ORDINANCE NO. 040401-Z-2

AN ORDINANCE AMENDING THE AUSTIN TOMORROW COMPREHENSIVE PLAN BY ADOPTING THE CRESTVIEW/WOOTEN COMBINED 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) 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 Winter of 2002, the Crestview/Wooten neighborhood was selected to work with the City to complete a neighborhood plan. The Crestview/Wooten Combined 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. City Council directed the Planning Commission to consider the plan in a 2002 resolution. During the planning process, the Crestview/Wooten 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 workshops;

(6) community-wide meetings; and

(7) neighborhood final survey.

(D) The Crestview/Wooten Combined Neighborhood Plan recommends action by the neighborhood planning team, the City, and by other agencies to preserve and improve the neighborhood. The Crestview/Wooten Combined Neighborhood Plan has eighteen major goals:

(1) Preserve single-family character of the neighborhood during new development or redevelopment;

(2) Preserve and enhance existing neighborhood friendly businesses and encourage new neighborhood friendly businesses in appropriate locations;

(3) Enhance the safety and attractiveness of the neighborhoods;

(4) Maintain and enhance the single-family residential areas as well as existing community facilities and institutions in the Crestview and Wooten neighborhoods;

(5) Promote enhancement of major corridors by encouraging high quality development and redevelopment and discouraging strip development;

(6) Promote enhancement of major corridors by encouraging high quality and a mix of neighborhood serving development and redevelopment;

(7) Target and encourage redevelopment of dilapidated or vacant multifamily structures into high-quality multifamily structures;

(8) Increase alternatives to driving by improving routes, facilities, and access for pedestrians, bicycles and public transportation;

(9) Improve routes for pedestrians, bicycles, and public transportation including preservation of existing bus routes;

(10) Maintain a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major corridors and preserving and enhancing neighborhood friendly streets;

(11) Provide safe accessible routes for residents of all mobility levels;

(12) Encourage the use of major corridors by all traffic from outside the neighborhood and discourage this traffic from using interior streets;

(13) Plan for the possibility of rapid transit while preserving the freedom of neighborhoods and individuals to choose or oppose rapid transit;

(14) Provide better connection between corridors to reduce neighborhood cut-through traffic;

(15) Enhance the safety and attractiveness of the neighborhood;

(16) Enhance and add landscaping, green spaces, and recreational opportunities throughout the neighborhood;

(17) Promote good stewardship of the environment and reduce existing sources of pollution; and

(18) Minimize noise and light pollution from parks into residential areas.

(E) On February 10, 2004, the Planning Commission held a public hearing on the Crestview/Wooten Combined Neighborhood Plan and recommended adoption of the Plan.

(F) The Crestview/Wooten Combined Neighborhood Plan is appropriate for adoption as an element of the Austin Tomorrow Comprehensive Plan. The Crestview/Wooten Combined Neighborhood Plan furthers the City Council's goal of achieving appropriate, compatible development within the area. The Crestview/Wooten Combined Neighborhood Plan is necessary and desirable to establish and implement policies for growth, development, and beautification in the area.

PART 2. Adoption and Direction.

(A) Chapter 5 of the Austin Tomorrow Comprehensive Plan is amended to add the Crestview/Wooten Combined Neighborhood Plan as Section 17 of the Plan, as set forth in Exhibit A to this ordinance, which is incorporated as part of this ordinance.

(B) The City Manager shall prepare zoning cases consistent with the land use recommendations in the Plan.

(C) The City Manager shall provide periodic updates to the City Council on the status of the implementation of the Crestview/Wooten Combined Neighborhood Plan.

(D) The specific provisions of the Crestview/Wooten Combined Neighborhood Plan take precedence over any conflicting general provision in the Austin Tomorrow Comprehensive Plan.

EXHIBIT A

PART 3. This ordinance takes effect on April 12, 2004.

PASSED AND APPROVED

April 1, 2004 § § § Will Wynn
Mayor

APPROVED: David Allan Smith
City Attorney

ATTEST: Shirley A. Brown
City Clerk

The Crestview/Wooten Combined Neighborhood Plan

An Amendment to the
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan:
Chapter 5
Section 17
Exhibit A

April 1, 2004

Crestview/Wooten Combined Neighborhood Plan

CITY COUNCIL

Mayor Will Wynn

Mayor Pro Tem Jackie Goodman

CITY COUNCIL MEMBERS

Raul Alvarez
Betty Dunkerley
Brewster McCracken
Daryl Slusher
Danny Thomas

CITY MANAGER

Toby Futrell

ASSISTANT CITY MANAGER

Lisa Y. Gordon

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

By adopting the plan, the City Council demonstrates the City' s commitment to the implementation of the plan. However, every recommendation listed in this plan will require separate and specific implementation. Adoption of the plan does not begin the implementation of any recommendation. Approval of the plan does not legally obligate the City to implement any particular recommendation. 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.

Acknowledgements

The following organizations and businesses made significant contributions to the creation of this plan:

- All Participants in the Neighborhood Planning Process
- Redeemer Lutheran Church
- Wooten Elementary
- Burnet Middle School
- Pizza Terra
- Crestview Baptist Church

Neighborhood Plan Contact Team Members

Mike Boyle
Sandy Dochen
Chip Harris
Jeff Lafite
Patsy Lamme
Dana Lockler
Pam Mathison
Stephanie L. Phillips
Steve Rogers
Carolyn Spock

List of Abbreviations

City Departments and Programs:

AE	Austin Energy
AFD	Austin Fire Department
APD	Austin Police Department
BOA	Board of Adjustment
NHCD	Neighborhood Housing and Community Development Department
NPZD	Neighborhood Planning and Zoning Department
PARD	Parks and Recreation Department
PWT	Public Works and Transportation
SWS	Solid Waste Services Department
TPSD	Transportation, Planning, and Sustainability Department
WPDR	Watershed Protection and Development Review Department

Other Abbreviations:

CAMPO	Capital Area Metropolitan Planning Organization
CMTA	Capital Metropolitan Transit Agency
KAB	Keep Austin Beautiful

City Staff Acknowledgements

Scott Whiteman, Lead Planner
Kathleen Welder, Planner
Kelly Crouch, Planner
Wendy Walsh, Zoning Planner
Ricardo Soliz, Neighborhood Planning Manager
Alice Glasco, Director Neighborhood Planning and Zoning

Other NPZD staff that lent assistance and support for this Plan include:

Brian Block
Tom Bolt
Jackie Chuter
Gladys Clemons
Matthew Christianson
Greg Guernsey
Lisa Kocich
Sonya Lopez
Laura Patlove
Annie Pennie
Steven Rossiter
Kristen Strobel
Mark Walters
Eddie Washington

Other City Staff that lent assistance and support for this Plan include:

Steve Barney, NHCD
Officer Mark Becker, APD
Gina Copic, NHCD
Susan Daniels, TPSD
Gordon Derr, TPSD
Linda Dupriest, TPSD
Karen Grotefend, WPDR
Stuart Hersh, NHCD
Janet Howard, TPSD
Greg Kiloh, TPSD
Jana McCann, TPSD
Samileh Mozafari , TPSD
Laura Watkins, TPSD

For more information on the Crestview/Wooten Combined Neighborhood Plan or the City of Austin Neighborhood Planning Program, please contact the Neighborhood Planning and Zoning Department:

Neighborhood Planning and Zoning Department
City of Austin
P.O. Box 1088
Austin, TX 78767
Phone: 512.974.7668
Fax: 512.974.6054
Email: npzd@ci.austin.tx.us
Web: www.ci.austin.tx.us/zoning

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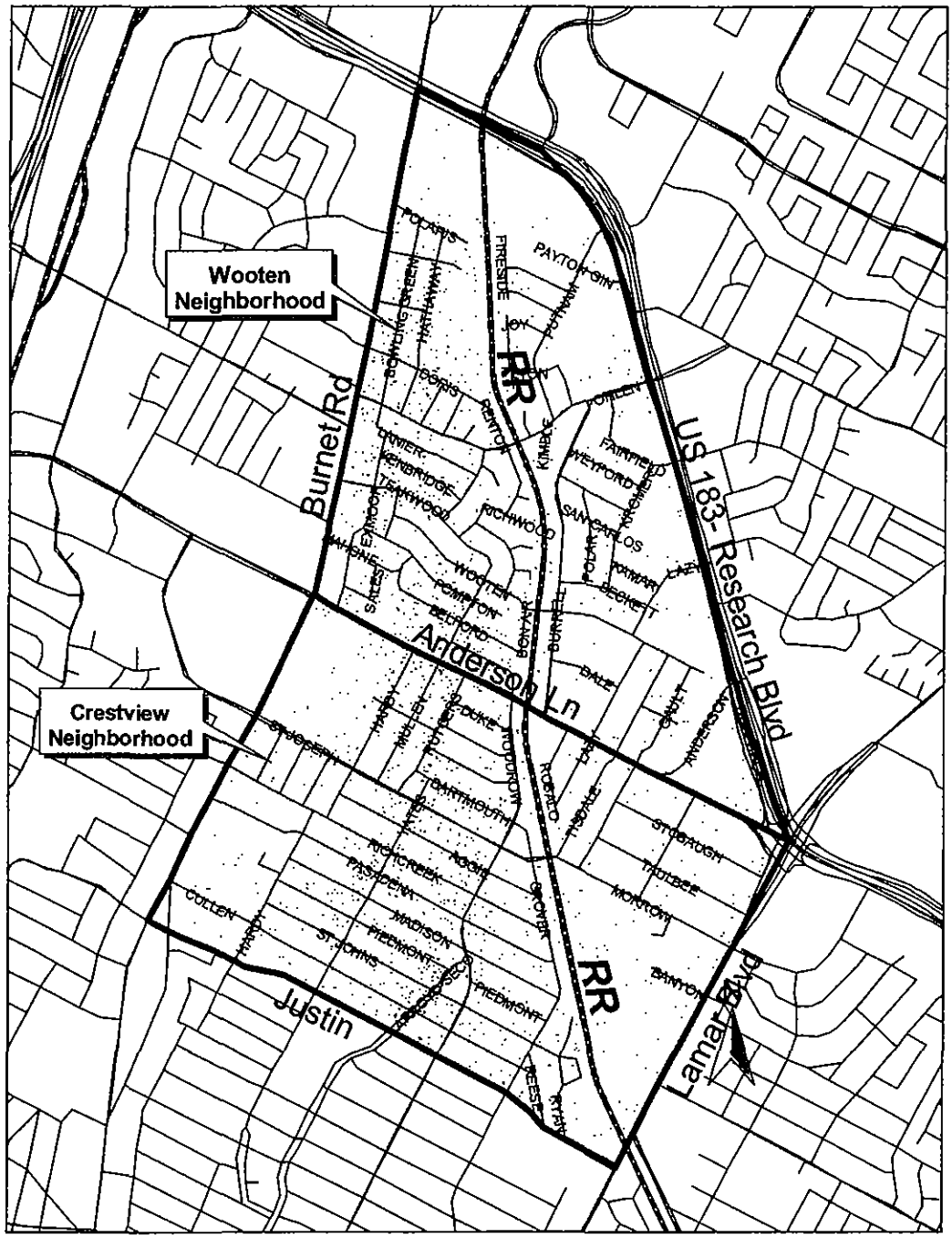


Crestview/Wooten Combined Neighborhood Planning Area Base Map

Introduction

The Planning Area

The Combined Planning Area is comprised of two individual planning areas, Crestview and Wooten. The boundaries of the Crestview Neighborhood Planning Area are Anderson Lane to the north, Lamar Boulevard on the west, Justin Lane on the south, and Burnet Road to the east. The boundaries of the Wooten Neighborhood Planning Area are US Highway 183 on the north and west, Anderson Lane on the south and Burnet Road on the east. These areas were reviewed and planned as one unit and all neighborhood groups, residents, property and business owners, and non-resident property owners were invited to participate in the planning process. The result was the Crestview/Wooten Combined Neighborhood Plan.

The planning process began in January 2003, and regular meetings were held through October 2003. The main components of the Plan are

- Land Use
- Zoning
- Transportation
- Urban Design
- Quality of Life Issues

The purpose of this Plan is to improve the neighborhoods within these Planning Areas and to guide future development. A separate ordinance has been adopted that implements the specific zoning recommendations made as part of the plan's land use recommendations. The voluntary urban design guidelines have been included to encourage quality development.

The Neighborhood Planning Process

Over the course of eleven months, City staff worked with community stakeholders (property owners, business owners, and residents) to develop the Crestview/Wooten Combined Neighborhood Plan. Concurrent with fieldwork, Neighborhood Planning staff researched area demographics and collected background information on land use, existing conditions, and current or proposed City of Austin Capital Improvement Projects (CIP) affecting the neighborhood. In the Winter 2002, staff held an outreach meeting with established neighborhood associations and institutions in the area. This meeting was held to provide information about the neighborhood planning process and to request assistance with outreach efforts to all neighborhood stakeholders.

The Initial Neighborhood Survey

In November 2002, the Initial Neighborhood Survey was mailed to every resident, property owner and business owner in the planning area. The response rate was

12.9%, or 669 returned surveys. The results of the survey provided a starting point to begin the planning process. See **Appendix Two** for the Initial Neighborhood Survey results.

Participant signs in at Workshop One at Redeemer Lutheran Church

Workshop One
The official "kick-off" of the planning process was held on January 25, 2003. More than 175 people attended—which was at that time the greatest number of people to attend a City of Austin Neighborhood Planning meeting. During the meeting, the neighborhood planning process was explained and staff presented a neighborhood profile that included existing land use maps, results from the initial survey, and demographic information. After the presentations, participants asked questions, responded to the results of the survey, and clarified information for staff. Following this discussion, people engaged in the **PARK** brainstorming exercise. In this exercise, people were asked what they wanted to **P**reserve, **A**dd, **R**emove, and **K**eep out of their neighborhoods. The results of this exercise and the survey results provided the groundwork for developing a vision and goals for the plan.

Notices for this workshop, as for the Second Workshop held nine months later, were mailed to all residents, business owners and property owners in the area.

Focus Groups
Using information from the Initial Neighborhood Survey and Workshop One as a starting point, participants worked with staff over the course of several smaller focus group meetings to create a vision and goals for the plan, develop a Future Land Use Map (FLUM), and craft objectives and recommendations to realize the goals for each element of the plan. The topics of these focus groups were

- Vision and Goals
- Land Use and Zoning
- Services Forum (citizens were given an opportunity to discuss City of Austin service delivery issues that fall outside of the purview of the Neighborhood Planning process with the respective city departments)
- Transportation
- Transit
- Urban Design and History

There was considerable community interest in the land use and zoning components of the plan. In response, two additional land use and three additional zoning focus groups were held.

Final Survey

In previous neighborhood planning efforts copies of the draft plan's goals, objectives, and recommendations along with a final survey were mailed to all residents, property owners, and businesses in a planning area. However, due to severe budgetary constraints, a notice was sent in early September 2003 to the same group of stakeholders informing them where the draft Crestview/Wooten Combined Neighborhood Plan and a survey response form could be found on the World Wide Web. This mailing also contained a postage-paid return envelope and the time, date, and place of the Final Workshop. Those individuals without Web access or those who wanted a physical copy of the draft plan were provided the contact information of Neighborhood Planning staff who could mail them a hard copy Information gathered through the final survey was used to refine the plan. See **Appendix Four** for final survey results.

Workshop Two

The final workshop was held on September 20, 2003 with approximately 40 people attending. At the workshop, staff presented the draft Neighborhood Plan, and participants asked questions and commented on the draft plan. Along with the final survey results, information gathered at the second workshop was used to refine the plan.

Planning Commission

After two workshops, ten focus groups, and other meetings with neighborhood associations and other interested parties, the plan was finalized. It was presented to the Planning Commission on February 10, 2004 and approved unanimously

Record of Public Meetings

Meeting Date	Purpose	Attendees
1/25/03	**Workshop One** Introduce Neighborhood Planning, gather input from residents, present initial survey results and demographic information.	**173**
2/18/03	**Vision and Goals Focus Group** Create a collective vision for the community and write goal statements that serve as the plan's foundation.	**42**
3/24/03	**Land Use Focus Group I** Provide an overview of land use and introduce zoning; discuss staff suggestions for land use map, evaluate areas that require more in-depth analysis.	**27**
4/15/03	**Transportation Focus Group** Discuss recommendations for streets, sidewalks, bike routes and busses.	**25**

Crestview/Wooten Combined Neighborhood Plan

5/3/03	**Land Use Focus Group II** Presentation by Stuart Hersh from Neighborhood Housing. Small groups worked more on the future land use map.	**30**
5/28/03	**Services Forum** Representatives from APD, PARD, TPSD, and Code Enforcement came to discuss neighbor's concerns about ongoing City service issues.	**20**
6/14/03	**Land Use Focus Group – Crestview** Worked with Crestview stakeholders to address areas that were postponed for discussion at previous LU meetings.	**20**
6/24/03	**Land Use and Zoning Focus Group** Introduced to stakeholders from both Crestview and Wooten basic zoning principles and how they apply to their neighborhoods.	**25**
7/8/03	**Transit Focus Group** Presentation by representatives from Capital Metro, Parsons Brinkerhoff (transit design firm), and TPSD about the plans for implementing commuter and light rail in Austin.	**40**
7/29/03	**Rezoning Meeting** This meeting focused on questions and concerns from property owners who would be rezoned as a part of the plan.	**50**
8/20/03	**Urban Design and History Meeting** Read through suggested urban design guideline to tailor to this area. Collected information about the history of the area and asked long-time residents for input.	**19**
9/20/03	**Workshop Two** Presented and received feedback on the draft Neighborhood Plan.	**40**
10/1/03	**Plan Revisions Meeting** Presented final survey results and proposed changes to the draft plan	**50**
11/19/03	**General Update Meeting** Presented additional updates/revisions to the plan since the last meeting; discussed adoption schedule	**27**
12/16/03	**Zoning Update Meeting** Discussed additional zoning change and conditional overlay proposals	**16**

Vision and Goals

The community vision describes how the community wants the social, physical, and economic character of the neighborhood to evolve in the near and distant future socially, physically, and economically by identifying and describing a future state. The established vision here serves as the guiding sentiment framework for the neighborhood plan. The plan provides recommendations and strategies to achieve the community's vision.

Vision

Preserve the character of the neighborhood by encouraging owner-occupied single-family housing offering diversity, pride of ownership, and a sense of community. Promote small neighborhood-oriented businesses and services where appropriate. Maintain and encourage accessible, quiet, clean, safe, and pedestrian and bike friendly neighborhoods, with tree-lined streets and a park-like feel.

Goals

Land Use Goals

1. Maintain and enhance the single-family residential areas as well as existing community facilities and institutions in the Crestview and Wooten neighborhoods.

2. Preserve and enhance existing neighborhood friendly businesses and encourage neighborhood friendly ones in appropriate locations.

3. Any new development or redevelopment should respect and complement the single-family character of the neighborhood.

4. Target and encourage redevelopment of dilapidated or vacant multi-family structures into quality multi-family.

5. Promote enhancement of major corridors by encouraging better quality and a mix of neighborhood serving development and redevelopment and discouraging strip development.

Transportation Goals

1. Increase alternatives to driving by improving routes and facilities, access for pedestrians, bicycles, and public transportation.

2. Preserve and improve routes for pedestrians, bicycles and public transportation.

3. Maintain a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major corridors and preserving and enhancing neighborhood-friendly streets.

4. Provide safe accessible routes for residents of all mobility levels.

5. Encourage the use of major corridors by all traffic generated outside the neighborhood, and discourage that traffic from using interior streets.

6. Provide better connection between corridors to reduce neighborhood cut through traffic.

7. Maintain each neighborhood's and each individual's freedom to choose or oppose rapid transit, but plan for the possibility.

Quality of Life Goals

1. Enhance Safety and Attractiveness of the Neighborhoods.
2. Enhance and Add Landscaping, Green Spaces, and Recreation Opportunities Throughout the Neighborhood.
3. Promote Good Stewardship of the Environment and Reduce Existing Sources of Pollution.
4. Minimize Noise and Light Pollution from Residential Areas.

Top Action Items

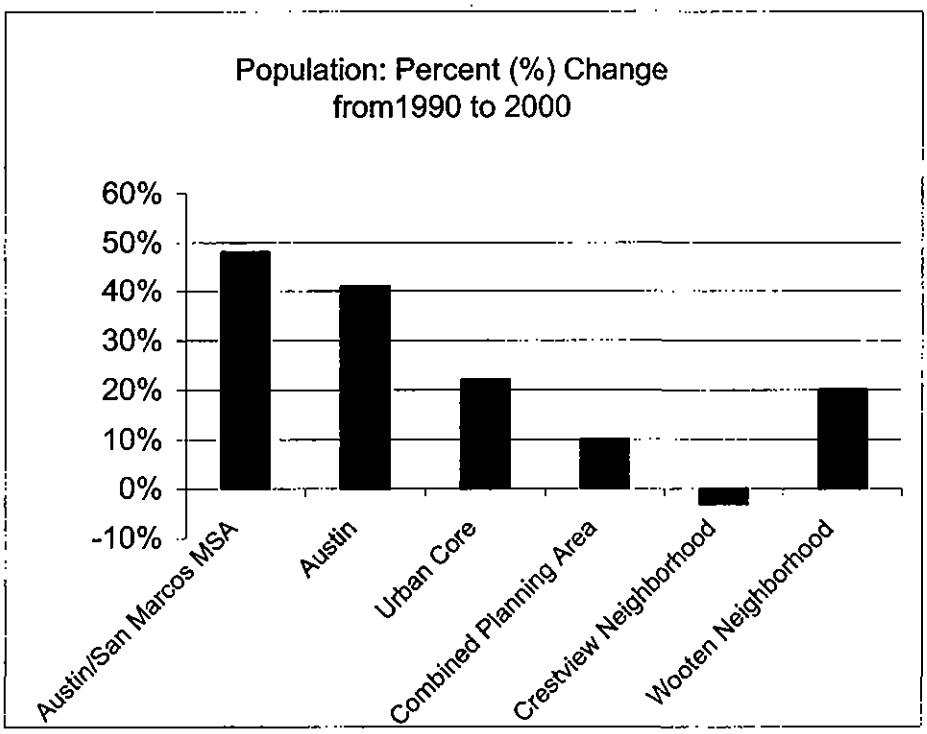
1. Preserve the open space and recreational areas on the Huntsman Petrochemical site.
2. Complete the sidewalk on the north side of Ohlen Road.
3. Existing single-family residential areas should retain single-family zoning.
4. Complete the sidewalk on Grover Avenue.
5. Preserve the Crestview Shopping Center.
6. Complete the other requested neighborhood sidewalks.
7. Add improvements to Wooten Park.
8. Discourage commercial uses from "creeping" away from the commercial corridors.
9. Encourage the redevelopment and enhancement of Wooten Park Drive.
10. *Maintain the current turning restrictions at the intersection of* Lamar Boulevard and Morrow Street.

Demographic Profile

Population

Between the 1990 and 2000 census, Austin's population increased by forty-one percent (41%), and its Urban Core* grew by twenty-two percent (22%). The Wooten Neighborhood Planning Area grew at almost the same rate, with a nineteen percent (19%) increase. On the other hand, the Crestview Neighborhood population declined by three percent (3%), or 106 people—making it the planning area with the second largest decrease in population in the city.

Area	1990	2000	% Change
Austin/San Marcos MSA	846,227	1,249,763	48%
Austin	465,622	656,562	41%
Urban Core	291,423	356,013	22%
Crestview/Wooten Combined Planning Area	9,036	9,918	10%
Crestview Neighborhood	4,074	3,968	-3%
Wooten Neighborhood	4,962	5,950	19%



* As of adoption of this Plan, the boundaries of the Urban Core are defined as Duval Road to the north, 183/Ed Bluestein and Dessau Road/Cameron Road to the east, Stassney, Williamson Creek, and Burleson Road to the south, and MOPAC/Loop 1 and S. Lamar to the west.

Ethnic Composition

The ethnic composition of the Crestview/Wooten Combined Planning Area experienced notable changes during the decade of the 1990s that were generally reflected throughout the Urban Core. There was a modest ten percent (10%) decline in the White population, whereas the Hispanic population dramatically increased by seventy-six percent (76%). Whites comprise a majority of the population in the Combined Planning Area, although a much smaller one than in 1990. The Black population in the neighborhoods decreased by sixteen percent (16%) and the Asian population increased by eight percent (8%). Both of these ethnic groups remain relatively small compared to the White and Hispanic populations.

Percent (%) Change of Ethnic Group Populations

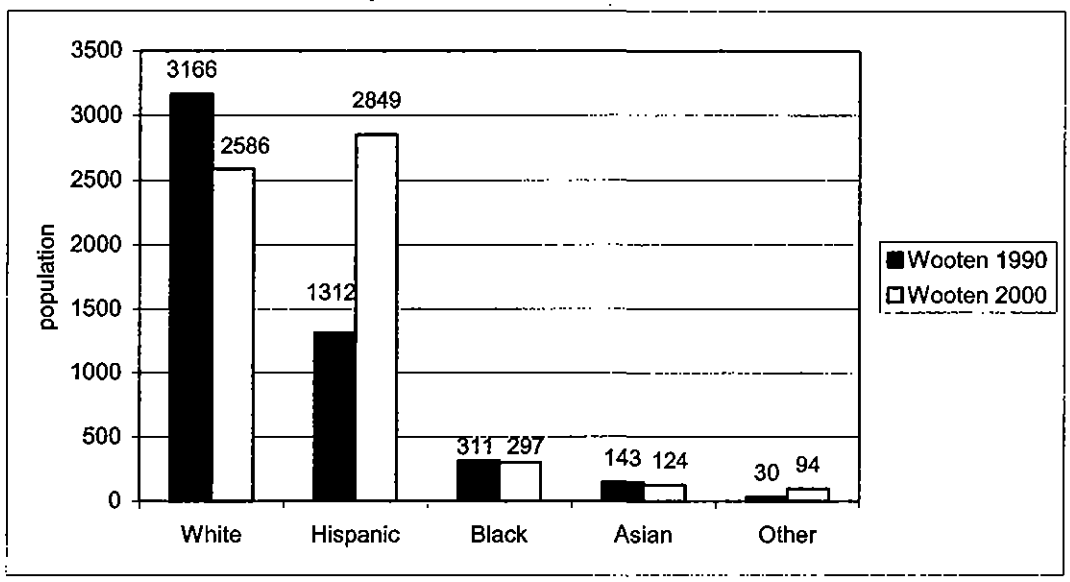
Ethnic Group	Crestview	Wooten	Combined	Urban Core
White	-3%	-18%	-10%	-4%
Black	-52%	-5%	-16%	0%
Hispanic	-11%	117%	76%	73%
Asian	128%	-13%	8%	121%

Ethnic Groups as a Percentage (%) of Total Population

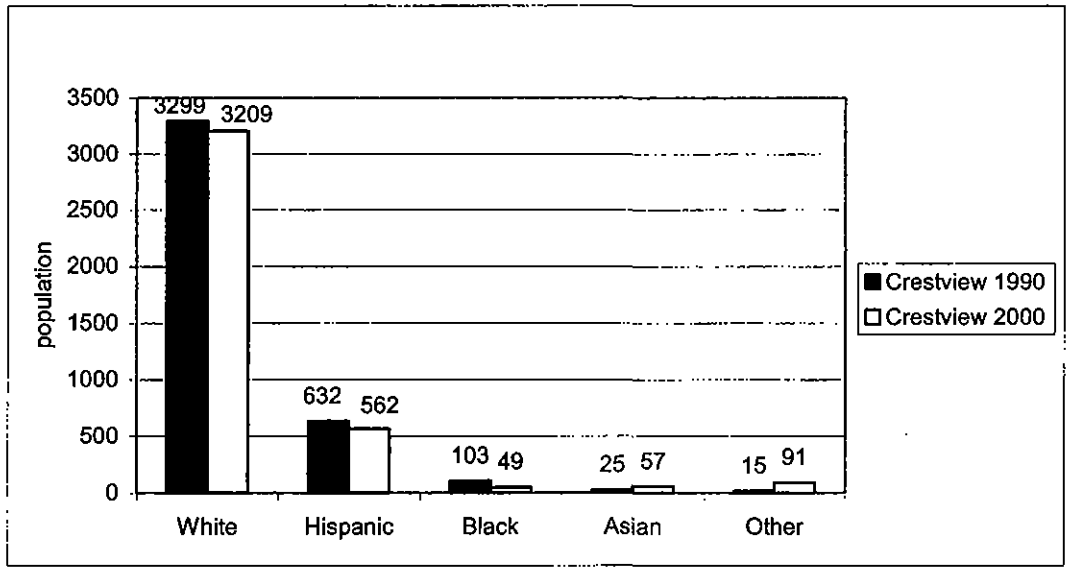
Ethnic Group	Crestview/ Wooten 1990	Urban Core 1990	Crestview/ Wooten 2000	Urban Core 2000
White	72%	54%	58%	43%
Black	5%	15%	3%	13%
Hispanic	22%	28%	34%	40%
Asian	2%	3%	2%	4%

The trends in the Planning Area as a combined unit generally reflected those of the Urban Core. A closer look, however, reveals significant differences between trends in the individual Crestview and Wooten Neighborhood Planning Areas. In Crestview, the overall ethnic composition remained relatively unchanged—with the White population maintaining a significant majority. Meanwhile, the White and Hispanic group demographics in Wooten changed significantly. The Hispanic population increased by 117%, making it the majority ethnic group in the neighborhood. Wooten's White population as a percentage of the total decreased accordingly.

Ethnic Group Totals in 1990 and 2000 - Wooten



Ethnic Group Totals in 1990 and 2000 - Crestview



Age Groups

The breakdown of age groups in the 1990 and 2000 census in Crestview/Wooten Combined is strikingly similar to percentages in the Urban Core. One notable difference is its smaller percentage of 18 to 24 year olds, since an unusually heavy concentration of 18 to 24 year old students live in other Urban Core planning areas near the University of Texas and other Austin colleges.

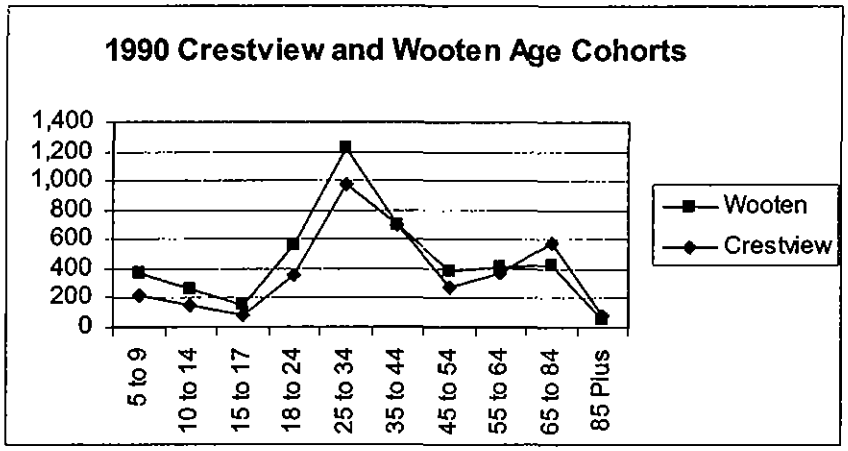
Age Group as Percentage (%) of Total Population in 1990 and 2000

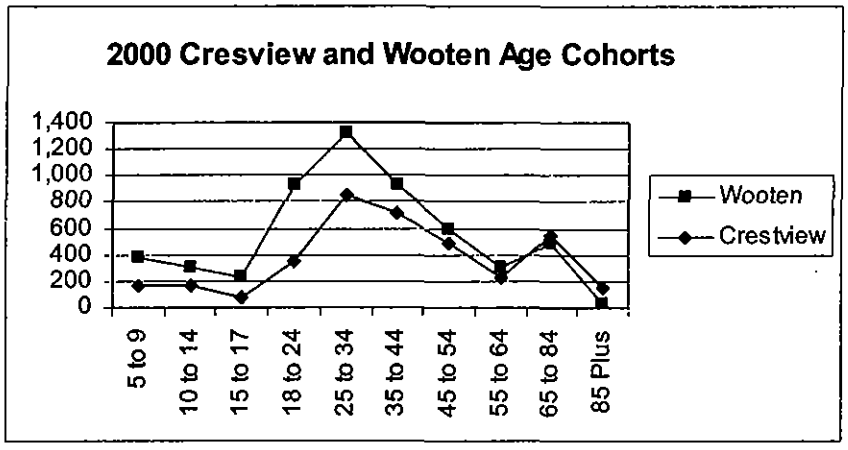
Age Group	Crestview/ Wooten 1990	Urban Core 1990	Crestview/ Wooten 2000	Urban Core 2000
Under 5 years	8%	7%	7%	7%
5 to 17 years	14%	14%	14%	14%
18 to 24 years	10%	22%	13%	22%
25 to 44 years	40%	36%	39%	36%
45 to 54 years	7%	7%	11%	10%
55 to 64 years	9%	6%	5%	5%
65 to 84 years	11%	7%	11%	6%
85 years and over	2%	1%	2%	1%

Percent (%) Change of Age Group Population from 1990 to 2000

Age Group	Crestview	Wooten	Combined	Urban Core
Under 5 years	-30%	6%	-7%	20%
5 to 17 years	-7%	17%	9%	21%
18 to 24 years	-2%	67%	40%	22%
25 to 44 years	-6%	17%	7%	21%
45 to 54 years	72%	52%	61%	70%
55 to 64 years	-38%	-26%	-32%	5%
65 to 84 years	-3%	13%	4%	-1%
85 years and over	80%	-53%	27%	9%

Between 1990 and 2000, all but two of the age groups in Crestview lost population. This is to be expected in view of its overall population decline. Therefore, the increases in Crestview are interesting to note. Crestview had the second highest increase of persons 85 years and older in the Urban Core. Its population of persons 45 to 55 years old increased as well. North of Anderson Lane, the Wooten Planning Area had the third biggest *decrease* in the Urban Core of people 85 years and older. Meanwhile, its percentage of 18 to 24 year olds swelled by 67%. Finally, both Crestview and Wooten were among the top five planning areas in the Urban Core for decline in population aged 55 to 64.





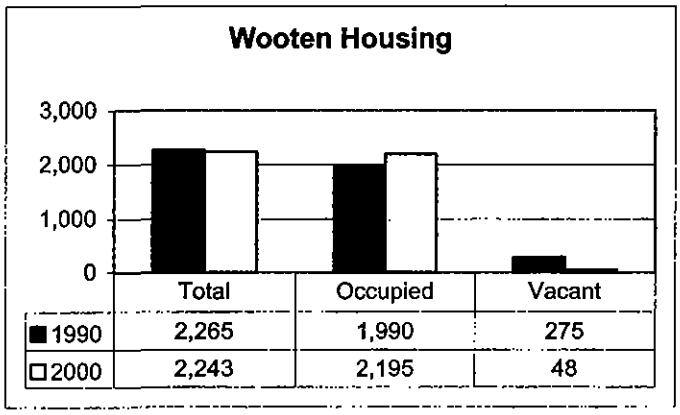
Housing

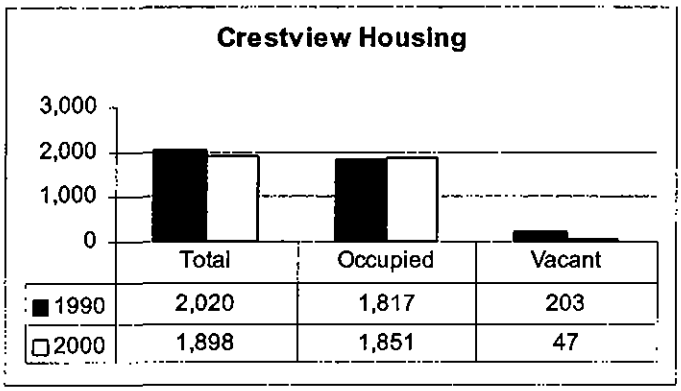
Neither Crestview nor Wooten experienced the rapid increase in housing that was common in much of the Urban Core during the last decade. Both of these neighborhoods actually lost housing units between 1990 and 2000. Only the Chestnut and Central East Austin Planning Areas lost a larger percentage of housing units than Crestview of all planning areas in the Urban Core.

Vacancy rates declined significantly in both planning areas in accordance with the economic and population boom experienced throughout Austin during the 1990s. Household size changes make sense in light of the age group percentages and changes in the Planning Areas (i.e. Crestview is older, Wooten is younger). The average household size in Crestview decreased from 2.2 to 2.1 persons, while the household in Wooten increased form 2.5 to 2.7 persons.

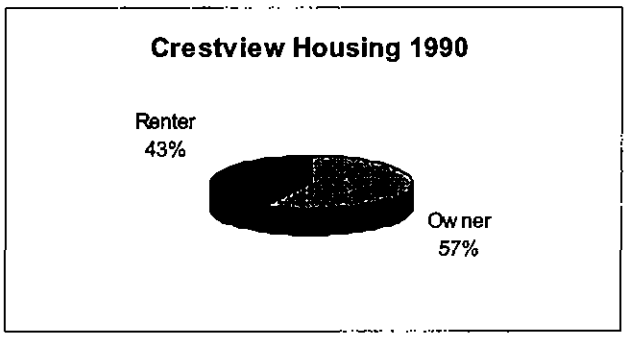
Housing Changes from 1990 to 2000

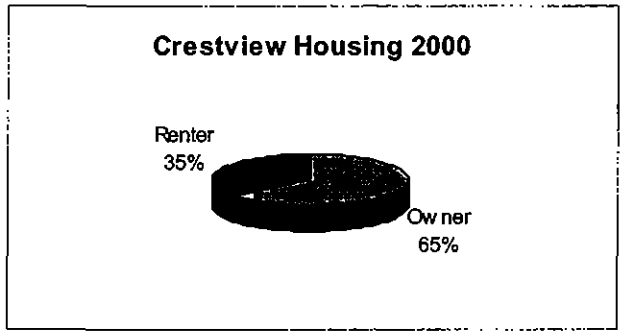
	Crestview	Wooten	Combined	Urban Core
Total housing units 1990	2,020	2,265	4,285	142,582
Total housing units 2000	1,898	2,243	4,141	148,801
% Change in Housing Units	-6.0%	-1.0%	-3.4%	4.4%
Vacant housing units 1990	203	275	478	18,853
Vacant housing units 2000	47	48	95	14,927
% Change in Vacant Housing	-76.8%	-82.5%	-89.1%	-20.9%
Owner Occupied 1990	1,043	812	1,855	39,419
Owner Occupied 2000	1,194	899	2,093	47,286
% Change in Owner Occupancy	14.5%	10.7%	12.8%	20.0%
Renter Occupied 1990	774	1,178	1,952	82,794
Renter Occupied 2000	657	1,296	1,953	95,830
% Change in Renter Occupancy	-15.2%	10%	0%	15.7%
Household size 1990	2.2	2.5	2.3	2.2
Household size 2000	2.1	2.7	2.4	2.4
Change in household size	-5.6%	10.6%	3.9%	9.1%

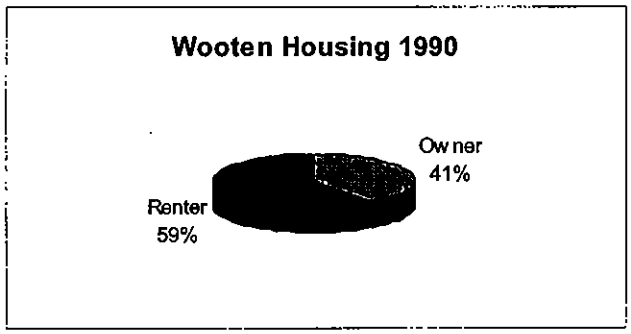


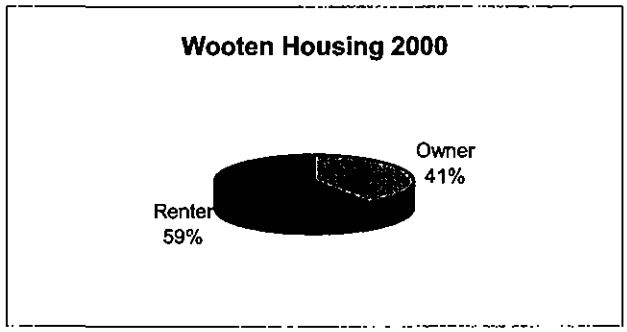


The Crestview neighborhood saw an increase in owner occupancy between 1990 and 2000 while Wooten's owner-renter ratio remained relatively flat. The owner occupancy rates in both Crestview and Wooten were higher than the overall Urban Core average (32%). In fact, Crestview's number of owner-occupied units increased by almost 15%, weighing it in at more than twice the rate of the Urban Core. Though Wooten's owner occupancy rate was higher than the Urban Core average, renters still comprise the majority in the neighborhood.
N, the average household size in Crestview decreased form 2.2 to 2.1 person, while in Wooten it increased from 2.5 to 2.7.









