes.

Thoroughfare Classifications - Based on the principles outlined above thoroughfares are classified according to the type and volume of traffic they will be required to carry:

1. Major thoroughfares, expressways, carrying major traffic flow between residential and the employment and business areas, linking the primary thoroughfares, and carrying interregional traffic, would have no intersections at grade and would have complete limitation of access. Access to developed area is provided by parallel frontage roads and/or service streets. Expressways constructed with but four lanes should be so designed that they can be readily expanded to six lanes.
2. Primary and secondary thoroughfares carrying traffic to and from collector streets and expressways, would provide only limited access to abutting property. Access to property is provided by frontage roads and/or parallel service streets. Intersections would be at grade and spaced far apart, at a minimum of 1,000 feet to 1,500 feet.

The Collector and Local Street System - Collector, industrial, commercial and residential streets constitute the local street system and are designed and located on the basis of detailed land use, topography, and other specific development factors. The proper design of the local street system is of major importance to land use because it provides direct access to abutting property. Also, the local system can markedly affect the functioning of the thoroughfare system by feeding traffic to thoroughfares at the proper locations and in the proper quantities. The local street system is not shown on the Thoroughfare Map; however, the Neighborhood Plans show existing systems and proposed designs for future systems.

Thoroughfare Standards - The following street and thoroughfare standards are based on the above mentioned principles:

Type	Minimum Right-of-way Width	Minimum Paving Width (including curb and gutter)
Minor Residential Streets	50'	30'
Minor Collector Streets	60'	40'
Neighborhood Collector Streets	70'	44'
Commercial Collector Streets*	80'	44'
Secondary Thoroughfares*	90'	44'
Primary Thoroughfares*	120'	44'

\*Initial development of commercial collectors, secondary thoroughfares, and primary thoroughfares would be to the above standards. When development and traffic conditions require, the paving should be widened to the following standards:



Commercial Collector Streets:	68' of paving including 4-12' moving lanes and 2-10' parking lanes.
Secondary Thoroughfares:	68' of paving including 4-11' moving lanes, 2-10' parking lanes, and a 4' median strip. Normally 11' of curb space. At intersections, the median should be expanded to 14' width with a 10' left-turn storage lane and a reduction of normal curb spaces to 6'.
Primary Thoroughfares: "A"	68' of paving including 4-12' moving lanes, 2-10' parking lanes, and a 14' median strip. Normally 19' of curb space.
"B"	86' of paving including 6-11' moving lanes, 2-10' parking lanes, and a 14' median strip.

In both Designs "A" to "B", principle intersections should have a 10' left turn storage lane in the median strip.

In some cases the most desirable thoroughfare locations are not economically feasible because topography, existing development, or public ownership of land obstruct the desired alignment. Where these conditions are encountered, alternate methods must be substituted. For example, in some cases two streets may serve as a one-way pair to provide for the traffic volume. Also, two ordinary streets may sometimes carry the load scheduled for a thoroughfare if traffic can be properly routed.

As an interim measure, on streets of inadequate width which are scheduled as future thoroughfares:

1. A setback requirement based on the proposed right-of-way should be maintained for all new construction. A setback for new construction should be observed which will provide sufficient clearance for required right-of-way and the normal building setback.
2. On-street parking should be prohibited or limited.

A detailed study of circulation in the Central Business District, covering parking, the over-all circulation system and land use, should be prepared.

#### Parking

Although the parking problem is greater in the Central Business District than in most other sections of the city, the problem is serious in other areas as well and a special study of parking requirements for all of Austin should be made.

Some of the principles to be observed in planning parking facilities are:

1. Convenient location. Generally, shopper parking facilities should be located not more than two to three blocks from the center of the shopping area. Long-term parking can be as far as six to eight blocks distant.
2. Parking fees should be reasonable and scheduled to encourage short-term parking in the core area, long-term parking in the surrounding area.
3. Entrances and exists should be designed with careful regard to the traffic flow on surrounding streets.
4. New facilities should provide adequate reservoir space to handle peak-hour loads without overflow into the streets.
5. Within each zoning district, off-street parking requirements should assure the provision of adequate space in any newly-constructed or enlarged commercial, industrial, or residential development.

#### Pedestrian Traffic

Consideration should be given to pedestrian traffic in all areas of Austin. The lack of sidewalks near school sites is especially serious, as children tend to use the public street in preference to the "front yard" area and pedestrian crossing of freeways is virtually impossible except at points of vehicular interchange.

In planning for pedestrian ways and sidewalks, consideration shall be given to the following factors:

1. The location and development of sidewalks for pedestrian traffic between residential sections, schools, parks, playgrounds, churches and commercial areas.
2. The different design and construction requirements which should be applied in providing for different types and densities of pedestrian traffic.
3. Where block lengths are excessive, pedestrian ways through the block should be provided.
4. Where freeways split neighborhoods and school district, special pedestrian crossings should be provided.
5. The methods of sidewalk financing in existing and future neighborhoods should be established.

#### Public Transit

An efficient public transit system is of major importance. Greater use of public transit would decrease the traffic load on major streets and reduce the demand for parking space. There are, however, a number of fundamental problems in developing a more effective transit system:

1. Most transit users ride during comparatively short morning and afternoon peak hours, and much of the system operates at a loss during the balance of the day.
2. Speed of operation is limited by traffic congestion, traffic signals, discontinuity of streets, and inadequate loading areas.
3. Low patronage and high operating costs necessitate fare increases but fare increases may tend to reduce patronage.
4. The scattered development and low densities of population in the outlying sections of the city severely limits the feasibility of adequate service to such areas.
5. Intervals between buses are time-consuming.
6. Time-consuming transfers and shuttles tend to discourage usage.
7. The appeal of the private automobile makes competitive service difficult.

As indicated by these problems, no simple, cheap, or short-range solution to the transit situation is apparent but the public need for overcoming these problems dictates that continuous and intense search for their solution be conducted.

#### Railroads

Railroad facilities comprise an essential part of the transportation system and materially influence land uses in the city. Their existence requires consideration of the following principles:

1. Any major relocation of facilities should be undertaken only where economically advantageous to the railroad companies and the municipality or where such relocation becomes mandatory by conditions which develop.
2. Conflict between rail and vehicular traffic should be eliminated by grade separations where feasible.
3. Rail facilities should be planned for new industrial areas in such a way as to provide maximum encouragement for industrial development.
4. Railroads should jointly study methods of routing and switching which will minimize conflicts with vehicular traffic and adjacent land uses and improve customer convenience.
5. Where crossings on the same grade are necessary, proper standards should be established and maintained so that roadways for vehicular traffic will be smooth and provide maximum safety.

#### Airports

Airport facilities in the Austin area consist of the Robert Mueller Municipal Airport (commercial), Bergstrom Air Force Base (military), and a

private airport. Runway extensions, improved lighting, and a new passenger terminal building have recently been completed at the Municipal Airport. Additional improvements are scheduled for the near future. Bergstrom Air Force Base has also had a number of improvements including a major runway extension to accommodate military jet aircraft. The fields currently provide excellent facilities.

The increasing and varied usage and rapidity of technological advancement in aviation require continuous examination of airport requirements and problems. The number of private aircraft and their usage are increasing rapidly, indicating the need for additional facilities. As the city grows, it is likely that one or more new small airport for private aircraft will be needed. Considerable interest has developed in the possible need and usage of a heliport near the downtown area. An airport zoning ordinance is being prepared for the Municipal Airport and Bergstrom Air Force Base.

### PUBLIC FACILITIES PLAN

A comprehensive plan for the development of a community must include consideration of the services to be provided by local governmental agencies. The public facilities in the Public Facilities Plan may be grouped in three broad categories:

1. Public schools and recreation.
2. Public services, including libraries, fire stations, hospitals, police facilities, postal facilities, cemeteries, and local government administrative centers.
3. Public utilities, including water treatment, sewage disposal, electric power production, and refuse disposal facilities.

The Public Facilities Plan is a comprehensive guide for the future development of certain aspects of the community. It can help determine the type of community in which present and future generations will live. Its objectives are:

1. To preserve and enhance the unique character of Austin attributable to its unparalleled physical setting.
2. To reach a balance between the needs of the population of Austin and the public facilities provided.
3. To establish a pattern of land uses for public facilities which will assure the highest degree of health, safety, and welfare for all persons in the community.

The following principles are guides to be used toward achievement of the objectives:

1. Public facilities are provided in response to existing and prospective patterns of urban development. When they are provided, it should be done in close coordination with land use, thoroughfare and other plans affecting density and distribution of population, and intensity of use, so that orderly, effective and economical development of these physical improvements will result.
2. The site and building requirements for public facilities and the extension of utility systems should be based upon the distribution and density of population and the uses of land to be served.
3. Public facilities should utilize, wherever possible, natural physical features of scenic sites, which should be preserved and developed harmoniously with surrounding private uses.
4. Public facilities should provide both neighborhood and city-wide services with a balance of branch facilities and centralized administrative headquarters.
5. Public facilities for immediate use by residents, such as schools and playgrounds, should be located within convenient walking distance of those to be served or made directly accessible through convenient public transportation.
6. The Public Facilities Plan anticipates service to an expanding population. Since expansion is not expected to be uniform, there will be areas of rapid development and areas of slow development. Consequently, potential use and economic feasibility will be of major importance in determining degree of development of public facilities.

### Schools

The Austin Independent School District extends well beyond the present city limits but coincides generally with the planning area. The remainder of Travis County is served with county and independent schools.

Some of the major problems of the schools in relation to a comprehensive plan are the result of the following:

1. Movement of population away from the area which a school was designed to serve and conversion of an area from residential to other uses.
2. The presence of some obsolete buildings and inadequate sites, and locations on major streets where there are numerous traffic hazards.
3. The rapid development of newer residential areas creates the problem of providing immediate and adequate service. This is particularly serious where there is rapid partial development that is still insufficient to support an elementary school.

The three fundamental aspects of school planning important to the Development Plan are:

1. School location and size in relation to other elements of the Plan such as thoroughfares, parks, and shopping centers.
2. School location and type in relation to the school service area. Generally, elementary schools should serve one neighborhood and junior and senior high schools should serve several contiguous neighborhoods.
3. The ability of the school, in terms and size and design of grounds and buildings, to serve as a neighborhood recreation area and as a community center.

