

ORDINANCE NO. 040513-30

**AN ORDINANCE AMENDING THE AUSTIN TOMORROW
COMPREHENSIVE PLAN BY ADOPTING THE BRENTWOOD/HIGHLAND
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 December 2002, the Brentwood/Highland neighborhood was selected to work with the City to complete a neighborhood plan. The Brentwood/Highland 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. The City Council endorsed this approach for neighborhood planning in a 1997 resolution. This process mandated representation of all of the stakeholders in the neighborhood and required active public outreach. The City Council directed the Planning Commission to consider the plan in a 2003 resolution. During the planning process, the Brentwood/Highland 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) a neighborhood final survey.
- (D) The Brentwood/Highland Combined Neighborhood Plan recommends action by the neighborhood planning team, the City, and by other agencies to preserve and improve the neighborhood. The Brentwood/Highland Combined Neighborhood Plan has fourteen major goals:
 - (1) Preserve and enhance the single-family residential areas and housing opportunities for persons with disabilities;
 - (2) Maintain existing civic and community institutions;
 - (3) Encourage a mixture of compatible and appropriately scaled business and residential land uses in the neighborhood and mixed-use development on major corridors to enhance diversity of uses;
 - (4) Preserve locally owned small businesses in the neighborhood and encourage new ones that are within walking distance of residential areas and serve the needs of the neighborhood;
 - (5) Focus higher density uses and mixed-use development on major corridors, and enhance the corridors by adding incentives for creative, aesthetically pleasing, pedestrian-friendly redevelopment;
 - (6) Improve affordability of home-ownership and rental properties;
 - (7) Maintain a traffic pattern that provides easy access to neighborhood destinations, while keeping through-traffic off of interior streets by creating safe and efficient corridors and arterials;
 - (8) Create a bicycle and pedestrian network that is safe and accessible for people of all ages and mobility levels, by improving routes and facilities for walkers and cyclists;
 - (9) Provide accessible public transit options;
 - (10) Preserve and enhance existing parks, green spaces, and recreation facilities and add new parks and green spaces to ensure that all residential areas of the neighborhood have a park or green space nearby;
 - (11) Improve drainage along neighborhood creeks and streets, and using natural materials prevent erosion;

- (12) Preserve the diversity, character, and scale of homes in the neighborhood by encouraging renovations and new development compatible with existing homes;
 - (13) Improve the appearance of major corridors by reducing and improving signage, improving lighting, and adding trees, landscaping and public art; and
 - (14) Preserve historic properties identified as contributing to neighborhood character.
- (E) On February 24, 2004, the Planning Commission held a public hearing on the Brentwood/Highland Combined Neighborhood Plan and recommended adoption of the Plan.
- (F) The Brentwood/Highland Combined Neighborhood Plan is appropriate for adoption as an element of the Austin Tomorrow Comprehensive Plan. The Brentwood/Highland Combined Neighborhood Plan furthers the City Council's goal of achieving appropriate, compatible development within the area. The Brentwood/Highland 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 Brentwood/Highland Combined Neighborhood Plan as Section 5-18 of the Comprehensive 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 Brentwood/Highland Combined Neighborhood Plan.
- (D) The specific provisions of the Brentwood/Highland Combined Neighborhood Plan take precedence over any conflicting general provision in the Austin Tomorrow Comprehensive Plan.

PART 3. This ordinance takes effect on May 24, 2004.

PASSED AND APPROVED

May 13, 2004

§
§
§
§
§
Jackie Goodman
Mayor Will Wynn
Pro Tem Mayor

APPROVED: David Allan Smith
David Allan Smith
City Attorney

ATTEST: Shirley A. Brown
Shirley A. Brown
City Clerk

EXHIBIT A



The Brentwood/Highland Combined Neighborhood Plan

An Amendment to the
City of Austin's Comprehensive Plan

The Austin Tomorrow Comprehensive Plan

Chapter 5
Section 5-18
Exhibit A

May 13, 2004

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CITY COUNCIL

Mayor Will Wynn

Mayor Pro Tem Jackie Goodman

CITY COUNCIL MEMBERS

Raul Alvarez
Betty Dunkerly
Daryl Slusher
Brewster McCracken
Danny Thomas

CITY MANAGER

Toby Futrell

ASSISTANT CITY MANAGER

Lisa Y. Gordon

NEIGHBORHOOD PLANNING AND ZONING DEPARTMENT

Alice Glasco, Director

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

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

Acknowledgements

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

The following businesses and organizations also contributed to the success of the planning process:

- All participants in the Neighborhood Planning Process
- Northwest Baptist Church
- Hope Chapel
- North Austin Lions Club
- Reilly Elementary School

City Staff Acknowledgements

Neighborhood Planning and Zoning Staff for this plan were:

Brian Block, Lead Planner
Lisa Kocich, Planner
Kristen Strobel, Planner
Annick Beaudet, Zoning Planner
Ricardo Soliz, Neighborhood Planning Manager
Alice Glasco, Director, Neighborhood Planning and Zoning