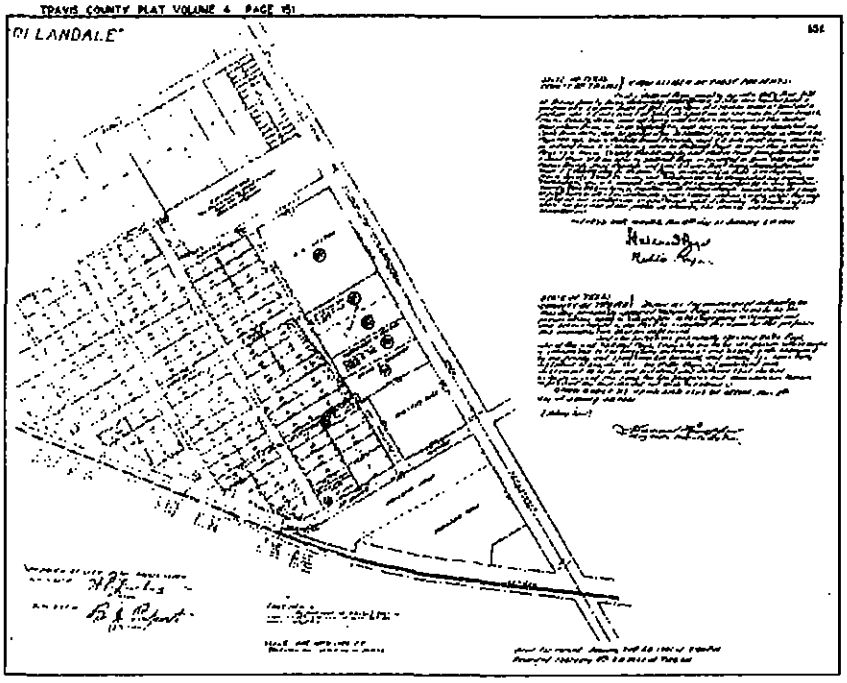
History

History Timeline

1881 – The Austin & Northwestern railroad line, now Southern Pacific, is constructed between the cities of Austin and Burnet, dissecting what are now the Crestview and Wooten neighborhoods. The first passenger train is boarded in 1882.

c. 1890 – St. Paul's cemetery is established as a burial ground for African-Americans in what is now the northern Wooten neighborhood. The cemetery is associated with St. Paul's Baptist Church in the St. John's neighborhood.

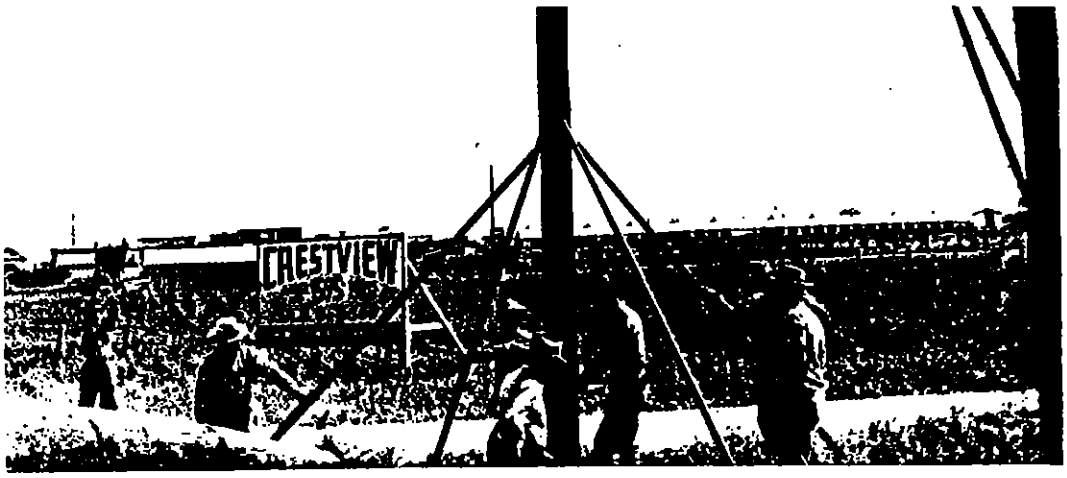
1941 – A residential subdivision called "Hollandale" was approved for the land that is currently occupied by the Huntsman Petrochemical Corporation. The subdivision was later abandoned and sold to the Jefferson Chemical Company which started operations in 1949.



Hollandale Subdivision Plat Map, 1941

1946 – The eastern half of Crestview is annexed by the City.

1947 – The Austin Development Corporation begins development on the "Crestview Addition" on land that was originally the Richcreek Dairy farm. Development of the swampy area was made possible by the construction of a drainage channel, which is now located in the center median of Arroyo Seco.



Crestview Subdivision: Large Lots for Sale

1948 – Development of the second section of Crestview begins, including a "Commercial District" that would eventually become the Crestview Shopping Center.

1951 – The western half of Crestview and the Burnet Road and Bowling Green sections of Wooten are annexed by the City.

1952 – St. Louis Catholic Parish is founded on Burnet Road by Louis J. Reicher, the first Bishop of Austin. Construction of the church building is completed in 1953.

1952 – The City begins annexing the Wooten Park and Sunset View areas.

1955 – Development of the Wooten Park subdivision begins in Wooten.

c. 1956 – Wooten Elementary School is established on Lazy Lane.

Early St. Louis Catholic Church, built 1952

1961 – Development of the Allandale North and Lanier Terrace subdivisions begins in Wooten.

1961 – Lanier High School, later to become Burnet Middle School, is built on Doris Drive.

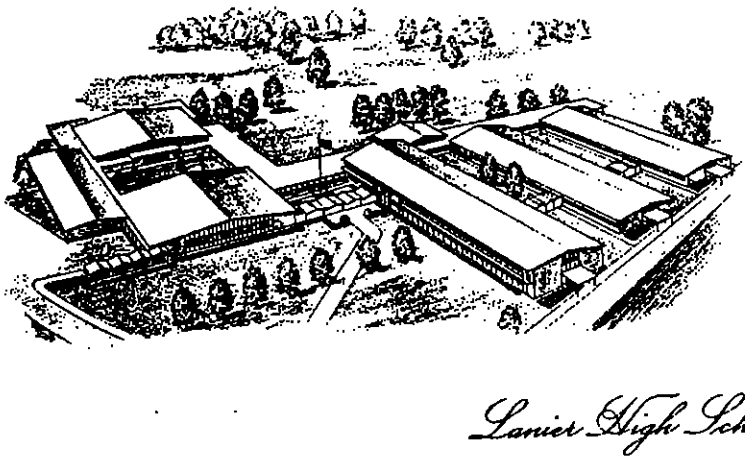


Illustration on Cover of Lanier High School Student's Graduation Invitation, c. 1960

1962 – Most of Allandale North and Lanier Terrace areas are annexed by City.

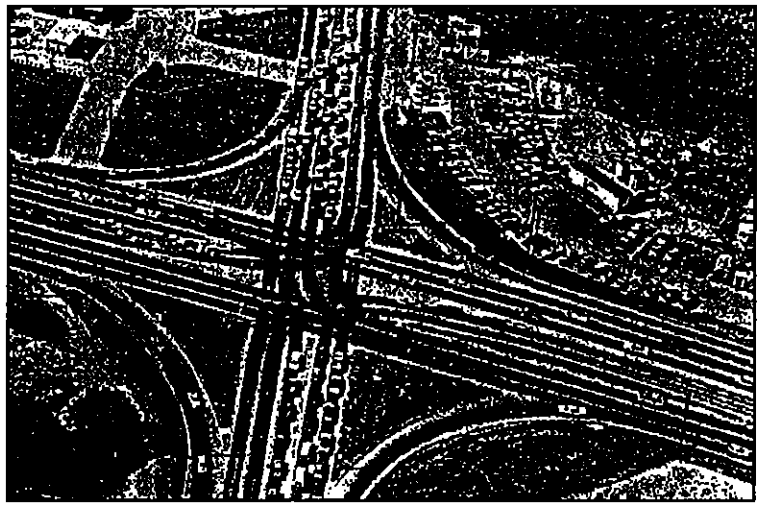
1969 – Austin annexes the last unincorporated areas of Wooten, 97 acres near the intersection of Burnet Road and Research Boulevard.

1970 – St. Louis Catholic Church dedicates its new, larger facilities.

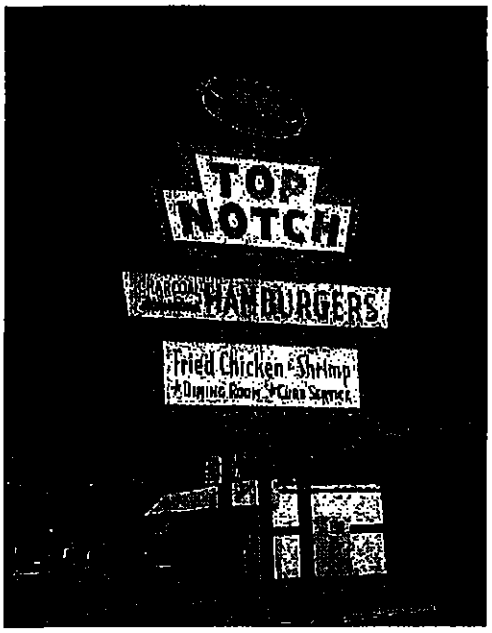
1970 – Research Boulevard is widened to six lanes.

1979 – City Council enacts a zoning moratorium on US 183 due to concerns of traffic impacts from increasing development. The Planning Commission recommends converting the road into a freeway.

1994 – Construction of the Research Boulevard/Lamar Boulevard Overpass is completed by the Texas Department of Transportation. Construction begins converting US 183 into an elevated freeway between Burnet Road and Interstate 35.



U.S. 183 and Burnet Road Interchange, 1979
"Cars crowd the intersection...looking north"
(Austin American Statesman)

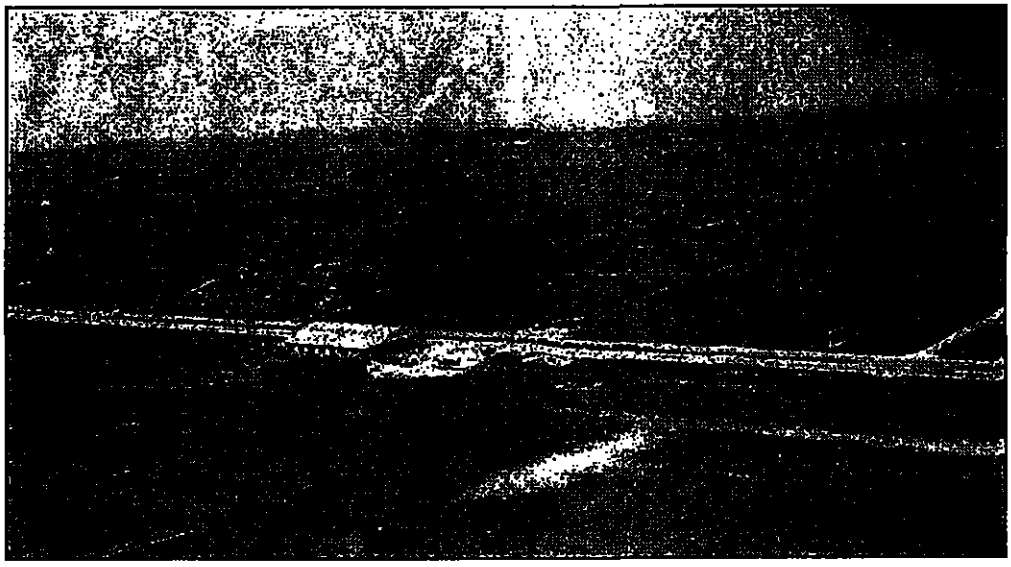


Top Notch Hamburgers (and Fried Chicken) on Burnet Road, 2003

1994 – Top Notch Hamburgers on Burnet Road is featured in Richard Linklater's film, "Dazed and Confused."

McCracken House

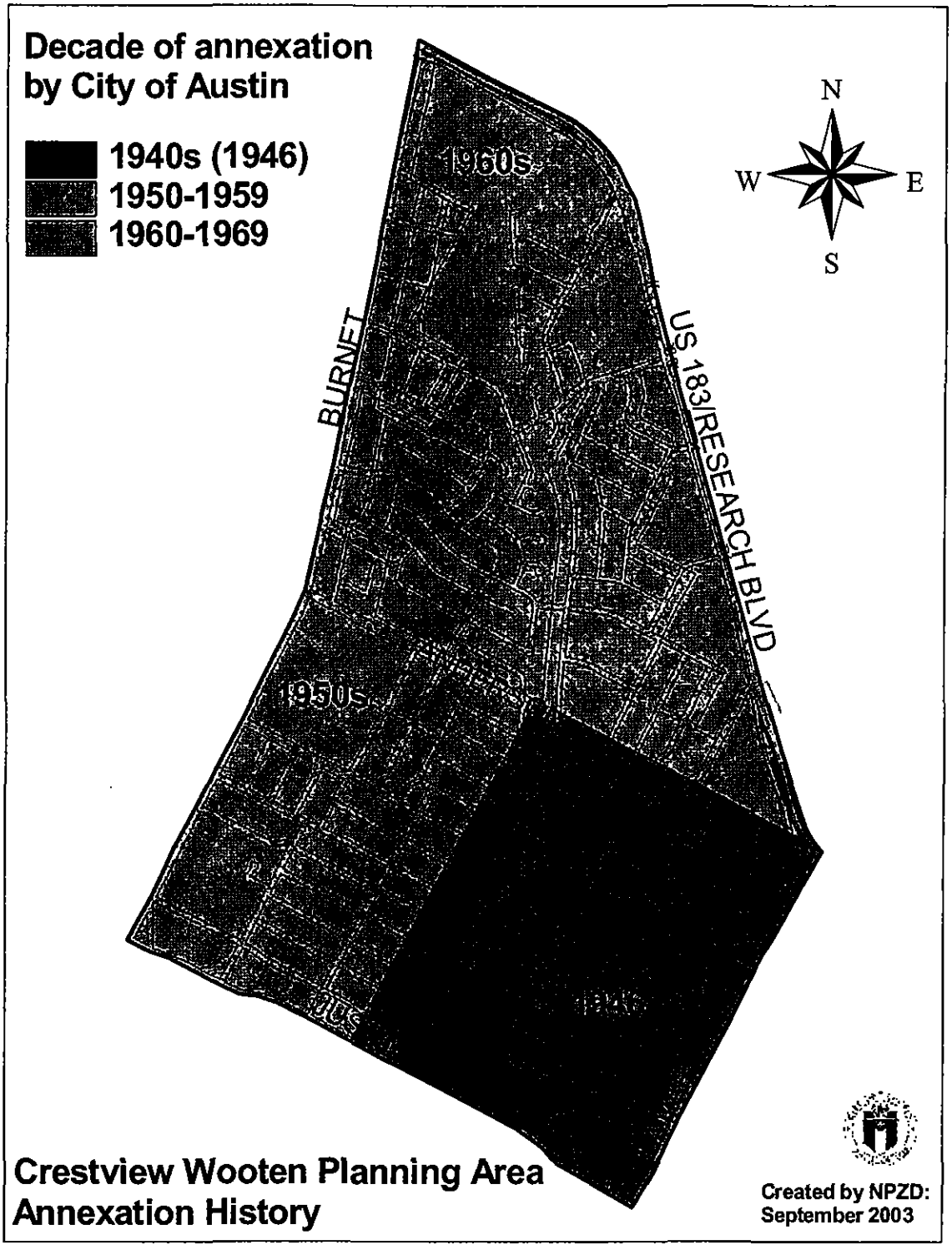
The earliest known structure still remaining in the area is the farmhouse located at 810 Banyon Street (also known as the McCracken house). In the picture below, the farmhouse sits alongside State Highway 1 (now Lamar Boulevard) on the site of what would later become the Jefferson Chemical plant.



McCracken Home, 810 Banyon Street (currently in Crestview Neighborhood), early 1900s

St. Paul's Cemetery

Since approximately 1890, St. Paul's Cemetery has been a fairly quiet neighbor in what is the now the Wooten Neighborhood. Since the cemetery is tucked away beyond the south end of Whitman Circle cul-de-sac, many Wooten residents are surprised when they first learn of its existence. St. Paul's Baptist Church, which uses and maintains the cemetery, is a historically African-American congregation located northeast of Wooten in St. John's neighborhood. According to Wooten residents, St. Paul's congregation has buried members there as recently as within the last ten years. Although the cemetery is fairly inconspicuous nowadays, it has experienced intermittent acts of vandalism. In the late 1970s, the Austin American Statesman reported certain disgruntled neighbors' complaints that the cemetery was overgrown and unsafe. They called for the cemetery to be turned over to the City or State. The cemetery remained with St. Paul's Parish, however and today serves as an important landmark to both the Wooten neighborhood and the African-American community of Austin.



Annexation History Map

Goals, Objectives, Recommendations

Land Use

Existing Land Use Conditions

The predominant land use in both the Crestview and Wooten neighborhoods is single-family residential. There is commercial development along the major corridors. The residential areas of both neighborhoods are fully built-out, with only one percent (1%) vacant land in the entire combined planning area. Crestview has a larger than average amount of land devoted to industrial use because of the large petrochemical facility located on Lamar Boulevard. Wooten has almost three times the commercial land use as the Urban Core because it is surrounded on all sides by major commercial corridors. Also notable is that only 1% of the Crestview/Wooten planning area is devoted to open space.

Existing Land Use				
	Crestview	Wooten	Combined	Urban Core
Large-Lot Single Family	0%	0%	0%	1%
Single-Family	63%	50%	57%	34%
Multifamily	3%	7%	5%	8%
Commercial	11%	24%	17%	9%
Office	1%	4%	2%	4%
Industrial	14%	4%	9%	10%
Civic	7%	10%	9%	9%
Open Space	1%	1%	1%	7%
Transportation	0%	0%	0%	2%
Undeveloped	1%	0%	1%	16%

Current Land Use Percentages

In both neighborhoods, zoning generally matches existing land use with relatively few conflicts between zoning and existing land use. The majority of the planning area (62%) is zoned SF-3 (Single Family Residence), which accurately reflects the amount of land used as single-family residential. The existing commercial uses on Lamar Boulevard, Research Boulevard, Burnet Road, and Anderson Lane are generally zoned commercial as well (13.5% CS—Commercial Services and 9.3% GR—Community Commercial).

The amount of industrial zoning in the planning area is lower than the urban core as a whole, however some LI (Limited Industrial Services) zoning exists on Lamar and Research Boulevards where no industrial uses are located. Additionally, some multifamily uses with close proximity to commercial uses have commercial or office zoning, a likely remnant of the City's inclusive zoning codes.

Existing Zoning				
	Crestview	Wooten	Combined	Urban Core
Single-Family	64%	60%	62%	45%
Multifamily	3%	7%	5%	8%
Office	1%	1%	1%	3%
Commercial	19%	28%	23%	16%
Industrial	13%	4%	8%	14%
Public	0%	1%	0%	11%
Mixed Use	0%	0%	0%	1%

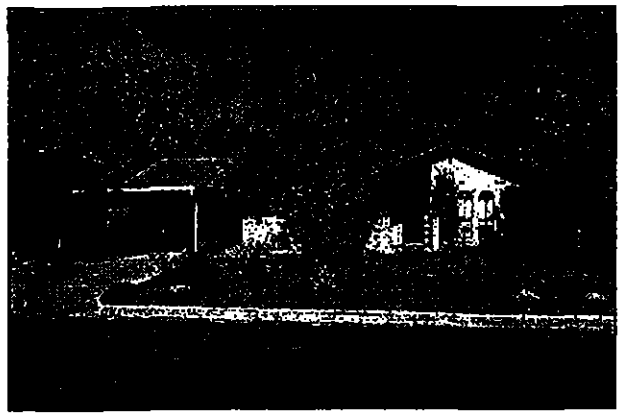
Existing Zoning by Percentages

Land Use Goals

1. Maintain and enhance the single-family residential areas as well as existing community facilities and institutions in the Crestview and Wooten neighborhoods.

2. Preserve and enhance existing neighborhood friendly businesses and encourage neighborhood friendly ones in appropriate locations.

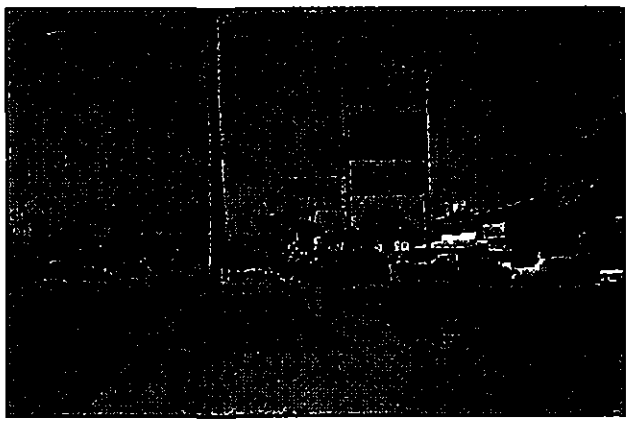
3. Any new development or redevelopment should respect and complement the single-family character of the neighborhood.



Wooten Single-Family House

4. Target and encourage redevelopment of dilapidated or vacant multi-family structures into quality multi-family.

5. Promote enhancement of major corridors by encouraging better quality and a mix of neighborhood serving development and redevelopment and discouraging strip development.



Anderson Lane, looking west

Mixed Use, Pedestrian-Friendly Corridor in Dallas, TX

Land Use Objectives and Recommendations

***Land Use Objective 1*: Preserve the character and affordability of the Crestview and Wooten Neighborhoods.**

Residents of both the Crestview and Wooten neighborhoods are very proud and protective of the single-family nature of their neighborhoods. Although the two neighborhoods have a different "feel" because of the different time periods in which they were developed, they are both fully built-out and have retained most of their original single-family character over the years.

There are few land use issues within the residential areas. The residential areas are zoned single-family and there is almost no undeveloped land. There are a few instances where single-family residences in the interior of the neighborhood are "spot-zoned" multifamily or commercial. Since the area already has a healthy mix of single family and two family residential uses, the Neighborhood Plan does not recommend adding the garage apartment option. The residents are also interested in maintaining the current amount of pervious cover and the current tree canopy in the neighborhood.

Tree-lined residential street in the Crestview Neighborhood

Recommendations

1. Existing single-family residential areas should retain SF-3 zoning.

2. Allow small-lot amnesty in the Crestview and Wooten neighborhood planning areas.

3. Rezone smaller multifamily and commercially zoned lots currently used as single family residential to SF-3.

4. Rezone uses, currently zoned commercial, to multifamily or mixed use.

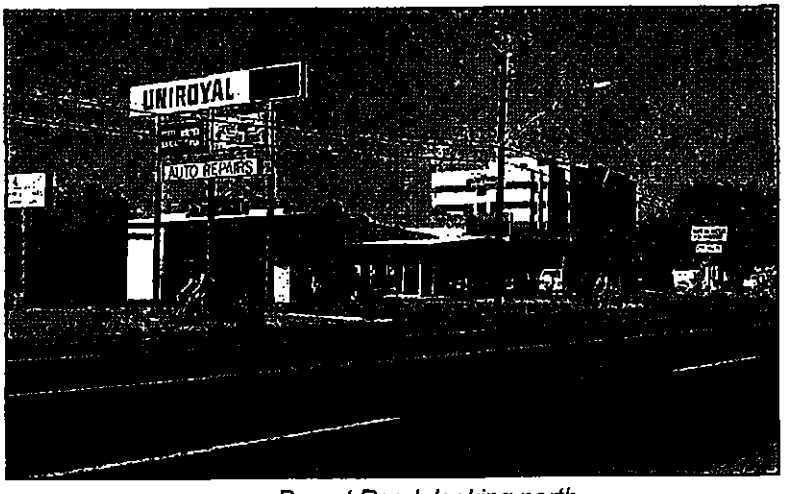
5. If new duplexes and garage apartments are developed in Crestview, encourage them to blend in better with the existing single-family houses.

6. Land use and zoning should comply with existing deed restrictions.

<u>Land Use Objective 2</u>: Encourage the development of neighborhood-serving commercial and mixed use on Anderson Lane and Burnet Road.

Both Anderson Lane and Burnet Road are nearly fully developed as commercial corridors. The types of commercial uses vary widely, including numerous auto sale and service establishments and multi-tenant shopping centers. Care should be taken to ensure that redevelopment serves to strengthen these two retail corridors and maintain their utility as shopping districts.
The neighborhood generally agrees that mixed-use development is acceptable on Anderson and Burnet. Adding the Neighborhood Mixed Use Building special use to commercial properties should help facilitate some redevelopment and make better use of the smaller commercial lots. Other mixed use options, including the MU overlay and the neighborhood urban center can be added to the large, deep commercial lots on Burnet Road south of Anderson. The existing zoning on the corridors is generally appropriate, but land area intensive. Auto-related uses should be limited to help maintain the retail viability of both corridors.

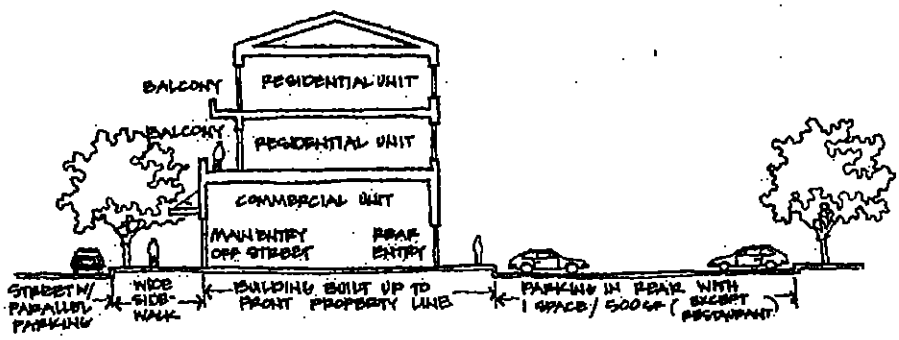
Anderson Lane, looking east



Burnet Road, looking north

Recommendations

1. Allow the Neighborhood Mixed Use Building special use on all non-freeway commercial corridors.
2. Add the Mixed Use (MU) Combining District to larger commercial tracts (generally larger than one acre).



*A **Neighborhood Mixed-Use Building** requires pedestrian-oriented features, including windows along the front façade and overhead pedestrian cover extending from the building over the sidewalk.*

3. Allow the Neighborhood Urban Center special use on larger commercial tracts at major intersections.
4. Discourage additional commercial uses from "creeping" away from the commercial corridors onto residential streets.
5. Add a conditional overlay to properties on Anderson Lane and Burnet Road south of Anderson limiting automotive & equipment related uses and uses (such as pawn shops) that may make the commercial areas appear blighted.

<u>Land Use Objective 3</u>: Allow more intense commercial uses to locate on Research Boulevard, while minimizing the impacts to any nearby residential uses.

The most intense commercial uses in the planning area are located on Research Boulevard, which is generally appropriate because Research is a freeway access road. For the most part, the separation between the commercial and single family residential areas is well defined.

Large, vehicle-oriented, commercial uses should continue to be located on Research Boulevard. Commercial properties on residential streets should be limited, and mixed-use zoning should be added to encourage these properties to transition to residential.

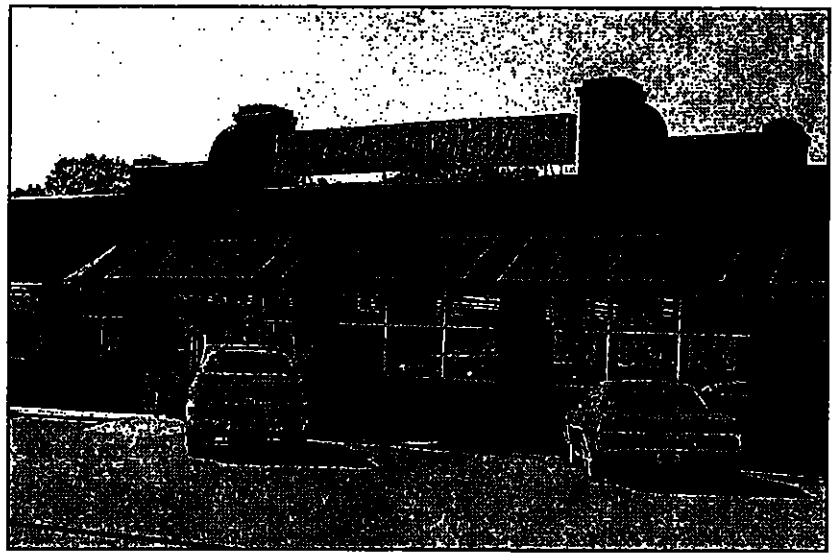
Recommendations

1. Generally allow CS zoning for properties on Research Boulevard.
2. Rezone any LI-zoned properties not currently used as industrial to CS.

<u>Land Use Objective 4</u>: Preserve the Crestview Shopping Center as a genuine neighborhood retail node.

The Crestview Shopping Center, also known as the "Minimax," has consistently been mentioned at meetings and on surveys as one of the Crestview neighborhood's most valued amenities. The types of services offered at the Minimax are truly neighborhood-serving, including a small grocery, barbershop, and a delicatessen.

Constructed in the late 1940's, the Minimax is eligible for historic landmark status and the Neighborhood Plan recommends preserving it to the greatest extent possible. The current CS (General Commercial Services) zoning is a concern because the generous development standards increase the likelihood that it could be redeveloped or replaced with less compatible commercial uses.

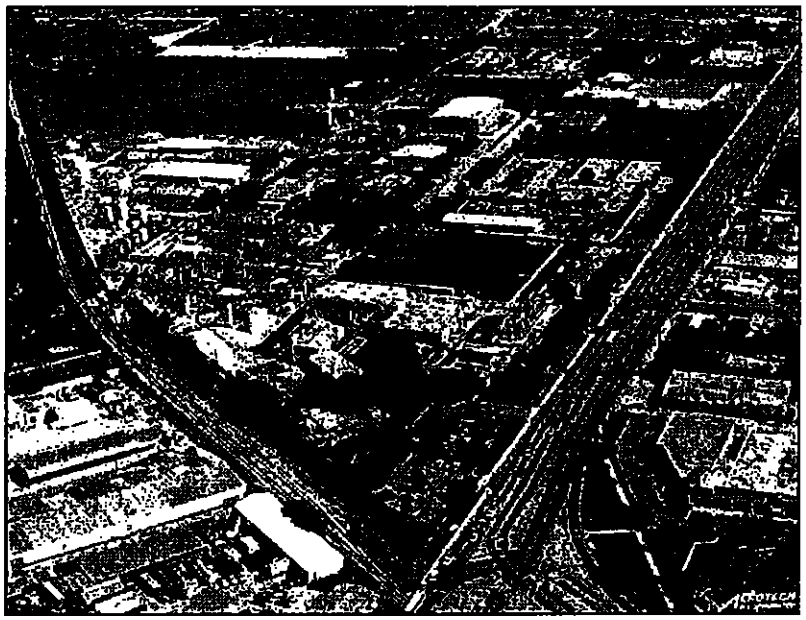


Crestview Grocery Store, "since 1953"

Recommendations

1. Rezone the Crestview Shopping Center (currently zoned CS) to a less intense commercial zoning district that is more appropriate for its location and current mix of uses.
2. Use tree plantings and façade improvements to improve the appearance and help maintain the vitality of the shopping center.

<u>Land Use Objective 5:</u> Provide opportunities for the ultimate redevelopment of the Huntsman Petrochemical site to "complete" the neighborhood and create quality open space.



Aerial View of Huntsman Tract, c. 1995

Recommendations

1. Focus more intense commercial and mixed use development along Lamar Boulevard.
    a. Change the zoning for parcels fronting Lamar Boulevard to allow current uses to continue, but encourage redevelopment with more pedestrian-oriented mixed use.
    b. Prohibit or limit any additional development of incompatible industrial uses, such as basic industry and mining.
    c. Preserve the historic farmhouse located at 810 Banyon Street.

2. Encourage the development of residential uses on Morrow Street adjacent to the existing neighborhood.
    a. Morrow Street should be developed primarily with single family residential that complements the existing homes on the north side of the street.
    b. Other portions of the site should be used to develop housing types currently not widely available in Crestview, particularly housing for retirees and first time homebuyers.

3. Encourage the development of quality open space and recreation areas on the remaining portion of the site.

<u>Land Use Objective 6</u>: Provide opportunities for continued enhancement of the commercial node at Burnet Road and US Highway183/Research and the adjacent commercial properties to the south that transition into the Wooten neighborhood.

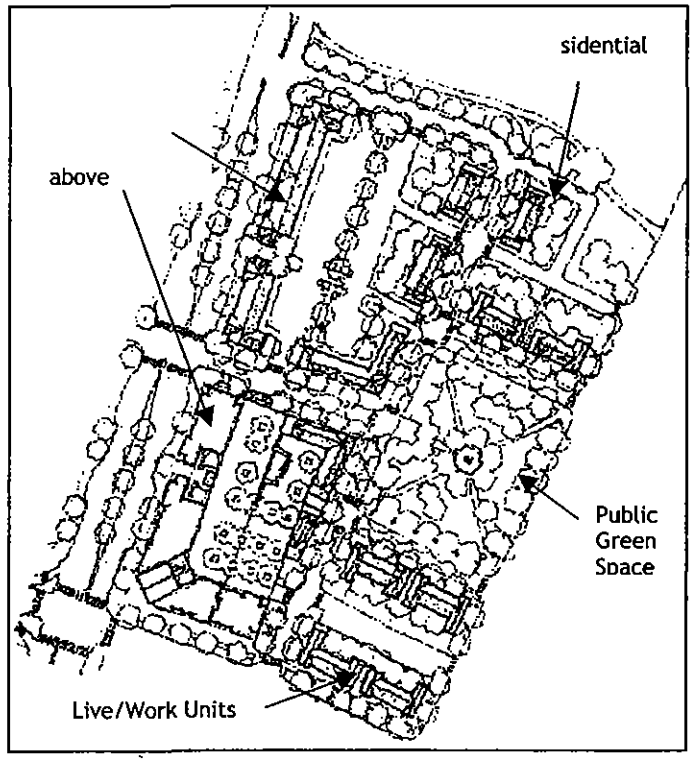
This could integrate the commercial and residential regions on either side of Polaris such that residents might feel more invited to "shop where they live," "live where they work," and "work where they live." It also enhances the types of redevelopment that may occur in the form of street-fronting property with landscaping and storefronts. Successful signs vary from artistic to monochrome to modest, depending on the nature of the use.

Recommendations:

1. Rezone to commercial any industrial or residentially zoned properties in the Burnet and 183-Research node

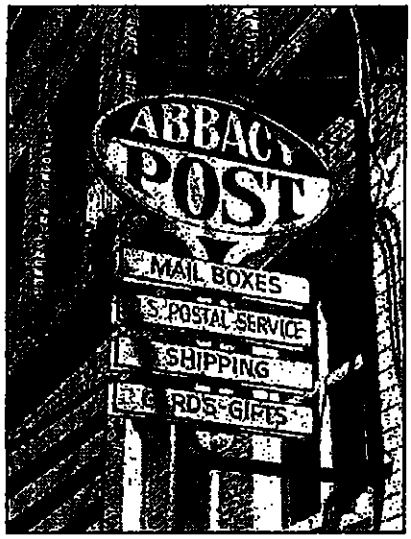
2. Add the Neighborhood Urban Center special use option to the Burnet and 183-Research node.

3. Encourage the development of through-streets and/or pedestrian pathways through the commercial tracts fronting on Polaris to allow residents in the neighborhood to access businesses to the north.



Schematic Drawing of a Neighborhood Urban Center

Commercial Center at Burnet and U.S. 183, currently oriented around parking lot



Aesthetic Sign for a Postal Service

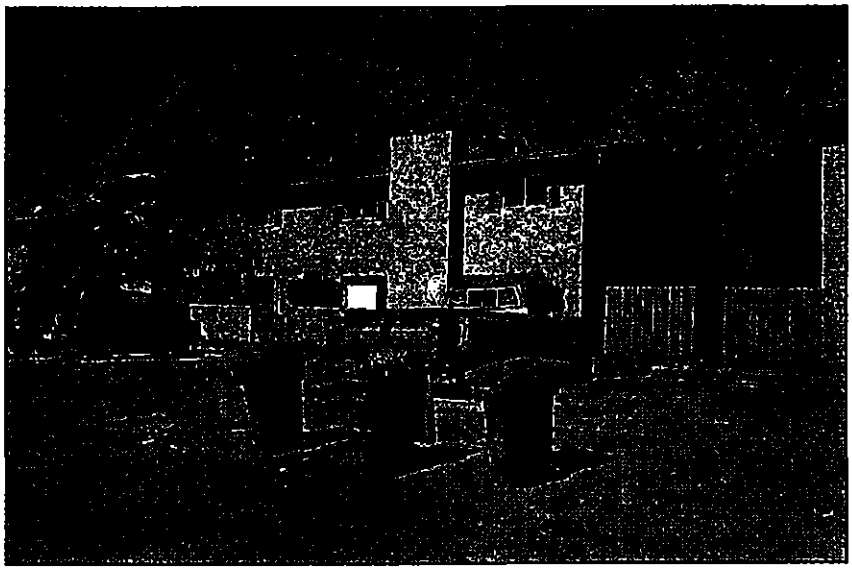
4. Give mixed use options to commercial tracts on the north side of Polaris to allow the development of residential quarters (in the form of above-shop apartments, small apartment structures, or condominiums) where residents might live, work, and patronize businesses in the vicinity. Should the mixed use option be utilized, provide clear circulation for both cars and pedestrians.