The following standards and principles shall be used in locating schools:

Type	Optimum Number of Students	Minimum Size (acres)	Locational Requirements	Attendance Area
Elementary	600	8 or 12 including play-ground area.	On local streets in the center of a neighborhood.	$\frac{1}{2}$ - $\frac{3}{4}$ mile maximum walking distance.
Junior High	1,000	20	On collector street in center of group of several neighborhoods.	$1\frac{1}{2}$ miles maximum walking distance.
Senior High	1,500	35	On collector or near secondary thoroughfare and accessible from series of neighborhoods. Transit service desirable.	$2\frac{1}{2}$ miles

Elementary schools and neighborhood playgrounds should be located next to each other and developed jointly.

Every effort should be made to have school attendance areas coincide with neighborhood boundaries to minimize the crossing of heavily traveled streets and to reduce walking distances to elementary schools.

The assurance of economic provision of streets, utilities and drainage, when the population justifies the development of the site for school purposes, must be a basic consideration in the selection of future sites.

#### Recreation, Parks, and Open Spaces

The existence of its parks, recreation areas and open spaces places Austin

in an enviable position. The basic objectives of recreation and park development are:

1. To provide citizens with opportunities for recreation and the wise use of leisure time.
2. To provide for proper distribution of parks and recreation areas and facilities.
3. To assure continued development of a well-rounded recreation program in line with the future growth of Austin.

The recreation, park, and open space facilities are:

Neighborhood Playgrounds - This facility is designed primarily for elementary school children and should be located adjacent to an elementary school. The minimum desirable size is six acres and the service area  $\frac{3}{4}$  of a mile walking distance.

Playfields - A playfield should provide a variety of facilities for young people and adults for a service area within  $1\frac{1}{2}$  miles walking distance. It may serve from 8,000 to 20,000 people and should be between 10 and 20 acres in size. When fully developed, it is desirable for playfield to have sports fields, swimming pool, park area, and a recreation building (if not located with a school). Where it is feasible to acquire sufficient suitable land to assure compatible usage, playfields should be developed next to junior or senior high schools for joint usage.

District Parks - A district park should provide facilities for families and individuals of all ages. Service should be for 25,000 to 40,000 persons within a distance of two to three miles. Where it is feasible to acquire sufficient suitable land to assure compatible usage, district parks should be developed next to junior or senior high schools for joint usage. When fully developed, it is desirable for district parks to have playfields, park areas, large swimming pool, community center building, and an outdoor theatre.

Reservations - Areas which best exhibit the natural beauty of the Austin area should be preserved in reservations. There is no specific minimum size and reservations may range from several hundred acres to well over 1,000 acres. They serve the entire urban area. When fully developed, it is desirable to such areas to have lake or creek frontage, picnic facilities, overnight camping areas, sports field, hiking and riding trails, shelter facilities, and parking areas.

Greenbelts - Greenbelts or parkways should be located along natural features such as streams and ridges and as buffers between thoroughfares and residential areas. Preferably they should connect parks and schools and provide hiking and riding trails. The majority of the greenbelts shown in the Plan are more than pleasant park-like areas in that they follow the major creeks and waterways. Thus they serve the further purpose

of preserving the natural channel for drainage, thereby preventing damage to homes and businesses.

Golf Courses - Golf courses are usually designed to serve from 25,000 to 50,000 people, depending on their being 9 or 18 hole courses. In some instances two courses may be placed together to lower development and maintenance costs. Nine-hole courses range from 50 to 90 acres in size and 18-hole courses from 100 to 180 acres.

Lake Front - The lake created through the center of Austin has emphasized the civic, recreational, and aesthetic importance of the lake front area. It is already a civic center with the auditorium and coliseum. Commercial recreation and other commercial facilities are nearby. The lake area offers the potential for play fields, parks, fishing, boating, picnic areas, and a variety of other activities that could be attractive to local citizens and tourists. Preliminary design and suggested development controls have been predicated on cooperative private and public development which will preserve and enhance the potential values created by the lake.

The park and recreation program should include:

1. Continuation of high standards of park and recreation service to all areas of the city.
2. Acquisition of additional reservations or scenic areas in other areas such as Bull Creek and Big Walnut Creek.
3. Establishing and preserving greenbelts along major creeks, both from the standpoint of appearance and of preventing obstruction of the flood plains.
4. Satisfying the immediate need for the development of an 18-hole golf course but continuing efforts to secure the use of a portion of Camp Mabry for a golf course.
5. Definite plans for and development controls along "Town Lake" before development occurs.

#### Libraries

The educational level of the community, the presence of the University and other colleges, the quality of the public school system, and the level of library service have combined to make the library system widely used. It is anticipated that library usage will continue to increase faster than the population growth.

The Public Facilities Plan envisions the expansion of the main library, with adequate off-street parking, and the provision of nine branch libraries at ultimate development. These additional libraries are illustrated generally on the map but specific locations based on population, service area and nearness to business centers are to be established in terms of anticipated usage and economic feasibility.



### Fire Stations

Fire stations must be so located as to adequately and efficiently protect the community. Sites must be well related to the present and future land use pattern and the circulation system, as well as their immediate surroundings.

The following standards are to be observed for fire station locations:

1. Fire stations should be near the center (measured in driving time) of the districts they are to protect.
2. Fire stations should be so located as to minimize delays of fire apparatus caused by physical or topographic barriers.
3. The service radius of fire stations should generally not exceed 3/4 mile for heavily built up commercial and industrial areas.
4. The service radius for fire stations should generally not exceed 2 miles for low density residential districts.
5. Fire stations should be so located that vehicles have good access to the thoroughfare network. If directly on thoroughfares, they must be assured that the movement of fire vehicles will not be delayed or endangered by other traffic.
6. The design of fire stations and their sites should be such that they fit in with their surroundings, including considerations of open space, off-street parking, landscaping, and general appearance.

### Hospitals

Hospital service for Austin, Travis County, and adjacent areas is provided by four general care hospitals with a combined capacity greater than 600 beds. While existing facilities meet the currently accepted standard of 3.5 beds per 1,000 persons, the standard may have to be increased to 4.5 beds per 1,000 persons, but Brackenridge Hospital should be expanded only if private hospitals fail to provide sufficient beds to meet minimum service needs. Irrespective of expansion, however, efforts should be continued to obtain financial support for Brackenridge Hospital from surrounding areas.

### Police Facilities

The Police and Courts Building houses the Police Department, the Corporation Court, jail, and the Fire Prevention Department. The building can be expanded upwards to provide several times the present floor space. Off-street parking will be increased by the use of the area under the elevated portion of the Interregional Highway.

### Post Office

Plans are being developed for the location and construction of a new main post office on a site at San Jacinto and Ninth Street. A Federal Office Building will be build in conjunction with the post office.

Outlying postal substation locations range from shopping centers to residential areas. Future substations should be located within commercial areas.

#### Cemeteries

It is estimated that City-owned cemeteries have sufficient land area available to meet the publicly-owned cemetery needs for the next 30 to 50 years. State law permits the extension of existing cemeteries but prohibits the establishment of new cemeteries within five miles of the city limits. Detailed study should be given to the following:

1. The amount and location of land required by the community for cemetery needs.
2. The proportionate share of cemetery needs to be met by public and private cemeteries.
3. The development of a sound financial plan for City-owned cemeteries.
4. The possibility of removal of the City from the cemetery business.

#### Administrative Center

Because Austin's Municipal Building is presently overcrowded and lacks adequate parking facilities, a detailed study should be made of city hall requirements with the following items considered:

1. The present and future office space requirements.
2. The possible removal of some functions to other locations.
3. The most desirable locations for various functions with the public convenience uppermost.
4. The provision of adequate off-street parking for the public and the employees.

#### Water Treatment and Distribution

Essentially the entire city is served with water and recent engineering studies have outlined the future system. Extensive areas outside the city limits are served with city water through water districts. Present facilities include two treatment plants, one of which is to be expanded to twice its present capacity. A third will be required within the next five to ten years and will be located near Redbud Trail above the Tom Miller Dam. The three treatment plants, when fully developed, will be capable of serving a population in excess of 500,000 persons.

#### Sanitary Sewers

Most of the area within the present city limits is served by sanitary sewers, but there are a few spots and fringe locations not served because of special engineering problems. A long-range plan has been developed and detailed

studies are being made for the extension of sewers into the Walnut Creek and Williamson Creek areas. Present treatment facilities are located in the eastern section of the city along the Colorado River. A new treatment plant is being designed for the Williamson Creek-Onion Creek system. A third treatment plant will be developed to serve the Big and Little Walnut Creek areas. Continuing studies should be made of the problems of industrial waste disposal, sewage treatment facilities for small areas beyond the urban development, and sewage treatment along Lake Austin.

#### Electric System

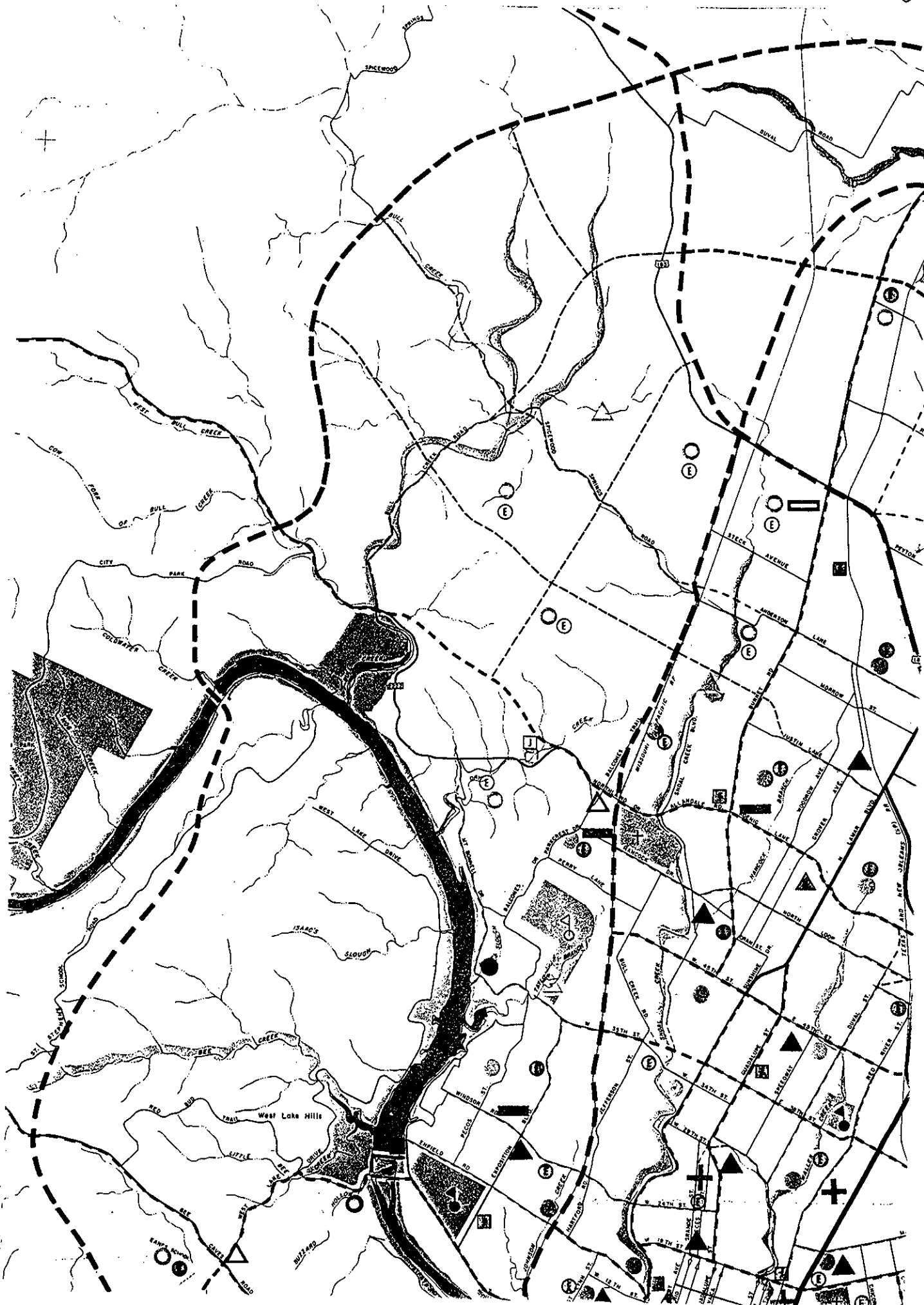
The electric system is owned and operated by the City and serves an area extending some 10 miles from the city. The generating capacity of the system can be expanded to more than triple the present total capacity. It is likely that a third generating plant will ultimately be required however a location has not been determined.