Other NPZD Staff that contributed to this plan include:

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Matthew Christianson	Steve Rossiter
Kelly Crouch	Mark Walters
Greg Guernsey	Kathleen Welder
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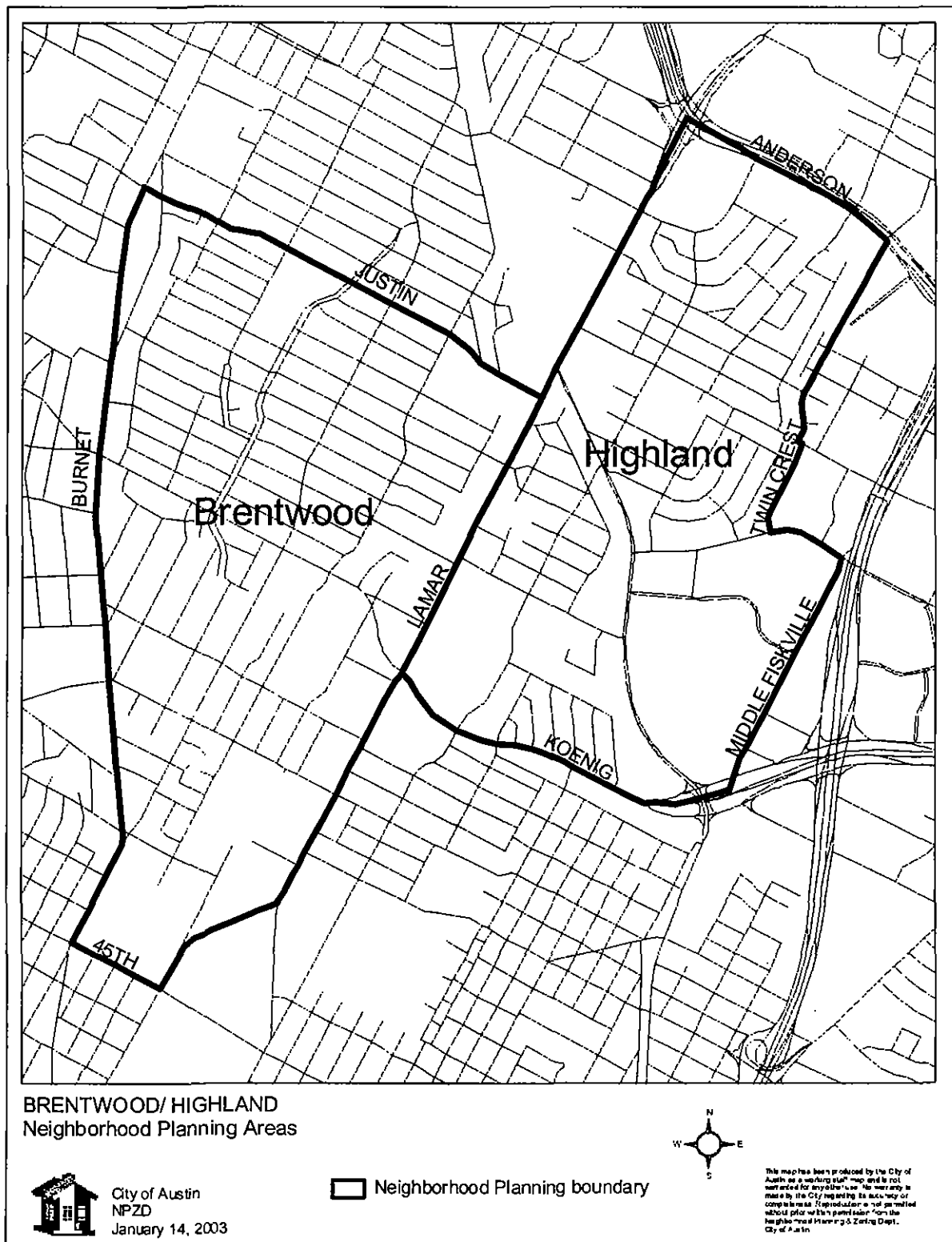
Other City Staff that contributed to this plan include:

Steve Barney, NHCD	Janet Howard, TPSD
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Figure One: Brentwood/Highland Combined Neighborhood Planning Base map



INTRODUCTION

The Planning Area

The Brentwood/Highland Combined Planning Area includes the Brentwood and Highland Planning Areas. The boundaries of the Brentwood Planning Area are Burnet Road on the West, Lamar Blvd. on the east, Justin Lane on the north, and 45th Street on the south. The boundaries of the Highland Planning Area are Lamar Blvd. on the west, Middle Fiskville on the east, Anderson Lane on the north, and Koenig Lane/2222 on the south.

The Neighborhood Planning Process

Over the course of eleven months, City staff worked with community stakeholders to develop the Brentwood/Highland 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.

Beginning in December 2002, staff held several outreach meetings with established neighborhood associations and institutions in the area. These meetings were held to provide information about the neighborhood planning process and to ask for assistance with outreach efforts to all neighborhood stakeholders.