5. Encourage the use of aesthetic signs for retail and office structures that clearly identify uses or occupants. Successful signs vary from artistic to monochrome to modest, depending on the nature of the use.

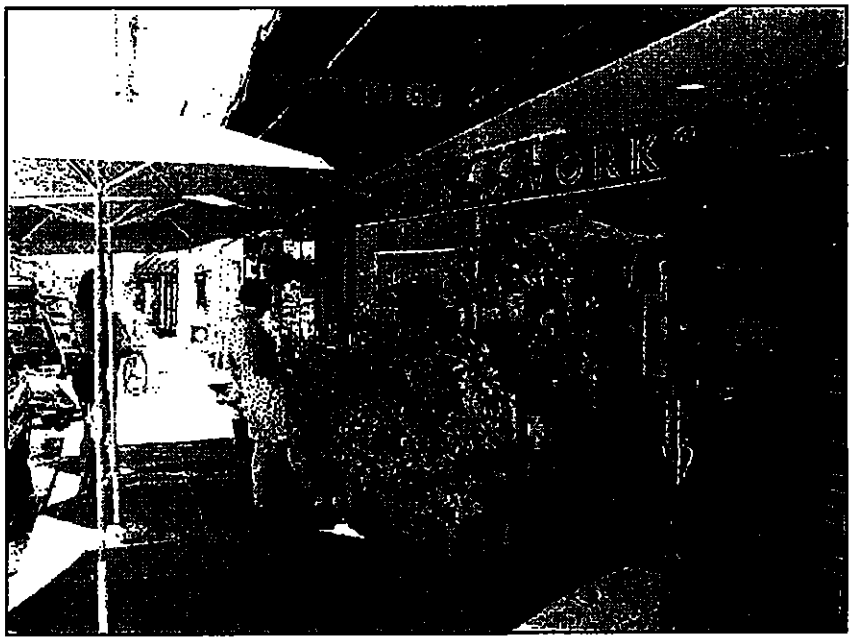
<u>Land Use Objective 7</u>: Encourage the enhancement of the buildings and streetscape along Wooten Park Drive.

Currently Wooten Park Drive is developed with a series of small-to-medium apartment complexes. The street is uniquely designed as a short loop (more or less) that quickly feeds into Anderson at both ends. Residents and stakeholders in Crestview and Wooten proposed giving this semi-interior corridor mixed use options that would allow for appropriate retail and office development on interspersed with existing multi family developments. They envisioned Wooten

Park evolving into a neighborhood-serving retail corridor with "curio" shops below and apartments above. Staggering single-use residential and retail structures along Wooten Park Drive could also achieve the desired effect, though outfitting it with a continuous stretch of retail shops has the potential to be more successful.



Wooten Park Drive, looking north (currently used for multi-family)



Neighborhood Serving Business fronting on Pedestrian-Oriented Corridor (i.e. wide sidewalk, awnings), Portland, OR

Recommendations

1. Rezone properties in the Wooten Park Drive area to GR-MU (Community Commercial-Mixed Use), limiting the permitted commercial uses to "Corner Store" activities that primarily serve the adjacent neighborhood.
2. Add the Neighborhood Mixed Use building special use to commercially zoned properties on Wooten Park Drive.

Land Use Objective 8: Encourage the redevelopment and enhancement of the "Fireside Loop" area in northeast Wooten (Hearthstone, Fireside, Hearthside, and a portion of Putnam).

Townhouse Development, Australia: Could be applied multi-family to lots along Hearthstone and on north side of Hearthside

Along this loop of streets exist small apartment structures to the north and duplexes to the south. Giving these properties more residential development options could add flavor and interest to currently single use streets should property owners decide to exercise them during redevelopment over time. Homes on small lots provide a new kind of affordable option to families looking to buy, and garage apartments offer mutual benefits to households who need extra income in order to purchase or build a home as well as the renter niche that prefers the garage apartment to standard apartments.

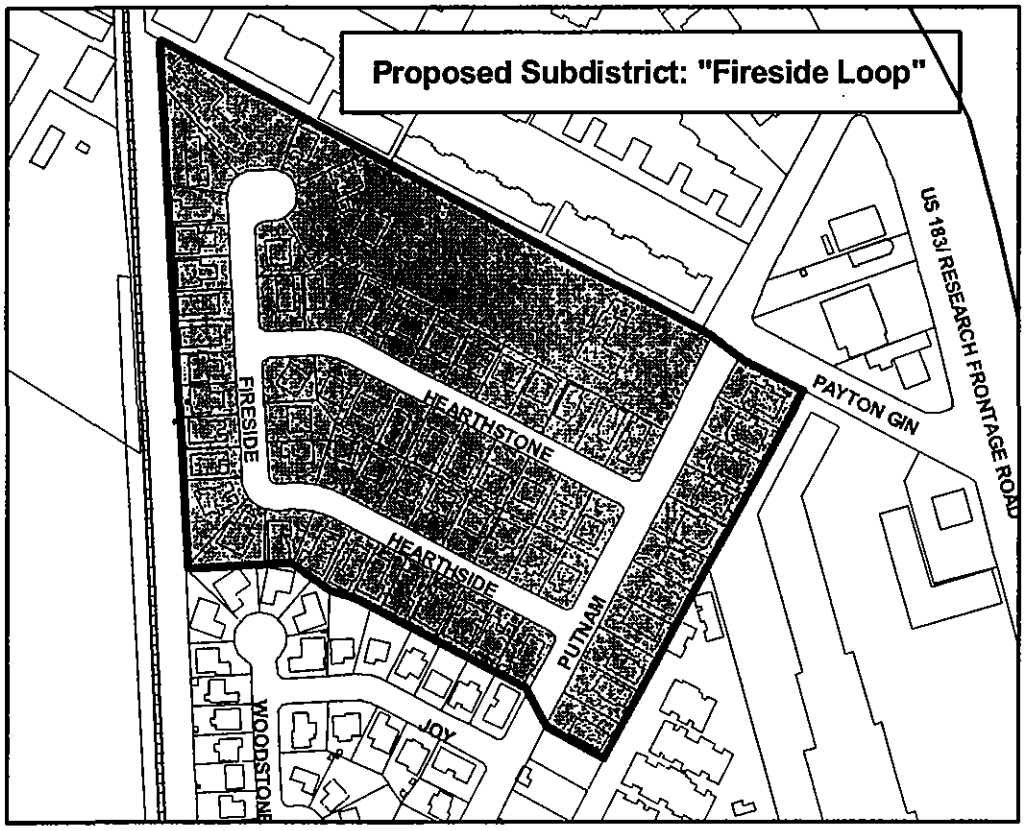
To encourage new residential development in the area, the neighborhood plan recommends the additional options of redeveloping as single family homes on small lots or adding garage apartments on smaller lots than currently allowed for in the "Fireside Loop" area.

Recommendations

1. Create a subdistrict that encompasses properties along the "Fireside Loop" and allow the Urban Home and Cottage special use options, allowing the development of single-family homes on smaller than standard lots.

2. In the same subdistrict referenced in #1, allow the Secondary Apartment special use option that permits the development of garage apartments behind single-family homes on standard size lots (as of this plan's writing, only allowed on larger-than-standard lots citywide).

Urban Homes, Kyle, Texas



Fireside Loop Subbdistrict in Wooten Planning Area

Land Use Objective 9: Encourage the redevelopment of Lamar Boulevard with more residential and neighborhood serving businesses.

The portion of Lamar Boulevard in the planning area has traditionally been a commercial corridor, and most of the current commercial uses are automotive-related services or small-scale retail. The segment north of Morrow Street has suffered somewhat after the Research/Lamar Boulevard interchange was constructed in the 1990's. Businesses with frontage on Lamar have vehicular access problems because of the one-way service lanes and the turning restrictions at Morrow Street. As a result, only traffic exiting from Research Boulevard or turning right from Anderson Lane has convenient access to the businesses on the west side of Lamar. The access problems could result in limited desirability of these properties for commercial development, and an increase of commercial traffic on the intersecting residential streets.

Due to the nature of Lamar Boulevard, commercial uses and zoning are generally appropriate for the street frontage. However, due to the access problems and proximity to residential areas, the intensity and size of the commercial uses should be limited. Additionally, the commercial lots on residential streets should be rezoned to residential or mixed use to help "reclaim" the residential areas and prevent commercial cut-through traffic on those streets.

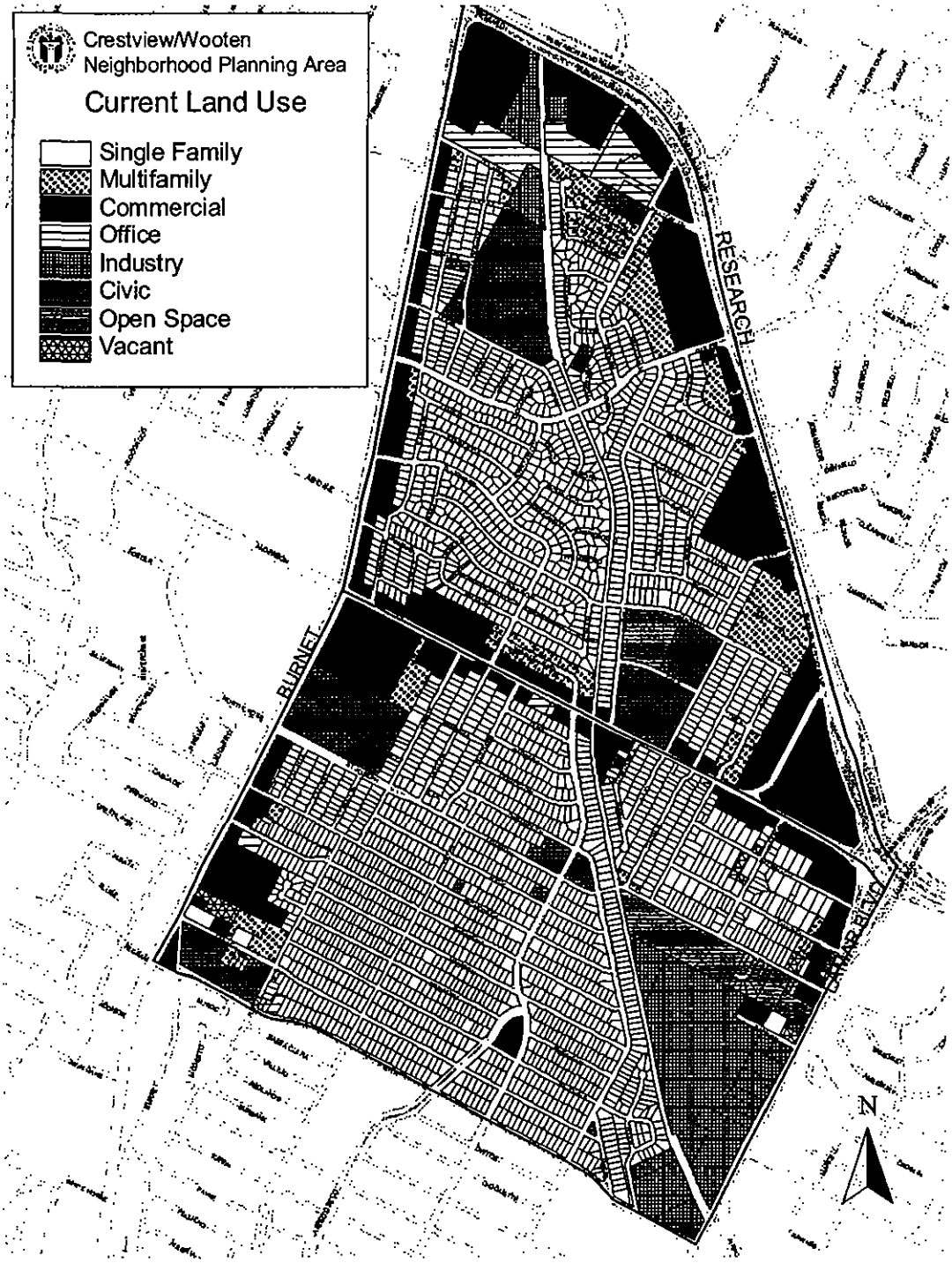
Recommendations:

1. Rezone any LI-zoned properties not currently used as industrial to CS, unless included as part of a Planned Development Area (PDA).
2. Encourage commercially zoned properties that do not front onto Lamar or Boulevard to transition to residential uses by adding the Mixed- Use (MU) Combining District and limiting the intensity of commercial uses.
3. Rezone commercially zoned lots currently used as residential to multifamily.
4. Add a conditional overlay to properties on Lamar Boulevard limiting automotive & equipment related uses and uses (such as pawn shops) that may make the commercial areas appear blighted.

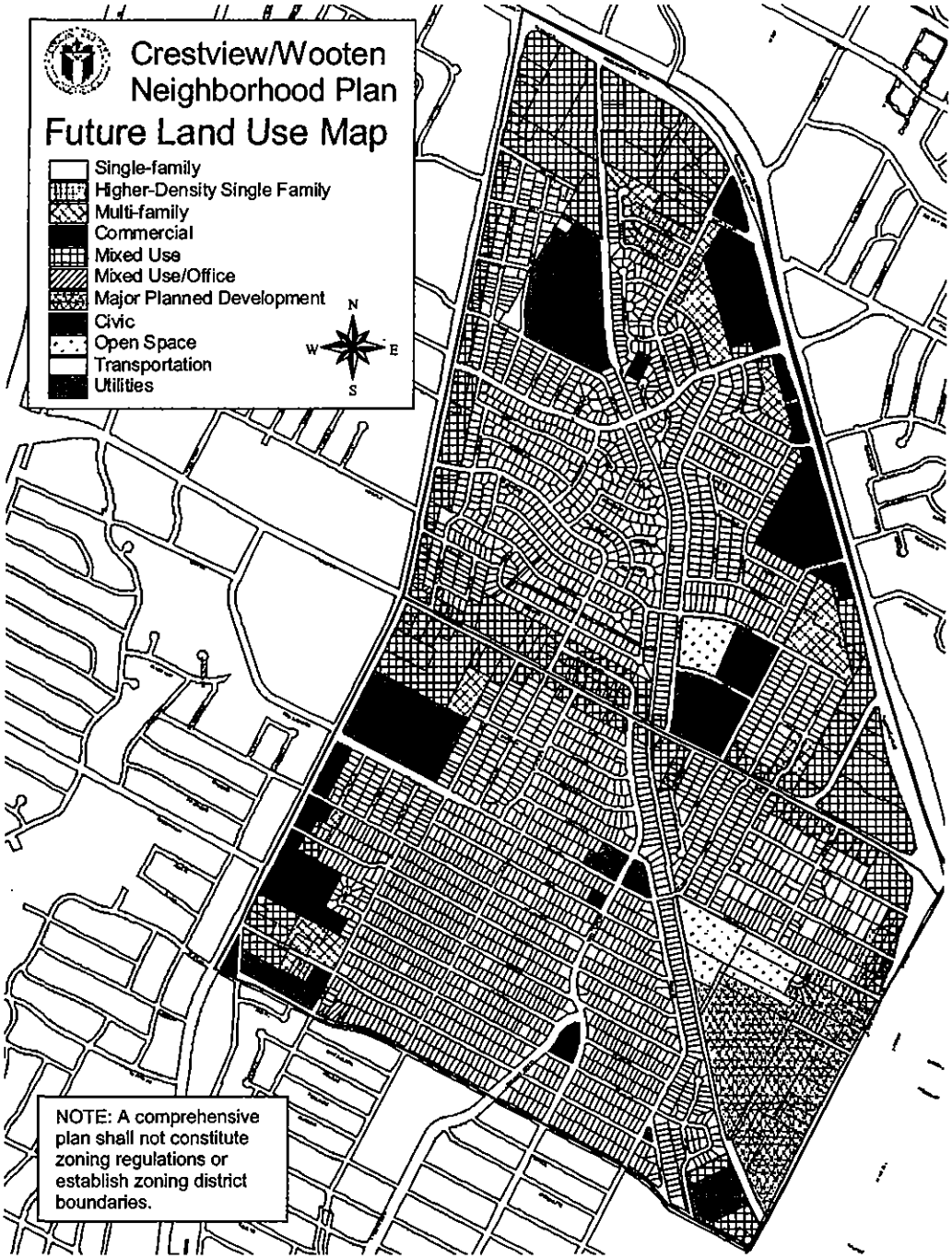
Mixed Use Corridor with Limited Intensity Commercial, Portland, OR

Existing and Proposed Land Use Table in Crestview, Wooten, and Crestview/Wooten Combined

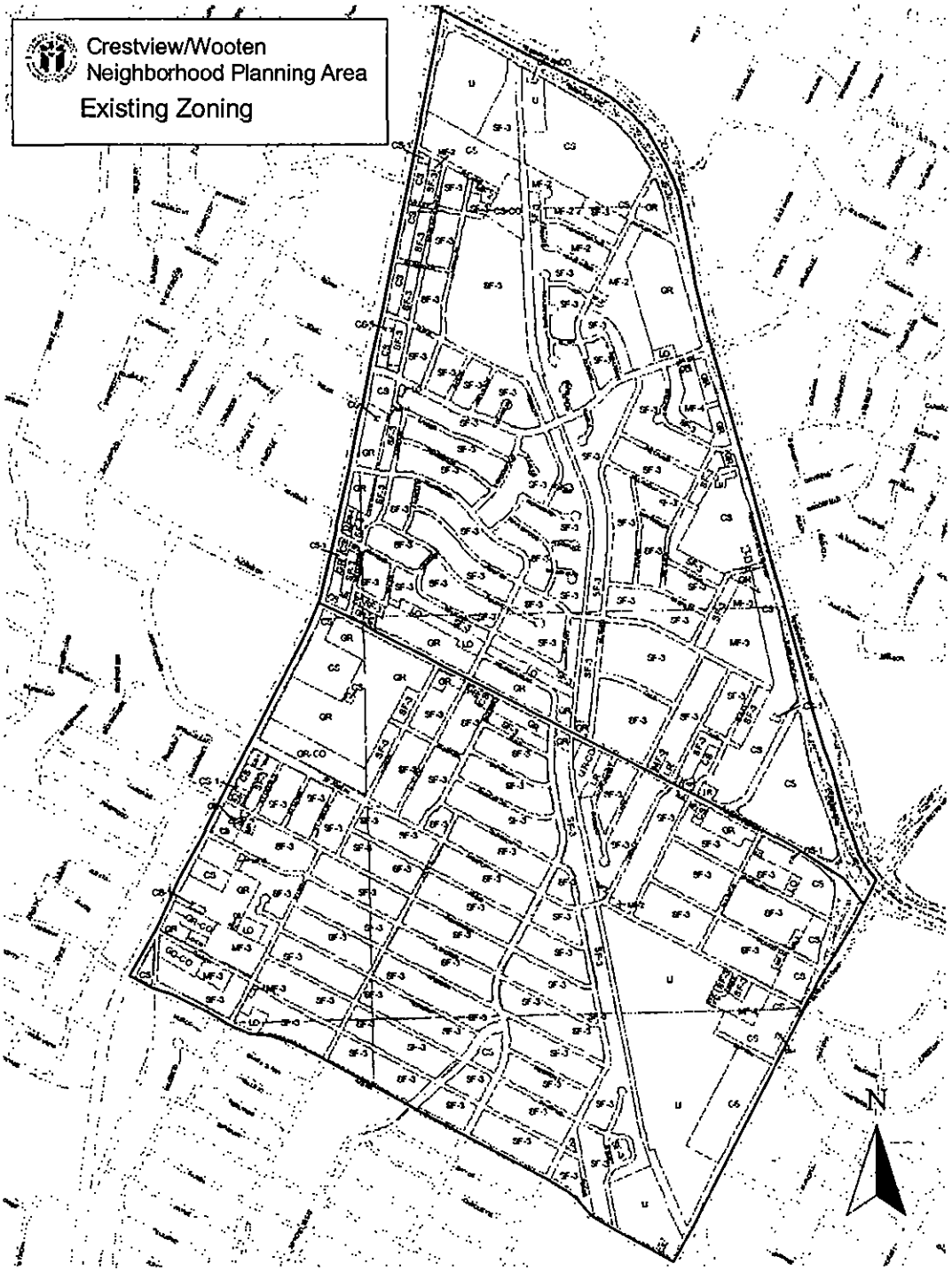
Existing and Proposed Land Use						
	Crestview		Wooten		Combined	
	Existing	Proposed	Existing	Proposed	Existing	Proposed
Single Family	62.0%	61.9%	47.3%	47.6%	54.9%	55.0%
Higher Density Single Family	0%	0.3%	0	0.0%	0%	0.2%
Multifamily	2.2%	2.4%	9.6%	7.3%	5.8%	4.8%
Commercial	12.0%	3.5%	29.7%	7.6%	20.5%	5.5%
Mixed Use	0%	10.6%	0%	27.0%	0%	18.5%
Office	0.6%	0%	0%	0%	0.3%	0%
Mixed Use/Office	0%	0.2%	0%	0.1%	0%	0.2%
Industry	12.2%	0%	2.2%	0%	7.4%	0%
Major Planned Developments	0%	10.9%	0%	0%	0%	5.7%
Civic	6.4%	5.7%	9.5%	8.7%	7.9%	7.1%
Open Space	3.7%	3.3%	1.6%	1.7%	2.7%	2.5%
Utilities	0%	1.1%	0%	0%	0%	0.6%



Current Land Use



Future Land Use Map



Current Zoning

Transportation & Infrastructure

Long-Rage Transportation Plans

Throughout the course of the neighborhood planning process, traffic was voiced as a primary concern. To reduce the negative effects of traffic on the quality of life in the neighborhood, an integrated approach must be considered. In other words, alternative forms of transportation like walking, bicycling, and busing should be added to the equation to help alleviate traffic ills. In order to be successful, the transportation recommendations in the Crestview/Wooten Neighborhood Plan hinge on the idea that Austinites will choose to utilize alternative transportation forms at the same time that improvements are being made to the infrastructure as a whole. Their increased use warrants increased funds and improvements. These expanded facilities can help relieve auto transportation concerns in a number of direct and indirect ways. Traffic along neighborhood streets can be slowed by the presence of more bicyclists and pedestrians (transit uses begin and end their trips as pedestrians). The resulting slower travel times can discourage cut-through traffic and in turn make the streets safer for residents. In addition, replacing automobile trips, particularly short ones, with walking and bicycling can relieve local traffic congestion and, albeit in small ways, help improve air quality.

The lack of adequate pedestrian, bicycle, or transit infrastructure dissuades would-be users from utilizing these transportation modes. The overarching goal of the recommendations in this plan is to advocate for the timely completion of gaps in Crestview/Wooten's existing sidewalk, bicycle, and bus networks to provide alternative modes of transportation to reach educational, employment, commercial, and recreational destinations.

Car and Cyclist on Anderson Road

The transportation recommendations in this plan should be considered as a collective action plan for the next twenty years. Still, recommendations may need to be modified or amended as significant development or transportation projects occur. As the region's population increases and brings the inevitable transportation pressures the need to improve the local Crestview/Wooten transportation network in a holistic manner cannot be overemphasized. Where possible, these facilities should be built at a pace commensurate with regularly scheduled street improvements.

Roadway Transportation Network: AMATP and CAMPO 2025 Plans

There are two major organizations that plan roadways in Austin. The first is the Capital Area Metropolitan Planning Organization (CAMPO), created by federal mandate and charged with developing an integrated transportation plan for the regional area of Central Texas. Federally mandated Metropolitan planning organizations exist all over the country and are expected to conduct exhaustive data analyses in preparation for their roadway and transportation plans. The CAMPO 2025 Plan serves as a guide for long-range planning for federally funded transportation projects and serves as a comprehensive transportation plan for the governmental jurisdictions within the CAMPO area. These include the Texas Department of Transportation, Capital Metropolitan Transportation Authority, nineteen municipalities, and all of Travis, Williamson, and Hays counties.

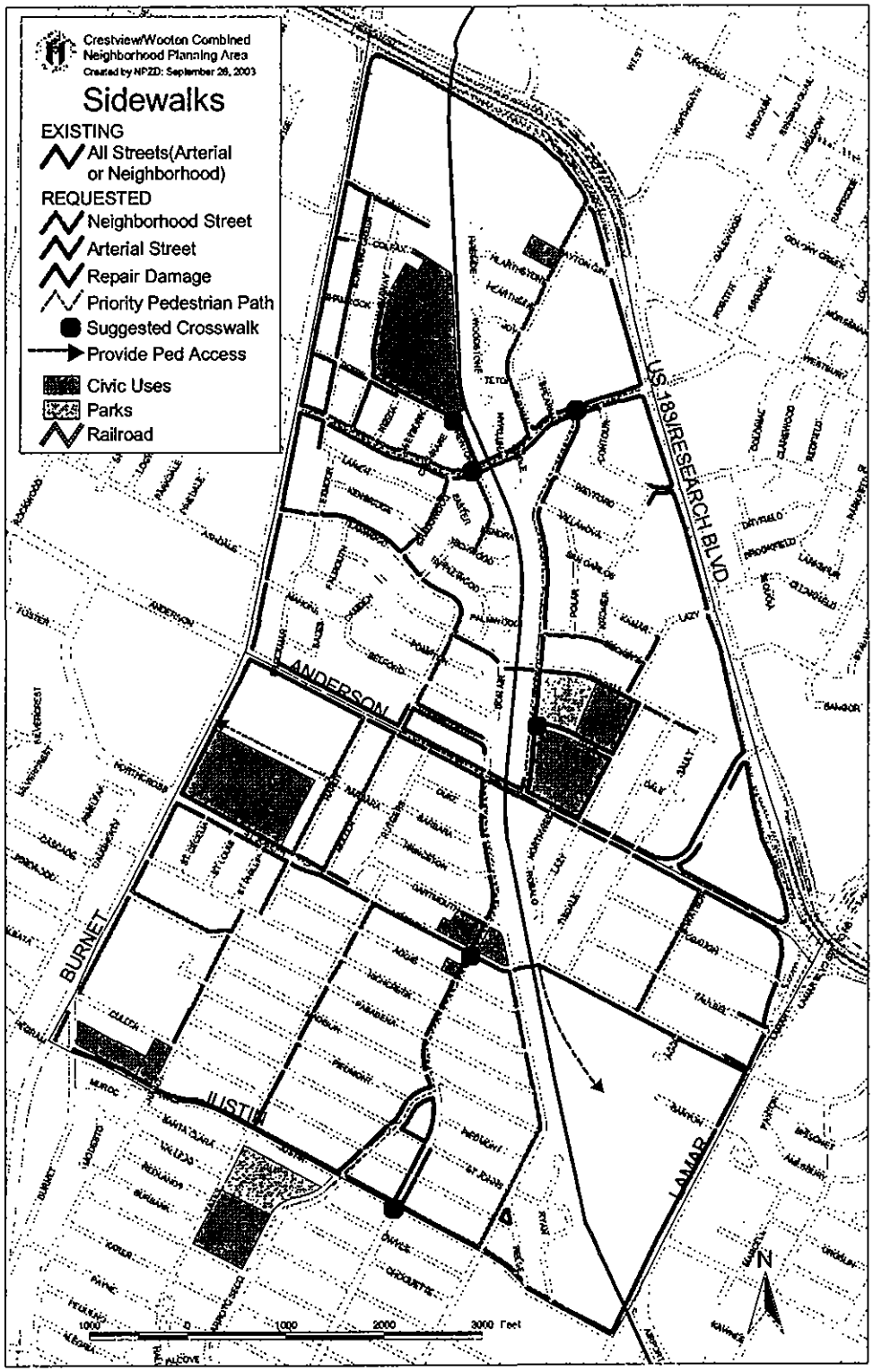
The Austin Metropolitan Area Transportation Plan (AMATP) is intended to guide arterial roadway network decisions for approximately the next twenty-five years. The AMATP does not mandate a schedule for roadway construction projects, but rather identifies a proposed future major roadway system. It uses the CAMPO 2025 Plans as its foundation and adds alternative recommendations and additional data where the AMATP planning team deems appropriate. City Council has adopted AMATP and the City of Austin supports its implementation. Although, on occasion, the Council will amend the plan.

Table: Recommendations in Austin Metropolitan Area Transportation Plan (AMATP) Plan 2025 for Arterial Roads in Crestview/Wooten Planning Area

Roadway	Segment	Existing	Proposed	Required ROW	Existing ROW
US 183[1]	Loop 1 – IH 35	FWY 6	Existing	400'	
Anderson Lane	Burnet – Woodrow	MAD 4	MAD 6	140'	90'
Anderson Lane	Woodrow – N. Lamar	MAD 4	MAD 6	140'	70'
Burnet Road	US 183 – Anderson	MAD 4	Existing	114'	
Burnet Road	Anderson – RM 2222	MAD 4	Existing	114'	
Justin Lane	Burnet – Woodrow	MNR 2	MNR 4	86'	60'
Justin Lane[2]	Woodrow – N. Lamar	MNR 2	MNR 2	86'	60'
Lamar Boulevard	US 183 – Airport	MAD4	MAD 6	140'	100'
Lamar Boulevard	Airport – Justin	MAD 4	MAD 6	140'	100'

1. *CAMPO Plan recommends retaining easements for HOV lanes.*
2. *Change from MNR4 to MNR2 by Council on 6/7/01.*

FWY—Freeway
MAD—Major Arterial Divided
MNR—Minor Arterial Roadway
A number following a road designation indicates the number of travel lanes



Sidewalk Map

Transportation Goals

1. Increase alternatives to driving by improving routes and facilities, access for pedestrians, bicycles, and public transportation.

2. Preserve and improve routes for pedestrians, bicycles and public transportation.

3. Maintain a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major corridors and preserving and enhancing neighborhood-friendly streets.

4. Provide safe accessible routes for residents of all mobility levels.

5. Encourage the use of major corridors by all traffic generated outside the neighborhood, and discourage that traffic from using interior streets.

6. Provide better connection between corridors to reduce neighborhood cut through traffic.

7. Maintain each neighborhood's and each individual's freedom to choose or oppose rapid transit, but plan for the possibility.

Objectives and Recommendations

***Transportation Objective 1*: Improve pedestrian safety and general walkability in the Crestview-Wooten neighborhoods.**

Enhancing the safety and attractiveness of walking can be achieved in a number of ways. Beyond the infrastructure improvements included in the sidewalk and crosswalk recommendations, a number of other environmental contributions should be noted as equally effective measures that improve walkability:

- Encourage an increased number of pedestrians in general so that drivers come to expect a pedestrian presence in the area.
- When choosing the order of sidewalk construction, ensure that the skeletal networks connect and build on them as funds allow. Sidewalks ultimately lead somewhere, either to a final destination or to a low traffic residential street where pedestrians can reasonably walk on the street's edge.
- Ensure that new developments create pedestrian access at the time the project is built or redeveloped.

- Maintain front lawns, preserve and plant trees, and cultivate interesting building facades to make walking an attractive and interesting form of transportation.
- Plant street trees and maintain those that exist. Maintain hedges or bushes so they do not grow into the sidewalk right of way and force pedestrians into the street.

Burrell Road in Wooten Neighborhood lined with attractively maintained lawns and shade trees; sidewalk exists on opposite side of street

In conjunction with these factors, an enhanced sidewalk network in the Crestview and Wooten neighborhoods can effectively increase the number of pedestrian commuters in the neighborhoods (i.e., pedestrians who walk to shop, walk to bus stops, walk to friends houses, walk to schools, etc). Currently, less than 25% of potential street segments have sidewalks. The sidewalk recommendations below are divided according to street classification. Sidewalks on neighborhood streets (Recommendations #1-4) should be four to five feet wide, while sidewalks on arterial, or primary, roadways, should be five to six feet wide. Arterial roadways in the Crestview and Wooten neighborhoods are listed in the table at the beginning of the Transportation Section. Sidewalks along these corridors are funded and prioritized distinctly from neighborhood sidewalks and are therefore listed separately.

Recommendations

(NOTE: Certain recommendations to locate sidewalk on east, west, north, or south side reflects consideration that the sidewalk could feed into another sidewalk on a similar side of the street)

1. Construct the following priority sidewalk in Crestview:
   - Along Grover Avenue between Morrow Street and Justin Lane (either side).

2. Construct the following residential street priority sidewalk in Wooten:
   - Complete sidewalk along Ohlen Road between Burnet Road and the railroad tracks (north side). Although sidewalk on south side exists, the heavy pedestrian and auto traffic along this primary east-west corridor makes this a high priority for the neighborhood.

3. Construct sidewalks along the following residential street segments in the Crestview neighborhood:

   North/South segments (including three segments along Hardy Drive that link Anderson Lane to Justin Lane)
   a. Along Hardy Drive between Anderson Lane and Richcreek Road*(west side)
   b. Along Hardy Drive between Richcreek Road and completed sidewalk at St. Johns Avenue (west side)
   c. Along Hardy Drive between Cullen Avenue and Justin Lane (west side)
   d. Along Mullen Drive between Anderson Lane and Morrow Street (west side)
   e. Along Yates Avenue between Dartmouth Avenue to Pasadena Drive (east side).
   f. Along Watson Street between Anderson and Morrow Street (either side).

   East/West segments
   g. Along Pasadena Drive between Burnet Road and Hardy Drive (either side).

4. Construct sidewalks along the following residential street segments in the Wooten neighborhood:

   North/South segments
   a. Along Mullen Drive between Anderson Lane and Teakwood Drive (west side: sidewalk would connect with sidewalk requested in Crestview)
   b. Along Putnam Drive between Ohlen Road and Payton Gin Road (either side)
   c. Along Renton Drive between Ohlen Road and Richwood Drive (west side)
   d. Along Shadowood Drive between Ohlen Road to Teakwood Drive (either side).

Sidewalk with street trees, landscaping, and appropriately scaled signage, Portland

   East/West segments
   e. Along Teakwood Drive between Burnet Road and Exmoor Drive (north side)
   f. Along Wooten Drive between Lazy Lane and Gault Street (south side)
   g. Along Beckett Street between Burrell Drive to Lazy Lane (either side).

5. Construct sidewalks on the following **arterial** streets in the Crestview/ Wooten Combined Planning Area:

   a. Along Burnet Road between Anderson Lane and Justin Lane (east side)
   b. Along Burnet Road between Polaris Avenue and U.S. 183 (east side)
   c. Along Justin Lane between Woodrow Avenue and the existing sidewalk east of Ryan Avenue (north side)
   d. Along US Highway 183 frontage road from Payton Gin to Burnet Road (bus stops located on Burnet for patrons of US Highway 183 frontage road businesses)
   e. Along US Highway 183 frontage road to fill gaps in front of shopping center between Payton Gin Road and Ohlen Road (shopping center includes Albertson's Grocery)
   f. Along US Highway 183 frontage road, from Ohlen Road to Lamar Boulevard at Anderson Lane—this will provide sidewalk access to the apartment complexes with direct access and egress US Highway 183 frontage.

   Note: TXDot manages sidewalk construction along US Highway 183, while other sidewalks recommended in this plan are City of Austin jurisdiction.

6. Repair damaged sidewalks in the following locations:
   a. Justin Lane between Burnet Lane and Woodrow Avenue
   b. Polaris Drive between Burnet and Bowling Green
   c. Doris Drive between Burnet and Bowling Green.

7. Prioritize enhancement of the major pedestrian thoroughfares in Wooten and Crestview with sidewalks, crosswalks, landscaping, and other amenities that make walking safe, desirable, and efficient:
   a. Wooten: Enhance the pedestrian friendliness of Ohlen Road in the Wooten Planning Area. Maintain the current pedestrian amenities on Burrell Road in good condition, and monitor Teakwood Drive and Mullen Drive for increases in pedestrian traffic and need for safety enhancements.
   b. Crestview: Enhance the pedestrian friendliness of Arroyo Seco in the Crestview Planning Area, and maintain current amenities along Woodrow Avenue. Monitor Yates Avenue for increases in school children traffic as demographics change in the area. Such increases may warrant increased safety enhancements listed above.

<u>Transportation Objective 2</u>: Improve bicycle mobility through the Crestview/Wooten Combined Neighborhood Planning Area.

The Crestview and Wooten neighborhoods have a rudimentary north-south/east-west bike route system currently in place. Four routes were created as part of the citywide 1998 Austin Bicycle Plan that transect the area along Ohlen Road, Woodrow Avenue, Morrow Street, and north-south neighborhood streets in the eastern half of the Wooten neighborhood. These routes—striped where street widths allowed and signed where low density traffic and narrow street widths warranted an unstriped route—facilitate cross-city bicycle commuting as much as local bicycle travel.

In addition to the routes already in place, additional routes along arterial roads in the combined planning area were planned as part of the Austin Bike Plan's citywide biking master plan. Those route requests are repeated as recommendations in the Neighborhood Plan (see below). Additional bicycle recommendations pay special consideration to bicycling to local major attractors in the neighborhoods. These recommendations may warrant additional bike routes not included in the Austin Bicycle Plan. Additional enhancements like tree trimming, street maintenance, bicycle rack provisions, and additional bicycle route signs at intersections where routes change course are included among the recommendations listed below.

Elementary School Students Walking Home

Recommendations

1. Encourage property owners to provide ample bike racks for civic facilities and major attractors in the neighborhoods. Appropriate locations include, but are not limited to:
   a. Wooten Elementary
   b. Burnet Middle School
   c. Redeemer Lutheran Church and School
   d. St. Louis Catholic Church and School
   e. US 183/Research Boulevard shopping center including Half Price Bookstore
   f. Baseball fields and walking trail on Morrow Lane.

Bicycle Rack on Sidewalk of Retail Corridor, Portland, OR

2. Ensure that streets with current bicycle lanes and bicycle routes in Crestview and Wooten are swept regularly by the City to clear litter, debris, and gravel that collects near the street curbs *(see map for current route locations).*

3. Maintain bike route signs along current bike routes in Crestview and Wooten by reporting to the City when signs are missing (*see map for current bike route locations).*

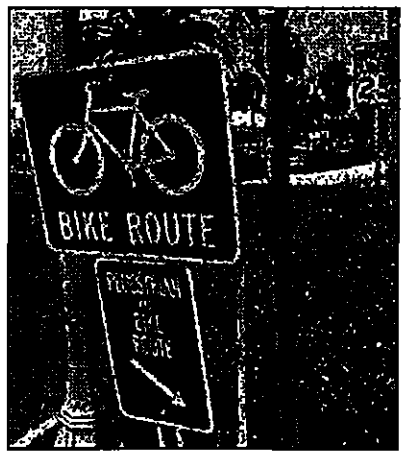
4. Property owners should pay special attention to trimming hedges and low-hanging limbs that extend into the area of designated bike routes.