#### Refuse Disposal

Garbage and refuse are now being handled through the use of sanitary fills. These and other possible fill sites appear to be capable of handling Austin's refuse requirements for a number of years. If incinerator or treatment plants are ever required, they should be located in industrial areas on sites of at least 20 acres.

The motion, seconded by Councilman White, carried by the following vote:  
Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

See maps that were attached on the following pages.

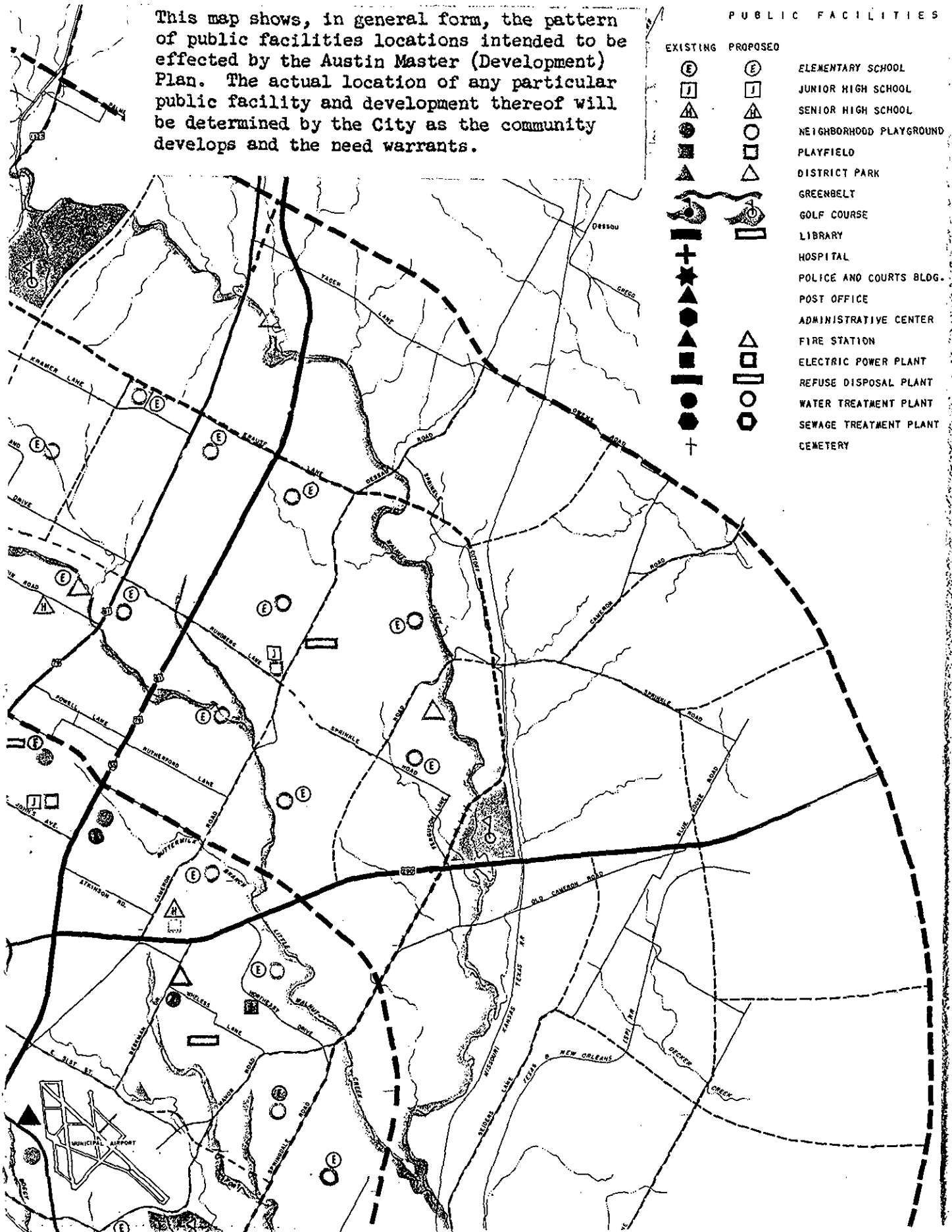


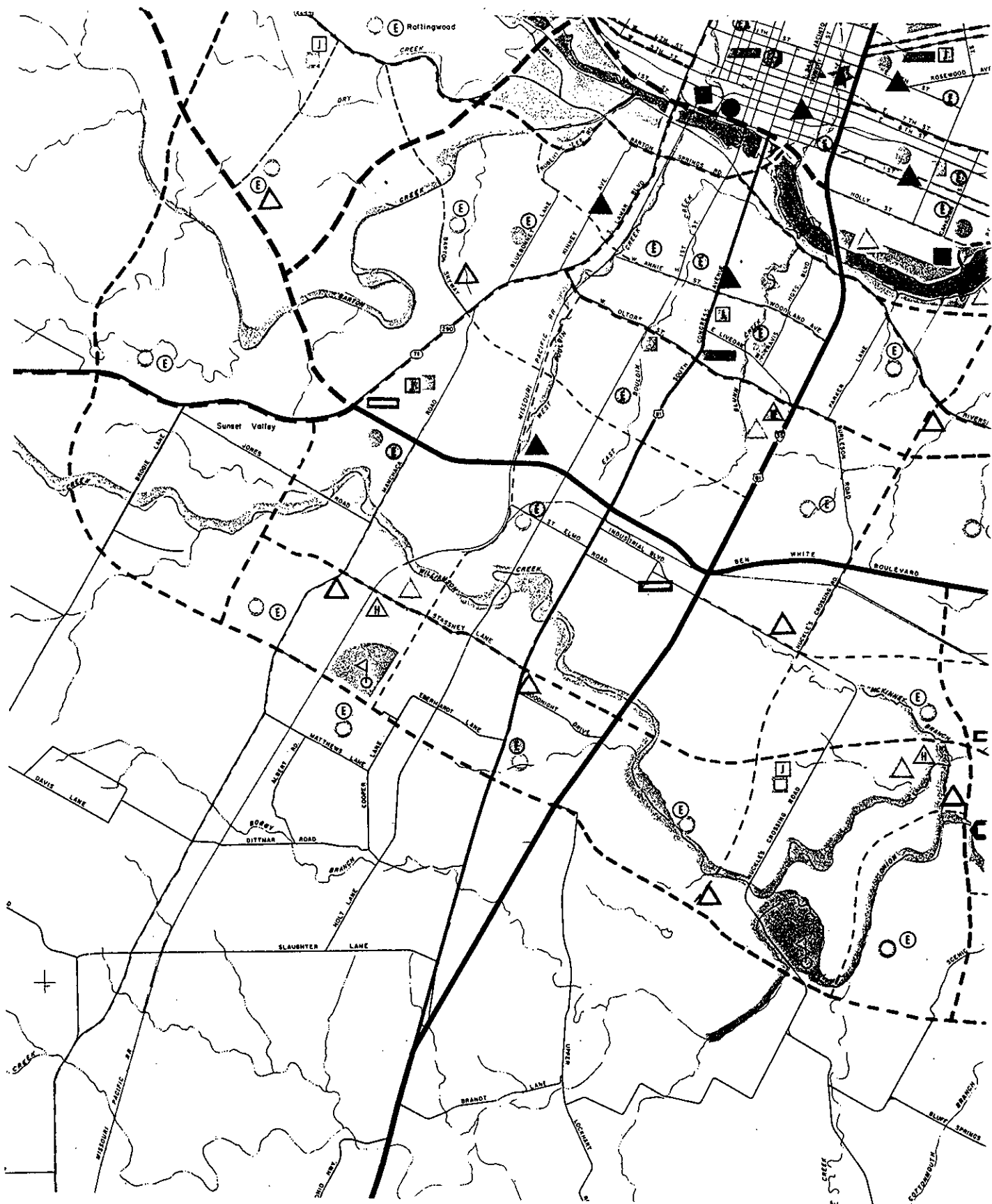
This map shows, in general form, the pattern of public facilities locations intended to be effected by the Austin Master (Development) Plan. The actual location of any particular public facility and development thereof will be determined by the City as the community develops and the need warrants.