The Initial Survey

In January 2003, an initial neighborhood planning survey was mailed to every resident, property owner and business owner in the planning area. The response to the survey was excellent (10.2% response rate), and the results provided input from a wide range of people on issues that needed to be addressed and goals for the neighborhood plan. The results of the survey provided a starting point to begin the planning process. See Appendix Two on page 125 for initial survey results.

Workshop One

The official “kick-off” of the planning process was held on March 22, 2003. Nearly 150 people attended, and the workshop was a great success. During the first half of the workshop City staff provided an overview of neighborhood planning including its purpose, and the details of the planning process. City staff also provided demographic data, information on current land use and zoning, and the results of the initial survey. The second half of the workshop was a chance for city staff to hear from the neighborhood. The participants broke up into five small groups. Neighborhood stakeholders provided more detail on issues that were brought up in the survey and discussed issues and ideas that provided the groundwork for developing the vision and goals for the neighborhood plan.

Focus Groups

The survey and the workshop emphasized identifying issues and ideas that would help guide the plan. The next phase of the planning process took place between April and October, and consisted of a series of focus groups to develop the content and recommendations for the plan. The topics for the meetings corresponded to the major components of the plan, which are:

- Vision and Goals
- Land Use and Zoning
- Transportation
- Parks, Open Space and Environment
- Urban Design and Historic Preservation

Using information from the initial survey and Workshop One as a starting point, participants worked with staff during the focus groups to create a vision and goals for the plan, develop a Future Land Use Map (FLUM), develop zoning recommendations to implement the land use plan, and craft recommendations to achieve the goals for each component of the plan.

Land use and zoning is the most significant component of the plan and considerably more time was spent discussing land use and zoning than the other components. The planning process included 21 focus groups, and 15 focused on land use and zoning issues.

Final Survey

In November, a draft plan and final survey were mailed to every resident, business owner, and property owner in the planning area. Information gathered through the survey was used to refine the plan. The response rate for the survey was four percent (4%), and eighty-four percent (84%) of the respondents expressed their support for the plan. See Appendix Three on page 130 for final survey results.

Workshop Two

Workshop Two was held on November 15, 2003, and more than 50 people attended. At the workshop staff presented the draft neighborhood plan and participants asked questions and commented on the draft plan. Information gathered at the workshop was used to refine the plan.

After two workshops, twenty-one focus groups, and other meetings with neighborhood associations and other interested parties, the plan was finalized.

Record of Public Meetings

Meeting Date	Purpose	Attendees
3/22/2003	Workshop 1 - Provide an overview of neighborhood planning, present demographic data, and the results of the survey. Gather input from Neighborhood stakeholders to help guide the development of the plan.	125
4/22/2003	Vision and Goals Focus Group – Develop a vision statement and goals to guide development of the plan	36
5/6/2003	Land Use Focus Group #1 – Provide education on land use planning	43
5/20/2003	Land Use Focus Group #2 – Discuss the desired future land use for the planning area	47
6/3/2003	Land Use, Small Area - North Brentwood – Discuss desired future land use	15
6/4/2003	Zoning Education – Provide education on zoning regulations	32
6/9/2003	Land Use, Small Area – Highland - Discuss desired future land use	6
6/10/2003	Land Use, Small Area - South Brentwood - Discuss desired future land use	10
6/16/2003	Land Use, Small Area - South Brentwood #2 - Discuss desired future land use	9
6/17/2003	Land Use Focus Group #3 – Review and discuss land use recommendations from small area groups	37
6/24/2003	Koenig Lane Land Use – Discuss desired future land use	44
6/30/2003	Zoning Focus Group #1 – Present and discuss the initial zoning recommendations for the plan	22
7/9/2003	Skyview Neighborhood Meeting – Discuss land use, transportation and parks in the Skyview neighborhood	8
7/15/2003	Zoning Focus Group #2 – Present and discuss initial conditional overlay recommendations, and discuss special use options	56
7/30/2003	Koenig Lane Land Use and Zoning – Present and discuss the initial land use and zoning recommendations for Koenig Lane	64

8/12/2003	Transit Planning Workshop – Presentation on potential light rail routes and stations and long range transit plan	14
8/27/2003	Services Forum – Representatives from the City available to talk to residents about day-to-day service needs	19
9/10/2003	Transportation Focus Group – Discuss and make recommendations on transportation issues.	22
9/23/2003	Land Use and Zoning Wrap Up – Discuss outstanding land use and zoning issues	42
10/7/2003	Property Owner Meeting – Property owners ask questions and provide feedback on land use and zoning proposals for their property	83
10/16/2003	Romeria Land use Meeting – Discuss the land use and zoning recommendations for the Romeria Subdistrict	20
10/21/2003	Parks, Open Space, and Infrastructure Focus Group – Discuss and make recommendations on parks, open space and environment issues	25
11/15/2003	Workshop 2 – Present the recommendations in the draft plan and gather stakeholder feedback	58
12/4/2003	Urban Design and Historic Preservation – Discuss and make recommendations on urban design and historic preservation issues.	24
12/17/2003	Wrap Up Meeting – Review the results from the workshop and survey, any changes to plan recommendations, and the plan document.	47

VISION AND GOALS

Vision

The Brentwood/Highland neighborhoods will be clean, safe, attractive, well maintained communities that will preserve and enhance their existing diverse characters of affordable, single-family, owner-occupied homes and unique businesses that are built to scale. The neighborhoods will encourage limited mixed-use development, create parks and green spaces, build a strong sense of community, and provide accessibility for all means of transportation.