5. Simplify bike route transitions (where bike routes change course) by using additional signs at the following locations:

   a. Provide bold signage that instructs the bicyclist heading west on Ohlen Road to jog south on Burnet Road before continuing west along Steck Avenue (east-west bicycle route #16: *see map*).

   b. Provide bold signage that instructs the bicyclist heading north on Woodrow Avenue to jog east on Morrow Street before continuing north on Tisdale (north-south bicycle route #41: *see map*).

   c. Provide bold signage that instructs the bicyclist heading east on Ohlen Road to jog south along Contour before continuing east under the US Highway 183 (east-west bicycle route #16 and #41: *see map*).



Example Bike Route Sign

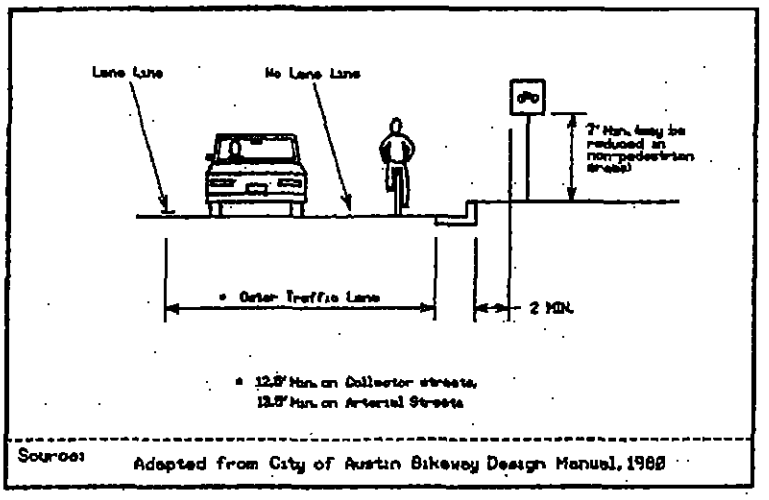
6. New bike routes along arterial streets in the Crestview/Wooten planning area as designated by the Austin Bicycle Plan (1998):

   a. Add six-foot bike lanes to Anderson Lane by expanding the width of the street or reconfiguring current lanes to accommodate bike travel *(currently two feet of additional pavement required).*

b. Add six-foot bike lanes to Lamar Boulevard from Morrow Street to Airport Boulevard by expanding the width of the street or reconfiguring current lanes to accommodate bike travel *(currently no new pavement required).* This route would feed into an existing route on Airport Boulevard west of Lamar that eventually feeds into route #47 on Guadalupe Boulevard.

c. Convert the outside traffic lanes of Lamar Boulevard from Airport Boulevard to Justin Lane to fifteen foot "wide curb lanes" that accommodate bike routes along this corridor, and provide appropriate signage *(currently no new pavement required)*. Consider expanding the width of the street or reconfiguring current lanes to add standard five to six foot bike lanes in the future.

d. Convert the outside traffic lanes of Burnet Road to fifteen foot "wide curb lanes" that accommodate bike routes along this corridor, and provide appropriate signage *(currently no new pavement required)*. Consider expanding the width of the street or reconfiguring current lanes to add standard five to six foot bike lanes in the future.



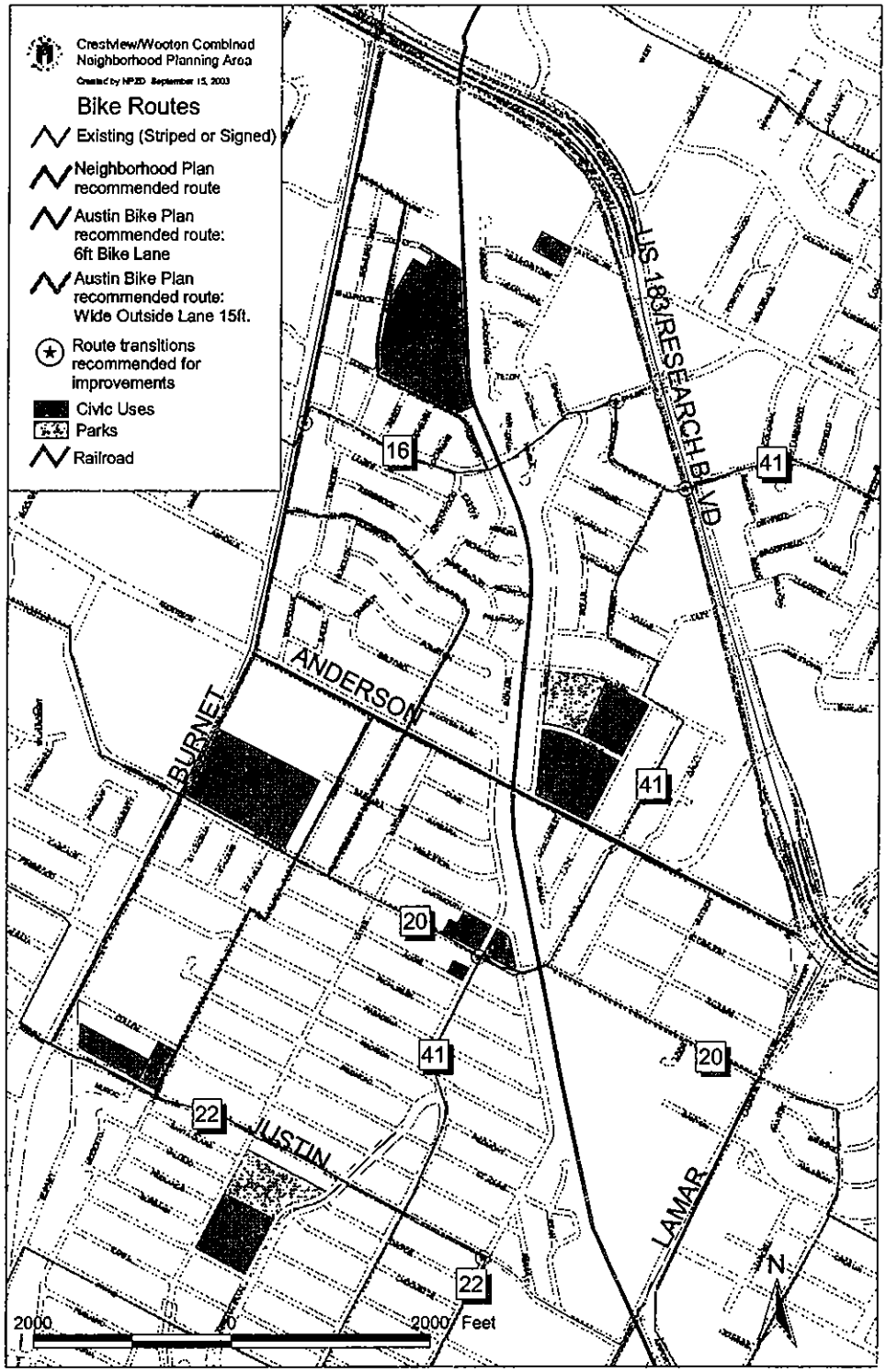
Schematic drawing of a bicycle compatible street

<u>Transportation Objective 3</u>: Work with Capital Metro to enhance bus, vanpool, and car sharing services in the planning area.

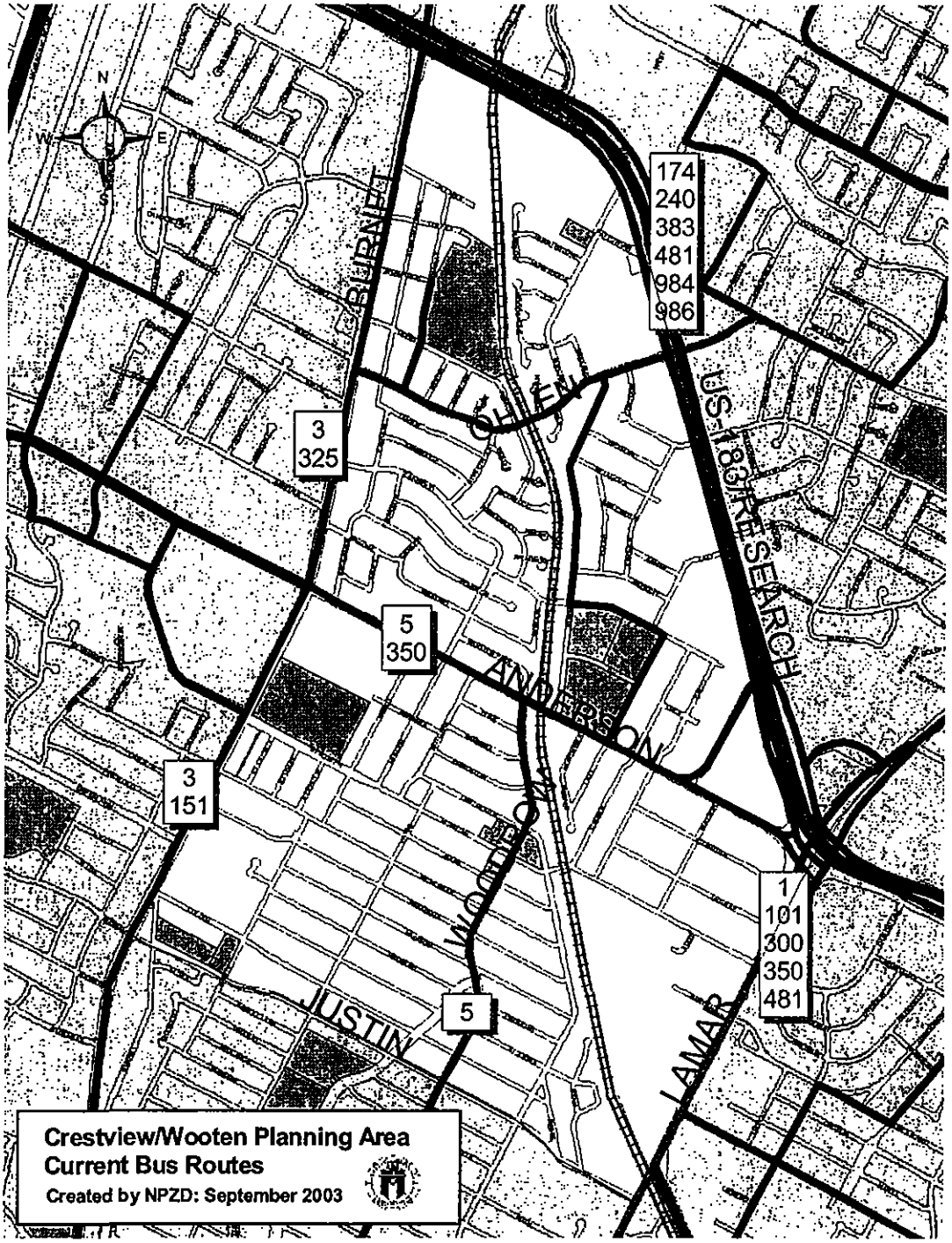
Currently, fifteen different bus routes travel through the Crestview/Wooten Combined Planning Area. This number includes five routes that travel on US Highway 183 and its frontage roads. The US Highway 183 routes can be accessed easily by area residents at the North Lamar Transit Center located just outside the Planning Area at the northwestern intersection of Lamar Boulevard of US Highway 183. The majority of the bus routes have stops along Lamar Boulevard, Burnet Road, Anderson Lane, Ohlen Road and Woodrow Avenue. Consequently, almost every house, apartment, and business within the combined planning area is located within one-quarter mile of a bus route.

Recommendation

1. Review the current bus routes along Anderson Lane for strategies to improve their speed of delivery to other destinations.



Improvements to the Bicycle Transportation Infrastructure



Current Bus Routes

***Transportation Objective 4*: Reduce cut-through traffic on residential streets.**

A majority of the respondents to the initial survey indicated that traffic issues were a matter of great concern. The neighborhoods' locations relative to a large number of retail establishments was listed as an amenity, however, this amenity has also generated a significant amount of cut-through traffic on residential streets.

Recommendations

1. Maintain the current turning restrictions at the intersection of Lamar Boulevard and Morrow Street.

***Transportation Objective 5*: Find productive uses for unused or undeveloped right-of-way.**

Recommendations

1. Consider abandoning the dead-end portion of Aggie Lane south of Morrow Street as part of any redevelopment of the Huntsman site.

2. Consider abandoning the eastern, unpaved portion of the Wooten Drive right-of-way.

***Transportation Objective 6*: Improve the attractiveness and utility of Arroyo Seco and other streets with open drainage channels in the center median.**

Recommendations

1. Cultivate appropriate landscaping along either sides of the drainage channel where possible. Consider seeding wildflowers where substantial shrubs or trees are not viable options.

2. Cultivate appropriate landscaping along either sides of the drainage channel along St. Joseph and Morrow where possible. Consider seeding wildflowers where substantial shrubs or trees are not viable options.

Drainage Channel along Arroyo Seco

Transportation Objective 7:* *Increase vehicular safety and visual aesthetics of intersections in and around the neighborhood.

Recommendations:

1. Landscape the intersection of Teakwood and Burnet Road, including trees along Burnet Road. This is a primary entrance to Wooten residences south of Ohlen Road.

2. Amend the Austin Metropolitan Area Transportation Plan to downgrade Justin Lane from Burnet Rood to Woodrow Avenue from a 4-lane Minor Arterial (MNR4) to a 2-lane Minor Arterial (MNR2).

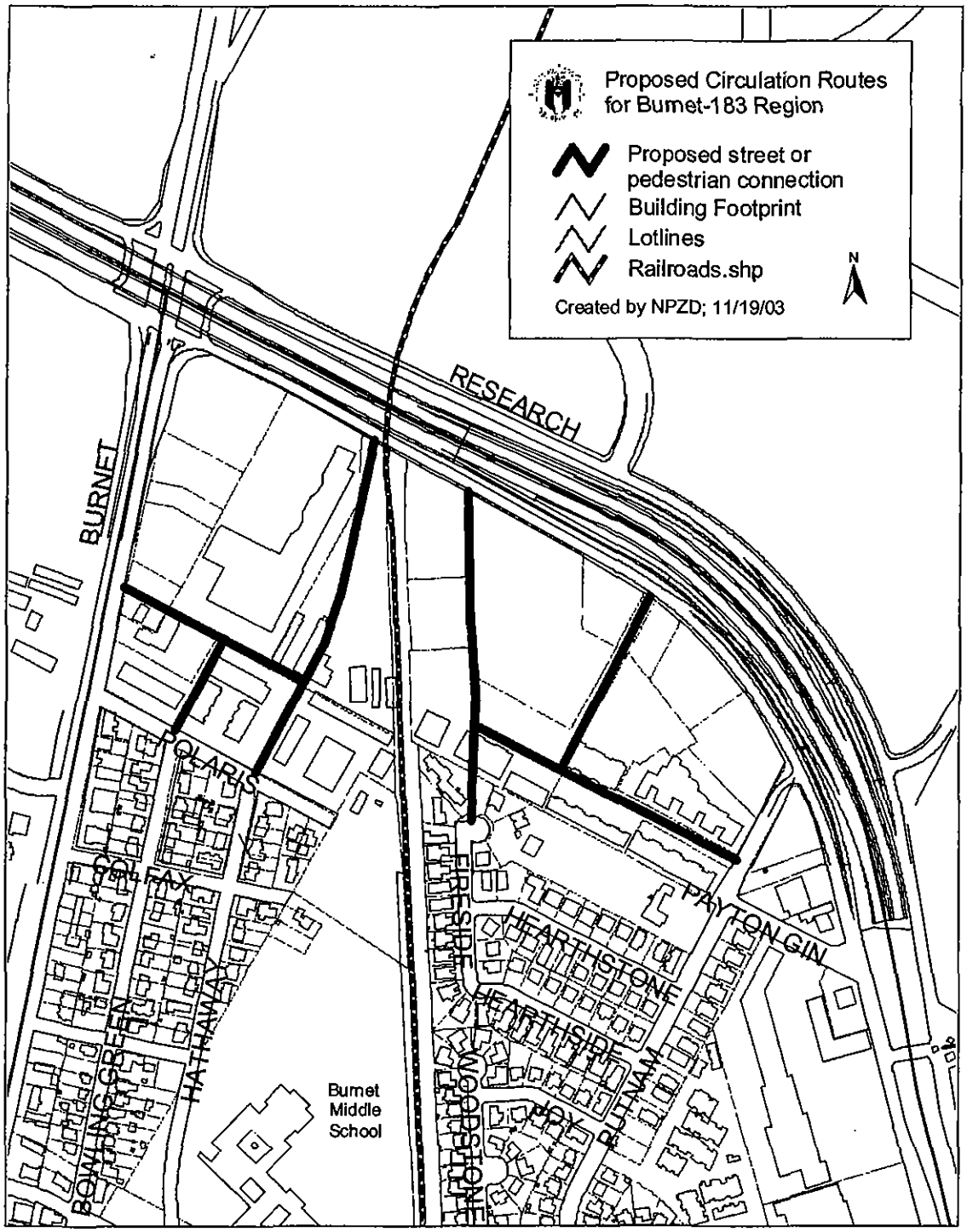
3. If Anderson Lane, Burnet Road, or Lamar Boulevard are expanded with additional lanes, they should be divided with raised, landscaped medians.

Transportation Objective 8:* *Enhance mobility through the Burnet-183 commercial node

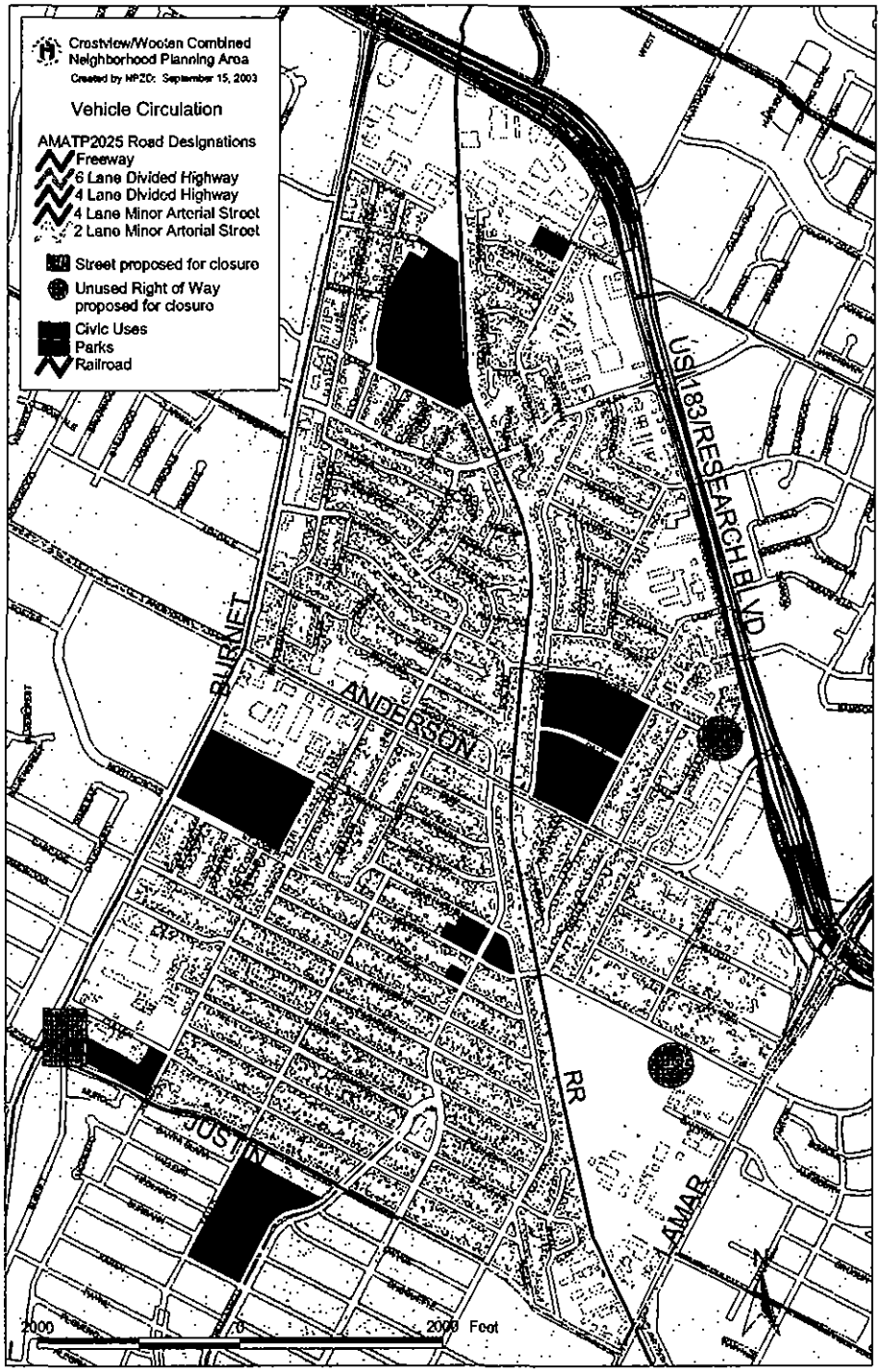
Recommendations

1. Extend Hathaway or Bowling Green as a pedestrian pathway north of Polaris that enters the major shopping center at the corner of Burnet and US-183.

2. Consider adding an east-west dedicated street between the major shopping center at Burnet and US-183 and the office complex due south along Polaris.



Circulation for Commercial Node at US Highway 183 – Burnet Road



Vehicle Circulation and Proposed ROW Closures

Quality of Life Goals

When asked what they liked best about their neighborhood, most respond that it is a nice, quiet neighborhood with all of the conveniences of living in a city. People feel passionately about maintaining the current character of the neighborhood. Preservation of the neighborhoods' character requires that residents and property owners actively maintain the "clean, quiet, safe, and park-like" aspects of the neighborhood. The City can play a role by ensuring that stakeholders have the tools and infrastructure they need to maintain a high quality of life.

Quality of Life Issues

Creeks and Watersheds

Crestview and Wooten are within the boundaries of three watersheds: Shoal Creek, Waller Creek, and Little Walnut Creek. None of the main creek channels flow through the planning area, but several minor tributaries of Shoal Creek and one minor tributary of Waller Creek are located in the combined planning area.

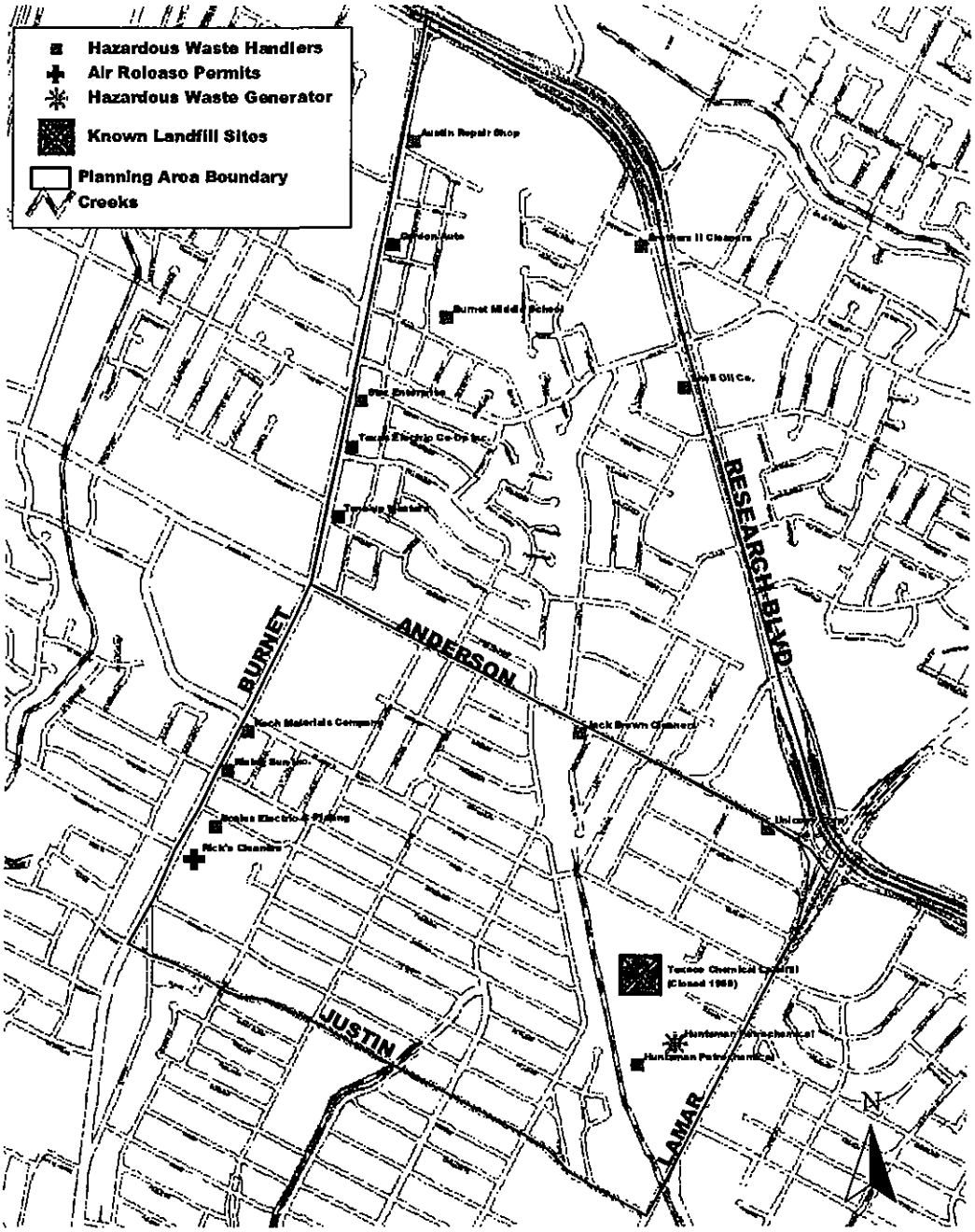
Flooding

Both neighborhoods are fortunate to have very few problems with flooding. There is only a small portion of flood plain in Crestview near the intersection of Arroyo Seco and Justin Lane, and no flood plain in Wooten. During a 100-year storm event, there is only one known structure in the neighborhood that has flooding issues.

Downstream flooding is a concern in the planning area. The south/central portion of Crestview drains into the Hancock Branch of Shoal Creek, which experiences severe flooding problems in the Brentwood Neighborhood near Theckla Terrace.

Parks and Recreation

The only City owned park within the boundaries of the Crestview/Wooten Planning area is Wooten Park. The 6.28-acre park was acquired from D.H. Burrell on February 3, 1954. Wooten Park features Basketball, Softball, Volleyball, and a Multi-Purpose field. It also has a playground and three picnic tables. The Huntsman Corporation has designated part of its property recreation and open space available to the community.



Crestview/Wooten Neighborhood Planning Area
Potential Brownfield Sites

Brownfield Map

Brownfields
The term "Brownfield" refers to any property that would have trouble redeveloping or expanding because of actual or perceived contamination, pollution or the presence of a hazardous substance.

In Crestview/Wooten Combined Neighborhood Planning Area the largest of these sites is the Huntsman Chemical site on Lamar Boulevard. According to the Texas Commission on Environmental Quality (TECQ), the Huntsman property has required an enforcement action in the past, and has worked with the TECQ to correct the problem. Groundwater cleanup is complete to residential standards. The TECQ asked Huntsman to discontinue the shallow groundwater recovery along the western property line in November 1999, and recommends a thorough investigation of the entire Huntsman site prior to redevelopment.

Quality of Life Goals

5. Enhance Safety and Attractiveness of the Neighborhoods.
6. Enhance and Add Landscaping, Green Spaces, and Recreation Opportunities Throughout the Neighborhood.
7. Promote Good Stewardship of the Environment and Reduce Existing Sources of Pollution.
8. Minimize Noise and Light Pollution from Residential Areas.

Objectives and Recommendations

Quality of Life Objective 1: Maintain and enhance neighborhood parks.

The parks in Crestview and Wooten are few and treasured. Due to the limited number of parks, people would like to enhance and protect what they have. The softball fields at Huntsman are of particular concern, because they are privately owned, and therefore possibly subject to development should Huntsman sell the property.

Recommendations

1. Improve Wooten Park by adding restrooms, water fountains and sports facilities.

2. Increase park security patrols in Wooten Park.

3. Preserve the Softball Fields on the Huntsman properties.

4. Consider finding an appropriate location to develop a public park in the Crestview Neighborhood using parkland acquisition funds or other appropriate funding.

Quality of Life Objective 2: Beautify neighborhood through improved landscaping.

The people in Crestview and Wooten enjoy a high standard of care in their neighborhoods. For the most part, houses and yards are well kept, litter is controlled, and streets and sidewalks are maintained. Adding trees and landscaping would merely enhance an already beautiful neighborhood.

Recommendations

1. Plant more trees throughout the neighborhood.

2. Landscape railroad right-of-way.

3. Add a gravel/crushed gravel running trail, with drinking fountains

Quality of Life Objective 3: Maintain a safe environment by improving neighbors' capacity to prevent crime.

Crime was identified as the second highest concern (next to traffic) in both Crestview and Wooten planning areas. As indicated in both surveys and meetings, neighbors feel that increasing their capacity to deal with crime would help.

Recommendations

1. Promote the Neighborhood Watch program in currently underserved areas.

2. Increase appropriate street lighting.

3. Utilize Police Department's District Representative and calling 311 for non-emergency situations.

4. Develop after-school programs for kids

***Quality of Life Objective 4:* Enhance and protect the existing beauty of the neighborhood.**

As noted above, most beautification work in the neighborhood is prevention-oriented. Neighbors are well organized and understand what needs to be done to maintain the current standards of cleanliness.

Recommendations

1. Develop strategies to keep the neighborhood graffiti-free.

2. Improve Neighborhood Clean Up efforts, with emphasis on Wooten Park

3. Teach neighbors to identify and report housing and zoning code enforcement violations.

***Quality of Life Objective 5:* Minimize Noise and Light Pollution from Residential Areas.**

People have complained of noise and light pollution from both commercial and residential sources. This can be alleviated through the use of proper lighting to prevent problems, as well as learning how to respond to violations when they occur.

Recommendations

1. Ensure that neighbors understand the noise ordinance, and how to report a violation to the police.

2. Encourage the use of proper, hooded, exterior lighting that provides home security without disturbing neighbors.

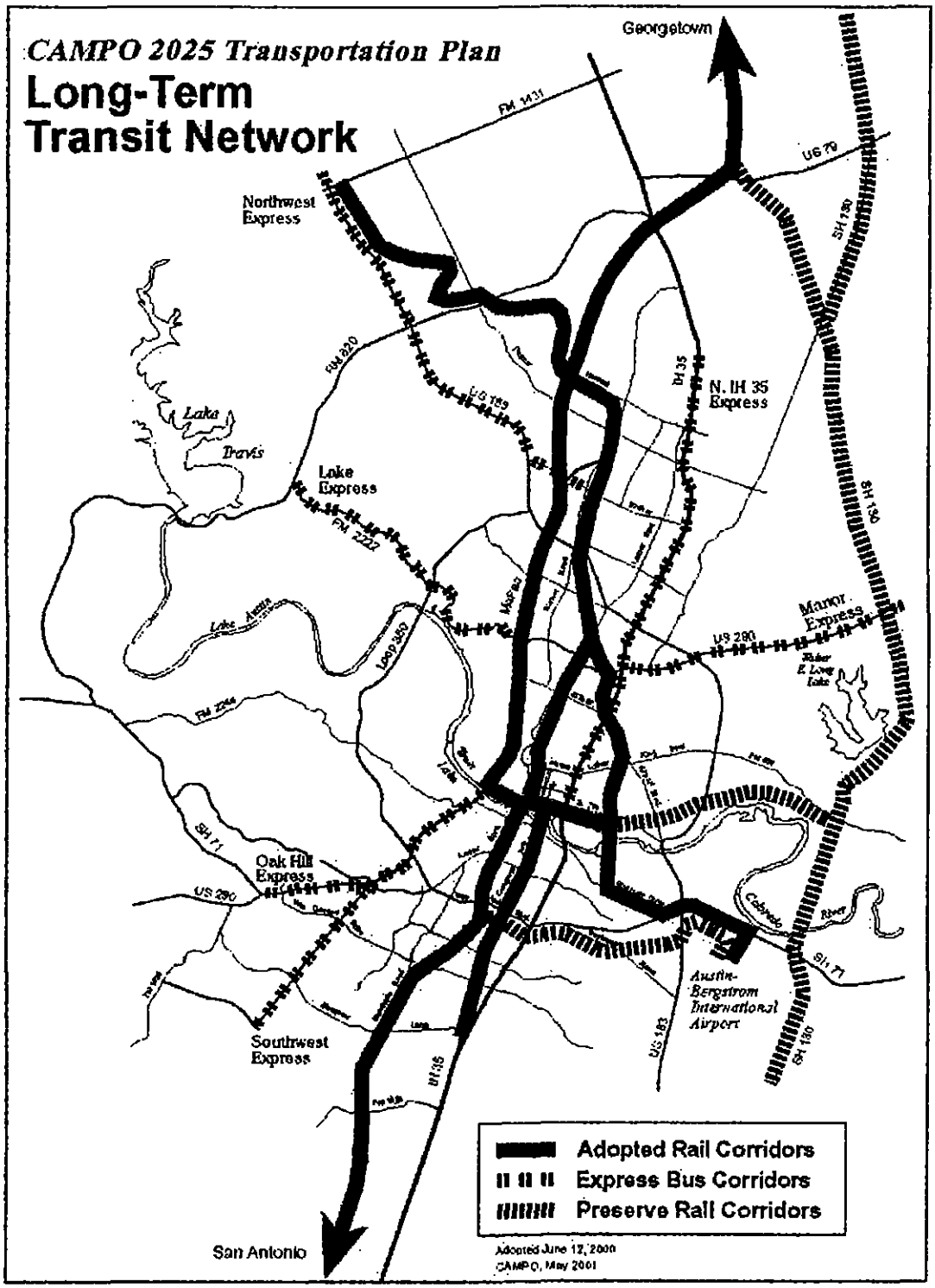
RTP Goal: Coordinate the Rapid Transit Project's Light Rail Transit Station Planning effort with the Neighborhood's vision for the future.

Transportation Planning Background

The Capital Area Metropolitan Planning Organization (CAMPO) develops and updates our region's long-range, transportation plan. (See *www.campotexas.org*) The five major elements of the CAMPO Plan are:

1. Major New or Improved Roadways
2. High Occupancy Vehicle (HOV) Lanes and Toll Roads
3. Express Bus System with Park & Ride Facilities
4. Intercity Passenger Rail System (90-mile, Austin – San Antonio Regional Rail)
5. Intracity Passenger Rail System (52-mile, Austin area system)

The 52-mile passenger rail network shown has been included in the CAMPO Plan since the 1990s and is adopted by the City of Austin in the form of the Austin Metropolitan Area Transportation Plan (AMATP) each time the CAMPO Plan is updated. (See *http://www.ci.austin.tx.us/transplan/amatp_summary.htm*)



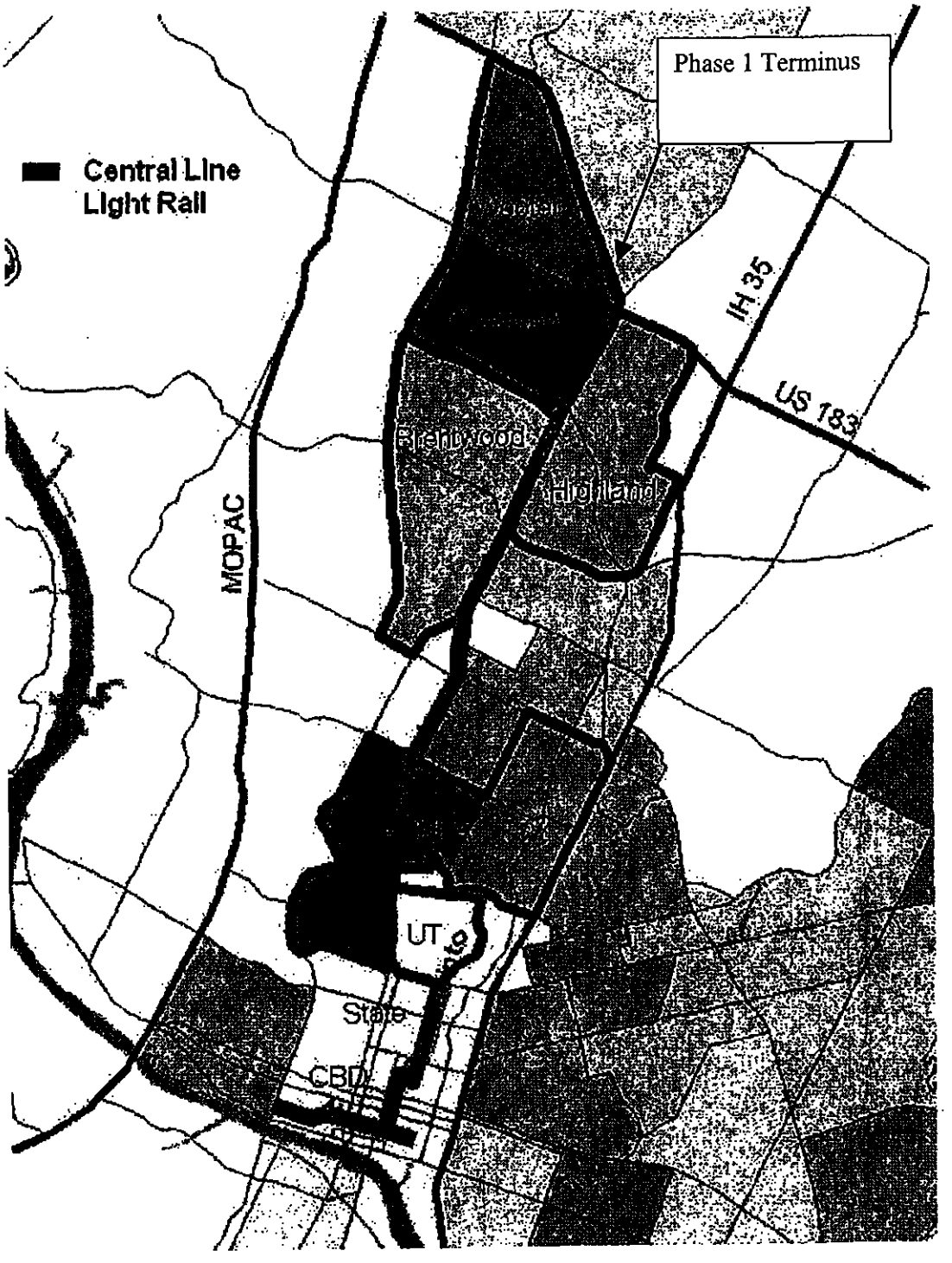
Long Term Transit Network

Rapid Transit Project Background

The Rapid Transit Project (RTP) is a partnership between the City of Austin and Capital Metropolitan Transportation Authority (Cap Metro) for the planning and integration of a high-capacity transit system serving the Austin area. The project is examining a variety of transit modes including light rail. The RTP began in August 2001 with the development of engineering and environmental analysis of the first line of a light rail system: the "starter line". Phase one of the starter line, called the Central Line", will create the spine or backbone for the transit system and connect neighborhoods with major destinations and employment centers such as The University of Texas, the State Capitol Complex and Downtown. (See *www.rapidtransitproject.org*)

NOTE: All illustrations and designs seen or described herein are preliminary concepts and will evolve with further study, engineering and public input once the Central Line is approved for implementation. No commitment is made at this time to take any implementation steps or acquire property.