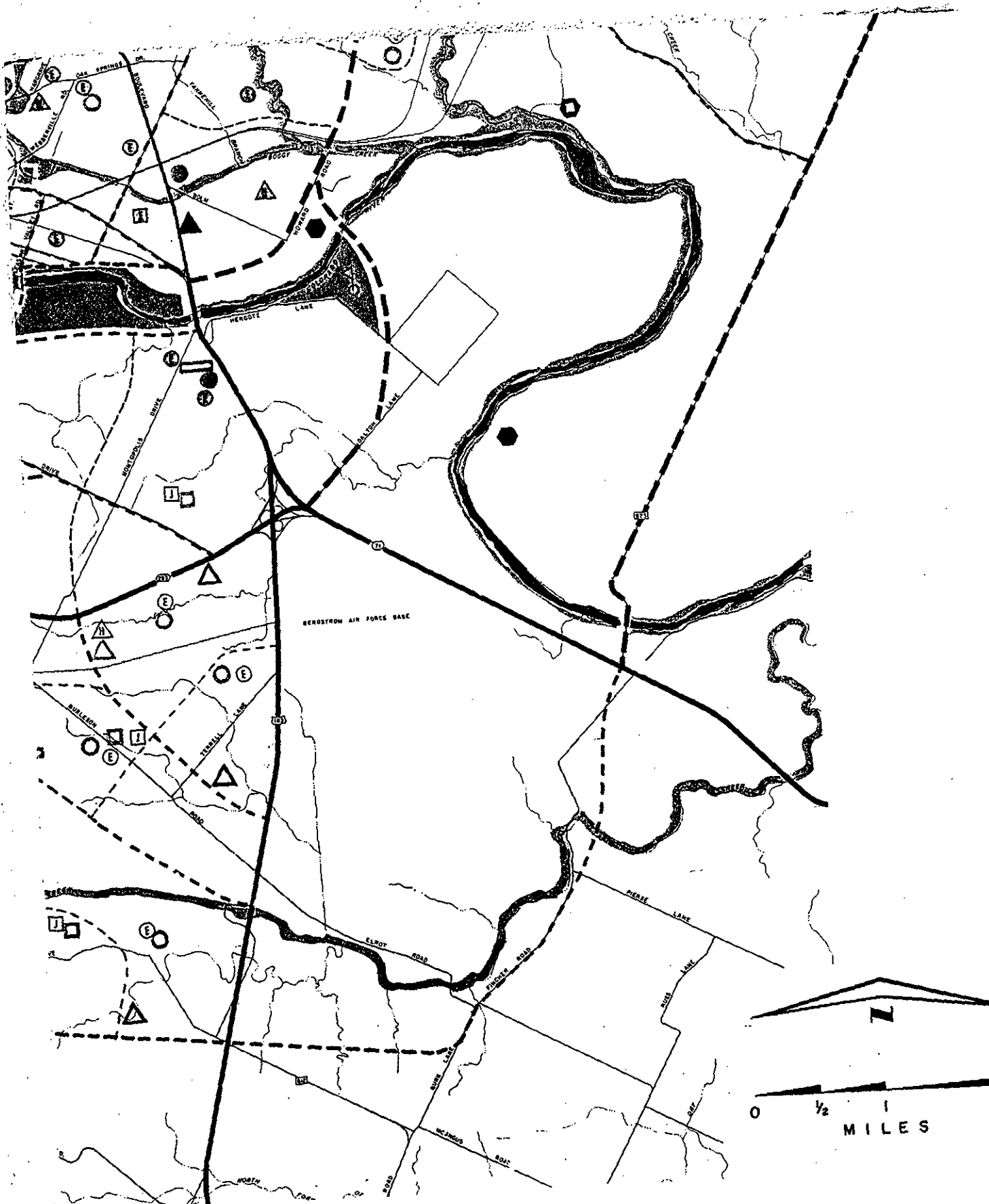
# PUBLIC FACILITIES

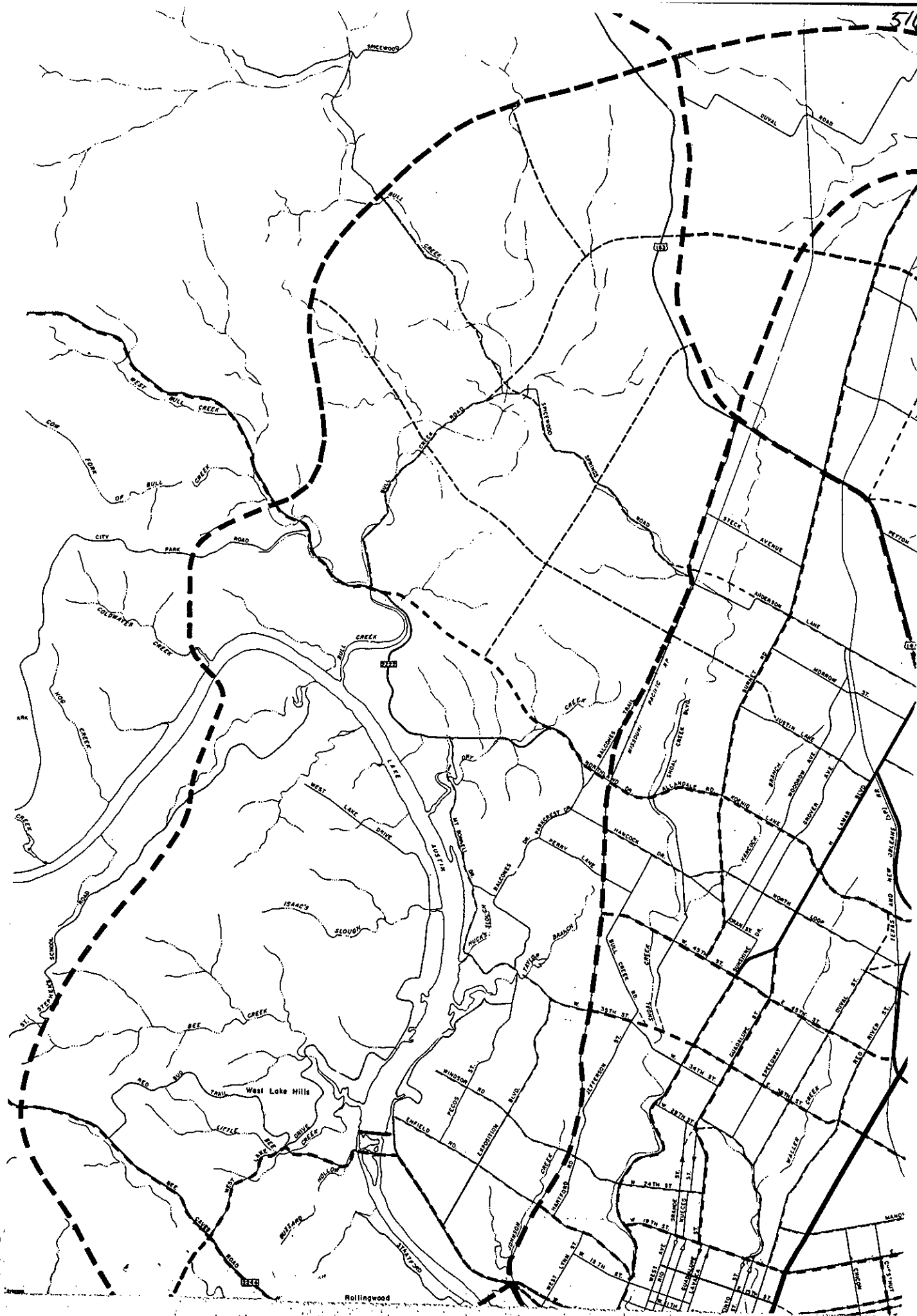
EXISTING PROPOSED

(E)	(E)	ELEMENTARY SCHOOL
(J)	(J)	JUNIOR HIGH SCHOOL
(S)	(S)	SENIOR HIGH SCHOOL
(P)	(P)	NEIGHBORHOOD PLAYGROUND
(F)	(F)	PLAYFIELD
(D)	(D)	DISTRICT PARK
(G)	(G)	GREENBELT
(L)	(L)	GOLF COURSE
(B)	(B)	LIBRARY
(H)	(H)	HOSPITAL
(P&C)	(P&C)	POLICE AND COURTS BLDG.
(PO)	(PO)	POST OFFICE
(AC)	(AC)	ADMINISTRATIVE CENTER
(FS)	(FS)	FIRE STATION
(EPP)	(EPP)	ELECTRIC POWER PLANT
(RDP)	(RDP)	REFUSE DISPOSAL PLANT
(WTP)	(WTP)	WATER TREATMENT PLANT
(STP)	(STP)	SEWAGE TREATMENT PLANT
(C)	(C)	CEMETERY