Goals

Land Use Goals

1. Preserve and enhance the single-family residential areas and housing opportunities for persons with disabilities.
2. Maintain existing civic and community institutions.
3. Encourage a mixture of compatible and appropriately scaled business and residential land uses in the neighborhood and mixed-use development on major corridors to enhance this diversity.
4. Preserve locally owned small businesses in the neighborhood and encourage new ones that are walkable and serve the needs of the neighborhood.
5. Focus higher density uses and mixed-use development on major corridors, and enhance the corridors by adding incentives for creative, aesthetically pleasing, pedestrian-friendly redevelopment.
6. Improve affordability of home-ownership and rental properties.

Transportation Goals

1. Maintain a traffic pattern that provides easy access to destinations, while keeping thru-traffic off of interior streets by creating safe and efficient corridors and arterials.
2. Create a bicycle and pedestrian network that is safe and accessible for people of all ages and mobility levels, by improving routes and facilities for walkers and cyclists.
3. Provide public transit options and accessibility.

Parks, Open Space, and Environment Goals

1. Preserve and enhance existing parks, green spaces, and recreation facilities and add new parks and green spaces to ensure that all areas of the neighborhood have a park or green space nearby.
2. Improve drainage along neighborhood creeks and streets and prevent erosion by using natural materials.

Urban Design and Historic Preservation Goals

1. Preserve the diversity, character and scale of homes in the neighborhood by encouraging renovations and new development to be compatible with existing homes.
2. Improve the appearance of major corridors by reducing and improving signage, improving lighting, and adding trees, landscaping and public art.
3. Preserve historic properties identified as contributing to neighborhood character.

TOP TEN PRIORITIES

Brentwood Neighborhood

1. Established single-family areas should retain SF-3 zoning
2. Focus higher intensity uses on Burnet Road and Lamar Blvd.
3. Construct the priority residential sidewalks in the neighborhood
4. Prohibit front yard parking in the Brentwood Neighborhood
5. Encourage the State of Texas to preserve the Sunshine Community Gardens.

Highland Neighborhood

1. Prohibit front yard parking in the Highland neighborhood
2. Preserve the footbridge that crosses Waller Creek on Skyview Road and tear up the street adjacent to the bridge on the Guadalupe side for use as green space.
3. Maintain commercial zoning on the corridors and in transitional areas between the corridors and residential areas.
4. Established single-family areas should retain SF-3 zoning.
5. Allow the Neighborhood Urban Center at Anderson and Lamar, Airport and Lamar, and Highland Mall.