Crestview/Wooten Combined Neighborhood Plan

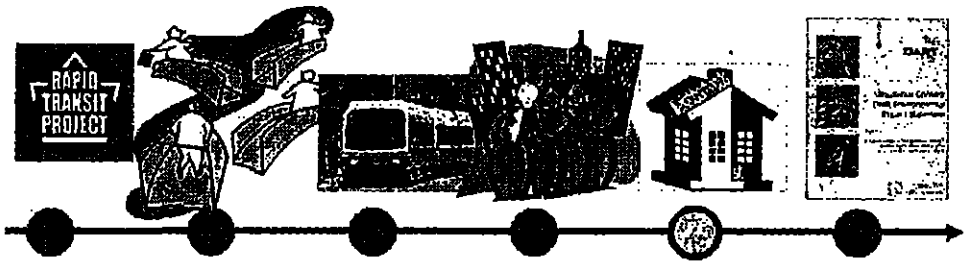


Central Line Light Rail Alignment and 2003 Neighborhood Planning Areas

Rapid Transit Project Goals

1. Improve corridor mobility.
2. Develop facilities & services based on community input.
3. Protect & enhance community & environmental resources.
4. Provide an efficient & balanced transportation system.
5. Develop a rapid transit system that is cost effective & affordable.

Central Line Project Milestones



Aug. 2001 Project Begins	9-10/2001 Alignment Workshops By Geographic Area	10/2001 Vehicle Technology Workshop	11/2001 Overall System Station Planning Workshop	3-8/2003 Central Line Transit Station Planning	2004 Preliminary Engineering Report Complete

A series of City-wide, public workshops were conducted during Fall 2001 which resulted in the establishment of a priority transit corridor to implement - the Central Line - and the most appropriate technology for that corridor - Light Rail Transit or LRT).

The September/October 2001 **System Alignment Workshops** received public input on the proposed alignments – or routes, for the various transit corridors in the overall proposed, high-capacity transit system. These transit corridors would serve Central, Northwest, East and South Austin neighborhoods.

The October 2001 **Vehicle Technology Workshop** presented the pros and cons of various types of trains and buses that could serve the high-capacity transit corridors. Light rail technology was chosen to serve many of these corridors, due to its ability to carry many passengers with high frequency at a comparably low cost.

The November 2001 **Station Planning Workshop** helped to define station locations and types for the overall system. This workshop proposed that the system would have 26 stations, spaced about ½-mile to 1-mile apart and would include four different "station types":

- Neighborhood Station
- Destination Station
- Park & Ride Station
- Bus Transfer Station

Subsequent meetings and work sessions in 2002 and 2003 with The University of Texas and State Capitol Public Safety Team led to revisions to the light rail alignment and station locations in their respective areas.

Light Rail Station Planning in the Crestview / Wooten Neighborhood Planning Area

Timely collaboration between the City of Austin, Capital Metro and neighborhoods is a key component to the success of the Rapid Transit Project. For this reason, neighborhood planning areas along the Central Line were given priority by the City Council in the City's neighborhood planning process, in order to leverage Cap Metro's transit planning efforts with those of the City's in developing a more integrated neighborhood plan.

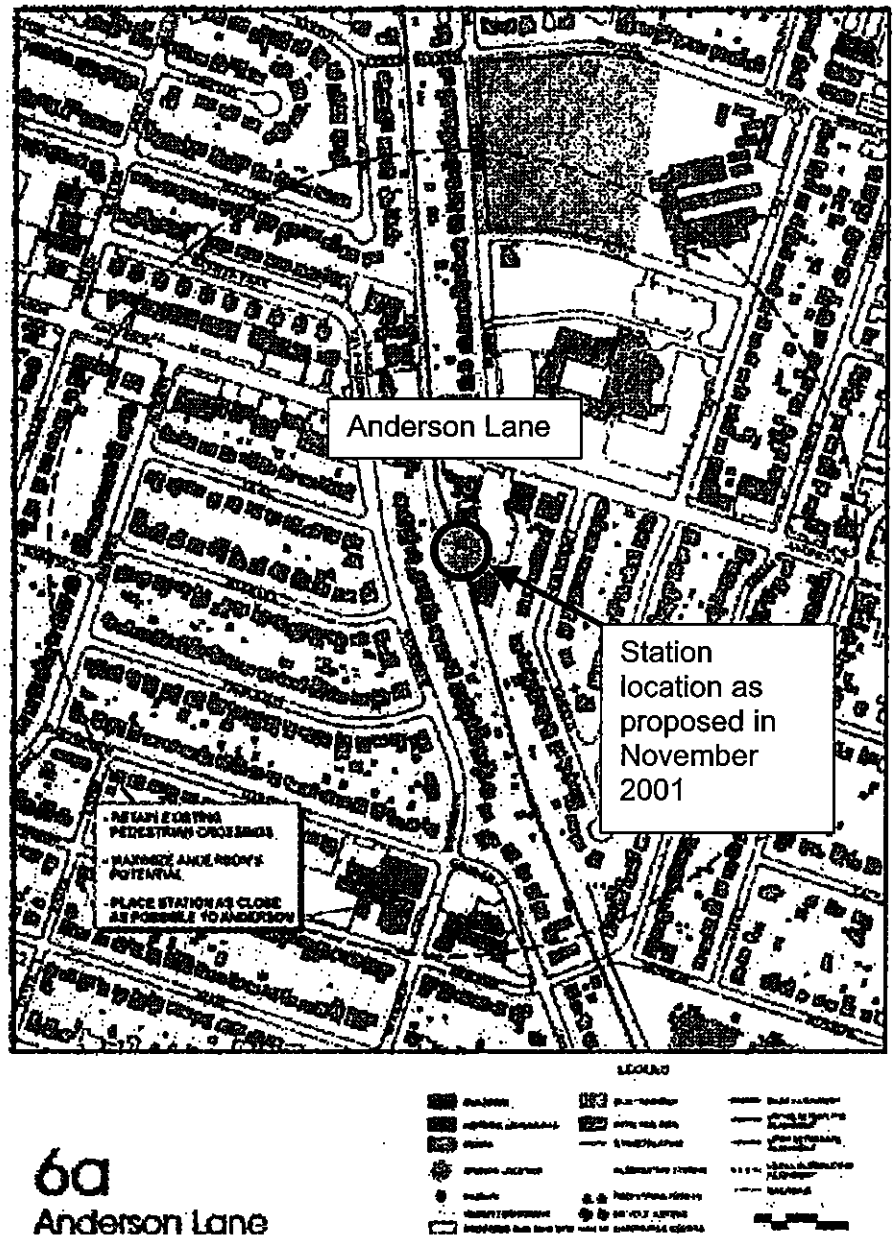
To this end, a transit station planning workshop was conducted by City and Cap Metro staff for the Crestview / Wooten Neighborhood Planning Area on July 8, 2003, The purpose of the workshop was to receive input on light rail station types and locations, to better understand neighborhood priorities for transportation connectivity, conservation of historic and cultural resources, possible public art ideas, etc.

The two light rail stations in the Crestview / Wooten NPA are important components of the proposed system. These stations function to allow passengers to transfer between light rail, buses and possibly commuter rail, and may have substantial facilities for drop-off and automobile parking.

November 2001 Station Planning Workshop

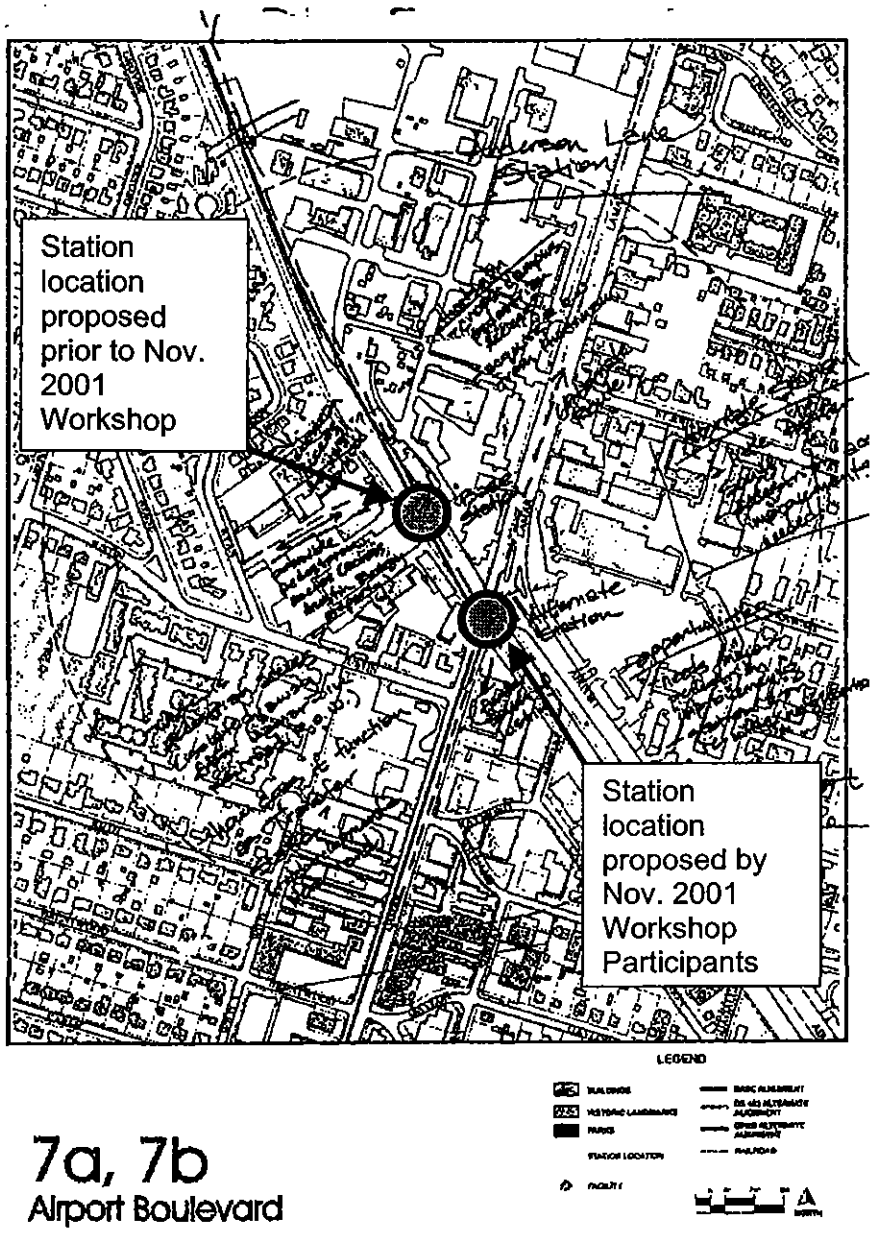
In November 2001, station location plans were reviewed at a city-wide workshop. The feedback received from this workshop was used in subsequent planning for the July 2003 Workshop. Two station locations within the Crestview / Wooten NPA were discussed. At that time, the light rail alignment was proposed to utilize the Cap Metro owned Giddings-to-Llano Railroad that runs through the middle of The Crestview and Wooten Neighborhoods. Utilizing this existing freight line for light rail has always been controversial and generally has not been popular in these neighborhoods. In 2001 a station was located on the railroad right-of-way just south of Anderson Lane. This location was criticized for not being very

accessible from the adjacent neighborhoods. The existing pedestrian crossing of the railroad at Wooten Drive, north of Anderson Lane was recommended to be retained.



November 2001 Map of Anderson Lane Station

The station located at Lamar and Airport was also criticized for poor accessibility. Participants suggested working with the adjacent Huntsman Chemical Company to improve access and that better pedestrian and bicycle connections from the north and east were needed.



November 2001 Map of Airport Boulevard Station

RTP's Guiding Principles for Light Rail Station Planning:

1. Locate and design stations that are compatible with the Neighborhood Plan's Vision.

2. Minimize property acquisitions and impacts.

3. Assure all modes of transportation are well-connected to the station: sidewalks, bike lanes, bus stops/pullouts.

4. Provide for safe and convenient transfer between all transportation modes.

5. Assure auto traffic and access to properties is maintained and balanced with effective transit operations.

How RTP's Principles Translate into Design

Pedestrian Access and Crossing of LRT Tracks

Pedestrian access to stations is critical for a successful rapid transit system. Improved sidewalks and shade tree plantings in the immediate vicinity of stations are important elements of a station area plan. Pedestrian crossings of LRT tracks must be controlled for safety reasons. In some cases, where there are many pedestrians crossing a street, fencing or other barriers such as planted medians are used to direct pedestrians to controlled crossings. Station platforms are typically located between intersections with traffic lights where pedestrians can cross in designated crosswalks as they would on any other street. Because signal-controlled intersections are spaced to suit automobile traffic, they are often spaced too far apart to be convenient for pedestrians. In such cases, other means of providing safe pedestrian crossings maybe employed between signal-controlled intersections. One such device is a "Z-crossing", which induces a pedestrian to turn facing in the direct view of an on-coming train, before turning again to cross the track. Sometimes gates and lights are also employed either in conjunction with, or instead of, "Z-crossings".

Houston: Pedestrian Z-Crossing Under Construction

Bus Routes and Connections to Light Rail Transit (LRT)

Generally speaking, Capital Metro will continue most bus service along the light rail routes under consideration. Capital Metro has planned growth of the bus system (2-3% per year) throughout the development of a rapid transit system and into the years of operation of the system. A rapid transit system would serve as a complement to the existing bus lines, and these will be coordinated with light rail station locations.

Bike Access

The Austin Bicycle Plan (1997) was used as a guiding document in determining where bicycle facilities would be required in conjunction with changes to streets along the light rail alignment. Recommended facilities on streets leading to stations are also shown where appropriate.

Automobile Traffic and LRT

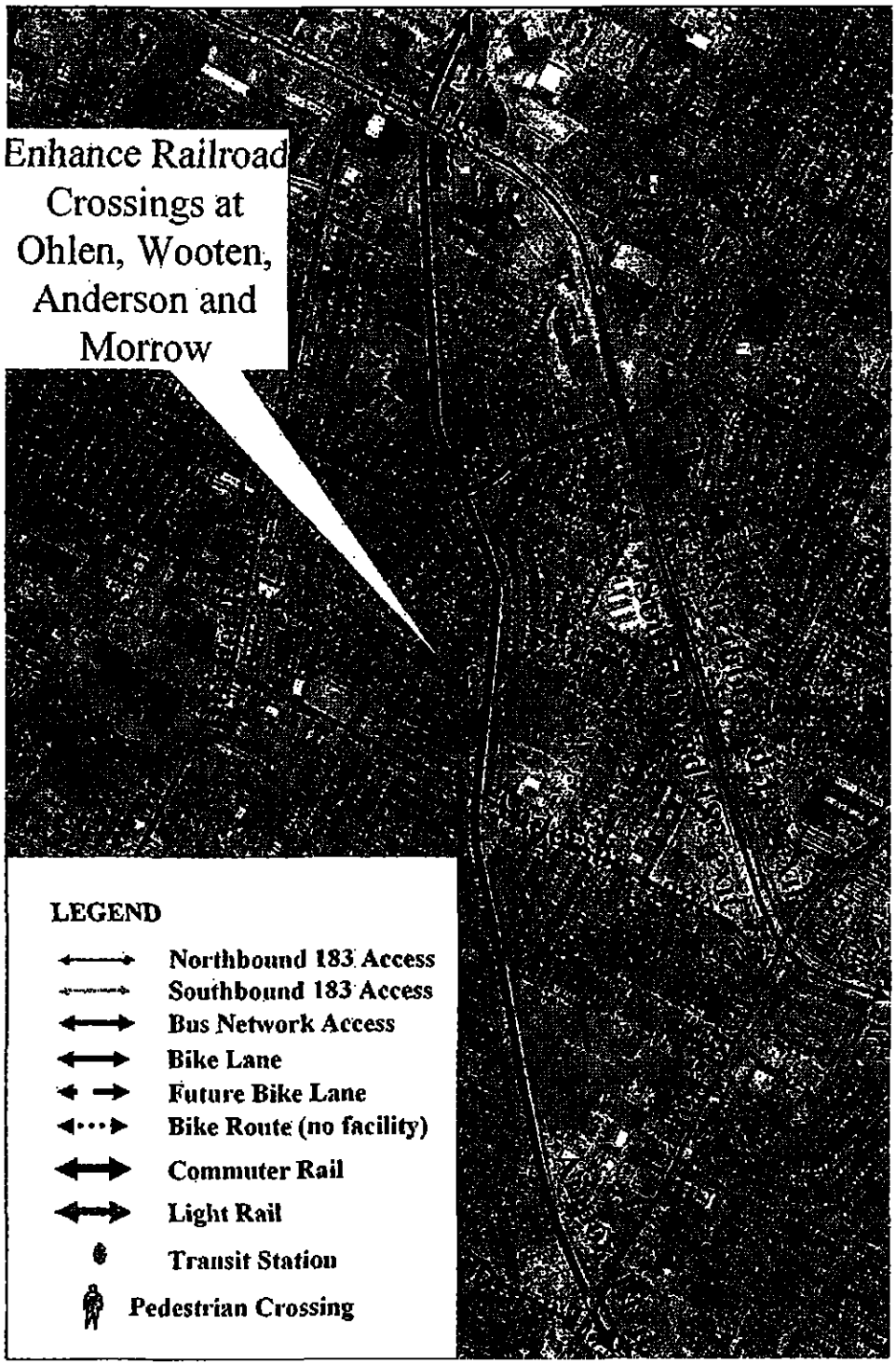
Safe and efficient operation of light rail on city streets is facilitated by dedicating exclusive lanes or "trackways" rather than allowing other vehicles to share the "trackways". Raised curbs, buttons, and distinctive paving are often used to discourage other vehicles from wandering onto the tracks. In most cases, light rail tracks are located in the center of streets to eliminate conflicts with right turning vehicles accessing adjacent businesses or side streets. Left turns, U-turns and cross traffic are usually limited to crossing the "trackway" at signalized intersections.

Impacts on traffic will be considered as part of the subsequent stage of the Preliminary Engineering and Environmental Impact Statement process. Light rail will help reduce the growth of traffic congestion, but it is only one part of the CAMPO 2025 plan (which includes high-occupancy vehicle (HOV) lanes, roadway improvements, new roads, and commuter rail) that has been developed to meet the Austin area's future transportation demands. Neighborhood workshop participants emphasized the importance of further studies on traffic impacts and the careful integration of traffic within the Transit Station plans.

RTP Team Presentation at Light Rail Station Planning Workshops

Transportation Connections Map

This map describes the connections between all modes of transportation in the Crestview / Wooten NPA. Accessibility to transit stations by various modes of travel is critical to the success of any good transit system, and is of great interest to adjacent neighborhoods. Connections to and from US 183 to the proposed station locations and roadway upgrades in the AMATP were examined to understand automobile access issues. Bike routes and pedestrian crossings of the existing Cap Metro owned railroad are also shown. A proposed commuter rail system on the existing railroad is shown, intersecting with the proposed Central Line light rail line at Airport and Lamar. This station and the northern terminus station at Anderson and Lamar are also shown.



Crestview / Wooten Transportation Connections Map

Conceptual Station Plans

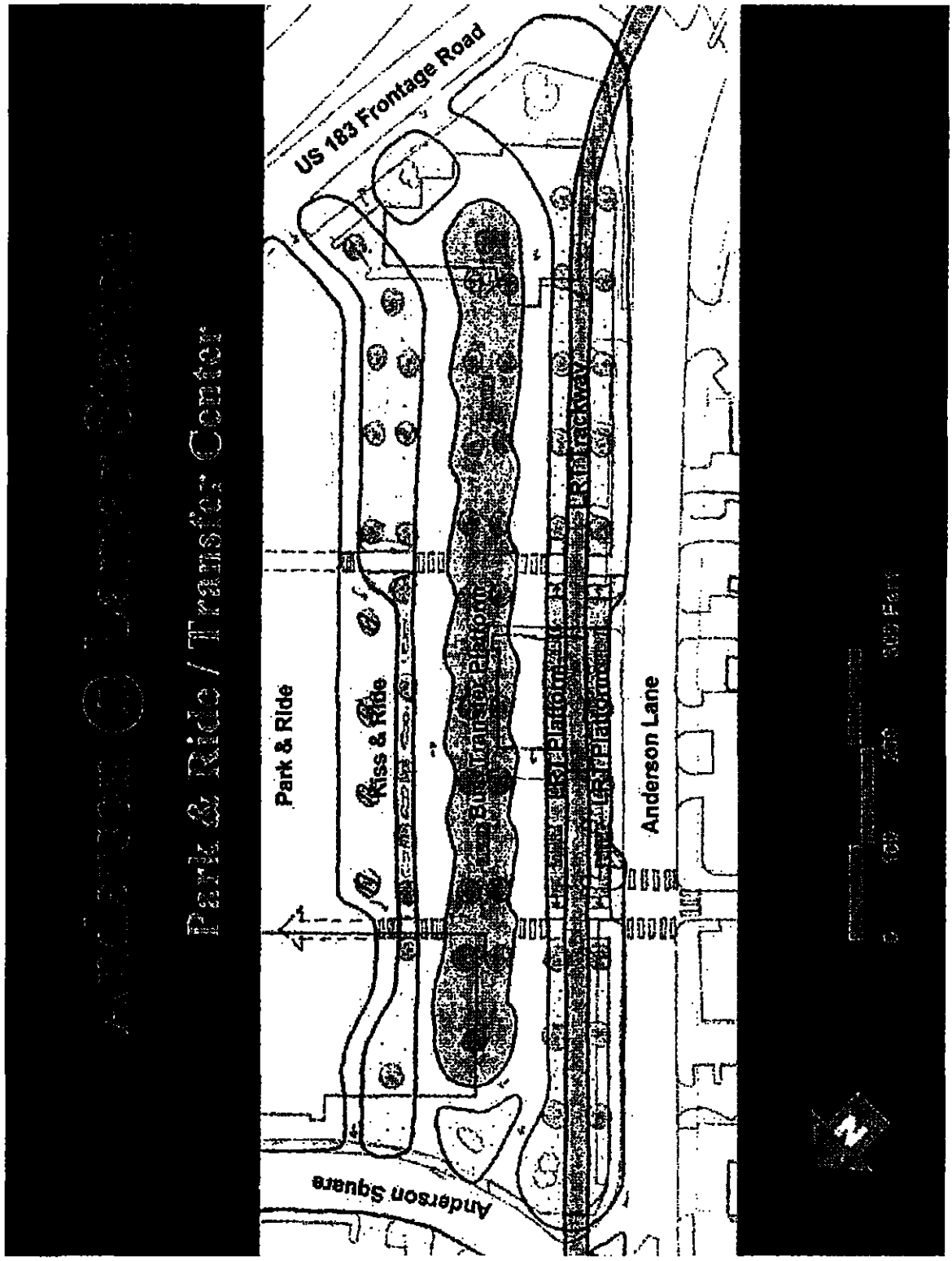
The following conceptual station plans and associated cross sections were presented at the Transit Station Planning Workshop. *NOTE: All illustrations and designs seen or described herein are preliminary concepts and will evolve with further study, engineering and public input once the Central Line is approved for implementation.*

Anderson @ Lamar Station **(see Draft Anderson @ Lamar Station Plan)**
This station is the is the Phase One proposed terminus of the Central Line. This proposed station location has been moved to the intersection of Anderson and Lamar to take advantage of the better accessibility to US 183, and to provide more options for future light rail extensions, if warranted. This new alignment adjacent to Lamar Boulevard has the added benefit of freeing up the Cap Metro owned tracks for an early implementation and use by a commuter rail line from Leander to Downtown.

The Anderson @ Lamar station would also serve the bus transfer functions presently located at the North Lamar Transfer Center on the other side of US 183. Moving the transfer center to the south side of US 183 would improve accessibility from the highway and allow direct transfers between bus and light rail. This location could also accommodate a "Kiss-and-Ride" drop-off and a "Park-and-Ride" lot with direct access from US 183. A bike commuter station and other passenger amenities could be also be accommodated on this large site.

Many Workshop participants commented that this location was better than the previous one further west on Anderson Lane, but were concerned about traffic impacts at an already chaotic intersection. A traffic control plan and traffic modeling would be required in future Environmental Impact Statement (EIS) and final engineering design phases.

The light rail alignment in this location is proposed to run on the west side of Lamar and the north side of Anderson Lane, minimizing the disruption to the existing busy arterials and intersections.

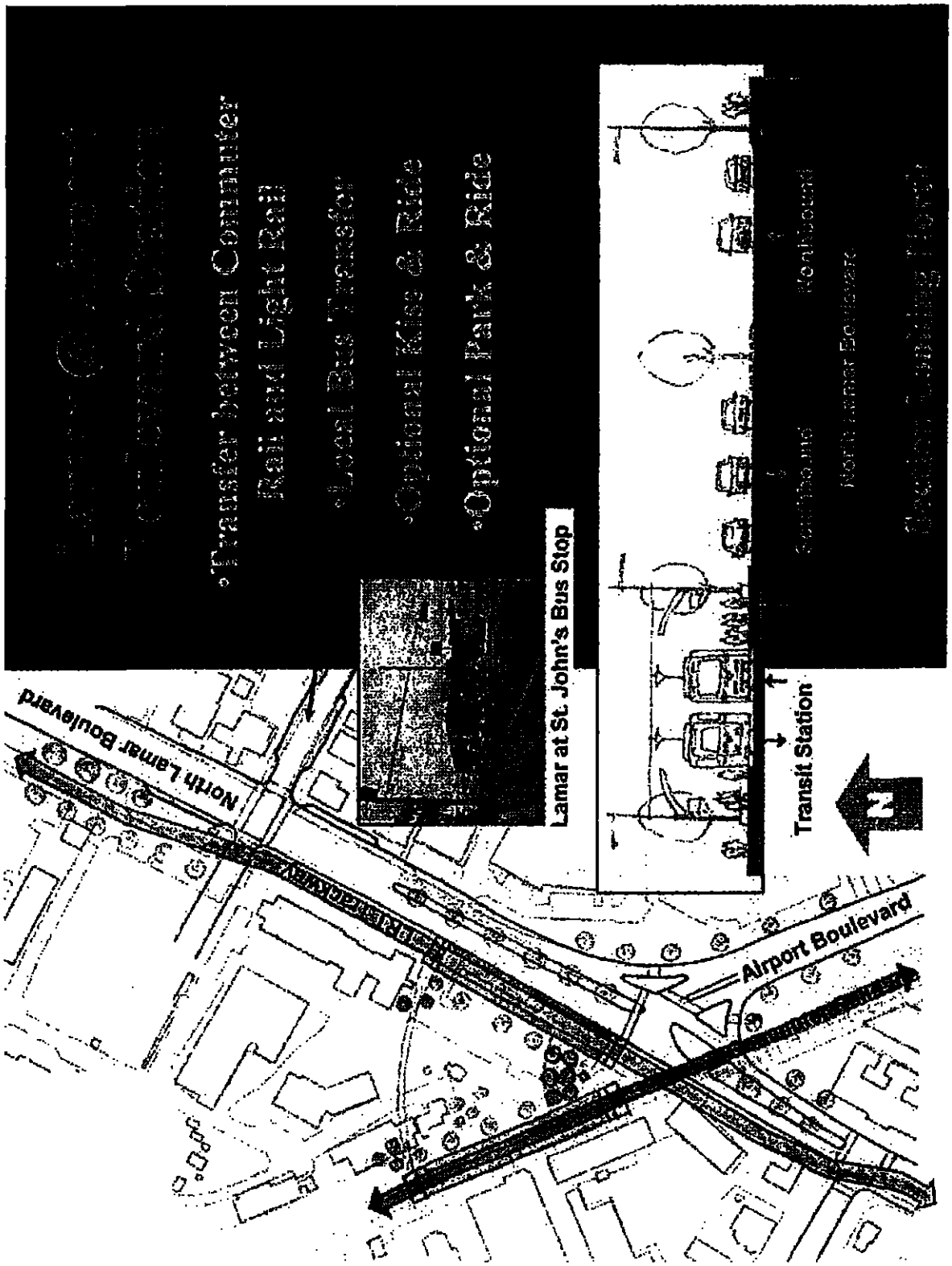


Draft Anderson @ Lamar Station Plan

Lamar Boulevard @ Airport Boulevard Station (see Draft Station Plan)
This station is located in the northwest quadrant of the intersection of Lamar Boulevard and Airport Boulevard. A commuter rail station is shown on the existing railroad right-of-way to the southwest of the light rail station. This commuter rail station would likely only be built in the case of both commuter rail and light rail systems operating at the same time. The two stations would allow transfers for passengers whose destination is somewhere north of Downtown, and who would find transferring to light rail more convenient than riding commuter rail all the way through East Austin and into the south part of Downtown on 4th Street. A small transit plaza between the two stations improves the pedestrian environment for transferring passengers and provides a shaded waiting area. There is also potential for "Kiss-and-Ride", "Park-and-Ride" and off street bus transfer near the platforms.

Bus pull-outs at the intersection of Lamar and St. Johns are envisioned to facilitate transfers between rail and bus. Although this transfer would require a short walk, all of the buses at this location would also meet the light rail line at the Anderson and Lamar Station, where additional transfers to buses would also be available.

The light rail trackway is shown to the west of the existing curbline, between two rows of existing trees. This minimizes disruption to traffic lanes during construction and operation. The trackway transitions to the center of Lamar after passing through the traffic-signal controlled intersection at Justin Lane. This configuration maintains automobile access to commercial properties on both sides of Lamar.



Draft Lamar @ Airport Station Plan

Conclusion:
In the years to come, the Rapid Transit Project Team will continue to explore and evaluate a variety of means to improve mobility through enhanced transit in the Austin area. In addition to the Central Line light rail project, the Team will be evaluating commuter rail, an airport rail connection, and rapid bus service for application in Austin.

In the meantime, it is recommended that the Central Line light rail corridor be preserved for the light rail elements discussed herein. Once authority is obtained to implement light rail, the following must occur before the Central Line can be put in service:

- Complete an environmental impact statement (EIS), including a public hearing.
- Receive a favorable record of decision (ROD) on the EIS from the Federal Transit Administration (FTA).
- Complete Final Engineering design for the system, including determining construction phasing and mitigation measures to be installed.
- Construct track, stations, and purchase the light rail fleet of passenger cars.
- Test and subsequently, operate the new system.

Public involvement would take place during each of the phases described above. The neighborhoods along the way would be expected to play a significant role in assisting with the construction phasing and mitigation plan in order to minimize disruption and inconvenience.

For more information see www.rapidtransitproject.org
or visit the
Rapid Transit Project Office
323 Congress Avenue
or call
Sam Archer
389-7546

Urban Design Guidelines

The following Neighborhood Design Guidelines provide a common basis for making consistent decisions about building and streetscape design that may affect the character of a neighborhood. ***Adherence to the guidelines is voluntary***. They are not intended to limit development within the Crestview/Wooten Neighborhood Planning Area. The intent is to provide ideas for the appearance of new development, redevelopment, or remodeling. These guidelines primarily focus on the streetscape-the publicly viewed area between the fronts of buildings along the street. This area includes the streets and sidewalks (public rights-of-way), front yards, building facades or fronts, porches and driveways (private property).

These goals provide the foundation for neighborhood design guidelines within City of Austin neighborhoods.

Goal 1: Respect the prevailing neighborhood character.
The Guidelines aim to reinforce those positive elements, patterns, and characteristics that exist within the neighborhood, that help create a unique sense of place within the city. The Guidelines serve as a framework for new development and provide suggestions as to how it may fit into the existing neighborhood character in terms of scale, mass, building patterns, and details. Following the Guidelines helps ensure the existing neighborhood character is preserved, maintained, complimented, or even enhanced.

Goal 2: Ensure compatibility and encourage complementarily between adjacent land uses.
The Guidelines may indicate a neighborhood's preference for increasing or decreasing the occurrence of certain types of land uses. Examples of this are "encouraging more owner-occupied residential units" or "encouraging more nearby small-scale retail or grocery stores". Creating easily accessible areas of mixed-use and neighborhood-oriented services can also minimize the need for residents to travel by car to get goods and services needed on a day-to-day basis.

Goal 3: Enhance and enliven the streetscape.
The Guidelines also promote the design of safe, comfortable, and interesting streetscapes that help encourage walking, biking, and transit use. Key to achieving this goal is creating a sense of human scale in the buildings defining the streetscape. This is also achieved by providing accessible, adequately sized and protected pathways. Additionally, safety is enhanced by increasing visibility from buildings to the sidewalk and street ("the eyes on the street" concept).

Residential Districts

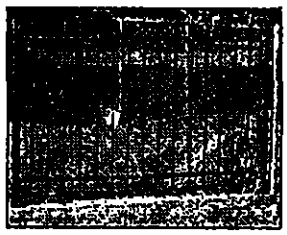
Objective 1: Maintain and enhance the pattern of landscaped front yards that gives the neighborhood a pleasant, friendly appearance.

Guideline 1.1: Houses should be set back from the street a distance similar to the setback of most of the houses on the street, with native (xeriscaped), landscaping areas in front of the houses.

Guideline 1.2: Trees in front yards cool homes, and should be preserved and protected. Existing trees along the street should be preserved and protected, and additional trees planted to create a continuous canopy of cooling shade over the street and sidewalks.

Guideline 1.3: Trim trees sparingly and appropriately. Property owners should take care to trim as little as possible while allowing room for power lines.

Guideline 1.4: If a fence is desired, friendly fences or hedges along the front property line, and the side yards in front of the house are low enough to see over the top (less than 4 feet) or made of a see-through material to avoid creating a walled-off appearance.



Guideline 1.5: Front yards are usually a green landscaped area with minimal impervious paving. Parking in the front yard is discouraged except in a driveway to the side of the house. If larger areas of parking are needed, they should be located behind the house.

Guideline 1.6: Provide ample space on side and front yards for trees, landscaping, or open space.

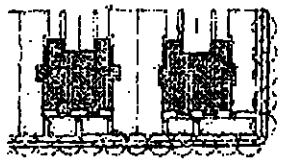
Guideline 1.7: Mechanical equipment (air conditioners, electric meters, gas meters, etc.) and garbage cans or garbage storage areas are best located to the side or rear of the house, where they cannot be seen from the street. If the location is visible from the street, it should be screened from view.

Guideline 1.8: Duplex structures should have at least one framed entrance that faces the street, and should reflect the scale, height, and appearance of homes around them.
Guideline 1.9: Residential structures should not have solid fences or walls in the front yard.

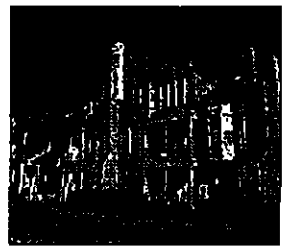
Objective 2: Redevelopment of multi-family residential projects should be compatible with adjacent single-family areas.

Guideline 2.1: Building facades that express the interior organization of suites or structural bays relate better to the scale of single-family houses.

Guideline 2.2: Landscaped front yards with porches or balconies and a walkway connecting the building to the street sidewalk are neighborhood characteristics. Front doors and windows facing the street encourage neighborliness and enhance security by putting "eyes on the street". Ground floor suites should have exterior doors facing the street.



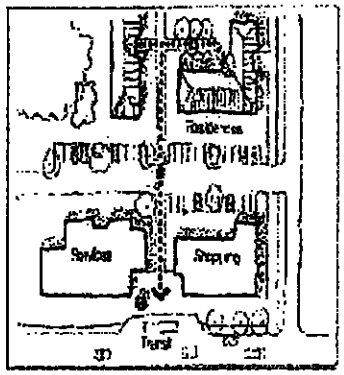
Guideline 2.3: Multi-family developments in or facing a single-family area should mirror scale and feel of homes.



Commercial Districts

Objective 1: Improve pedestrian access to and through commercial districts.

Guideline 1.1: Commercial developments near residential districts are encouraged to provide direct pedestrian access to their properties. Vehicular access is discouraged to minimize cut through traffic on residential streets.



Guideline 1.2: Properly paved and drained walkways with shade, pedestrian level lighting, and landscaping should connect the entrance of commercial properties to abutting neighborhood streets.

Objective 2: Minimize the visual impact of parking lots, parking structures and service areas.

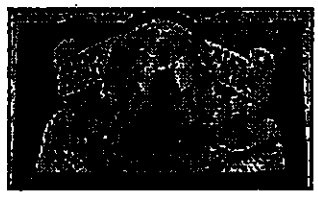
Guideline 2.1: The impact of side lot parking can be mitigated by screening the parking from public view by means of a low (less than 4 foot high) hedge, wall or fence that buffers the view of parking while allowing for security surveillance.

Guideline 2.2: Mechanical equipment (air conditioners, utility meters, etc.) trash disposal units, and loading docks detract from the streetscape. They are best located out of sight from the street or screened from public view.

Objective 3: Create well-landscaped, pedestrian oriented businesses within the planning area.

Guideline 3.1: Dividing building facades into 30-foot (more or less) wide bays helps reduce the overwhelming size of large buildings. Using different materials and colors or recessing the alternating bays of the building are effective ways to create human-scale.

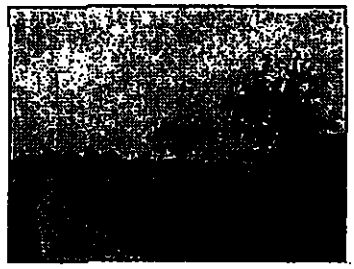
Guideline 3.2: Incorporating locally produced art into commercial architecture brings the unique character of the neighborhood to its business district.