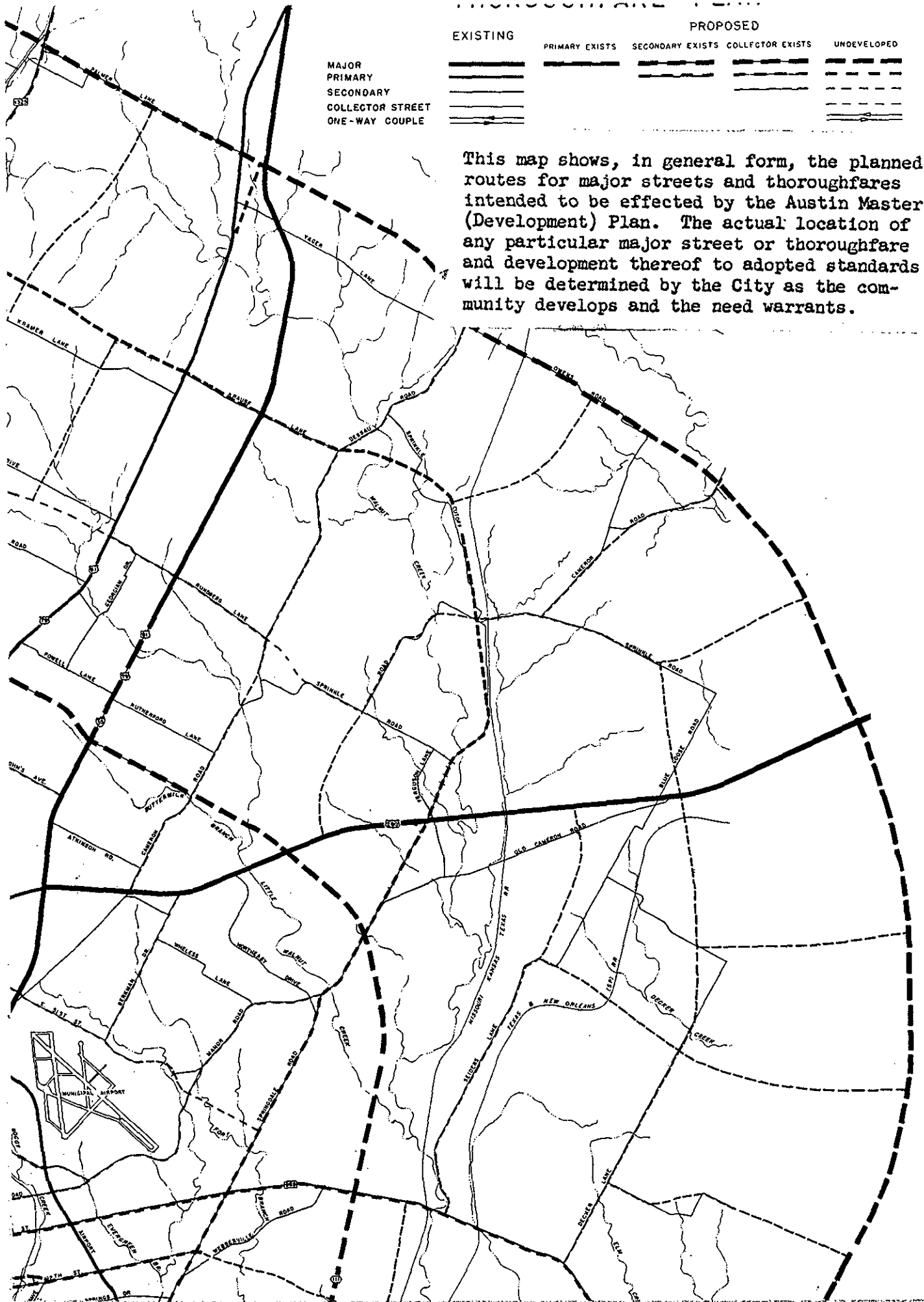


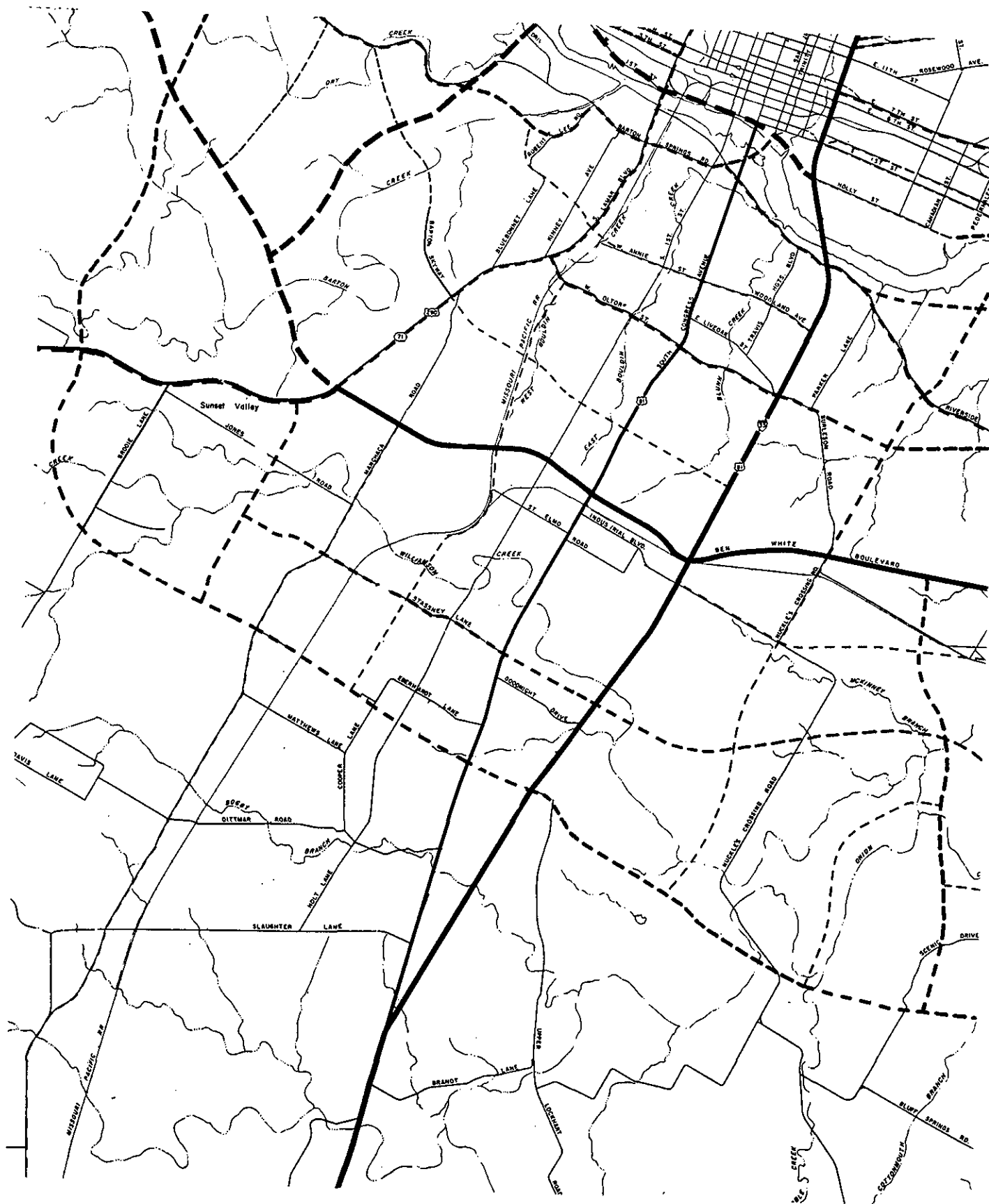


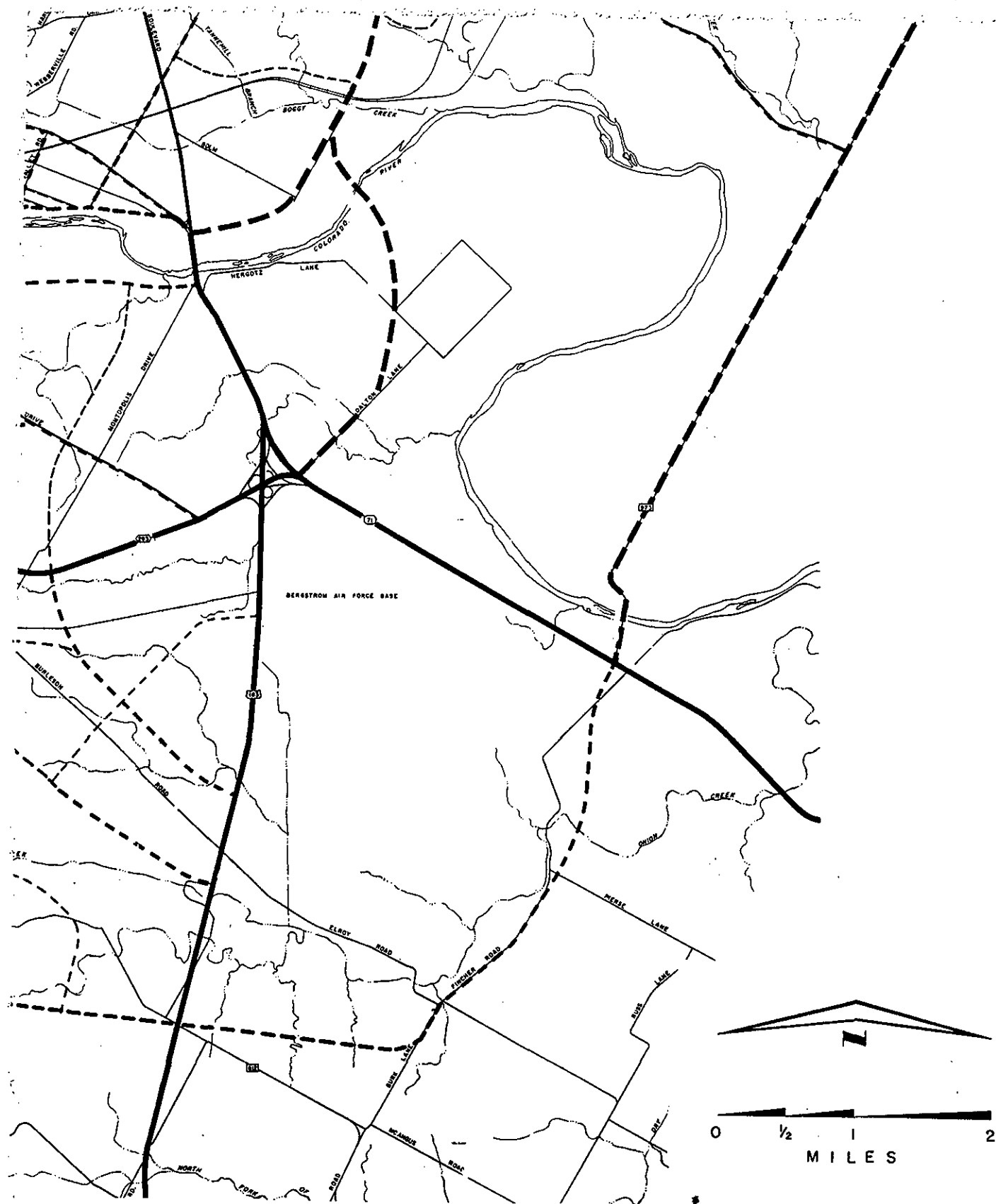




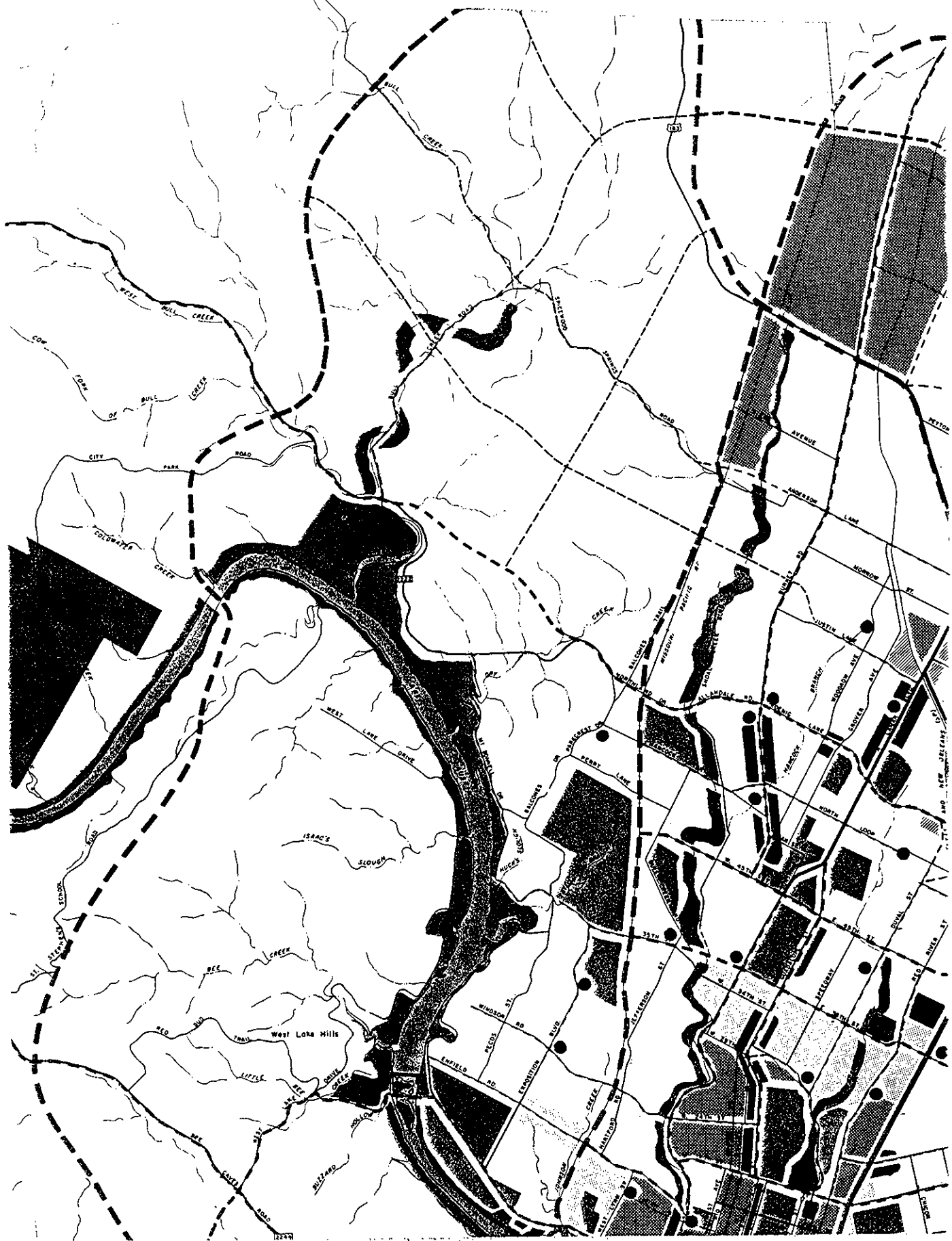



















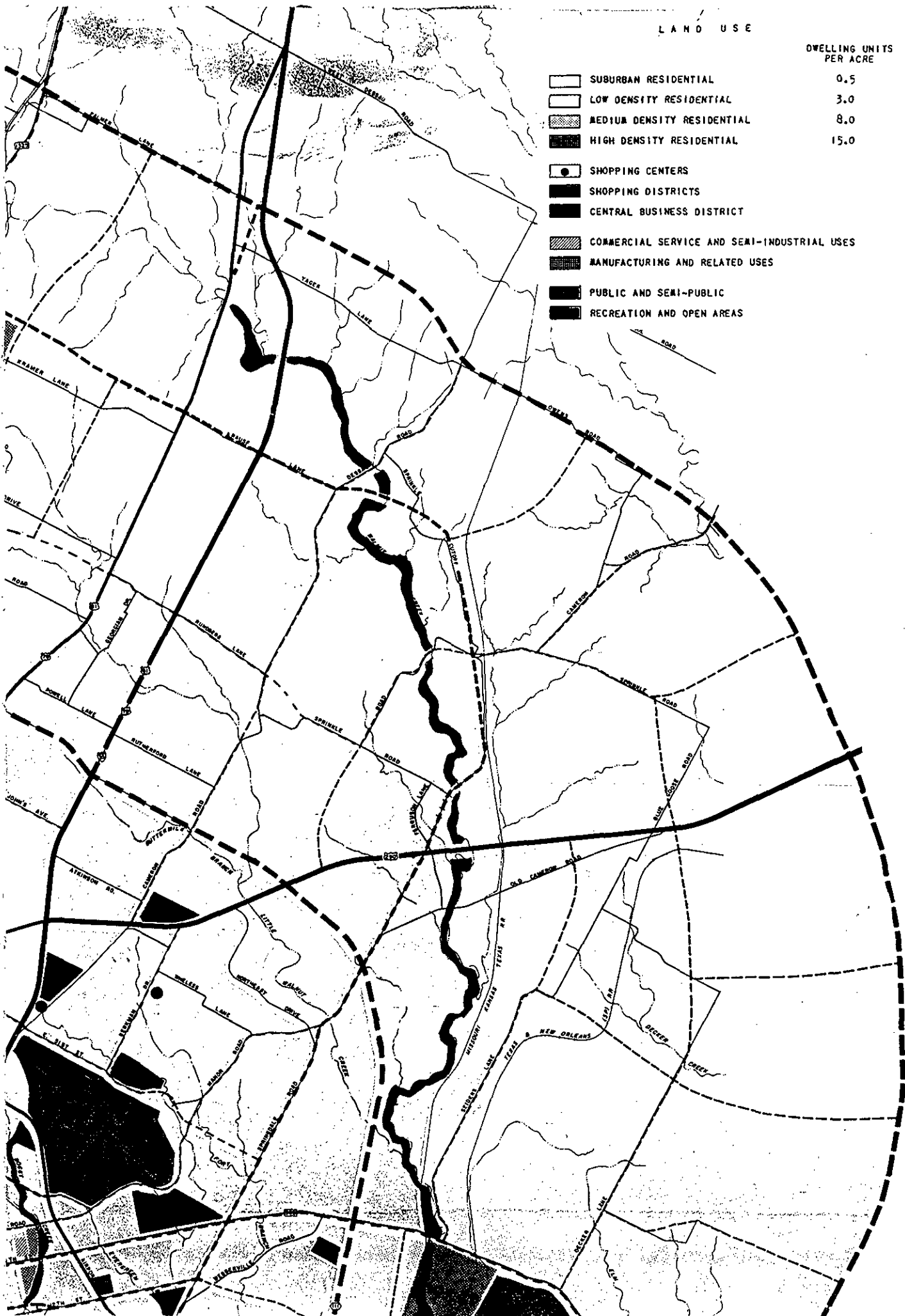
517  
This map shows predominant land use patterns intended to be effected by the Austin Master (Development) Plan. Comprehensive zoning is based on this map but actual land use is governed by the Zoning Ordinance as amended time to time.