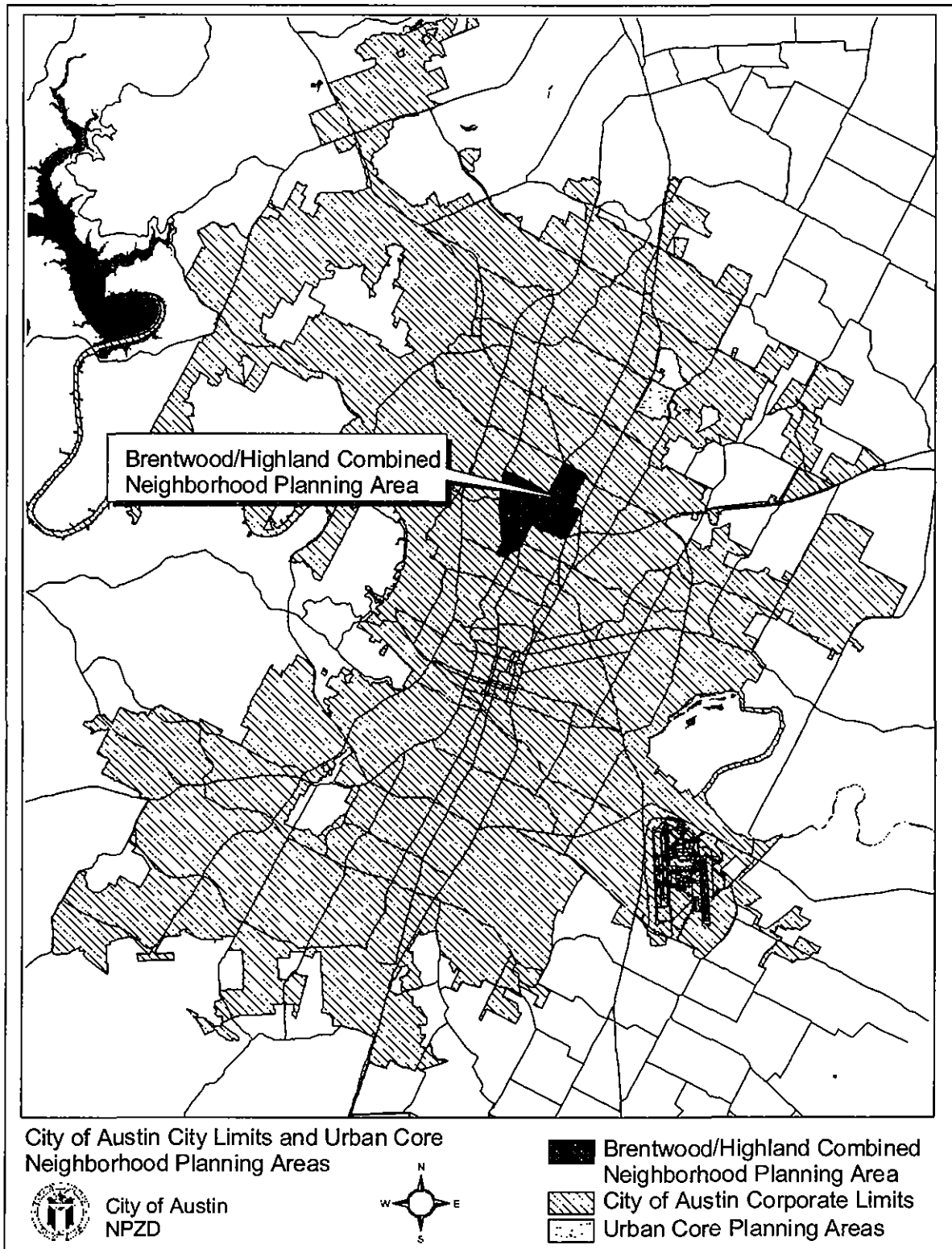


Figure Two
City of Austin City Limits and Urban Core Neighborhood Planning Areas

DEMOGRAPHIC PROFILE

Population

Between the 1990 and 2000 Census, the city of Austin population increased by forty-one percent (41%), nearly 200,000 people. During the same period, Austin's Urban Core area grew by twenty-two percent (22%), an increase of 64,590 people. Population growth in The Brentwood/Highland Planning Area was significantly lower than growth in Austin's Urban Core (see map on page 9). The Brentwood Neighborhood grew by three percent (3%), and the Highland Neighborhood grew by nine percent (9%).

Area	1990	2000	% Change
Austin/San Marcos MSA*	846,227	1,249,763	+48%
Austin	465,622	656,562	+41%
Urban Core**	291,423	365,042	+25%
Combined Brentwood/Highland Planning Area	11,983	12,567	+5%
Brentwood Neighborhood	7,827	8,041	+3%
Highland Neighborhood	4,156	4,526	+9%

Source: 1990 and 2000 Census

*The MSA (metropolitan statistical area) includes Bastrop, Caldwell, Hays, Travis, and Williamson Counties

**See map on page 9

Racial Makeup

Percentage (%) of Population

	Brentwood			Highland			Urban Core		
	1990	2000	% change	1990	2000	% change	1990	2000	% change
White	74%	72%	-2%	67%	56%	-11%	54%	43%	-11%
Black	3%	2%	-1%	7%	5%	-2%	15%	13%	-2%
Hispanic	22%	20%	-2%	24%	34%	+10%	28%	40%	+12%
Asian	2%	3%	+1%	2%	2%	0%	3%	4%	+1%

	Brentwood			Highland		
	1990	2000	Change	1990	2000	Change
White	5,759	5,758	-1	2,780	2,554	-226
Black	218	198	-20	276	240	-36
Hispanic	1,696	1,634	-62	983	1,547	+564
Asian	122	212	+90	87	91	+4

The trends in the Highland Planning Area and Austin's Urban Core are nearly identical. In both areas the percentage of the population that is White and Black decreased, while the percentage that is Hispanic increased.

Between the 1990 and 2000 census, both areas saw an eleven percent (11%) decline in the White percentage and a two percent (2%) decline in the Black percentage, at the same time both had an increase in the Hispanic percentage, with Highland's percentage increasing by ten percent (10%) and the Urban Core's by twelve percent (12%). These changes in percentages in the Highland Neighborhood were caused by an increase in the number of Hispanic people in the area (+564) and decreases in the number of White (-226) and Black (-36) people in the area.

The trends in the Brentwood Neighborhood are significantly different than the Highland Neighborhood and the Urban Core. While the other areas had a declining white population and an increasing Hispanic population, the overall racial makeup of Brentwood remained relatively unchanged.