Industrial Districts

Objective 1: Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

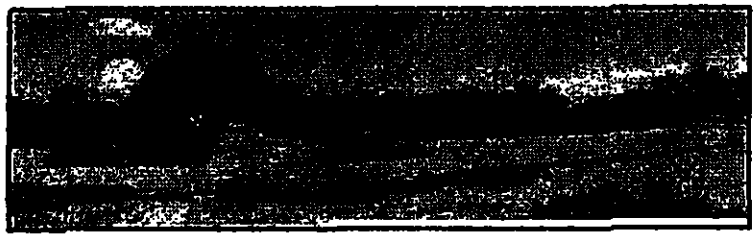
Guideline 1.1: Industrial properties are encouraged to setback from street frontages as much as possible. Berms and landscaped buffers should be used to screen unattractive activities from the street and adjacent non-industrial districts.



Guideline 1.2: Landscaped buffers along street frontages should include shaded sidewalks or trails.

Guideline 1.3: Where inhabited portions of buildings exist (such as office and lunch rooms) they are encouraged to face the street, and have windows and doors directly accessible to the street.

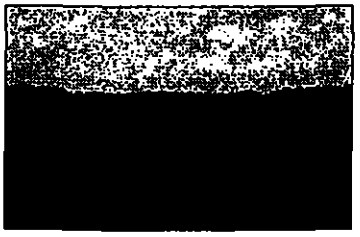
Guideline 1.4: Parking and shipping/receiving areas should be treated to the same standard as commercial districts.



Transportation

Objective 1: Enhance the pedestrian environment to provide interest, safety and weather protection.

Guideline 1.1: Ground floor windows provide a more inviting, pleasant place for pedestrians.



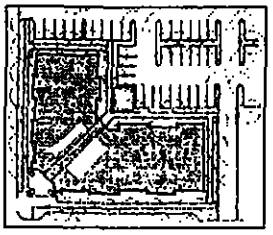
Guideline 1.2: Provide shade trees or awnings on buildings along sidewalks of commercial streets to protect pedestrians.

Guideline 1.3: Provide human-scaled lighting to light commercial sidewalks and public areas.

Guideline 1.4: *Certain types of plantings, such as* thorny bushes or cactus plants, can be used to *increase safety and prevent unauthorized access.*

Objective 2: Buffer residential uses from commercial corridors with landscape treatments.

Guideline 2.1: Where sufficient right of way exists, landscaped buffers including earthen berms should be used to screen and acoustically insulate residential areas abutting commercial corridors and railroad tracks.



Guideline 2.2: Buffers should include a pedestrian and bicycle path if sidewalks and bike lanes are not provided adjacent to the traffic lanes.

Objective 3: Create pedestrian oriented commercial uses adjacent to commercial corridors.

Guideline 3.1: Pedestrian oriented commercial uses are built up to the front and side yard setback lines and have direct access from sidewalks. Parking is located to the rear or side of the building, and curb cuts are the minimum allowed by the City of Austin Transportation Criteria Manual.

Guideline 3.2: Consolidating and locating street furnishings and utility equipment necessary for the function of the street makes walking easier and safer. Mounting street and traffic control signs on light poles, not on individual posts, reduces the number of impediments in the pedestrian way. Grouping and locating utility boxes and vending machines at the back edge of the sidewalk further clears the way for pedestrians.

Objective 4: Create a pedestrian friendly streetscape on residential streets.

Guideline 4.1: Large garages dominating the front facades of houses create a bland pedestrian environment, and wide driveways interrupt continuous sidewalks. Front porches create a friendly streetscape and encourage 'eyes on the street' for added security. Porches have the added benefit of shading windows from the sun and creating a weather protected place to sit outdoors.

Objective 5: Create a safe network of sidewalks and trails to go to and through local parks and greenspaces.

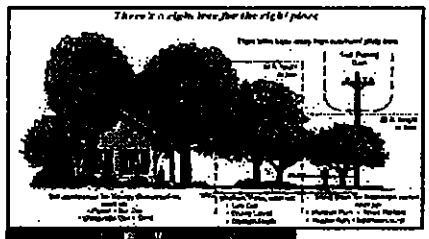
Guideline 5.1: Increasing accessibility to school grounds facilitates use by the community after school hours and expands recreational opportunities in the neighborhood.

Guideline 5.2: Defining edges and entrances and improving access to and through greenspaces helps these spaces to live up to their potential as civic gathering places. Low walls or fencing made of see-through materials are useful for defining the park's edge while permitting security surveillance. Perimeter plantings of shrubs or vines should be also be low enough to allow easy visibility. Gateways are effective means of identifying where to enter the greenspace.

Objective 6: Create a safe and comfortable streetscape that encourages pedestrian and bicycle activity.

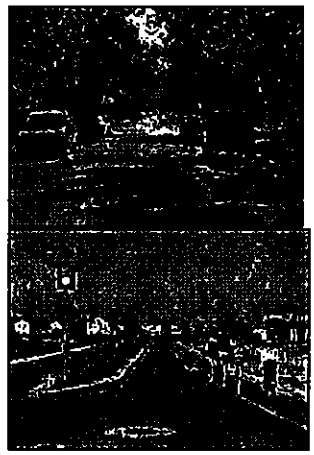
Guideline 6.1: Tree-lined streets beautify the neighborhood, encourage pedestrian activity and are environmentally positive. Planting trees in a strip between the street and sidewalk is preferred. On streets with narrower right-of ways, but large front setbacks, planting trees immediately behind the sidewalk is a good alternative. Native grasses such as buffalo grass, and native, non-littering shade trees that do not require a lot of water or maintenance are appropriate to the Austin climate.

Guideline 6.2: Trees planted under overhead utility lines should be limited to 25 feet. Trees planted within 20 feet of overhead utility lines should be limited to 40 feet.



Guideline 6.3: The sidewalk should provide a continuous safe zone for pedestrians with as few curb cuts as possible. Building driveways to the minimum dimensions allowed by City of Austin Transportation Criteria Manual improves pedestrian comfort and safety.

Guideline 6.4: Allowing parallel parking on the street wherever the right-of-way is wide enough to accommodate it helps to calm traffic and buffers pedestrians from traffic.

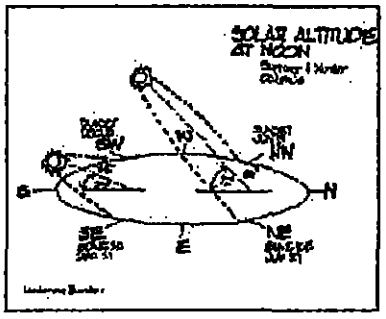


Guideline 6.5: All streets in a neighborhood should be bicycle friendly. On major streets it may require special bike lanes or a separate bike path. On less busy streets, a wider curb lane may suffice. Local streets should allow cyclists of all ages and abilities to ride for recreation and transportation without fear of speeding traffic.

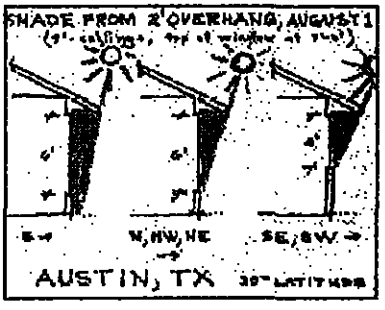
Greenbuilding and Sustainability

Objective 1: Reduce energy use of buildings through better design and choice of materials and systems.

Guideline 1.1: Buildings should have their longer sides oriented south as much as possible, and should minimize exposure to the west. Where subdivision may occur, new streets should run predominantly east-west, and lots should be sufficiently wide for proper building orientation.



Guideline 1.2: Windows should be concentrated on the south face of a building where they can capture solar energy in cool months and be easily shaded in hot months. Avoid large openings on the east and north, and especially the west.



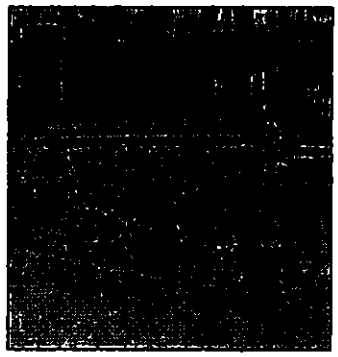
Guideline 1.3: Buildings should be well insulated and use the highest efficiency heating and cooling systems available. Systems should be sized and installed properly.

Objective 2: Reduce environmental impact of materials used in new construction and renovation.

Guideline 2.1: *All building materials use energy in* manufacture, use and disposal, and often have other environmental and occupant health impacts as well. New materials should be chosen carefully for these impacts.

Guideline 2.2: Rehab, remodel, and reuse existing building stock and infrastructure. Use salvaged building materials in projects.

Guideline 2.3: Sign up for a Green by Design Workshop, or become a Greenbuilding member. It's free and gives you access to some of the leading greenbuilding resources in the country.



Objective 3: Improve air quality through alternative transportation choices.

Guideline 3.1: Walk, bicycle, take the bus, car pool or telecommute as much as possible.

Guideline 3.2: Observe ozone action days by choosing alternative transportation modes, delay filling with gas, using small combustible engines such as lawn mowers and other garden equipment.

Objective 4: Reduce the 'urban heat island' effect (the tendency of urban areas to be several degrees warmer than the surrounding countryside).

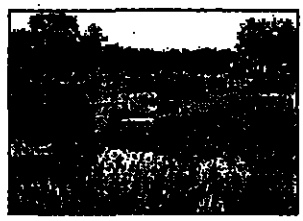
Guideline 4.1: Use light colored roofing, siding and paving materials to reflect, rather than absorb the sun's heat.

Guideline 4.2: Minimize paved surfaces and maximize planted areas. Trees planted to shade paved areas are very beneficial.

www.pathfindersmagazine.org / Dan Burden

Objective 5: Minimize impact on regional water supplies.

Guideline 5.1: Reduce water use in homes and businesses by updating plumbing fixtures to low water use models.



Guideline 5.2: Utilize rainwater harvesting for irrigation and other outdoor utility uses such as car washing.

Guideline 5.3: Water quality facilities should be designed to utilize native wetland vegetation, encouraging greater biodiversity.

Guideline 5.4: Xeriscaped (low water use) landscapes using native plants is highly encouraged.

Objective 6: Reduce solid waste production

Appendices

Appendix One: Items not recommended

The following items were suggested in the development of the Crestview/Wooten Combined Neighborhood Plan; however, the City of Austin Departments responsible for the implementation of these items did not recommend them for implementation.

Transportation

Sidewalk/Pedestrian

1. Investigate the feasibility of painting the following pedestrian crosswalks: (**NOTE:** In order to install a crosswalk, there should be sidewalks connecting to both corners as well as ADA compliant ramps.)

- North-South crosswalk across Dale Drive where it meets Burrell Drive— to service Wooten Elementary and Redeemer Lutheran Elementary and Church
- North-South crosswalk across Doris Drive where Doris Drive turns into Renton Drive—to service Burnet Middle School
- North-South crosswalk across Ohlen Road where it meet Burrell Drive (either side of intersection— to service heavy foot traffic across and along the Ohlen Road corridor
- East-West crosswalk across Woodrow Avenue where it meets Morrow Drive (one or both sides of intersection)—to service churches and other pedestrian traffic along this major north-south corridor in Crestview
- North-South crosswalk across Justin Lane where it meets Woodrow Avenue—to provide an interior pedestrian connection from the Crestview neighborhood to the Brentwood neighborhood and to service pedestrians walking to and from Brentwood Elementary south of Justin Lane.

Staff response: Transportation Division will investigate these requests to determine if the proposed crosswalks are recommended at these locations. These investigation will include collecting vehicular and pedestrian counts, existing traffic controls, geometric conditions, speed data, accident data, etc.

2. When constructing sidewalks on residential streets with pavement width exceeding the current standard of 27 to 33 feet (depending on zoning and street classification), the sidewalk should be constructed in the existing paved portion of the street to help reduce the total width.

Staff Response: This concept can be explored on a case by case basis dependant upon zoning and street classification. Generally not recommended due to higher costs. The new sidewalk must be constructed to comply with City and State (Texas Accessibility Standards). These standards preclude just

putting a stripe or wheel-stop between the roadway and pedestrian accessible route (aka sidewalk). The cost for narrowing the roadway to the minimum width and installing a standard sidewalk is dependant on the amount of storm drain, storm inlets, underground utilities and manhole access points that would need to be relocated to the curb line.

Bicycle

3. New bike routes along neighborhood streets to serve major attractors and neighborhood bicycle travel in the Crestview/Wooten planning area (recommendations specifically designed by the Crestview/Wooten Neighborhood Plan):

- Consider adding a designated bike route that extends north from Ohlen Road to service Burnet Middle School and other residences in the northern half of Wooten.

- Consider adding a designated bike route along Hardy Drive to provide an additional north-south bike facility in the interior of the Crestview neighborhood.

- Consider adding a designated bike route along Mullen Drive between Teakwood and St. Joseph to provide an additional north-south bicycle facility in the interior of the Crestview Wooten combined planning area.

Staff Response: Bike Route System exists to guide people across neighborhoods and regions of Austin. Bicycle travel within neighborhood can be easily navigated without a route system or signage. Signage is expensive to make, place, and maintain. It is also often controversial (people protest signs placed in "their yards"). Designation of "Bike Routes" are for cyclists' use; they do not regulate or change behavior.

4. Consider adding five foot bike lanes or unstriped, signed bike routes to streets with pavement width exceeding the current standard of 27 to 33 feet. To this purpose, bike routes could be considered for any street deemed desirable, even if the street is not specifically listed in the recommendations in this plan.

Staff Response: Bike Route System exists to guide people across neighborhoods and regions of Austin. Bicycle travel within neighborhood can be easily navigated without a route system or signage. Signage is expensive to make, place, and maintain. It is also often controversial (people protest signs placed in "their yards"). Designation of "Bike Routes" are for cyclists' use; they do not regulate or change behavior.
Also of note: Car parking must be prohibited from any street with a bike lane, twenty-four hours, seven days per week.

Roadway

5. Determine the feasibility of closing Burnet Lane between Justin and Cullen to through traffic, only permitting access from Justin Lane as a driveway to the Episcopal Church.

Staff response: Burnet Lane also provides access to a retirement facility and Roger Beasley Mazda Car dealership. Based on the current traffic volume which is 3,168 vehicles per day, the closure of Burnet Lane is not recommended.

Utilities

6. Explore possibility of having underground utilities.

Staff Response: The conversion of overhead to underground is performed at the expense of the requestor. Austin Energy's tariff is based on overhead service.

Additional Requests from the Crestview Neighborhood Association

7. Provide water service for the median on St. Josephs Avenue for a butterfly garden.

8. Provide crime statistic on a monthly basis that are easily accessible and informative.

9. Shield lights at the Huntsman athletic fields from adjacent single-family properties and prohibit amplified noise.

10. Businesses should provide on-site parking for their employees and require them to park on-site and not on neighborhood streets.

11. A sound mitigation study should be initiated for U.S. Highway 183 with recommendations to follow.

12. Business search lights should be allowed only with a permit to minimize light pollution.

Appendix Two: Initial Survey

Crestview-Wooten Initial Survey Results

What is the name of your neighborhood?

Neighborhood	# Survey Respondents	%
Crestview	376	56%
Wooten/WootenPark/Bowling Green	265	40%
Not Identified	28	4%
Total	669	100%

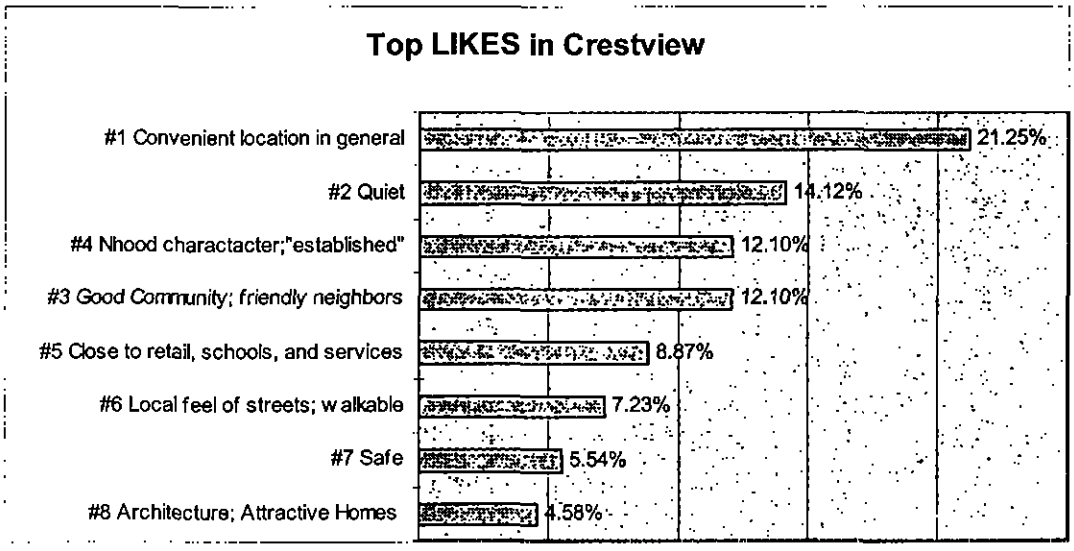
1. What three (3) things do you like most about your neighborhood? (in order of importance)

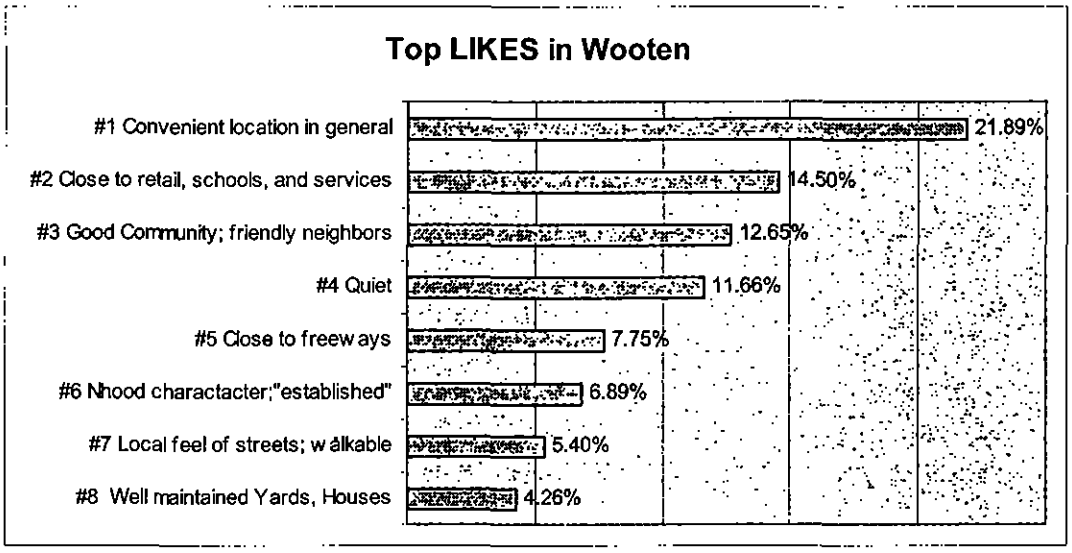
Top Likes in Crestview-Wooten COMBINED	Weighted Pts	% Rank
#1 Convenient location in general	777	21.64%
#2 Quiet	465	12.95%
#3 Good Community; friendly neighbors	440	12.25%
#4 Close to retail, schools, and/or services	398	11.08%
#5 Nhood charactacter;"established"	358	9.97%
#6 Local feel of streets; walkable	235	6.54%
#7 Close to freeways	175	4.87%
#8 Safe	170	4.73%
#9 Trees	135	3.76%
#10 Architecture; Attractive Homes	134	3.73%
#11 Well maintained Yards, Houses	98	2.73%
#12 Retail has local flavor	75	2.09%
#13 Affordability; Reasonable Taxes	55	1.53%
#14 Close to Bus Routes	36	1.00%
#15 Parks	22	0.61%
#16 Schools	17	0.47%
#17 Other	1	0.03%

Rank	Top Likes in Crestview Neighborhood	Weighted Pts	% Rank
1	3a Convenient location-general	441	21.25%
2	8 Quiet	293	14.12%
3	2b Commty,People;Middle Class	251	12.10%
4	2c Established nhood;older;character,atmosphere	251	12.10%
5	3c Close to retail, schools, and/or services	184	8.87%
6	6 Streets-local, design, sidewalks	150	7.23%
7	5 Safe	115	5.54%
8	2a Architecture; Built Environment	95	4.58%
9	7 Trees	91	4.39%
10	3b Close to freeways	61	2.94%

11	4 Retail:affordable,has local flavor	51	2.46%
12	1 Affordability; Reasonable Taxes	29	1.40%
13	2d Well maintained Yards, Houses	29	1.40%
14	3d Close to Bus Routes	18	0.87%
15	Parks	11	0.53%
16	10 Schools	5	0.24%
17	Other	0	0.00%

Rank	Top Likes in Wooten Neighborhood	Weighted Pts	% Rank
1	3a Convenient location-general	308	21.89%
2	3c Close to retail, schools, and/or services	204	14.50%
3	2b Commty,People;Middle Class	178	12.65%
4	8 Quiet	164	11.66%
5	3b Close to freeways	109	7.75%
6	2c Established nhood;older;character,atmosphere	97	6.89%
7	6 Streets-local, design, sidewalks	76	5.40%
8	2d Well maintained Yards, Houses	60	4.26%
9	5 Safe	49	3.48%
10	7 Trees	41	2.91%
11	2a Architecture; Built Environment	37	2.63%
12	1 Affordability; Reasonable Taxes	24	1.71%
13	3d Close to Bus Routes	18	1.28%
14	4 Retail:affordable,has local flavor	18	1.28%
15	10 Schools	12	0.85%
16	Parks	11	0.78%
17	9 Other	1	0.07%





2. What are the (3) most improtant issues in the neighborhood (in order of importance)?

	Issues in Crestview-Wooten Combined Plan Area		
RANK	Issue	Points	% Rank
1	12 Traffic-speed,red lights,danger	494	22.17%
2	6a Crime; Threat to Safety	443	19.88%
3	5 Threat to Nhood Character	162	7.27%
4	2a Property Maintenance	128	5.75%
5	8a Light Rail-forced	112	5.03%
6	9 Noise	111	4.98%
7	3 Other Rental Prop Issue	104	4.67%
8	11 Rise in Cost, Taxes	103	4.62%
9	1b City Services	87	3.90%
10	13a Sidewalks-lack of	63	2.83%
11	4a Commercial Encroachment by Undesirables	58	2.60%
12	8b Light Rail- I want it	33	1.48%
13	2b Property Values Declining	30	1.35%
14	10 Parking on Streets	29	1.30%
15	16 Schools	29	1.30%
16	4b Preserve and/or increase local businesses	28	1.26%
17	15 Other	22	0.99%
18	7 Parking in Front Yards	19	0.85%
19	Pollution	17	0.76%
20	1a Code Enforcement	16	0.72%
21	Parks	16	0.72%
22	Dogs	14	0.63%
23	Zoning	14	0.63%
24	6b Crime by youth	13	0.58%
25	17 Improve Public Transport Services	12	0.54%
26	13b Other Ped Issue	10	0.45%
27	Immigrants	10	0.45%
28	Densification	9	0.40%

29	Transients	8	0.36%
30	Trees	7	0.31%
31	14 Bike Issue	6	0.27%
32	Aesthetics of Streetscapes	6	0.27%
33	Churches	4	0.18%
34	Grocery Store	4	0.18%
35	Remove Burrell speed humps	4	0.18%
36	Involvement	2	0.09%
37	Homeowners	1	0.04%

	Issues in Crestview Neighborhood		
RANK	Issue	Total Pts	% Rank
1	12 Traffic-speed,red lights,danger	275	22.50%
2	6a Crime; Threat to Safety	239	19.56%
3	5 Threat to Nhood Character	110	9.00%
4	11 Rise in Cost, Taxes	73	5.97%
5	2a Property Maintenance	62	5.07%
6	8a Light Rail-forced	60	4.91%
7	9 Noise	60	4.91%
8	1b City Services	42	3.44%
9	13a Sidewalks-lack of	38	3.11%
10	4a Commercial Encroachment by Undesirables	37	3.03%
11	3 Other Rental Prop Issue	35	2.86%
12	10 Parking on Streets	25	2.05%
13	2b Property Values Declining	20	1.64%
14	4b Preserve and/or increase local businesses	17	1.39%
15	16 Schools	15	1.23%
16	8b Light Rail- I want it	15	1.23%
17	15 Other	11	0.90%
18	Zoning	11	0.90%
19	1a Code Enforcement	9	0.74%
20	Pollution	9	0.74%
21	Dogs	8	0.65%
22	Parks	8	0.65%
23	17 Improve Public Transport Services	7	0.57%
24	7 Parking in Front Yards	6	0.49%
25	13b Other Ped Issue	5	0.41%
26	Transients	5	0.41%
27	6b Crime by youth	4	0.33%
28	Churches	4	0.33%
29	Aesthetics of Streetscapes	3	0.25%
30	Densification	3	0.25%
31	14 Bike Issue	2	0.16%
32	Trees	2	0.16%
33	Immigrants	1	0.08%
34	Involvement	1	0.08%
35	Grocery Store	0	0.00%
36	Homeowners	0	0.00%

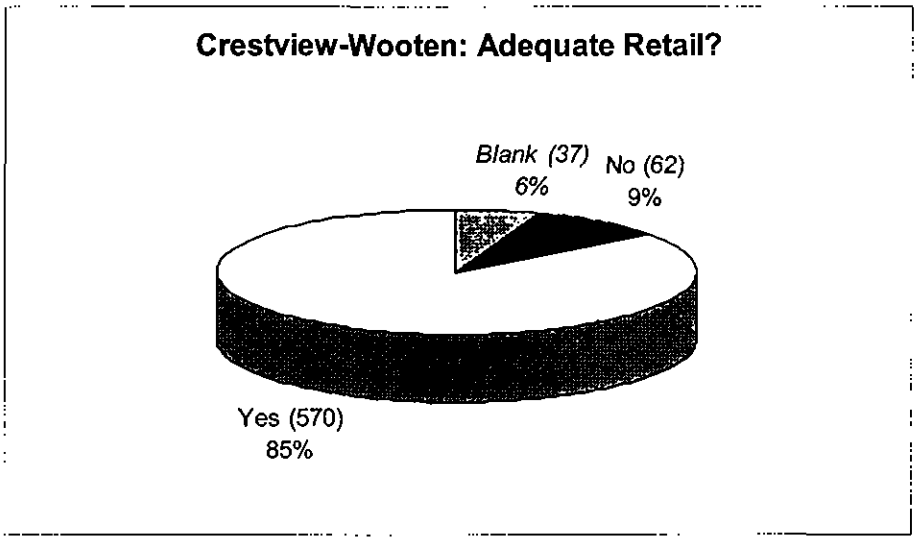
37	Remove Burrell speed humps	0	0.00%

	Issues in Wooten Neighborhood		
RANK	Issue	Total Pts	% Rank
1	12 Traffic-speed,red lights,danger	202	21.54%
2	6a Crime; Threat to Safety	192	20.47%
3	3 Other Rental Prop Issue	69	7.36%
4	2a Property Maintenance	64	6.82%
5	8a Light Rail-forced	52	5.54%
6	9 Noise	49	5.22%
7	5 Threat to Nhood Character	46	4.90%
8	1b City Services	45	4.80%
9	11 Rise in Cost, Taxes	24	2.56%
10	13a Sidewalks-lack of	24	2.56%
11	8b Light Rail- I want it	18	1.92%
12	16 Schools	14	1.49%
13	4a Commercial Encroachment by Undesirables	12	1.28%
14	15 Other	11	1.17%
15	4b Preserve and/or increase local businesses	11	1.17%
16	7 Parking in Front Yards	11	1.17%
17	6b Crime by youth	9	0.96%
18	Parks	8	0.85%
19	Pollution	8	0.85%
20	1a Code Enforcement	7	0.75%
21	2b Property Values Declining	7	0.75%
22	Densification	6	0.64%
23	Immigrants	6	0.64%
24	13b Other Ped Issue	5	0.53%
25	17 Improve Public Transport Services	5	0.53%
26	10 Parking on Streets	4	0.43%
27	14 Bike Issue	4	0.43%
28	Grocery Store	4	0.43%
29	Remove Burrell speed humps	4	0.43%
30	Aesthetics of Streetscapes	3	0.32%
31	Dogs	3	0.32%
32	Transients	3	0.32%
33	Trees	3	0.32%
34	Zoning	3	0.32%
35	Homeowners	1	0.11%
36	Involvement	1	0.11%
37	Churches	0	0.00%

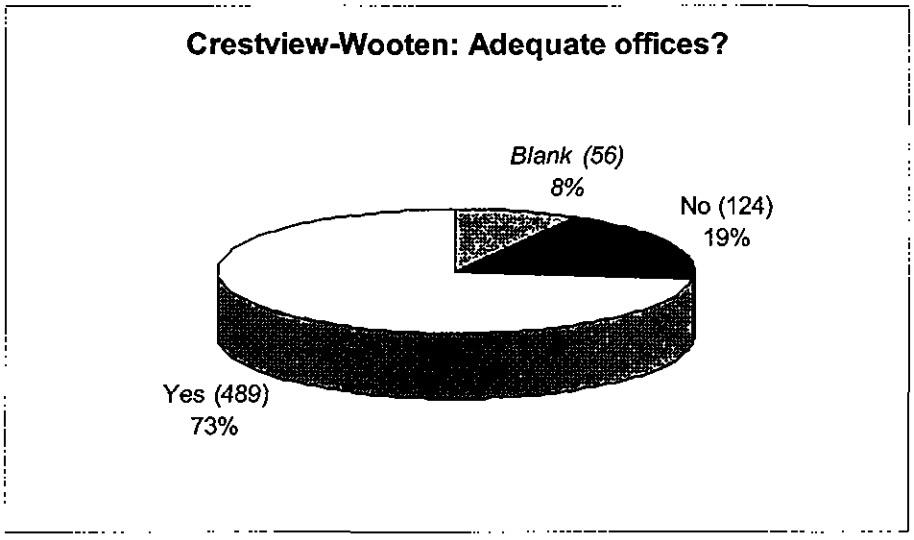
	Top Ten Issue Comparison		
	Crestview-Wooten Plan Area	Crestview	Wooten
1	Traffic-speed,red lights,danger	Traffic-speed,red lights,danger	Traffic-speed,red lights,danger
2	Crime; Threat to Safety	Crime; Threat to Safety	Crime; Threat to Safety
3	Threat to Nhood Character	Threat to Nhood Character	Other Rental Prop Issue
4	Property Maintenance	Rise in Cost, Taxes	Property Maintenance

5	Light Rail-forced	Property Maintenance	Light Rail-forced
6	Noise	Light Rail-forced	Noise
7	Other Rental Prop Issue	Noise	Threat to Nhood Character
8	Rise in Cost, Taxes	City Services	City Services
9	1b City Services	13a Sidewalks-lack of	11 Rise in Cost, Taxes
10	13a Sidewalks-lack of	4a Commercial Encroachment	13a Sidewalks-lack of

4. Are there adequate shops and stores to serve your neighborhood?



5. Are there adequate professional offices (e.g. doctors, dentists) to serve your neighborhood?



6. New local/neighborhood stores would be acceptable in the following parts of the nhood:

Top 5 responses:
1. Anderson Lane (Burnet to Woodrow)
2. Anderson Lane/Burnet Road Intersection
3. Burnet Road (Anderson to Colfax)
4. Anderson Lane/Woodrow Ave Intersection
5. Anderson Lane/Lazy Lane Intersection

7. Mixed use development would be acceptable in the following parts of the nhood:

Top 5 responses:
1. Lamar/Research Blvd Intersection
2. Anderson Lane/Burnet Road Intersection
3. Burnet Road/Research Blvd Intersection
4. Burnet Road/Justin Lane Intersection
5. Burnet Road/Ohlen Road Intersection

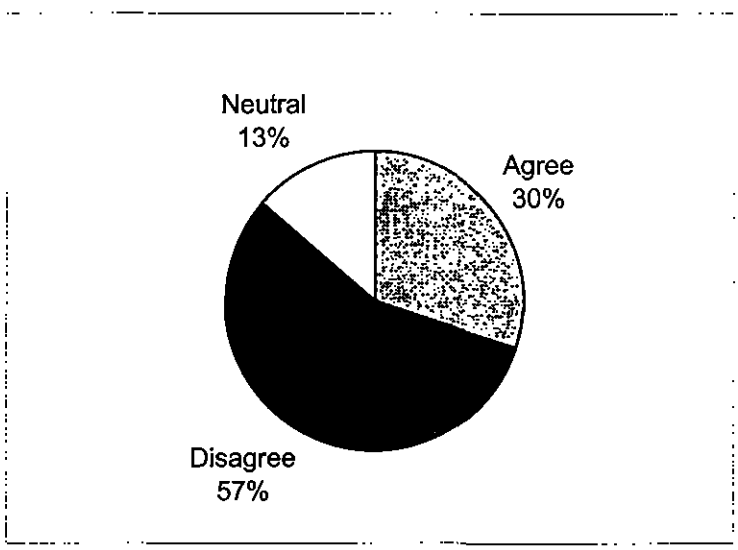
8. New apartments, townhouses, and/or condominiums would be acceptable in the following parts of the nhood:

Top 5 responses:
1. Nowhere
2. Burnet Road/Justin Lane Intersection
3. Anderson Lane/Mullen Intersection
4. Burnet Road/Mahone Intersection
5. Anderson Lane/Woodrow Ave Intersection

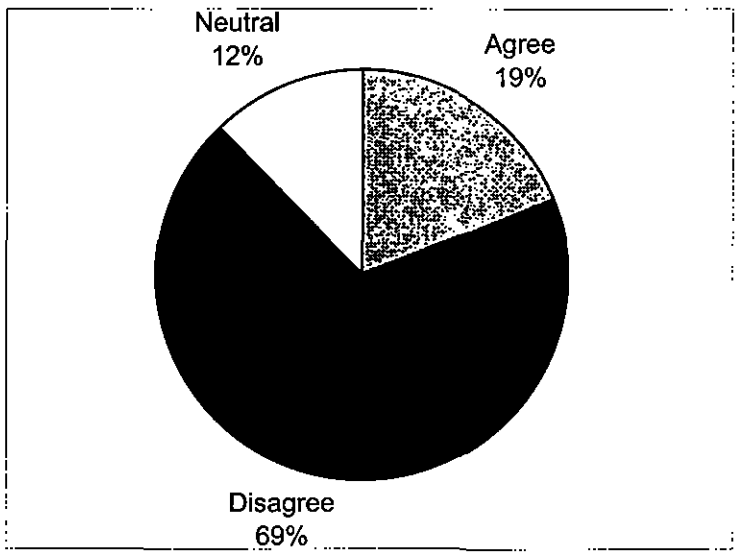
9. New employment centers (e.g. office complexes, industrial parks) would be acceptable in the following parts of the neighborhood:

Top 5 responses:
1. Nowhere
2. Burnet Road/Research Blvd Intersection
3. Burnet Road/Justin Lane Intersection
4. Burnet Road (Anderson to Research)
5. Anderson Lane/Burnet Road Intersection

10. Do you support lowering the lot size required for single-family homeowners to build one small apartment that is not attached to the main house?



11. *Do you support lowering the lot size for new single-family homes in your* neighborhood?