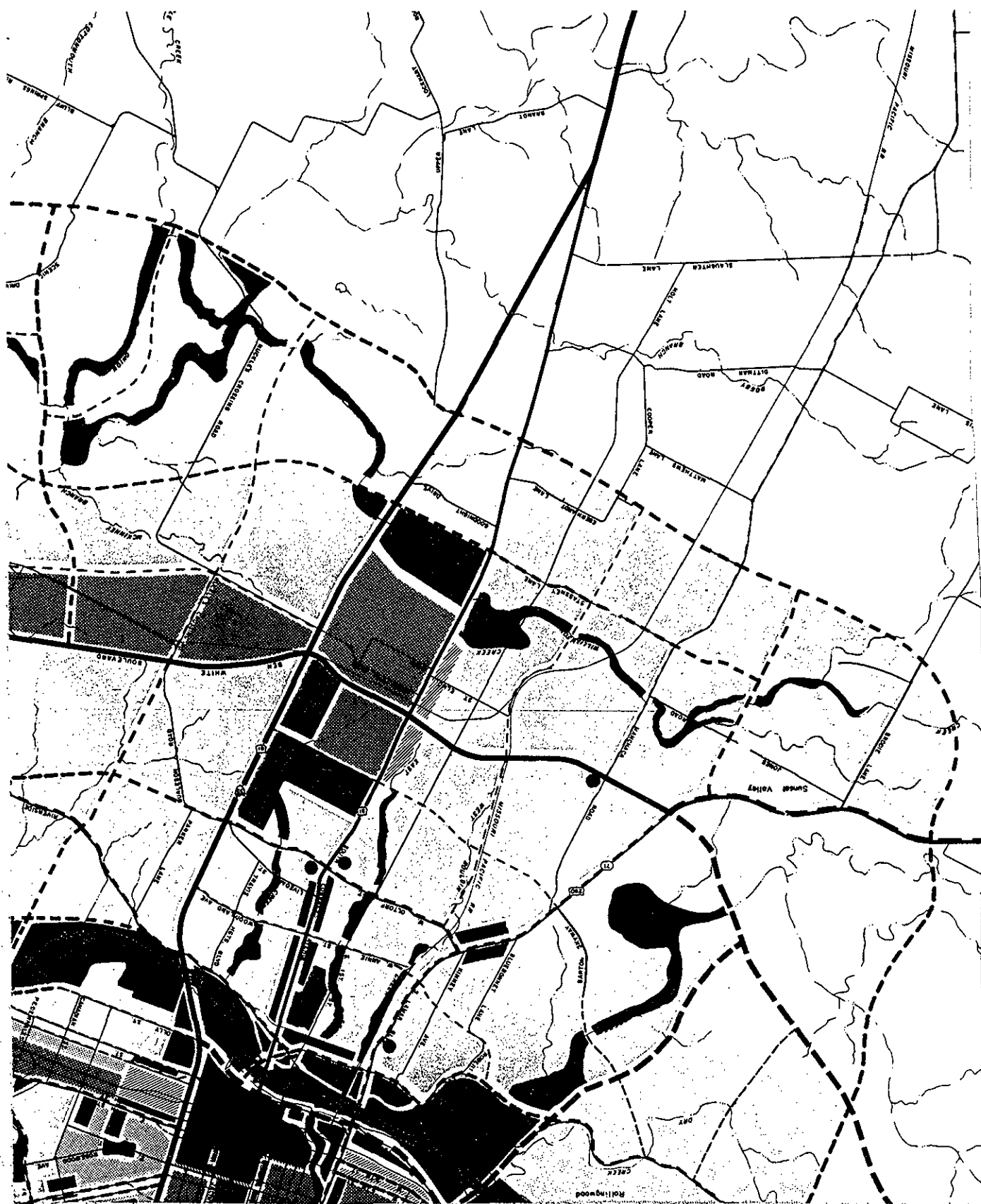


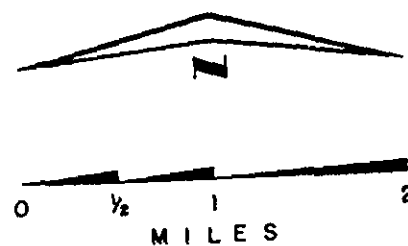
LANO USE

DOWELLING UNITS  
PER ACRE

	SUBURBAN RESIDENTIAL	0.5
	LOW DENSITY RESIDENTIAL	3.0
	MEDIUM DENSITY RESIDENTIAL	8.0
	HIGH DENSITY RESIDENTIAL	15.0
	SHOPPING CENTERS	
	SHOPPING DISTRICTS	
	CENTRAL BUSINESS DISTRICT	
	COMMERCIAL SERVICE AND SEMI-INDUSTRIAL USES	
	MANUFACTURING AND RELATED USES	
	PUBLIC AND SEMI-PUBLIC	
	RECREATION AND OPEN AREAS	