Between the 1990 and 2000 Census, the Brentwood Neighborhood had a two percent (2%) decline in the White percentage, a one percent (1%) decline in the Black percentage, and a two percent (2%) decline on the Hispanic percentage. The largest increase was in the other category, which increased by three percent (3%). This increase is likely due to the change in the 2000 Census that included a multiple race/ethnicity category that allowed people to identify themselves as more than one.

Age

	Brentwood			Highland			Urban Core		
	1990	2000	% change	1990	2000	% change	1990	2000	% change
Under 5 years	7%	5%	-2%	8%	6%	-2%	7%	7%	0%
5 - 17 years	12%	9%	-3%	14%	12%	-2%	14%	14%	0%
18 to 24 years	17%	15%	-2%	14%	13%	-1%	22%	22%	0%
25 to 44 years	42%	45%	+3%	40%	42%	+2%	36%	36%	0%
45 to 54 years	6%	13%	+7%	8%	12%	+4%	7%	10%	+3%
55 to 64 years	6%	5%	-1%	7%	6%	-1%	6%	5%	-1%
65 to 84 years	10%	8%	-2%	9%	8%	-1%	7%	6%	-1%
85 Plus years	1%	1%	0%	1%	1%	0%	1%	1%	0%

The age makeup in the Brentwood and Highland neighborhoods is very similar. They differ from the urban core in that a higher percentage of the population in Brentwood and Highland is between 25 and 44, while a lower percentage is between 18 and 24.

The trends in age makeup are also very similar in the Brentwood and Highland Neighborhoods. Between the 1990 and 2000 census both neighborhoods had a small decrease in the percentage of the population under 24 years of age, a moderate increase in the percentage between 25 and 54, a small decrease in the percentage between 55 and 84, and no change in the percentage over 85.

In contrast to Brentwood and Highland, the percentage of the population under 24 years of age, and between 25 and 44, remained unchanged in the Urban Core.

Income

	Brentwood	Highland	Urban Core
Median Household Income 1990*	\$30,931	\$25,060	\$34,323
Median Household Income 2000	\$35,510	\$32,306	\$42,689
% Change in Household Income	15%	29%	24%
Median Family Income 1990*	\$39,039	\$25,023	\$45,758
Median Family Income 2000	\$42,616	\$33,306	\$54,091
% Change in Family Income	9%	33%	18%

*1990 Income adjusted for inflation

The median household income in Brentwood is slightly higher than Highland, while median family income is significantly higher in Brentwood. Household and family income in both neighborhoods is lower than the urban core.

Between 1990 and 2000 the percentage increase in household and family income in Highland was twenty-nine (29%) and thirty-three percent (33%) respectively. This was significantly higher than both Brentwood and the Urban Core. The Urban Core increased by twenty-four percent (24%) and eighteen percent (18%), Brentwood increased by fifteen percent (15%) and nine-percent (9%).

Housing

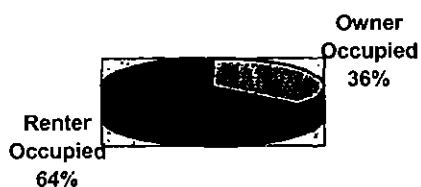
	Brentwood			Highland			Urban Core		
	1990	2000	% Change	1990	2000	% Change	1990	2000	% Change
Total Housing Units	4,150	4,275	3%	2,094	2,092	0%	142,582	150,469	6%
Vacant Units	379	102	-73%	251	68	-73%	18,853	5,708	-70%
%Owner Occupied	36%	39%	3%	41%	45%	4%	32%	33%	1%
% Renter Occupied	64%	61%	-3%	59%	55%	-4%	68%	67%	-1%

Between 1990 and 2000 total housing units increased by six percent (6%) in the urban core. Brentwood had a three percent (3%) increase in housing units, while Highland remained unchanged.

Both neighborhoods and the Urban Core had a substantial decrease in vacant housing units. The number of vacant units decreased by seventy-three percent (73%) in Brentwood and Highland and seventy percent (70%) in the Urban Core.

Owner/Renter Occupancy

Brentwood 1990



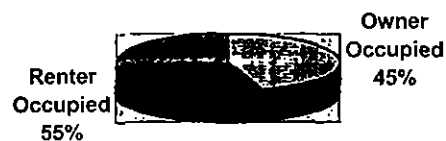
Highland 1990



Brentwood 2000



Highland 2000



Between 1990 and 2000 the percentage of owner-occupied units increased in both the Brentwood and Highland neighborhoods. In Brentwood the percentage increased by three (3%) percent, from thirty-six percent (36%) to thirty-nine percent (39%). In Highland the percentage increased by four percent (4%), from forty-one (41%) to forty-five percent (45%). The percentage of owner-occupied units increased slightly in the Urban Core from thirty-two percent (32%) to thirty-three percent (33%).