12. Are there any important historic buildings or places that deserve special recognition and preservation?
    1. Crestview Shopping Center at 7108 Woodrow
    2. Mi Tienda
    3. Dart Bowl – bowling alley on Grover
    4. Threadgills on North Lamar
    5. Yarborough Library (Old American Theatre)
    6. Clarksville home – on Justin Lane
    7. McCracken home – on Banyon – over 100 years old and falling into disrepair
    8. Wooten Elementary School
    9. Old Cemetery on Teton and Woodstone Drive
    10. Huntsman Park
    11. La La's Little Nugget on Justin
    12. Top Notch Hamburgers
    13. Frisco on Burnet
    14. Fire Station on Cullen and Grover
    15. Lyons Club and ball field

13. Which TWO streets in the neighborhood need sidewalks the most?

    Top 10 Responses:

1. Grover (Justin to Morrow)
2. Grover (Morrow to Woodrow)
3. Woodrow (Anderson to Justin)
4. Mullen (Anderson to Wooten)
5. Ohlen (Burnet to RR Tracks)
6. Ohlen (RR Tracks to 183)
7. Mullen (Wooten to Teakwood)
8. Burrell (Anderson to Ohlen)
9. Mullen (Morrow to Anderson)
10. Richcreek (Burnet to Woodrow

14. Which Austin Park do you use most frequently?

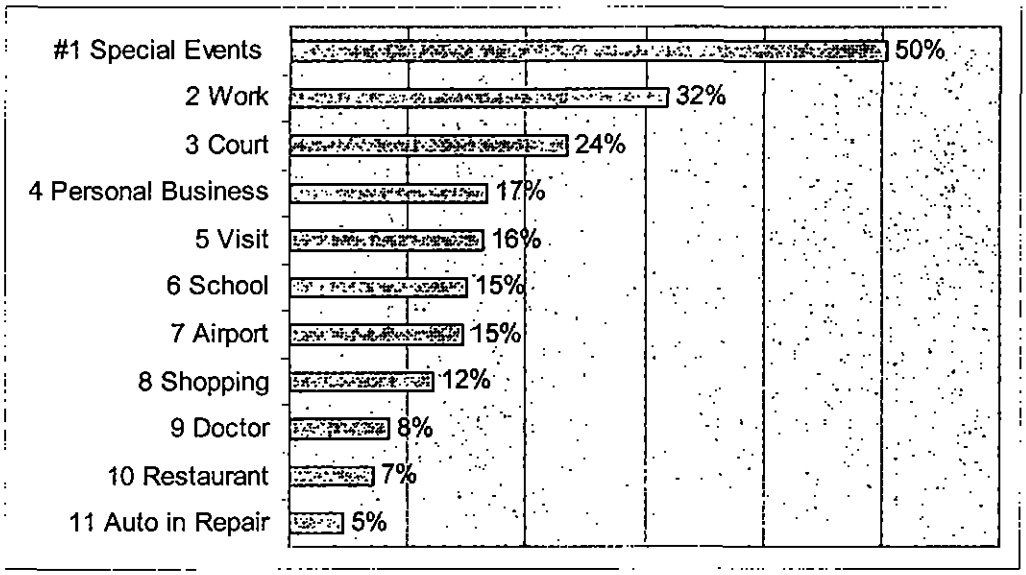
Rank	Park	Frequency Mentioned
1	Northwest	122
2	Zilker	94
3	Brentwood	90
4	Wooten	48
5	none	22
6	Town Lake H/B	22
7	bull creek	12
8	Pease	9
9	Shoal Creek	6
10	Walnut Creek	6

15. If a nearby park, greenbelt, or recreational area was to be developed or improved, what would your priorities be?

Rank	Park Priority	Frequency Mentioned
1	Trail (Hike and Bike- off road)	103
2	Safety	70
3	Landscape or beautify green space	61
4	Swimming Pool	43
5	Playscape	38
6	Maintenance	36
7	Jog Track	28
8	Dog Park	26
9	Park facilities (benches,shelters)	26
10	Picnic Facility (Tables/BBQ Pit)	19
11	Bike Lanes	16
12	Tennis	13
13	Baseball	12
14	Soccer	12
15	Basketball	8
16	Exercise (Equipment, Space, Gym)	4
17	Assembly Room for community	1

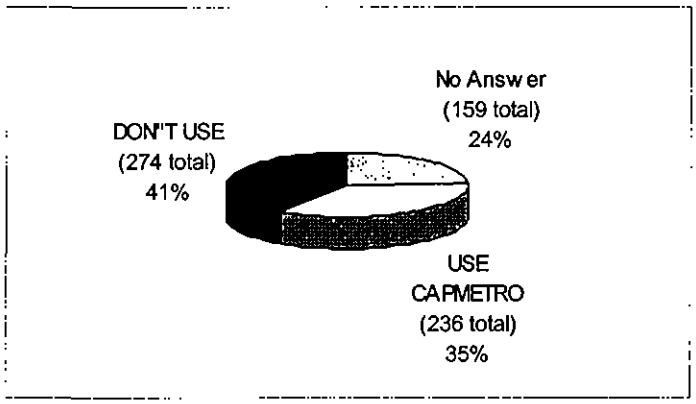
16. Are there parts of the neighborhood that experience flooding during heavy rains? *(answers forwarded to Watershed Protection and Development Review Dept.)*

17. What are the purposes of the trips you take when you use Capital Metro services?

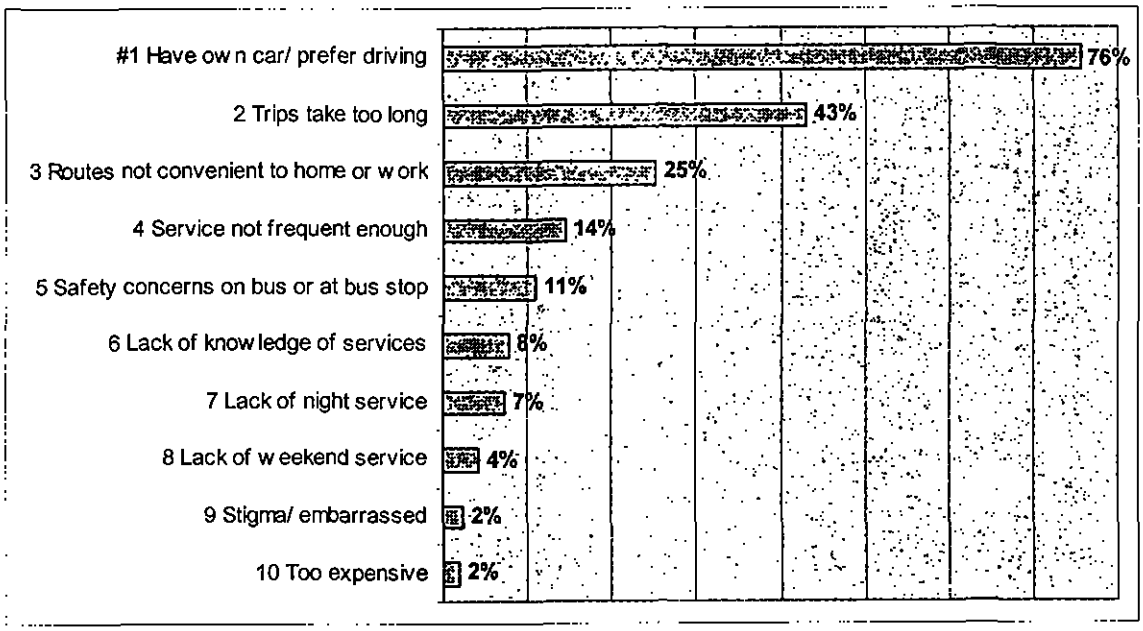


RANK	REASON FOR TRIP	TOTAL
1	Special Events	120
2	Work	76
3	Court	56
4	Personal Business	40
5	Visit	39
6	School	36
7	Airport	35
8	Shopping	29
9	Doctor	20
10	Restaurant	17
11	Auto being Repaired	11

**General indication: Do you use Capital Metro ever?:*



18. If you do not use Capital Metro services, what is the main reason you do not use Capital Metro transit services?



RANK	REASON FOR NOT USING CAPMETRO	TOTAL
1	Have own car/ prefer driving	420
2	Trips take too long	238
3	Routes not convenient to home or work	140
4	Service not frequent enough	80
5	Safety concerns on bus or at bus stop	60
6	Lack of knowledge of services	44
7	Lack of night service	41
8	Lack of weekend service	24
9	Stigma/ embarrassed	13
10	Too expensive	11

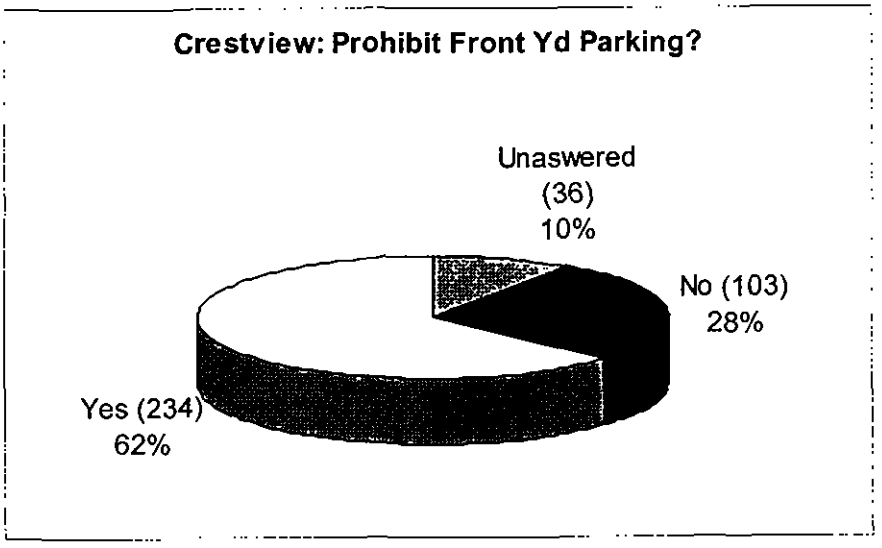
19. Please rate from 1-4 how the following services would affect your use of Capital Metro services. (3,4= you would use more; 2= you wouldn't change; 1=don't know)

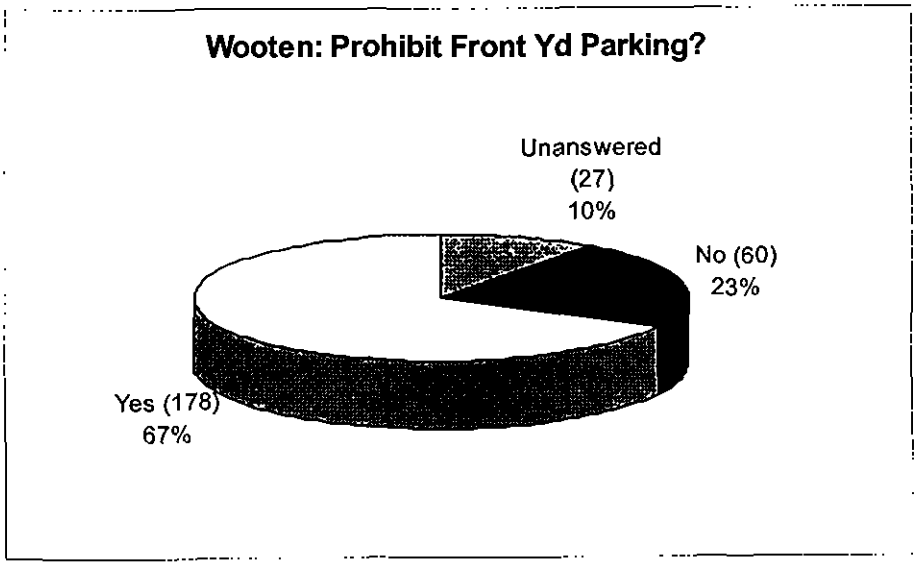
Service	Total
#1 Service competitive with auto drive time	418
2 Express service to where you want to go	367
3 More direct service--no transfers	316
4 A guarantee of reliable, on time service	293
5 More service to community events	285
6 Guaranteed ride home in emergency	260
7 Bus stops with shelters, benches, lights	251
8 Bus stops w/in 4 blocks of home or destination	241
9 Service that crosses town but avoids downtown	240

20. Additional comments:

(most-to-all comments were transcribed to the Crestview-Wooten survey database)

21. Do you wish to prohibit front yard parking in your neighborhood?



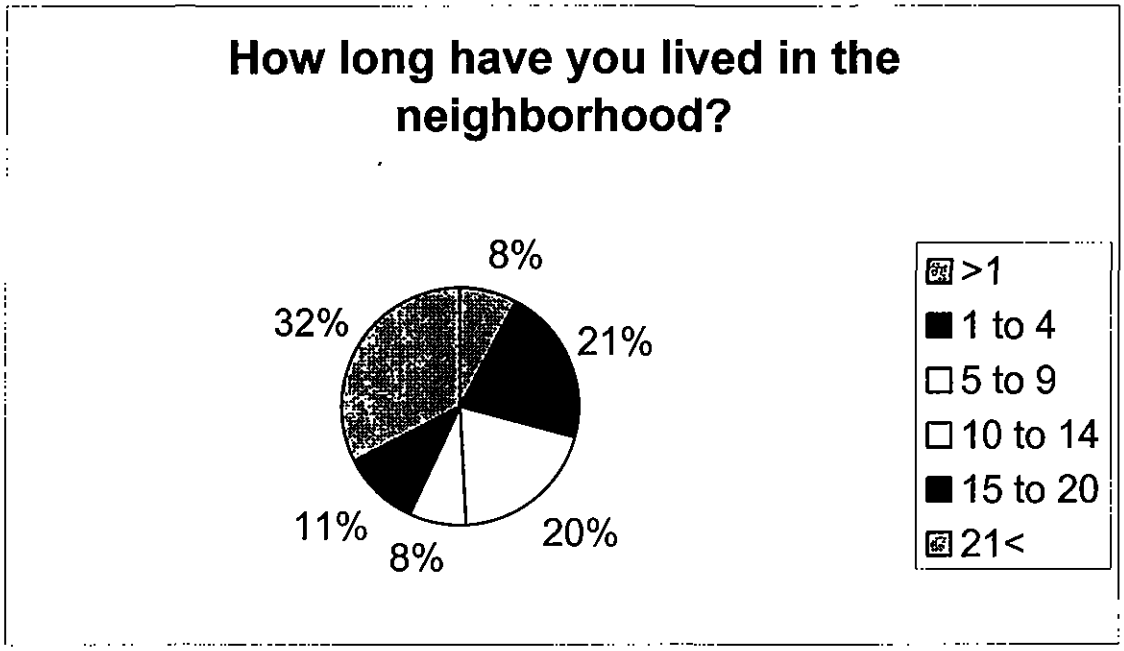


OPTIONAL

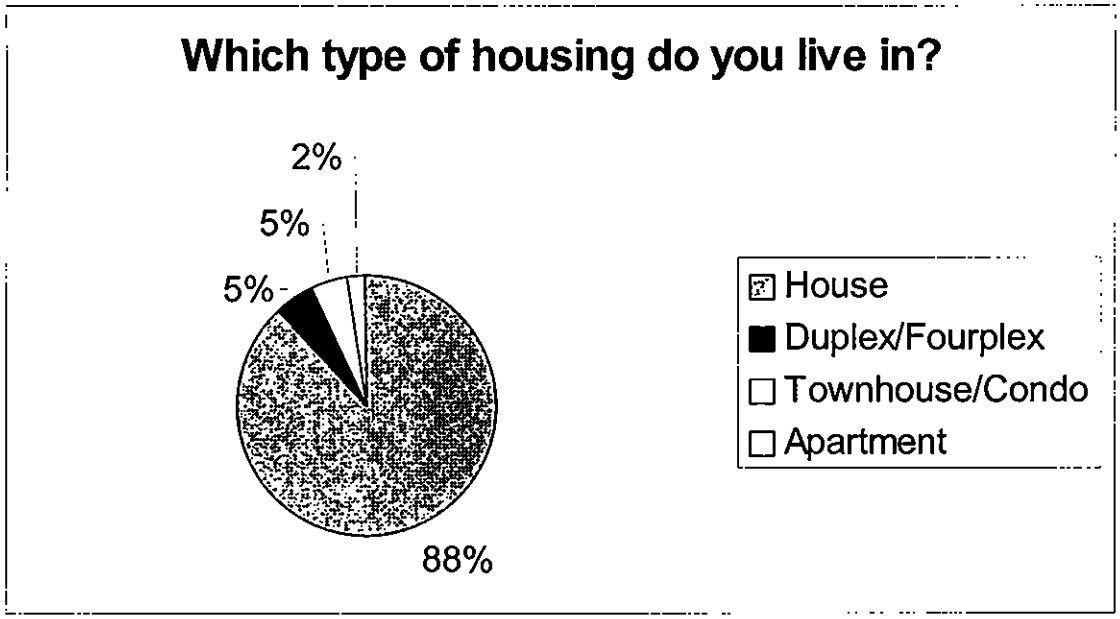
Please tell us a little bit about yourself...

Residents

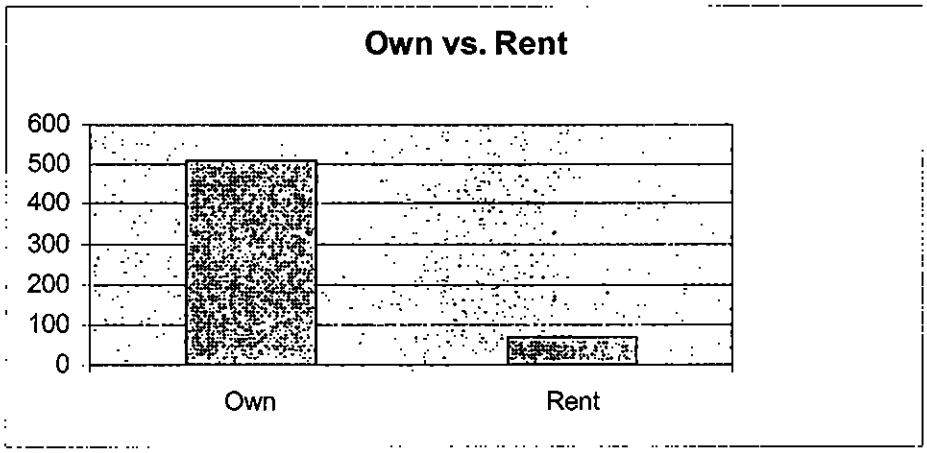
How Long have you lived in the neighborhood?	
>1 year	45
1 to 4	126
5 to 9	117
10 to 14	45
15 to 20	62
21> years	191



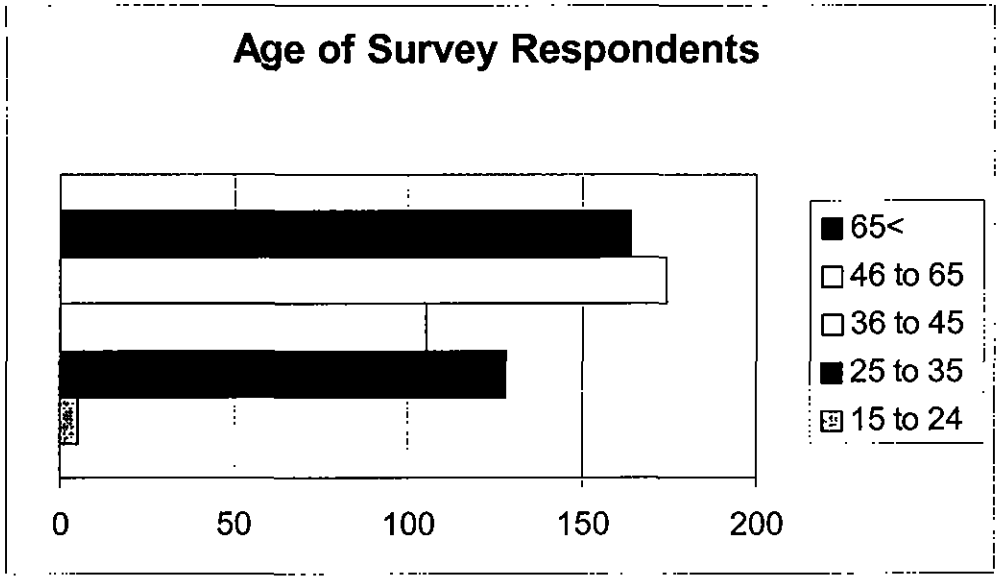
Which type of housing do you live in?	
House	514
Duplex/Fourplex	28
Townhouse/Condo	28
Apartment	13



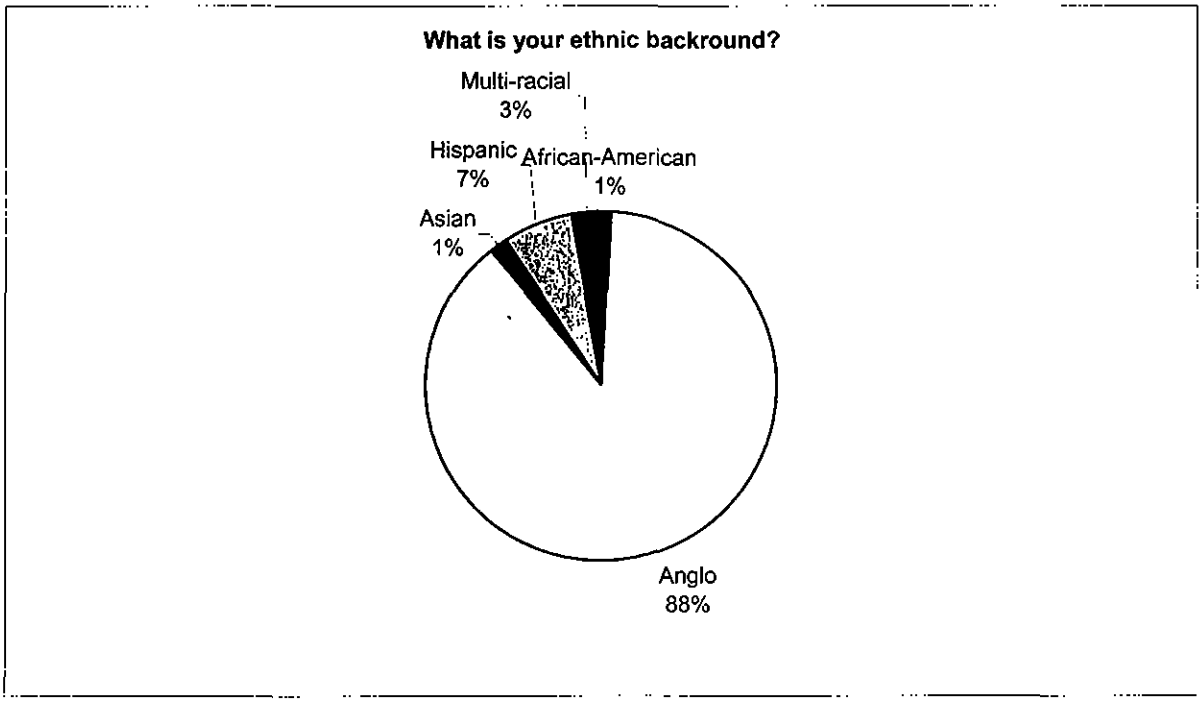
Are you a homeowner or renter?	
Own	511
Rent	69



What is your age?	
15 to 24	5
25 to 35	128
36 to 45	105
46 to 65	174
65<	164

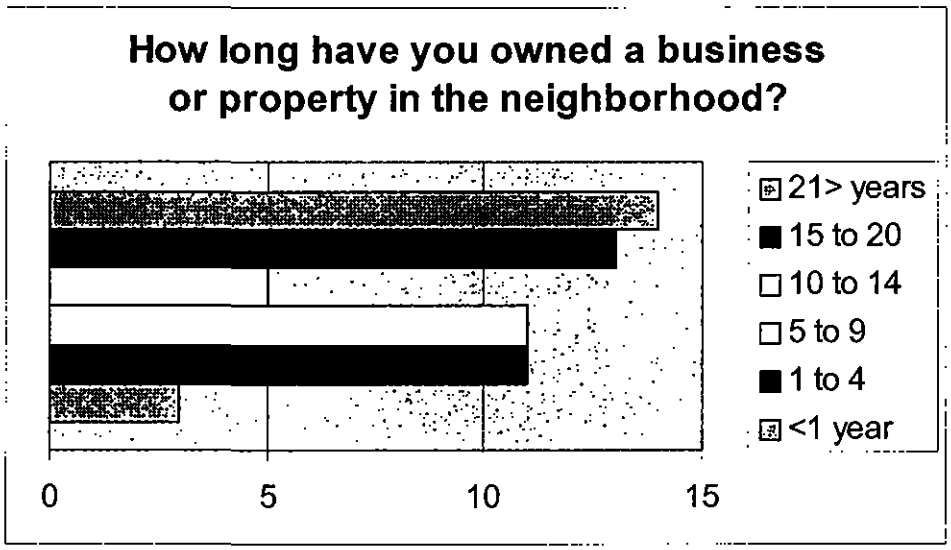


What is your ethnic background?	
African-American	4
Anglo	497
Asian	8
Hispanic	37
Multi-racial	15



Business and Non-Resident Property Owners

How long have you owned a business or property in the neighborhood?	
<1 year	3
1 to 4	11
5 to 9	11
10 to 14	5
15 to 20	13
21> years	14



In this neighborhood, you...	
Own property	50
Run a business	19
Live in the neighborhood	15

How is your property used?	
Residential	41
Vacant	1
Business	24

If you would like to receive notices for upcoming neighborhood planning meetings in your are please provide your contact information:

Approximately 324 names and addresses submitted of 669 returned surveys.

Quick Profile of Respondents

669	returned surveys =	12.9% response rate
5500	mailed surveys	(56% Crestview; 40% Wooten; 4% Unknown)
580	residents	(88 % owner; 12% renter)
89	business/property owners	(72% own property; 18% run a business)

Appendix Three: PARK Results from Workshop One

PRESERVE
Quality of Life
"Old time" feel
Age diversity
Churches
Convenient location
Family neighborhood friendly
Firehouse on Grover
Good schools & churches
Home ownership
Libraries
Library
Low-density population
Neighborhood library (central location)
Old-time character, "Established"
Population density
Property values
Public library (north village)
Public library (they've tried to close it)
Quiet & Stability
Quiet (access to freeways but not disturbed)
Quiet of neighborhood that is left
Quiet, peaceful quality of neighborhood
Recycling and trash pick-up on same day
Residential diversity (race, age, etc.)
Schools
Police/Safety
Ball fields @ Huntsman
Low crime
Safety
Safety (personal)
Safety (quietness, maintain traffic flow, low crime rate)

PRESERVE
Transportation
#5 Bus route
Access to bus lines
Bike lane on Woodrow
Bus route 5
Bus service
Cul-de-sac and non connection to arterials
Friendly sidewalks (no poles in sidewalks)
Level of traffic (capping)
Maintain low traffic levels
No left turn @ Morrow
Quaint railroad as is (maintain railroad on a more regular basis)
Quiet, slow character of internal streets
Sidewalks
Sidewalks (but no new sidewalks)
Sidewalks and bike lanes
Street classes (size) and configuration (Justin & Lamar)
Walkability
Walkability
Walkable streets (safe streets)
Walking/easy access to businesses
Wide streets
Beautification
Greenery (shrubs and lawns)
Green spaces/Trees
No front yard parking
Pervious cover (greenery)
Trees
Trees
Trees & space

PRESERVE
Trees, street trees, parks
Well-kept lawns
Parks & Recreation
Green spaces (parks, etc.)
Little league ball park
Parks
Parks (enhance)
Walking park
Wooten & Brentwood parks
Wooten park and other green space
Land Use
50s Architecture
Access to Crestview Shopping Center
Access to shops
Affordability, single-family
Affordable houses
Architectural style (post war)
Crestview shopping center
Crestview shopping center
Current commercial boundaries & non-profit (churches, schools, etc.)
Current lot sizes

PRESERVE
Existing zoning fabric
High quality residential
Large lot SF-1
Large lots on Taulbee
Local shops—help them stay over pressure of big box
Minimax area
Neighborhood character
Scale of single family houses (scale & mass of new construction should complement/resemble existing single family)
Scale, complementary character
SF-2
SF-3
Single Family
Single family
Single-family character
Single-family interiors (sf units) no garage
Single-family/neighborhood character
Single-story feel
Small businesses
Small businesses on perimeter
Small local businesses
Urban design guidelines—"not Pflugerville"

ADD
Quality of Life
Better recycling collection
Higher quality tenants in vacant properties
List serve for neighborhood association
Testing on the RR tracks for soil testing
Police/Safety
More dog control
More street lights
Neighborhood watch
Police patrols

ADD
Restrictions on noise pollution
Transportation
Bike Lanes
Add and repair existing sidewalks
Better crossings on big roads
Noise reduction from 183 (sound barriers)
Jogging path
More medians
Speed bumps
Narrow streets like in Germany
Traffic calming

ADD
Faster bus routes, convenience (downtown)
Bike crossings at RR
Bike access to shops (crossings)
Covered bus stops - benches, trash cans!
Dense transit solution
Safe route to Burnet Jr. High
Sidewalks at schools
Electric buses (clean burning)
Regulation of traffic speed
Traffic circles
Arroyo Seco as a boulevard for Crestview and as a hike/bike trail and connect to Wooten on Woodrow
Parking restrictions that disallow parking on grass
When LRT comes, put on major streets and improve bus service - no LRT through neighborhoods
Appropriate/clear stop signs
Light rail
Better mass transit
Traffic light at Hardy and Anderson intersection
Add speed limit and SLOW DRIVING signs- more effective than speed bumps
Beautification
Adopt-a-park program
Architectural committee to control new add-ons/development
Beautification of common areas and green space
Better code enforcement
Better landscaping
Debris pick up
Flat lenses on street lights
Graffiti clean up
Landscape plan for Burnet and Lamar

ADD
Landscaping on RR ROW, with lighting/resurrect old plans to beautify
Maintenance and upgrades to existing multi-family and apt. Complexes
Neighborhood signage
New building restrictions
Plant a tree day
Restrictions on light pollution along perimeter and in neighborhood
Trees in medians and all over
Underground utilities
Parks/Recreation
Better supervision for league activities at parks
Entertainment facility (plays, music)
Green space and parks
Park at Huntsman property
Restrooms and park, water fountains
Swimming pool
Tennis courts at Wooten
Upgrades to Wooten park, fences, tables, play equipment maintenance
Land Use
Ability to remodel and add on
Alternative land use plan, whether or not LRT happens
Density and infill options
Larger grocery store
Local neighborhood stores
Mix of housing options
Mixed use development
More retail
Permanent library
Resumption of affordability
Retirement housing for seniors
Sensitivity with maintenance of utilities, and planning of future power lines with residential areas
SF-2 (downzone from SF-3)
Use existing buildings

REMOVE
Quality of Life
Commercial sound pollution (from auto dealerships and Burnet Middle)
Noise
Noise and light pollution from sports complex (N. Austin optimist) & Huntsman sports complex
Rats and vermin
Slumlords
Spotlight at Mazda
Police/Safety
Drug-use and dealing
Prostitutes
Surveillance cameras and helicopter
Transportation
Business traffic on residential streets
Church parking on both sides of street (Morrow)
Commuter/cut-through traffic
Cut-through traffic
Cut-trough on Justin to Burnet
Illegal/excessive parking at churches (on neighborhood streets)
Railroad (consider erails)
Railroad tracks—address
Speed bumps on Richcreek, Pasadena, Burrell
Speeding traffic
Through and cut-through traffic
Train traffic (keep out large faster trains)
Beautification
Abandoned cars
Abandoned vehicles
Above ground utilities/poles
Above-ground power lines
Billboards and neon signs
Dead trees on City property

REMOVE
Discontinue destructive pruning of trees and put power lines underground
Dumpster on Morrow/Burnet south side that blocks sidewalk
Dumpsters & tree limbs from sidewalks (esp. across from Catholic church)
Enhance attractive, public space of Anderson (very messy) (even teardowns)
Front lawn parking
Graffiti
Lawn parking
Overhead utilities
Parking of recreational vehicles
Parking on front yard
Trailer park in rear of house
Trash on private and public property
Wooten (1800 block)—remove trash, sweep street
Land Use
Abandoned buildings (Brockman, etc.) address/redevelop
Anderson (& Burnet & Lamar) cleaning up/more logical, attractive retail services
Apartment complexes
Austin energy lot
Auto Dealerships
Bars/Night clubs
Big box chains
Car dealership
Check cashing & Laundry (Justin)
Chemical company (Huntsman)
Chemical plant
Chemical plant
Chemical plant (what's really going on there)
Commercial zoning on undeveloped lots
Cullen/Burnet—Hertz/Mazda should maintain triangle property

REMOVE
Dallas nightclub
Day labor sites
Destination development
Dilapidate warehouse at Justin & Lamar (also Lamar & Morrow area)
Excessive liquor licenses
Fenced/gated condos
Garage apartments and duplexes
Gas stations
Head shops/adult-oriented businesses
Industrial uses
Junkyards
Liquor stores
Massive church expansions
Neglected property

REMOVE
Ohlen/Anderson car lot
Pawn shops
Pawn shops
Poorly maintained multifamily
Rehab/transitional housing
Remove poorly maintained multifamily and replace with higher quality (Wooten Park)
Revitalize existing structures
Seedy businesses
Snout houses
Traffic generating businesses
Transient-oriented apartments (Wooten Park)
Used car lots
Warehouses

KEEP OUT
Beautification/Quality of Life
Abandoned cars in yards
Any more on street parking (limit)
Booming car stereos
Light Pollution (hood garish commercial lighting, esp. behind Dallas Night Club where the lights too high, but maintain lights that protect safety)
Loud Harley motorcycles
Parking on lawns
Solicitation
Portable car covers extending almost to street
Trash/junk in front yards and in carports
Stray dogs and cats
Land Use
Additional apartments
Additional duplexes
Adult Oriented Businesses
Adult Oriented Businesses
AIDS house
Any additional non-SF residences
Bars (note-some may want neighborhood bar like LaLa's on Burnet or Anderson- many don't want any MORE)

KEEP OUT
Bars and night clubs (including Northcross Bars)
Bars and nightclubs
Big Box retail
Businesses or apartment complexes on Justin- don't turn Justin into a 38th St. or a Koenig Ln.
Chain businesses
Chain businesses
Changes to existing business zoning
Church and business expansion into SF areas (no commercial encroachment)
Day labor-type facilities
Developing on green spaces before redevelopment of existing spaces that need it
Drug rehab facilities
Duplexes built on currently SF lots
Fast food establishments
Fast food establishments
Garage Apartments if they don't have parking
Government Subsidized Housing
Halfway houses (for criminals released from jail/prison)
Halfway houses (for criminals released from jail/prison)
Incompatible Development

KEEP OUT
Industrial development
Large Office Parks
Liquor Stores
Liquor stores
Liquor stores
Loose dogs around all schools (enforce leash law!)
Multi-family and other rentals
Multi-family housing, esp. big apartment complexes (we want permanent residents)
Nightclubs
Nightclubs
No more business on Pasadena, Cullen, Justin, or Morrow
No small businesses in neighborhood such as daycare (no converted houses)
Pawn Shops
Places to get drunk
Rehabilitation Centers (from drug and alcohol), Transitional Housing
Storage Units
Tear-downs
Tear-downs
Crime and Safety and Police
Crime
Drunk drivers
Homeless
Parking in bike lanes (especially on Ohlen)(*ticketing these illegal cars in CW would be good)

KEEP OUT
Solicitation
Sex offenders
Traffic
Any CAMPO plan to direct overflow traffic into neighborhood
Cut through traffic in general
Extra traffic
Outside traffic from major corridors - especially on Burrell
Speeding on Daisy
Transportation
Light Rail
Light Rail
Light Rail
Light Rail
No major road through Huntsman Property
Parking in bike lanes (especially on Ohlen)(*ticketing these illegal cars in CW would be good)
Speed bumps
Speed bumps (but add speed limit and SLOW DRIVING signs to interior neighborhood)
Speed bumps (but add speed limit and SLOW DRIVING signs to interior neighborhood)
Traffic thoroughfares

OTHER ISSES/QUESTIONS
Abandoned vehicles
Alley use and cleanup
Art in public places
Auto repair & the environment
Awareness of what zoning is
Bring Huntsman and Capital Metro to focus group
Can we fix up dilapidated homes?

Homeless
Illegal dumping and hazardous materials
Light @ Pasadena and Burnet
Overgrown grass
People residing at bus stops
Police patrol
Preserve no left turn on Morrow from Lamar
Rodents
Tax appraisal as a result of rezoning

Appendix Four: Final Survey

In September 2003, the final neighborhood planning survey, including an executive summary of the draft plan, was mailed to every resident, property owner and business owner in the planning area. The results of the survey were used to help refine the plan. The response rate for the survey was 5.6% or 275 responses. The following summary indicates the level of support for the overall plan and individual components:

Overall Support

		#	%
Support		102	40.48
Support w/ comments		100	39.68
Overall don't support		22	8.73
Don't support		28	11.11
	Total	252	100

Responses for individual plan sections:

Land Use/Zoning/Preservation

	#	%
Support	123	59.71
Support w/ comments	44	21.36
Don't support	39	12.75
Total =	206	100.00

Transportation

	#	%
Support	112	54.90
Support w/ comments	53	25.98
Don't support	39	19.12
Totals =	204	100.00

Quality of Life

	#	%
Support	146	74.87
Support w/ comments	29	14.87
Don't support	20	10.26
Total =	195	100.00

Urban Design

	#	%
Support	128	75.74
Support w/ comments	17	10.06
Don't support	24	14.20
Totals =	169	100.00

Appendix Five: Housing Affordability Impact Statement

City of Austin **MEMO**

P.O. Box 1088, Austin, TX 78767
www.cityofaustin.org/housing

Neighborhood Housing and Community Development Department
Paul Hilgers, Director
(512) 974-3108, Fax: (512) 974-3112, paulhilgers@ci.austin.tx.us

Date: October 6, 2003

To: Alice Glasco, Director
Neighborhood Planning and Zoning Department

From: Paul Hilgers, Director
Neighborhood Housing and Community Development Department

Subject: Affordability Impact Statement
Crestview/Wooten Combined Neighborhood Plan

The September 19, 2003 draft of the Crestview/Wooten Combined Neighborhood Plan contains no identified impediments to S.M.A.R.T. Housing.

Since the plan draft recommends the secondary apartment tool in one subdistrict and mixed-use zoning on certain lots with commercial zoning where housing development is not allowed currently, the Crestview/Wooten Combined Neighborhood Plan creates some possible opportunities for S.M.A.R.T. Housing development that would not otherwise exist if the plan were not to be adopted.

Please contact Gina Copic at 974-3180 if you need additional information.

Paul Hilgers, Director
Neighborhood Housing and Community Development Department

cc: Gina Copic, NHCD
Ricardo Soliz, NPZD
Scott Whiteman, NPZD
Kelly Crouch, NPZD

The City of Austin is committed to compliance with the American with Disabilities Act. Reasonable modifications and equal access to communications will be provided upon request.

Appendix Six: Crestview Neighborhood Association Survey

(1)

CRESTVIEW NEIGHBORHOOD PLAN SURVEY RESULTS

1. DENSITY: How many additional apartments should be built in Crestview?

None (58%) 1 to 700 (34%) 701 to 2000 (7%) More than 2000 (1%)

2. MIXED USE: Do you support or oppose mixed use zoning?

Support (24%) Oppose (76%)

3. RATE OF GROWTH: How fast do you think Crestview should grow?

Less than 100 apts/year (87%) Less than 200 apts/year (10%) No limit (3%)

4. LOCATION OF ADDITIONAL APARTMENTS: Any additional apartments built in Crestview should be on the Huntsman tract on Lamar and not along Burnet Road or Anderson Lane.

Agree (74%) Disagree (26%)

5. CONDITIONAL OVERLAYS ON BURNET, ANDERSON AND LAMAR

Which of the following types of businesses would you like to see prohibited or made conditional?

Business	Prohibit	Cond	OK	Business	Prohibit	Cond	OK
Adult Oriented	87%	8%	5%	Outdoor Entertainment	32%	41%	27%
Automotive Rental	35%	44%	21%	Outdoor Sports & Rec	25%	47%	28%
Automotive Repair	29%	51%	20%	Pawn Shop Services	67%	22%	11%
Automotive Sales	48%	37%	15%	Residential Treatment	42%	29%	29%
Automotive Washing	33%	46%	21%	Drive-In Restaurant	27%	47%	26%
Cocktail Lounge	56%	31%	13%	Fast Food Restaurant	34%	44%	22%
Comm Blood Plasma Ctr	34%	43%	23%	Liquor Sales	57%	28%	15%
Comm Off Street Parking	40%	41%	19%	Plant Nursery	9%	54%	37%
Drop-Off Recycling Ctr	39%	40%	21%	Off-Site Access Parking	44%	34%	22%
Exterminating Svce	33%	44%	23%	Service Station	28%	47%	25%
Hotel - Motel	57%	25%	18%	Drive-Through Services	33%	39%	28%
Indoor Entertainment	29%	44%	27%	Custom Manufacturing	48%	34%	18%
Indoor Sports & Rec	22%	49%	29%	Transitional Housing	64%	23%	13%
Kennels	38%	42%	20%	Transportation Terminal	51%	30%	19%
Laundry Services	21%	51%	28%	Vehicle Storage	65%	20%	15%
Maintenance Facilities	35%	41%	24%	Veterinary Services	13%	51%	36%
Medical Offices	9%	59%	32%	Warehousing & Distr	60%	27%	13%

6. REDEVELOPMENT OF THE HUNTSMAN TRACT

Thirty or more acres of the 80 acre Huntsman Tract should be dedicated as parkland and used as parkland, recreational (ball fields) and wildlife preserves.

Agree (95%) Disagree (5%)

7. PARKING ADJACENT TO SINGLE FAMILY HOMES

Parking behind businesses that back up to single family homes can be disturbing to the homeowner. Should the plan ban parking behind businesses altogether or require greater set backs?

Ban Parking Altogether (45%) Require 50 foot Setback (33%) Require 100 foot Setback (22%)

8. ELECTRIC SUBSTATION ON JUSTIN LANE

Do you support or oppose building an electric substation on Justin Lane?

Support (27%) Oppose (73%)

9. LIGHT RAIL: Do you support or oppose Light Rail running through Crestview?

Support (43%) Oppose (57%)

10. COMMUTER RAIL: Do you support or oppose Commuter Rail running through Crestview?

Support (29%) Oppose (71%)

11. RAIL MITIGATION

If rail is approved to run through Crestview along the existing Right of Way, which of the following mitigation options do you think would best reduce sight, sound and pollution problems caused by the rail line?