Mayor Palmer introduced the following ordinance:

AN ORDINANCE ORDERING A CHANGE IN USE AND HEIGHT AND AREA AND CHANGING THE USE AND HEIGHT AND AREA MAPS ACCOMPANYING CHAPTER 39 OF THE AUSTIN CITY CODE OF 1954 AS FOLLOWS: (1) AN INTERIOR TRACT OF LAND HAVING DIMENSIONS OF 45 FEET BY 77 FEET WITH AN AREA OF 3465 SQUARE FEET, LOCALLY KNOWN AS THE REAR OF 5610 ADAMS AVENUE (5517 BURNET ROAD), FROM "C" COMMERCIAL DISTRICT TO "C-1" COMMERCIAL DISTRICT; (2) LOTS 32 AND 33, BLOCK 2, BROAD ACRES ADDITION, FROM "A" RESIDENCE DISTRICT AND SECOND HEIGHT AND AREA DISTRICT; (3) A TRACT OF LAND FRONTING 92.5 FEET ON THE WEST RIGHT-OF-WAY LINE OF BURNET ROAD AND APPROXIMATELY 110 FEET ON THE NORTH RIGHT-OF-WAY LINE OF BUELL AVENUE, LOCALLY KNOWN AS 8316-8322 (8304) BURNET ROAD AND 2400-2402 BUELL AVENUE, FROM "A" RESIDENCE DISTRICT TO "GR" GENERAL RETAIL DISTRICT; (4) LOT 23, WENDLANDT AND MULLER SUBDIVISION, FROM "A" RESIDENCE DISTRICT TO "O" OFFICE DISTRICT; (5) AN INTERIOR TRACT OF LAND HAVING DIMENSIONS OF APPROXIMATELY 96 FEET BY 180 FEET WITH AN AREA OF 17,280 SQUARE FEET, LOCALLY KNOWN AS THE REAR OF 2219-2225 (2209) SOUTH FIRST STREET, FROM "A" RESIDENCE DISTRICT TO "C" COMMERCIAL DISTRICT; (6) A. ONE LOT AND ONE ADJOINING TRACT FRONTING APPROXIMATELY 172 FEET ON THE NORTH RIGHT-OF-WAY LINE OF BULL CREEK ROAD; APPROXIMATELY 771 FEET ON THE NORTH RIGHT-OF-WAY LINE OF DRY CREEK DRIVE; APPROXIMATELY 331 FEET ON THE EAST RIGHT-OF-WAY LINE OF MOUNTAINCLIMB DRIVE AND APPROXIMATELY 77 FEET ON THE SOUTH RIGHT-OF-WAY LINE OF HILLBROOK DRIVE, SAME BEING LOT 8, BLOCK F, NORTHWEST HILLS, SECTION 4 AND ADJOINING 0.5 ACRE TRACT, LOCALLY KNOWN AS 3714-3724 BULL CREEK ROAD; 3300-3810 DRY CREEK DRIVE; 5901-5909 MOUNTAINCLIMB DRIVE, AND 3801 HILLBROOK DRIVE, FROM INTERIM "A" RESIDENCE DISTRICT AND INTERIM FIRST HEIGHT AND AREA DISTRICT TO "LR" LOCAL RETAIL DISTRICT AND FIRST HEIGHT AND AREA DISTRICT; B. TRACT 1: LOTS 1, 2 AND 3, BLOCK A, NORTHWEST HILLS, SECTION 4, FROM INTERIM "A" RESIDENCE DISTRICT AND INTERIM FIRST HEIGHT AND AREA TO "O" OFFICE DISTRICT AND FIRST HEIGHT AND AREA DISTRICT; TRACT 2: LOT 1, BLOCK F, NORTHWEST HILLS, SECTION 4, FROM INTERIM "A" RESIDENCE DISTRICT AND INTERIM FIRST HEIGHT AND AREA DISTRICT TO "O" OFFICE DISTRICT AND FIRST HEIGHT AND AREA DISTRICT; (7) A. A TRACT OF LAND LOCATED 150 FEET NORTH OF THE NORTH RIGHT-OF-WAY LINE OF VANDERBILT LANE AND FRONTING 110 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF MIRA LOMA LANE, LOCALLY KNOWN AS 7005-7007 MIRA LOMA LANE, FROM "A" RESIDENCE DISTRICT TO "O" OFFICE DISTRICT; B. A TRACT OF LAND FRONTING 123.95 FEET ALONG THE EAST RIGHT-OF-WAY LINE OF MIRA LOMA LANE AND FRONTING 257.29 FEET



ALONG THE SOUTH RIGHT-OF-WAY LINE OF U. S. HIGHWAY # 20, LOCALLY KNOWN AS 2001-2013 U. S. HIGHWAY # 20 AND 7009-7011 MIRA LOMA LANE, FROM "A" RESIDENCE DISTRICT AND FIRST HEIGHT AND AREA DISTRICT TO "LR" LOCAL RETAIL DISTRICT AND SIXTH HEIGHT AND AREA DISTRICT; (8) LOTS 2-10, C.D.N. SUBDIVISION NO. 2, FROM "A" RESIDENCE DISTRICT TO "BB" RESIDENCE DISTRICT; (9) A TRACT OF LAND FRONTING 136.1 FEET ON THE WEST RIGHT-OF-WAY LINE OF GOODRICH AVENUE, LOCALLY KNOWN AS 2130-2132 GOODRICH AVENUE, FROM "A" RESIDENCE AND "C" COMMERCIAL DISTRICT TO "C" COMMERCIAL DISTRICT; (10) LOT 30, BLOCK 8, UNIVERSITY PARK ADDITION, FROM "A" RESIDENCE DISTRICT TO "O" OFFICE DISTRICT; (11) A TRACT OF LAND FRONTING APPROXIMATELY 280 FEET ON THE NORTH RIGHT-OF-WAY LINE OF EDGECLIFF STREET; APPROXIMATELY 275 FEET ON THE SOUTH RIGHT-OF-WAY LINE OF EDGECLIFF STREET; APPROXIMATELY 120 FEET ON THE WEST RIGHT-OF-WAY LINE OF MANLOVE STREET; AND APPROXIMATELY 760 FEET ON THE EAST RIGHT-OF-WAY LINE OF THE INTERREGIONAL HIGHWAY, LOCALLY KNOWN AS 1204-1304 AND 1301-1307 EDGECLIFF STREET, 900-902 MANLOVE STREET AND 1001-1025 INTERREGIONAL HIGHWAY, FROM "O" OFFICE DISTRICT AND FIRST HEIGHT AND AREA DISTRICT TO "O" OFFICE DISTRICT AND SECOND HEIGHT AND AREA DISTRICT; (12) A PORTION OF THREE LOTS AND AN ADJOINING TRACT FRONTING APPROXIMATELY 490 FEET ON THE EAST RIGHT-OF-WAY LINE OF REDWOOD AVENUE AND APPROXIMATELY 330 FEET ON THE SOUTH RIGHT-OF-WAY LINE OF NEW MANOR ROAD, LOCALLY KNOWN AS 2215-2231 REDWOOD AVENUE AND 4401-4425 NEW MANOR ROAD, FROM "A" RESIDENCE DISTRICT TO "GR" GENERAL RETAIL DISTRICT; ALL OF SAID PROPERTY BEING LOCATED IN AUSTIN, TRAVIS COUNTY, TEXAS; AND SUSPENDING THE RULE REQUIRING THE READING OF ORDINANCES ON THREE SEPARATE DAYS.

The ordinance was read the first time and Councilman White moved that the rule be suspended and the ordinance passed to its second reading. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

The ordinance was read the second time and Councilman White moved that the rule be suspended and the ordinance passed to its third reading. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

The ordinance was read the third time and Councilman White moved that the ordinance be finally passed. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

The Mayor announced that the ordinance had been finally passed.

Mayor Palmer brought up the following zoning application deferred from last week:

A. M. RUNDELL	1501-1511 Sunnyvale St.	From "A" Residence
	1401-10 Summit Street	To "BB" Residence
	1500-06 Elmhurst Drive	NOT Recommended by the
	1405-09 South Inter-	Planning Commission
	regional Highway	

Councilman White stated he had checked with the neighbors, one of whom stated the apartments would knock off his view, and Mr. Rundell was willing to request the change to include only lots 1, 2, 3, and 4 on Sunnyvale, and lots 3 and 4 on Elmhurst. Opposition to any change of any part of the area was expressed by a representative of a group of property owners in the Woodlawn, Elmhurst and Oakridge additions, who had developed a residential district of such quality they did not want it changed or altered. Two recent contracts in the Oakridge area contained a long list of limitations on the property. These people are objecting as they purchased there for exclusive purposes, and did not want the area changed in any way. The Mayor announced no action would be taken today, and the Council would make a personal inspection of the area.

MR. GEORGE MILTON filed some petitions protesting the granting of permission to use unmuffled motors of unlimited horsepower upon--or in boats operated on the Town Lake, as the use of such unmuffled, highpowered motors constitutes a nuisance to the home owners whose homes are located within a radius of several miles of that part of the lake where such boats are permitted to operate. Discussion covered the unusual noises created at the recent boat racing; the unobjectionable noises of the ski show and the desire to encourage this type of tournament; the effects that oils from motors on the lake might have on the water; the desire of many for a quiet lake which would be suitable for swimming, fishing, sailing, and canoeing. After discussion, Councilman Perry moved that the Council establish its policy of not allowing unmuffled motors on the Town Lake at any time that the Council allows a public event or exhibition on the lake. The motion, seconded by Councilman White, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

Former Councilman Bechtol stated accusations had been made that no one was using the lake and that the lake was not fulfilling its purpose. It was his opinion the majority of the people wanted the lake as a quiet lake, and that it was serving its purpose and the people, and he hoped the Council would stand firm in its decision this morning. The City Manager stated the purpose of the lake was to provide a water reservoir for the Power House, and it is certainly providing that purpose; and that was the only justification for the expenditure of the money which could not have been justified for recreational purposes. The lake is a part of the utility system and is fulfilling its purpose and paying for itself. It can of course be used secondarily for other purposes.