Average Household Size and Density

	Brentwood		Highland		Urban Core	
	1990	2000	1990	2000	1990	2000
Average Household Size	2.0	1.9	2.3	2.2	2.2	2.3
Average Persons per Acre	7.76	7.97	4.99	6.16	5.76	7.42

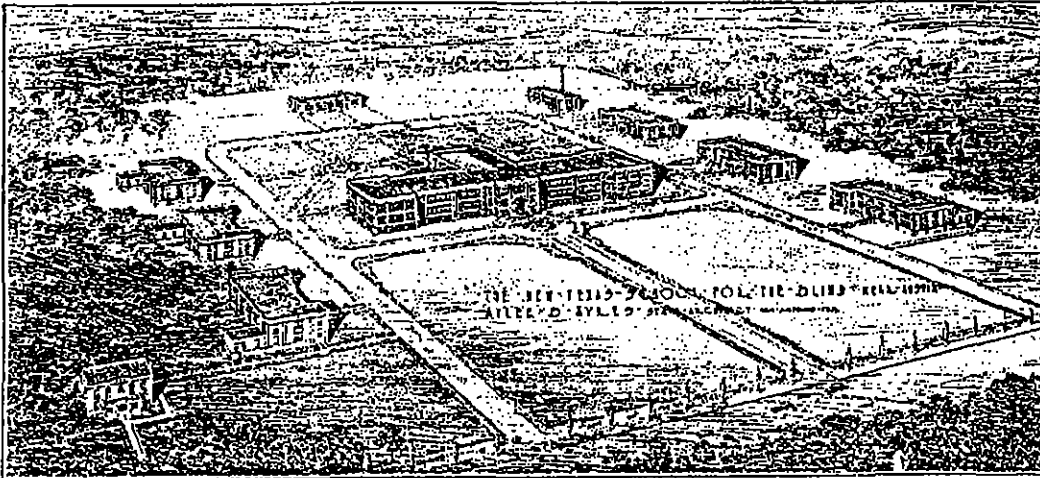
The average household size in Highland and the Urban Core are approximately the same (2.2 and 2.3 respectively), while the average size in Brentwood is slightly lower (1.9). Between 1990 and 2000 household size remained relatively unchanged in both neighborhoods and the urban core.

The density in the Urban core is 7.42 persons per acre. The density in Brentwood is slightly higher at 7.97 persons per acre, while the density in Highland is lower than the urban core at 6.16 persons per acre. Between 1990 and 2000 the density in Brentwood remained relatively unchanged, while the density increased in Highland and the Urban Core.

HISTORY

1881 – The Austin & Northwestern railroad line, now Southern Pacific, is constructed between the cities of Austin and Burnet, dissecting what are now the northern and southern sections of the Highland Neighborhood. The first passenger train is boarded in 1882.

1917 - The Texas School for the Blind and Visually Impaired was established by the legislature in 1856. The school opened in 1856 with seven students at 2310 San Gabriel as the Asylum for the Blind. The school was then moved to a seventy-three-acre tract in the northwestern section of Austin. In 1905 the legislature changed the name to Blind Institute, and in 1915 the name Texas School for the Blind was adopted. In 1917 the School was moved to its present location on 45th Street at the southern edge of the Brentwood Neighborhood.



NEW TEXAS SCHOOL FOR THE BLIND, AUSTIN, TEXAS

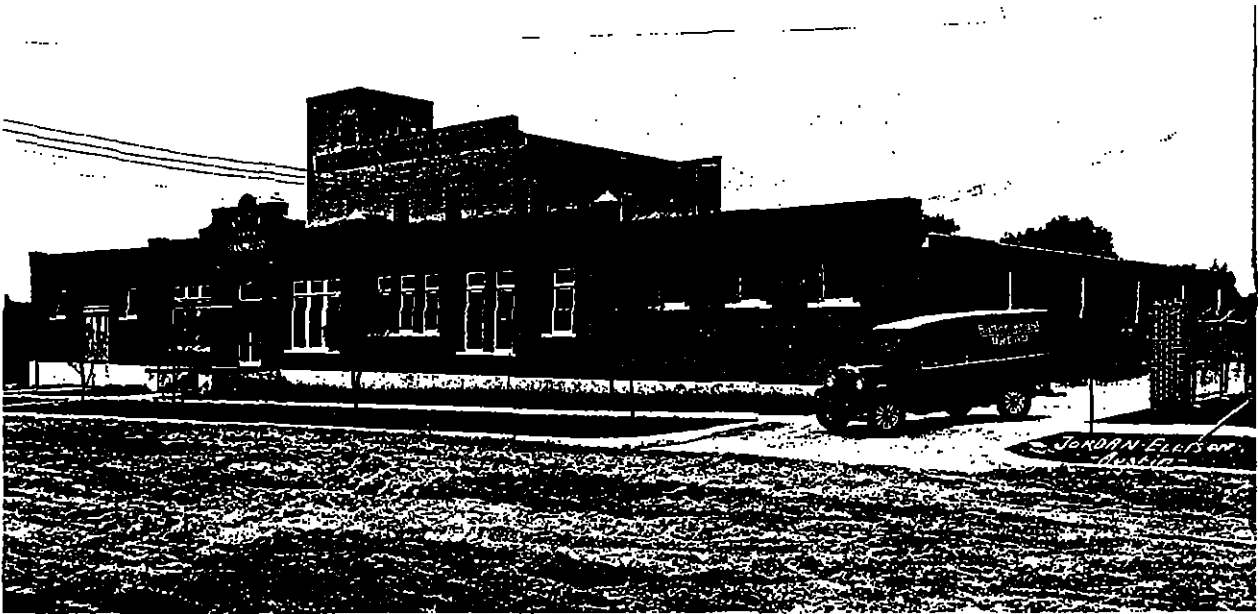
Above: Drawing of the New School for the Blind Campus, 1917