Track Depressed 10 feet (52%) Build 12 foot Walls (38%) No Mitigation (10%)

12. LIBRARY

The City should reevaluate the proposed location of the replacement library approved by voters in 1998 to a more central location within the North Village Service area.

Agree (85%) Disagree (15%)

13. How long have you lived in Crestview?

0 - 5 years (29%) 6 - 10 years (15%) 11 - 15 years (11%) Longer than 15 years (45%)

Section	Comment
01 - density	don't know
01 - density	no more than 700 (both none and 1-700 circled)
01 - density	It depends on where they are & if they are visually attractive. (no answer circled)
01 - density	I question the inclusion of this question. Once the zoning changes are made, the city couldn't legally put an annual cap on the # of apts developed. (circled 701-2000 on #1 and circled no limit on #3)
01 - density	No more apartments. We have enough units in our area. Within two blocks (street blocks), we have seen and share our neighboring problems. I understated those units are in other neighborhood plans, but have to put up with their creation of problems. No Section 8 Properties.
01 - density	too many vacancies in the existing apartments
01 - density	We do not think the Crestview neighborhood should grow - NO Apartments - NO affordable housing (another way of wording slum). Zoning is not enforcing the ordinances now, they need to be more vigorous in enforcing them.
01 - density	as long as it is on these streets - Anderson, Burnet, and Lamar (circled more than 2000)
01 - density	I am opposed to building apts in general. Crestview is fairly compact as is. If apts must be built, I support condos like those by Central Market (45th east of Lamar).
01 - density	250 (circled 1 to 700)
01 - density	I have no way of knowing. I support some growth. (nothing circled)
01 - density	I am for decreasing traffic and population density along Morrow between Grover and Lamar.
01 - density	It sometimes takes 2-3 minutes to get out of my driveway. (on Justin Lane)
01 - density	More apartments cause more noise and more crime. I've seen this before by Highland on St. Johns. (circled none)
01 - density	I am violently opposed to all of the proposed apartment buildings. These would substantially alter the culture and environment of Crestview - which are the reasons I purchased a home in this location to begin with. (circled none)

01 - density	I didn't answer question #1 because I wouldn't want to quantify such a thing.
01 - density	We really appreciate the inner city jewel we have here in Crestview and don't want it ruined by planners who want to stuff us with a much higher people per square mile figure more like Hyde Park which is bursting. We don't need or want that sort of density. It is so refreshing to be so central and still have elbow room.
02 - mixed use	support - sort of
02 - mixed use	not sure
02 - mixed use	If done tastefully, storefront on 1st floor, apts or lofts above.
02 - mixed use	for 700 homes, not for 2000 (circled support)
02 - mixed use	I'm fine with mixed-use zoning as long as it is on Anderson, Burnet and Lamar (circled support)
02 - mixed use	I support the general goal of infill, including an increase in the population of my neighborhood. But 2 things could do more to protect the neighborhood than zoning and overlays: 1. landscaping requirements: shade, beauty, noise, buffering, reduction of litter and 2. a clearly-defined and publicized path for lodging complaints against and seeking redress from residents and negligent landlords of apt. complexes.
02 - mixed use	I am dramatically against mixed zoning. No property owner should have the "flexibility" to drastically reshape the type of zoning of property without a formal process to do so.
02 - mixed use	for the Huntsman tract (circled support)
02 - mixed use	On mixed use zoning for commercial properties - To me, the term mixed use zoning means neighborhood friendly businesses on the ground floor, with apartments above, some of which would be occupied by business owners/operators below. For the businesses, an apartment dweller would always be at home to mind the premises. For the neighborhood, the businesses would take care to keep up the appearances of the premises. Mutually beneficial for all.
02 - mixed use	Growth in Austin is inevitable. It would be irresponsible for us to oppose settling a good portion of it in the central/near-central part of the city. Mixed use zoning is a great idea because it encourages appropriate services to be built right where people live, instead of miles away where they may have to drive their car, thus increasing traffic.
03 - growth rate	none
03 - growth rate	By single family and/or duplexes only (none of options marked)
03 - growth rate	less than 100 apts/yr or none
03 - growth rate	less than 100 apts/yr or none
03 - growth rate	less than 50 apts/year
03 - growth rate	none
03 - growth rate	0
03 - growth rate	none
03 - growth rate	less than 10 apts/year - keep it organic, natural growth!
03 - growth rate	none - single family or duplexes OK, but not apts.
03 - growth rate	none
03 - growth rate	none if possible
03 - growth rate	Leave it as is!!!
03 - growth rate	less than 100 apts/year - drew arrow to #1, where "none" was circled

03 - growth rate	none
03 - growth rate	other - no growth
03 - growth rate	none (less than 100 apts/year circled)
03 - growth rate	none
03 - growth rate	preferably none (less than 100 apts/year circled)
03 - growth rate	none or (less than 100 apts/year circled)
03 - growth rate	zero (also circled less than 100 apts/year)
03 - growth rate	no residences/apartments (circled less than 100 apts/year)
03 - growth rate	50-100 (circled less than 100 apts/year)
03 - growth rate	It all depends on how they look. If they improve Burnet and/or Anderson (i.e. very cool architecture), then I am supportive to the growth. (no answer circled)
03 - growth rate	way (less than 100 apts/year circled)
03 - growth rate	not at all (no item circled)
03 - growth rate	none (circled less than 100 apts/year)
03 - growth rate	*0 apartments (nothing circled)*
03 - growth rate	prefer none (less than 100 apts/year circled)
03 - growth rate	none (nothing circled)
03 - growth rate	as long as it is on the commercial corridors (circled no limit)
03 - growth rate	none (nothing circled)
03 - growth rate	none (nothing circled)
03 - growth rate	0 (circled less than 100 apts/year
03 - growth rate	I don't want apts! (circled less than 100 apts/year)
03 - growth rate	no apts (nothing circled)
03 - growth rate	I have no way of knowing. I support some growth. (nothing circled)
03 - growth rate	0 (nothing circled)
03 - growth rate	less than 25 apts zoned on streets where already existing such as Justin (nothing circled)
03 - growth rate	apts create too much density (nothing circled)
03 - growth rate	none (nothing circled)
03 - growth rate	I don't think it should grow at all, but that was not an option given. (circled less than 100 apts/year)
03 - growth rate	I didn't answer question #3 because I wouldn't want to quantify such a thing.
03 - growth rate	less than 10 apts/year
03 - growth rate	0 apartments
04 - add'l apts @ Huntsman	none
04 - add'l apts @ Huntsman	no more apartments
04 - add'l apts @ Huntsman	I would be really concerned about traffic on Dartmouth if all the apartments are at Huntsman. I would really like to see a couple of speed reductions structures on Dartmouth. Perhaps all exits could be to Lamar with parkland as a buffer between apts and Crestview proper.
04 - add'l apts @ Huntsman	agree - This would be wonderful.
04 - add'l apts @	clean up Burnet Rd w/above mentioned mixed use zoning

Huntsman	
04 - add'l apts @ Huntsman	no opinion - either is the same to us
04 - add'l apts @ Huntsman	no opinion
04 - add'l apts @ Huntsman	none should be built (no item circled)
04 - add'l apts @ Huntsman	none would be better (circled agree)
04 - add'l apts @ Huntsman	New apartment development should be limited to major roads (Burnet, Lamar, Anderson) and not encroach on the interior of the neighborhood. The most preferable location would be on the Huntsman property with access only from Lamar and not into the neighborhood via Morrow or Justin. Keep development on the peripheral of the neighborhood!
04 - add'l apts @ Huntsman	NA (nothing circled)
04 - add'l apts @ Huntsman	no comment
04 - add'l apts @ Huntsman	neither place (nothing circled)
04 - add'l apts @ Huntsman	no apts on Huntland (circled disagree)
04 - add'l apts @ Huntsman	I circled "disagree" for #4 because I happen to live quite close to Huntsman. In general, I believe that commerce and residence should be mixed together; such an arrangement is critical to getting Americans out of their cars, an objective that should be the goal of every city, neighborhood and state in this country. So I am all for having businesses close by; I just don't want them to all be businesses catering to the automobile, as we have on Lamar. I'd rather have a liquor store than J&J Motors (at Justin & Lamar), which always has cars parked on the sidewalks I use with my 3-year-old son! I support high density mixed muse and public transportation. I realize this is late, but we were out of town when it came in the mail. Hopefully, my comments will still be of some use.
04 - add'l apts @ Huntsman	Strongly (circled agree)
04 - add'l apts @ Huntsman	stay as park (circled disagree)
05 - conditional overlays	service station - conditional use - We need one!
05 - conditional overlays	transportation terminal - conditional for train/light rail
05 - conditional overlays	I wasn't sure about how conditional overlays apply vs other types of regulation of various types of businesses (e.g. state permits required for some?), so I circled all that I thought could have a significant impact on traffic, parking, noise, or surrounding environment.
06 - Huntsman park+	don't know
06 - Huntsman park+	STRONGLY AGREE - MORE PARKS
06 - Huntsman park+	agree!!!
06 - Huntsman park+	agree - but do we have any say in this?
06 - Huntsman park+	agree - only if Huntsman is moving
06 - Huntsman park+	agree!!

06 - Huntsman park+	agree - Yes!
06 - Huntsman park+	("more" was circled in addition to agree)
06 - Huntsman park+	at least (circled agree)
06 - Huntsman park+	at least if not all (circled agree)
06 - Huntsman park+	strongly (circled agree)
06 - Huntsman park+	If the property is found to be non-toxic (circled agree)
06 - Huntsman park+	!! (circled agree)
07 - parking behind business	require 50' setback - how about "whatever the ??? rule is..."
07 - parking behind business	don't know
07 - parking behind business	ban parking altogether - and require privacy fence to protect residential area
07 - parking behind business	permit parking (no option circled)
07 - parking behind business	The businesses should have to put up an eight-foot fence.
07 - parking behind business	If homeowner chooses to live near a business, parking cars is one of the drawbacks. (no item circled)
07 - parking behind business	Should be left as is - these houses will be less expensive due to this tact and allow for natural mix of income families (no item circled)
07 - parking behind business	already a 25' setback - this is ok
07 - parking behind business	support 10' setback - 50' and 100' is excessive
07 - parking behind business	There should be no compatibility setback.
07 - parking behind business	with some kind of high wall (require 100' setback circled)
07 - parking behind business	undecided
07 - parking behind business	Don't agree with choices. There have to be options for commercial corridors so they can develop. (no options circled)
07 - parking behind business	none of these (nothing circled)
07 - parking behind business	not clear what existing setback is (circled require 50' setback)
07 - parking behind business	or less with sound barriers (circled require 50' setback)
08 - electric substation	don't know
08 - electric substation	Why not at Huntsman?
08 - electric substation	I support if it benefits the community.
08 - electric substation	Where? (no answer was circled)
08 - electric substation	can't decide. I can't answer - I don't feel I have the whole story. Why does the substation need to be moved? How will it benefit us?
08 - electric substation	I would support this is the city got wise and put electrical lines underground. (circled oppose)
08 - electric substation	to big, de-value property (circled oppose)
08 - electric substation	VERY MUCH (circled oppose)

08 - electric substation	If electric substation is at city lot by Lamar & Justin, what are advantages for homeowners?
08 - electric substation	Where on Justin? (nothing circled)
08 - electric substation	I don't care.
08 - electric substation	if needed - Justin/Lamar or Justin/Burnet (circled support)
08 - electric substation	Need more info on potential effects and alternatives, so I vote tentative approval, but also don't want "NIMBY" considerations only.
08 - electric substation	I would have to know more about the environmental impact of the substation. (no answer was circled)
09 - light rail	oppose - ditto, ditto, ditto, etc.
09 - light rail	only if a stop is in a reasonable location which is used by Crestview residents
09 - light rail	We need rail.
09 - light rail	The city of Austin people have voted, voted down light rail. Why in the heck do you keep trying to ram it down our throats?
09 - light rail	Light rail should have its own right of way and not take right of way from existing streets. To put light rail on an existing street would only cause more problems in slowing the traffic we now have. It would not speed up traffic, it would only slow it down. Procure additional right of way. Tear down a few houses or go underground. Additional express bus routes at peak hours would be great. We need cross country commuter rail service (Waco - Temple - Georgetown - Round Rock - Pflugerville - Austin - San Marcos - New Braunfels - San Antonio)
09 - light rail	support light rail only if existing tracks used. Greatly oppose using Lamar. (neither option circled)
09 - light rail	with no stops (circled oppose)
09 - light rail	The voters have voted down light rail two times - I do <u>not</u> see why it is being brought back.
09 - light rail	on Lamar (circled support)
09 - light rail	undecided
09 - light rail	Without light rail you need no rail mitigation. Cap Metro won't even mow the right of way now.
09 - light rail	but not through existing family dwellings (circled support)
09 - light rail	strongly (circled oppose)
09 - light rail	This is highly contingent on the overall plan - hours of operation, routes, etc. (circled support)
09 - light rail	support if it went along Lamar (circled oppose)
09-10 - light & commuter rail	Any kind of rail through the existing track system would completely destroy Crestview. Commuter or light rail should only be done on major road, i.e. Burnet or Lamar or Anderson. Any other route will cut through the neighborhood and destroy it!!!!
09-10 - light & commuter rail	Contradict each other - will commuter rail come into Crestview or not?
09-10 - light & commuter rail	I support light rail or commuter rail just as long as it is not on the existing right of way.
09-10 - light & commuter rail	Demand solid ideas for light rail NOT 3 possibilities. If light rail is passed against our objection, I propose we monkey wrench the project. (#9 & 10 circled oppose)
09-10 - light & commuter rail	If light and commuter rail decreases traffic troubles, I'll put up with it going through our hood.

09-10 - light & commuter rail	We like rail options but we do not favor diesel engines; only electric.
09-10 - light & commuter rail	NO RAIL!
10 - commuter rail	don't know
10 - commuter rail	support with conditions
10 - commuter rail	only if a stop is in a reasonable location which is used by Crestview residents
10 - commuter rail	I would support #10 (commuter rail) if there was a Crestview stop.
10 - commuter rail	Leander & Cedar Park can drive to light rail accessible parking (circled oppose)
10 - commuter rail	I support commuters but I would prefer that stops in this area be limited to 1 at most!
10 - commuter rail	We are also concerned about use of railway tracks in our neighborhood for frequent commuter use.
10 - commuter rail	with no stops (circled oppose)
10 - commuter rail	I support commuter rail if there are stops in Crestview and it is available to handicapped. (circled support on #10)
10 - commuter rail	undecided
10 - commuter rail	if can be made as silent and nondisruptive as possible
10 - commuter rail	support if station, otherwise run it down Mopac and I-35, 183, Lamar, Burnet Road (underground would be best option for a subway system)
10 - commuter rail	Need more info on potential effects and alternatives, so I vote tentative approval, but also don't want "NIMBY" considerations only.
10 - commuter rail	strongly (circled oppose)
10 - commuter rail	In general, I am a big supporter of public transport. However, I am *uncomfortable with the prospect of diesel trains running through my* neighborhood (or diesel anything for that matter).
11 - rail mitigation	Track depressed 10' – conditional
11 - rail mitigation	Track depressed 10' or build 12' wall - whichever would work best
11 - rail mitigation	see #9 & 10 - oppose rail
11 - rail mitigation	oppose rail
11 - rail mitigation	both - track depressed 10' and build 12' walls
11 - rail mitigation	track depress 10' or build 12' walls
11 - rail mitigation	some mitigation - whatever will have best results & still be cost effective (no answer circled)
11 - rail mitigation	but do not want rail through our neighborhood (circled build 12' walls on #11, circled oppose on #9 & #10)
11 - rail mitigation	should not be approved (no item circled, oppose circled on #9 & #10)
11 - rail mitigation	add vegetation for sound barrier (circled track depressed 10')
11 - rail mitigation	both track depressed 10' and build 12' walls circled
11 - rail mitigation	track depressed 10' and build 12' wall both circled
11 - rail mitigation	track depressed 10' and build 12' wall both circled
11 - rail mitigation	No. 11 is a hard call. Yes, mitigation is essential. Are these commuter *trains like the "Neggio Sprinter?" If they are like the Sprinter*, then diesel and noise pollution would be minimal. However, the problem is we as residents just don't know for sure! I have a feeling that the best solution would be a combination of a 10' depressed track plus a wall that would be 6 ft. The city could then plant vines or ivy on the wall.

	Residents could also be encouraged to do this. It would look great and block noise.
11 - rail mitigation	both track depressed 10' and build 12' walls circled, but not so tall but enough to block sound, etc.
11 - rail mitigation	Not familiar with options' costs and effects to be able to make opinion.
11 - rail mitigation	We hope it is not approved. (circled oppose on #9 & #10, nothing circled on #11)
11 - rail mitigation	no rail (circled oppose for #9 and #10, circled nothing for #11)
11 - rail mitigation	build 8' fence (nothing circled)
11 - rail mitigation	I don't know which of these provides the "best" solutions for our area - not enough info. (nothing circled)
11 - rail mitigation	Should consider partly elevated rail systems such as in St. Louis, MO. Should study existing rail systems and the solutions they have found. See Monorail in Seattle, Washington. (nothing circled)
11 - rail mitigation	BOTH (circled both track depressed 10' and build 12' walls)
11 - rail mitigation	vegetation to absorb sound, walls just amplify it & noise escapes at openings
11 - rail mitigation	whichever is safest as well for the neighborhood (circled track depressed 10')
11 - rail mitigation	Need more info. More on engineering question, in terms of which is more effective. Would need to see visual also of 2 approaches. Also to know what is the cost difference btwn the 2 and how that diff is funded.
11 - rail mitigation	both (circled track depressed 10' and build 12' walls)
11 - rail mitigation	Both! (circled track depressed 10 feet and build 12 foot walls)
11 - rail mitigation	Track depressed 10' or build 12' walls - combination
12 - library	I use the library weekly and don't want to see it moved.
12 - library	Leave the library where it is located - Surely there is space there already built to be used. Us (the elderly) manage to use the library at least every 2 weeks depending the number of books taken out. Thanks.
12 - library	the empty old post office on Anderson?
12 - library	use an existing building (circled agree)
12 - library	undecided
12 - library	Why not try to buy the empty post office building on Anderson Lane for the new library.
12 - library	Locate library at Huntsman property!
12 - library	Library should be located in center of service area, not the northern edge.
12 - library	possibly (nothing circled)
12 - library	We want to keep our library where it is. (nothing circled)
12 - library	They have a good location. Could be enlarged. (nothing circled)
12 - library	I would possibly support locating the library on the Huntsman property with adjacent parkland all along Morrow.
12 - library	depending on availability of property and expedience of review (circled agree)

13 - how long	50 years
13 - how long	56 years
13 - how long	54 years
13 - how long	50 years
13 - how long	48 years
13 - how long	since 1952
13 - how long	43 years
13 - how long	rented for 4 1/2 years, homeowner since October 2003
13 - how long	42 years
13 - how long	53 years
13 - how long	45 years
13 - how long	50 years
13 - how long	44 1/2 years
13 - how long	47 years
13 - how long	48 years
13 - how long	50 years
13 - how long	way longer (longer than 15 years circled)
13 - how long	27 years
13 - how long	exactly 5 years
13 - how long	52 years - same house
13 - how long	since 1954
13 - how long	off and on (circled longer than 15 years)
13 - how long	45 years
Add'l Comments	I appreciate CNA's efforts to protect our quality of life. I always work Monday evenings and am never able to attend the meetings.
Add'l Comments	Just bought my mother's home at 1309 Justin Lane and will be moving back to the neighborhood.
Add'l Comments	We need to maintain the character and integrity of our neighborhood. I don't want Crestview to become an apt. community.
Add'l Comments	It would have been good to accompany this questionnaire with a map defining "Crestview."
Add'l Comments	Leave Crestview a family neighborhood.
Add'l Comments	Crestview should strive to remain primarily single family. Adding apartments might increase the percentage of undesirables that might increase the crime rate in this area. Crestview is one of the few remaining, reasonably-priced, quaint neighborhoods left in Austin. Would these proposals go forward in Travis Heights, Westlake, and other ritzier neighborhoods?
Add'l Comments	We need a new gas station around here. We need our streets swept more often. We need to ban "garage bands."
Add'l Comments	I have reported to the city that old fences are rotted and falling down and they have not been replaced. Old junk cars have not been removed. Hot metal dumped behind Premier Hard Parts has caused fence to burn. Fire Department was called. Trash cans and bottles need cleaned up often.
Add'l Comments	Thank you for all your information.
Add'l Comments	91 years old

Add'l Comments	My husband and I are in our 50s and hope to stay in our home for the duration. We enjoy the eclectic nature of the neighborhood and the old trees and quiet safe atmosphere. We realize growth is inevitable but needs to be limited and controlled. Sincerely, Margaret Futch
Add'l Comments	The rezoning is to increase valuations, to increase taxes, to ultimately tax all the small single story houses and businesses out of the area. I was told this is the overall plan; I was told 2 years ago by a person in the know that this is the master plan, as well as to increase property taxes to make the peasants beg for relief from the high property taxes to make them think a state income tax will stop the pain, when in reality it will only start another tax. What are y'all doing with all the money *and why do y'all waste so much, ex. the $50 million channel 36* recently stated was to be spent studying box containers...?
Add'l Comments	Used car dealers are out of control around our neighborhood.
Add'l Comments	This area is fine "as is." No new anything....please.
Add'l Comments	I'd like to see the proliferation of car lots - used and new - come to an end. Every time a business closes on Burnet, it seems a car lot pops up in its place. Thank you for overseeing/organizing this project!
Add'l Comments	Chip - As you know, I could support LR if we could be sure of mitigation of and improvement of the existing tracks. In addition, a pond or small lake on Huntsman's property would help hold back the overflow which occurs during heavy rains. Thank you!
Add'l Comments	They shouldn't let the liquor store stay. They should shut it down. Because is no good, to much people get drunk.
Add'l Comments	The wording of this survey's background info and statements and questions for responses is so subjective and obvious it appears to be slanted so as to result in responses aligned with the beliefs of the author(s) of these papers.
Add'l Comments	With Crestview as a primarily residential area, any changes to more commercial would be detrimental.
Add'l Comments	We are a great neighborhood just as it is.
Add'l Comments	Don't mess with our lovely neighborhood!
Add'l Comments	We do not want garage apartments, extra housing allowed on existing lots. Just keep "single" family homes per lot. Do not allow multifamily development on vacant or cleared lots.
Add'l Comments	I think there should be more information provide either by internet or other means. Some of these issues I truly question because there's not enough info. Thanks!
Add'l Comments	I do not understand why with increased growth our quality of life must suffer. Every choice we are given is draconian. Are these the best alternatives? Have you bunch of talented folks really looked?
Add'l Comments	Why can't power/phone/cable lines be put under the street so our trees don't get hacked up every 6 or so years. The lines and mis-shaped trees make the neighborhood look antiquated and tasteless.
Add'l Comments	Stop the growth of Crestview and keep it a beautiful natural neighborhood.
Add'l Comments	*This survey has leading questions. I am pro-growth as long as it is in* appropriate areas - i.e. perimeter streets - more density in terms of apartments is good - protect the inner neighborhood single family - I am very pro- light rail.
Add'l Comments	Would like a breakdown of the results of this survey.

Add'l Comments	Enclosed is $20 check for 2004 membership dues & donation for "mailout" expenses for important issues such as this one.
Add'l Comments	Section 8 housing should be prohibited in any apts built.
Add'l Comments	I apologize for this comment not being related to the survey, but...My husband and I moved into Crestview last summer and we would like to join the CNA. Would you please send us information to join. Also, I would like to plan a block party for this summer. Does Crestview already have one? Who should I speak to? Thank you! Great work on the survey, it was very informative for everyone (especially newcomers!)
Add'l Comments	I wish all the people that have moved to Austin (especially from the EAST) would stop wanting to change Austin to a crowded, wall-to-wall big city. We like some open space - yards, etc.
Add'l Comments	The Huntsman property - Was there not a small chemical lab that blew up there in the early 60s. We would not like a catastrophe like that which happens on Kramer Lane.
Add'l Comments	I hope these surveys have more meaning than the one on the liquor store on Lamar did, when the swing voter received 2 e-mails in favor and all written surveys sent in did not mean anything. All that were against. Thank you.
Add'l Comments	We should leave these decisions to professional planners. The average person does not have the knowledge or skills to make these decisions. Furthermore, their decisions will be based on their own best interests rather than on a comprehensive understanding of what is best for the city and the environment.
Add'l Comments	Traffic on Justin Lane needs to be addressed. Speeding is very common and dangerous to the park and school area. Suggestions would be adding round-a-bouts* (like Hyde Park has) or even speed bumps and more frequent radar monitoring. *Preferable suggestion for aesthetic reasons.
Add'l Comments	I have resided in cities with street cars several years ago, 1945, 46, 47 and then 1956-1959. Even on busy routes the cars were on a 20 to 40 minute schedule. I cannot even imagine anywhere a 5 minute interval on any route thru or even near the Crestview corridor at any time in the future.
Add'l Comments	Pollution policies/rules should be enforced with existing businesses such as Collision Center on Lamar. I have seen them paint with doors open or in the parking lot thus the paint fumes are polluting the air in our yards.
Add'l Comments	The apts on Anderson Land and Wooten Park Drive do not help neighborhoods. It's really a bad element of people living in them. If any kind of business is put in, I feel the people that their land is backed to where the business is located should be able to vote what they would want next to them.
Add'l Comments	Outlaw "prison type" wall structures like the new wall on Morrow and Grover.
Add'l Comments	We would prefer to keep traffic thru traffic out of our neighborhoods. 18 wheelers can hardly make it through here. We can hardly back out of driveway at times. Just keep it simple!
Add'l Comments	As a neighborhood association, is it possible to create agreed upon standards that home owners must agree upon?...such as no parking cars on lawns, parking no RVs & other large vehicles permanently on streets and general up keep and conditions of homes and yards. It

	seems that our neighborhood is under ??? for further development and thus we should show by the maintenance and care of our property, that it is worth preserving and protecting.
Add'l Comments	I have lived 43 yr. in the Crestview neighborhood. I like it the way it is, we have plenty of shops in the area. We don't need all those apartments & condos, that just brings young people to the neighborhood and causes more crime. The mayor and the city council must realize, if all this growth comes to Austin, we will have more water rationing and more electric trouble. My husband worked for the city of Austin, Electric Dept. for 26 yr. His name is Frank Ogrodny.
Add'l Comments	Leave our neighborhood alone! Most people have owned home here since 1950's.
Add'l Comments	I also oppose sidewalks on my street.
Add'l Comments	The streets are narrow - traffic is heavy - I do not see the streets safely accommodating additional traffic. Mixed use along Burnet, Anderson & Lamar would not provide enough parking for apartments and the overflow of cars would park on residential streets - where residents park and traffic tries to flow but can't.
Add'l Comments	We want to keep Crestview a quiet safe area for small families to live. Growth is inevitable, but we need to protect this area from "outsiders" deciding what happens here.
Add'l Comments	I think we should clean up our streets. Stop blowing yard waste in streets. If they have apts in back, they should make an-property parking. All roaming cats should be picked up. Dogs should not be allowed any place at Brentwood Park. Pet owner should clean up after their dogs instead of leaving it for property owners to clean out of their yards. If you have a cat, keep it at home, not in my yard, on my car.
Add'l Comments	A general/overall facelift for the Minimax shopping area would be really nice.
Add'l Comments	We are very excited about the possible chemical plant relocation. We would like to see part of the Huntsman tract re-developed for park use, possibly with a swimming pool (w/lap lanes). Since there is already a large ball-field area, we feel we don't need more of that type of space.
Add'l Comments	You can hardly drive down the streets now for parked cars. We don't need more parked cars or increased traffic. I have low water pressure here already. The water mains here have been added on to too much already. The main street here for people waling and running is Grover. They have to weave in and out of parked cars into the main traffic. A sidewalk on one side of Grover from Justin Lane to Anderson Lane. When I moved here there was a cornfield and I like the way it turned out. I will oppose anything that makes it much different.
Add'l Comments	I bought a house in this neighborhood because I like the quiet and peaceful atmosphere of it. Adding more apartments and certain types of businesses could cause the neighborhood to deteriorate into a place where I would no longer wish to live! (circled 0-5 years on #13)
Add'l Comments	I don't even like the idea of 2 homes per lot. Crestview could be the jewel in the center of the city. We are 5 min. from every hwy.
Add'l Comments	Let's try to keep Crestview as a single family residential area as closely as possible.
Add'l Comments	Please leave Crestview alone. We have too much traffic now.
Add'l Comments	Thank you for continuing to look after the interests of Crestview residents.

Add'l Comments	Why can't there be someone fight for our taxes not go up. Instead of building and trying to change things that make our taxes go up. I think it would be a blessing if people that do not have children in school, children of school age would not have to pay any school tax at all. And some counties get 6% taxes if paid before Dec. 31 each year. But not Travis County.
Add'l Comments	Provide envelopes that fit the survey - This could be a reason not to respond. No sidewalks. Limit parking on the street. Why relocate library if land already purchased. Better police response to those whose vehicles have been broken into - seems to be an epidemic. Sloppy trash pickup. Why are we voting again for commuter rail? There is no route to the airport.
Add'l Comments	Sidewalks would be nice. Government-sponsored meetings should not be held in churches. Instead of blocking traffic, buses should have turnout lanes for pick-up and drop-off. Why are there no stop signs where St. Johns, Piedmont, and Madison end at Hardy? Residents might consider trimming trees, shrubs, etc. so that they don't hide traffic signs.
Add'l Comments	City (re)development process is not listening to neighborhood residents. City should look at Crestview and Brentwood neighborhoods in studies and plans (not Crestview and Wooten).
Add'l Comments	Still oppose excessive parking on the street.
Add'l Comments	Thanks!
Add'l Comments	Save our neighborhoods!
Add'l Comments	Why don't you get some trees?
Add'l Comments	Thanks Chip for your hard work!
Add'l Comments	I also do not favor having any more "hump-bumps" in the streets of Crestview. It takes plenty long enough to get where we are going; slows down emergency vehicles also.
Add'l Comments	No more Morrow & Grover St.
Add'l Comments	Possible support parkland and neighborhood library (circled agree on #6 and agree on #12)
Add'l Comments	Honestly, how many times are we going to be asked these questions? This neighborhood has potential to be fabulous - it's central, it's quiet, it's charming. When you bring in RENTERS & mixed use & liquor stores, you're running off the people that make Crestview charming. Safe & family-oriented. We are moving out (Feb. '04) because of the overabundance of renters. Keep adding more apartments & biz & that's all you'll have left.
Add'l Comments	For over 50 years we have enjoyed living in Crestview. It is easy for seniors to get around to what they need. So far we have had little serious crime. I think it is important for the neighborhood to have input into changes which might destroy what we now enjoy.
Add'l Comments	Crestview Neighborhood Association - thanks for your work on behalf of all of us who live here and enjoy this neighborhood's uniquely "Austin" flavor!
Add'l Comments	Thanks for the opportunity to express our desire to maintain the beauty and safety of our neighborhood. This is my childhood home; my father built most of the streets and created the arroyo. Crestview is a unique neighborhood of friends and families, old and young, with a friendly and inviting feeling. We'd all like to preserve that feeling of sanctuary as best we can. Thanks again for seeking the input of residents.

Add'l Comments	I love our neighborhood but do not like people speeding on Justin Ln. I want to propose installing road humps (that will still allow emergency vehicles to pass) to be installed.
Add'l Comments	I think Crestview should remain a single-dwelling residential area.
Add'l Comments	(written as a separate letter and sent in with the survey) Dear Chip, I am very concerned about the circumstances leading to your survey. I have answered it conservatively. Just because a lot of people are expected to move into Austin in the next few years, I don't believe this is a reason for compromising existing neighborhoods. Crestview for the most part has single dwelling, though there are a few apartment houses. Crime has been rather low and traffic has not been terrible, except for the times it has taken me two or three minutes to back out of my driveway. I am wondering if certain neighborhoods (Tarrytown, Pemberton Heights, Northwest Hills, and outlying areas such as Rob Roy, West Lake Hills and Rollingwood, for example) are being asked if they want to exclude the types of businesses listed in the survey. If so and they vote negatively, will their wishes be respected. I also wonder if 2000 apartment units are viewed as a possibility in these areas. I hope that the dwellers in Crestview will stand together on this. With public services already strained, I can't imagine city leaders encouraging the amount of growth cited in your "Background for Survey Questions." Eleanor Fertsch, 1811 Justin Lane
Add'l Comments	We lived in Crestview from 1964 to 1974. We moved back into the same home in 1998. We have owned this property since 1964. From time to time while driving through the Crestview area, I have thought how nice it would be for Crestview to be a "gated community." Crestview is a good place to live.
Add'l Comments	Available lots etc. are filled. The neighbor is one that a city should like, quiet, little to no crime, friendly etc. Why destroy a good neighborhood.
Add'l Comments	I've been disturbed by the conspiracy-minded antipathy exhibited toward the City, City staff, and the Plan process by neighborhood leadership. I found the confrontational strategies to be divisive and unproductive and I felt/feel discouraged from attending and offering my viewpoint. My neighbors have mentioned similar reasons for their lack of participation in the Plan process. And, by the way, a BIG "NO" to sidewalks on Pasadena - I like living in a neighborhood where the streets are not forbidden territory for pedestrians & I think it discourages faster speeds. Let Pasadena owners decide, please.
Add'l Comments	I think the businesses that surround our neighborhood should reflect the needs of the neighborhood and be family friendly and the streets more pedestrian friendly. Angelica J. Minor
Add'l Comments	I support smart growth with animal/family friendly planning in mind! I am not opposed to adult oriented businesses in Crestview if done properly!
Add'l Comments	Please take to heart that this is an existing established neighborhood. People choose to live here for what Crestview has currently. Almost *any of these suggested/proposed changes will negatively effect this* neighborhood, driving out those of us who wish to maintain our current quality of living, resulting in a depressed, rundown, impoverished and potentially crime-ridden area. (circled 0-5 years on #13)

Add'l Comments	*I believe Crestview should not have any additional clubs or* apartments. I also believe that we should concentrate on making the police in our area patrol more, talk less, and enforce more strictly where theft and family violence are concerned. Our family is quite tired of having to "lock down" our property, and transitional housing or treatment centers would only aggravate our situation in Crestview.
Add'l Comments	need more police patrol to reduce crime
Add'l Comments	Thanks for the information and an opportunity to complete this form.
Add'l Comments	I live behind Enchiladas Y Mas and not only are there cars all around my house but the food delivery trucks and semis are about 10 ft. from both my bedroom windows and they are very loud. Often waking us up at 6-7am even on Sundays. Also countless people park in back of our house even though we post no parking signs. And we have had to repair our fence 2 times in less than a year from people backing into it.
Add'l Comments	*We prefer small, Austin-based retail and services - no big box type* stores or chains.

Appendix Six: Ordinance

ORDINANCE NO. 040304-Z-1

AN ORDINANCE AMENDING THE AUSTIN TOMORROW COMPREHENSIVE PLAN BY ADOPTING THE CRESTVIEW/WOOTEN COMBINED 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) 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 Winter of 2002, the Crestview/Wooten neighborhood was selected to work with the City to complete a neighborhood plan. The Crestview/Wooten Combined 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. City Council directed the Planning Commission to consider the plan in a 2002 resolution. During the planning process, the Crestview/Wooten 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 workshops;

(6) community-wide meetings; and

(7) neighborhood final survey.

(D) The Crestview/Wooten Combined Neighborhood Plan recommends action by the neighborhood planning team, the City, and by other agencies to preserve and improve the neighborhood. The Crestview/Wooten Combined Neighborhood Plan has eighteen major goals:

(1) Preserve single-family character of the neighborhood during new development or redevelopment;

(2) Preserve and enhance existing neighborhood friendly businesses and encourage new neighborhood friendly businesses in appropriate locations;

(3) Enhance the safety and attractiveness of the neighborhoods;

(4) Maintain and enhance the single-family residential areas as well as existing community facilities and institutions in the Crestview and Wooten neighborhoods;

(5) Promote enhancement of major corridors by encouraging high quality development and redevelopment and discouraging strip development;

(6) Promote enhancement of major corridors by encouraging high quality and a mix of neighborhood serving development and redevelopment;

(7) Target and encourage redevelopment of dilapidated or vacant multifamily structures into high-quality multifamily structures;

(8) Increase alternatives to driving by improving routes, facilities, and access for pedestrians, bicycles and public transportation;

(9) Improve routes for pedestrians, bicycles, and public transportation including preservation of existing bus routes;

(10) Maintain a transportation network that allows all residents to travel safely throughout the neighborhood by improving safety on major corridors and preserving and enhancing neighborhood friendly streets;

(11) Provide safe accessible routes for residents of all mobility levels;

(12) Encourage the use of major corridors by all traffic from outside the neighborhood and discourage this traffic from using interior streets;

(13) Plan for the possibility of rapid transit while preserving the freedom of neighborhoods and individuals to choose or oppose rapid transit;

(14) Provide better connection between corridors to reduce neighborhood cut-through traffic;

(15) Enhance the safety and attractiveness of the neighborhood;

(16) Enhance and add landscaping, green spaces, and recreational opportunities throughout the neighborhood;

(17) Promote good stewardship of the environment and reduce existing sources of pollution; and

(18) Minimize noise and light pollution from parks into residential areas.

(E) On February 10, 2004, the Planning Commission held a public hearing on the Crestview/Wooten Combined Neighborhood Plan and recommended adoption of the Plan.

(F) The Crestview/Wooten Combined Neighborhood Plan is appropriate for adoption as an element of the Austin Tomorrow Comprehensive Plan. The Crestview/Wooten Combined Neighborhood Plan furthers the City Council's goal of achieving appropriate, compatible development within the area. The Crestview/Wooten Combined Neighborhood Plan is necessary and desirable to establish and implement policies for growth, development, and beautification in the area.

PART 2. Adoption and Direction.

(A) Chapter 5 of the Austin Tomorrow Comprehensive Plan is amended to add the Crestview/Wooten Combined Neighborhood Plan as Section 17 of the Plan, as set forth in Exhibit A to this ordinance, which is incorporated as part of this ordinance.

(B) The City Manager shall prepare zoning cases consistent with the land use recommendations in the Plan.

(C) The City Manager shall provide periodic updates to the City Council on the status of the implementation of the Crestview/Wooten Combined Neighborhood Plan.

(D) The specific provisions of the Crestview/Wooten Combined Neighborhood Plan take precedence over any conflicting general provision in the Austin Tomorrow Comprehensive Plan.

PART 3. This ordinance takes effect on April 12, 2004.

PASSED AND APPROVED

April 1, 2004 § §

Will Wynn
Mayor

APPROVED: _____
David Allan Smith
City Attorney

ATTEST: _____
Shirley A. Brown
City Clerk