MR. JOE PERONNE appeared before the Council regarding the price being offered him for his property on Manchaca Road. He showed the Council by maps what his unique problem was in that he would lose front footage on Manchaca Road due to the pie-shaped tract of land and the right-of-way being acquired by the City. The Assistant City Attorney, MR. DUDLEY FOWLER explained the offer made, and the allowance for the loss of this front-footage along the roadway, stating it was in line with other offers made. After a full explanation by the City Attorney, and after discussion, the Council members stated their belief that Mr. Perrone was being treated fairly and that the severance damages were being included in the price of land. Mr. Peronne stated he wanted to get the Council's idea on the question.

MR. JOE LUNDELL appeared regarding the following zoning application:

MRS. JOHN L. MARTIN	1601-1603 North Congress	From "B" Residence
	Avenue, Sixteenth Street	To "LR" Local Retail
	East 100-02	

He stated he had a building that could be used for a laundry pick-up station without any alterations on the outside. He stated the area was dormant as it was in the State expansion area. He wanted to renew his request to have the zoning changed. The Building Inspector stated this property as an office district would be a non-conforming use, but not as a laundry pick-up station, which would require "LR" Local Retail. The City Attorney stated one thing that could be considered would be a change in the zoning text to permit this under "O" Office. Mayor Palmer told Mr. Lundell the Council would discuss this further and let him know.

Mayor Palmer introduced the following ordinance:

AN ORDINANCE DECLARING THE NECESSITY FOR AND ORDERING THE PAVING AND IMPROVEMENT OF PORTIONS OF CERTAIN STREETS IN THE CITY OF AUSTIN, APPROVING PLANS AND SPECIFICATIONS FOR SUCH WORK, AUTHORIZING THE CITY MANAGER TO ADVERTISE FOR BIDS, DIRECTING THE PREPARATION OF ESTIMATES, INVOKING THE ALTERNATE PROCEDURE PROVIDED BY ARTICLE I, SECTION 5 OF THE CHARTER OF THE CITY OF AUSTIN AND CHAPTER 106 OF THE ACTS OF THE FIRST CALLED SESSION OF THE 40TH LEGISLATURE OF TEXAS, DETERMINING THAT THE COST OF SUCH IMPROVEMENTS SHALL BE PAID BY THE CITY OF AUSTIN, PROVIDING A METHOD OF REIMBURSING THE CITY OF AUSTIN FOR A PORTION OF SUCH COSTS BY ASSESSMENT OF A PORTION OF SUCH COSTS AGAINST

PROPERTY ABUTTING SUCH STREETS OR PORTIONS THEREOF TO BE IMPROVED, AND FOR THE FIXING OF A LIEN TO SECURE PAYMENT OF SUCH ASSESSMENTS, STATING THE TIME AND MANNER PROPOSED FOR PAYMENT OF ALL SUCH COSTS, DIRECTING THE CITY CLERK TO CAUSE A NOTICE OF THE ENACTMENT OF THIS ORDINANCE TO BE FILED IN THE MORTGAGE OR DEED OF TRUST RECORDS OF TRAVIS COUNTY, TEXAS, AND DECLARING AN EMERGENCY. (West 13th Street Alley)

The ordinance was read the first time and Councilman White moved that the rule be suspended and the ordinance passed to its second reading. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

The ordinance was read the second time and Councilman White moved that the rule be suspended and the ordinance passed to its third reading. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

The ordinance was read the third time and Councilman White moved that the ordinance be finally passed. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer  
Noes: None

The Mayor announced that the ordinance had been finally passed.

The City Manager stated in connection with the adoption of the Master Plan, there had been consideration of the possible revision of the zoning ordinance and pointed out some specific changes--that one map would serve all purposes rather than the two maps now required; the use map and the height and area map; that a comparison of the zoning to the actual uses be made; and other changes. He recommended that a Committee be appointed by the Council, such Committee to be composed of an owner of property, a representative of the Real Estate Board, and others; and that the routine work be handled by staff. He recommended along with this, the services of a Consultant to the Planning Director, and pointed out the advantages of a consultant. He named a consultant who had made a proposal and who had estimated the amount and the time it would take. The Director of Planning listed the qualifications of this consultant. The Chairman of the Planning Commission recommended the employment of a consultant to help in the task of revising the zoning ordinance. MR. KINSER recommended outside help on this venture. Councilman Shanks endorsed getting an expert. Councilman Armstrong asked who knew better about all of this than the people who serve here and the Expert that we have already. He suggested sending our representatives around to various cities in our own sections, for information. He suggested if this were not a pressing matter that information be obtained from other cities before this consultant is contracted with. Councilman White suggested getting copies of the various ordinances from all over the country. No action was taken by the Council at this time. The Director of Planning stated

the Planning Commission would submit to the Council a list of possible suggestions for the Special Committee, which should be in operation sometime in July.

MRS. MAE MATTHEWS appeared before the Council making inquiry about the Missouri-Pacific Boulevard right-of-way, stating she had not heard 6th Street mentioned as a part of the Boulevard in some time, as it has been referred to on 5th Street. The Mayor stated the right-of-way would go from 5th to Hancock Drive.

The City Manager distributed copies of a report and recommendation concerning the Retirement System to study, and discussed it briefly. Mayor Palmer stated he had always served on the Retirement Board along with the Mayor, and he would like for the Council to authorize Mayor Pro-tem Perry to set in on the Board with him. Councilman Armstrong moved that the Mayor Pro-tem serve on the Retirement Board. The motion, seconded by Councilman Shanks, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, Mayor Palmer

Noes: None

Not in Council Room when vote was taken: Councilman White

MAYOR PALMER read a letter from the East Austin Methodist Ministers Alliance congratulating and commending the members of the Council and expressing confidence in their judgement and the decisions they must make.

The Assistant City Manager submitted the request of the First Baptist Church to have 28 parking meters on West 10th Street from the alley west blocked off between 8:30 and 11:00 A.M. during Vacation Bible School from June 12-16th. It was brought out these spaces are badly needed in the area; and should the meters be hooded, there was no guarantee that the general public would not use them. The City Manager stated there was a public need for parking in this area. Councilman Shanks moved that the request be denied. The motion, seconded by Councilman Armstrong, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, White, Mayor Palmer

Noes: None

Mayor Palmer announced that MR. HUBERT JONES, Austin Housing Authority, had asked the Council to indicate some day preferably this next week, when it could drive with the Housing Authority members to San Antonio to see the new building for elderly people. The Mayor stated he would let him know.

Councilman Armstrong brought up a tax situation pertaining to equipment that is not in Austin, and suggested that if the person could show his home office is in Austin, and he has highway equipment stationed elsewhere and the equipment is being taxed elsewhere; that if the owner produced his tax receipts from the other location, he be removed from the tax rolls in Austin, as he should not be burdened with double taxation. The City Manager explained the law applicable in cases as this. Mayor Palmer stated this would need a lot of study and discussion by the Council.

Councilman Armstrong reported a drainage problem on the property of A. L. DAVIS on Manor Road. The matter was referred to the Director of Public Works.

Councilman Armstrong commended the departments that show interest in the public to be accomodating, and cited an example of people going to one department and being referred to another and one man personally taking them to the other department. He stated this was good public relations work.

Councilman Armstrong offered the following resolution and moved its adoption:

(RESOLUTION)

WHEREAS, the City Council of the City of Austin has found that public necessity requires the construction of a sanitary sewer line in the City of Austin to provide for the safe elimination of sewage in the watershed of the north branch of Little Walnut Creek in the City of Austin; and,

WHEREAS, the City Council has found and determined that public necessity requires the acquisition of an easement ten (10) feet in width across the hereinafter described tract of land for right-of-way to permit the construction of the aforesaid sanitary sewer line; and,

WHEREAS, the City of Austin has negotiated with the owner of said land and has been unable to agree with such owner as to the fair cash market value of such easement; Now, Therefore,

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

That the City Manager be and he is hereby authorized and directed to file or cause to be filed against all owners and lienholders, a suit in eminent domain to acquire the hereinafter described easement for sanitary sewer purposes across the hereinafter described tract of land:

A strip of land ten (10.00) feet in width, same being out of and a part of Lots No. 1 and 9 of the H. A. and J. G. Fitzhugh Subdivision of the R. A. Rutherford Farms in the James P. Wallace Survey No. 57 in Travis County, Texas, according to the map or plat of said subdivision of record in Book 1, at page 108 of the Plat Records of Travis County, Texas, which said Lots 1 and 9 were demised to Annie M. Davis by Last Will and Testament of Miss Amanda Anderson dated August 27, 1953 of record in Volume 198 at page 11 of the Probate Minutes of Travis County, Texas, Probate Proceedings Cause No. 18,904; the centerline of said strip of land ten (10.00) feet in width being more particularly described as follows:

BEGINNING at a point in a northwest line of the aforesaid Lot No. 9 and from which point of beginning the most northerly corner of said Lot No. 9 bears N 87° 30' E 86.59 feet;

THENCE, S. 81° 25' E 131.65 feet to a point;

THENCE, S 73° 04' E 245.35 feet to a point;

THENCE, S 53° 40' E 325.00 feet to a point;

THENCE, S 30° 25' E 420.00 feet to a point;

THENCE, S 1° 43' E 252.04 feet to a point;

THENCE, S 27° 12' E to point of termination in a southeast line of said Lot No. 9, same being the northwest Right-of-Way line of Cameron Road.

AND in addition thereto a temporary working space easement ten (10.00) feet in width to cover the period of original installation is to be retained adjacent and parallel to the north and south lines of the above described easement.

The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, Mayor Palmer

Noes: None

Not in Council Room when the roll was called: Councilman White

The Mayor read a letter from the Attorney for Mr. Claggett regarding property on the town lake.

Councilman Armstrong moved that in the interest of bringing every conceivable convention to Austin and to help further the idea that this is a "convention city", the City Manager be authorized to advertise for bids for the committee rooms at the Auditorium. The motion, seconded by Councilman Perry, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, Mayor Palmer

Noes: None

Not in Council Room when the roll was called: Councilman White

The Council asked that the City Manager bring back the recommendation on the summer rates for the Auditorium next week.

The City Attorney went over various items in a letter written by Mr. Nelson Puett to the Council.

There being no further business Councilman Shanks moved that the Council adjourn. The motion, seconded by Councilman Armstrong, carried by the following vote:

Ayes: Councilmen Armstrong, Perry, Shanks, Mayor Palmer

Noes: None

Not in Council Room when the roll was called: Councilman White

The Council adjourned at 3:30 P.M., subject to the call of the Mayor.

ATTEST:

Elmer Hooley  
City Clerk

APPROVED

Lucas E. Palmer  
Mayor