Below: Photo of the School for the Blind main building, 1944



29 – The ButterKrust Bread Factory is built at what is now 5800 Airport Blvd. ButterKrust Bread was made by the Austin Baking Company, which was founded by the Richter family in 1924.

In 2001, Hoovers Inc., a high tech company, retrofitted the factory and moved its headquarters to the site. Hoovers decided on an industrial style of interior design. That afforded architects, interior designers, and engineers the advantage of retaining many of the former ButterKrust Bread factory's authentic touches such as exposed steel girders, six-foot-square wall exhaust ventilator propeller fans, the steel ceiling, and other existing industrial features.

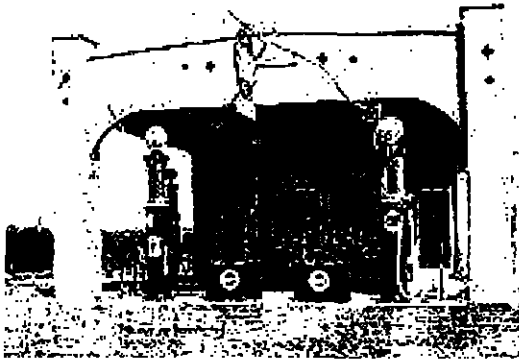


ButterKrust Factory, 1933

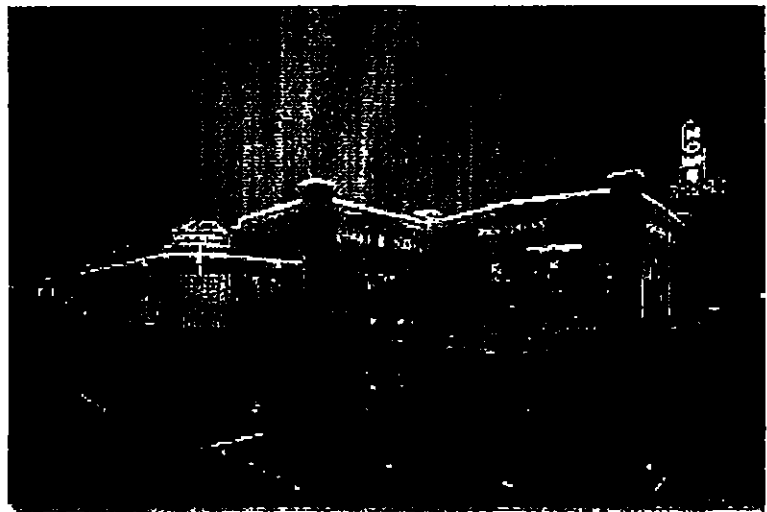
1933 – Threadgill's Restaurant is located at 6416 North Lamar in the Brentwood Neighborhood. The historical information included here is from the Threadgills' website and was written by the current owner, Eddie Wilson.

In 1933 a 22-year-old country music lover and enterprising bootlegger Kenneth Threadgill opened a Gulf gas station on what was then known as the Dallas Highway just north of the Austin city limits. After the county voted to "go wet" that year, Kenneth stood in line all night to be the first to get a beer license. Travis County Beer License #01, issued on **December 6, 1933**, belonged to Threadgill for the next 40 years. In **1935**, Threadgill's gas station and beer joint was open 24 hours a day and gaining fame as an after-hours joint. Musicians working the dancehall circuit hung out here for late-night gambling and jam sessions. In **1942**, a curfew was enacted and Kenneth Threadgill finally had to get a key for the front door; the place had never been locked before. Threadgill's went through a slow period during World War II while Kenneth worked for the Corps of Engineers. In **1948**, the city limits jumped north and Threadgill's became part of Austin. Kenneth Threadgill gave up on selling gas and Threadgill's became strictly a beer joint. In **1974**, Kenneth's wife Mildred died, and Kenneth closed Threadgill's. The city of Austin almost had the place demolished because it had become an eyesore. I wanted to try the Southern cooking thing on a bigger scale, so in **1979**, I bought the deserted Threadgill's from Kenneth. The place had been gutted by a fire and needed a whole lot of work, but with Kenneth's encouragement, I dug in and started restoring the place. Almost two years later, Armadillo World Headquarters closed its doors on **New Year's Eve, 1980**. The next day, **January 1, 1981**, Threadgill's opened for business as a restaurant. Kenneth Threadgill passed away on **March 20, 1987**. On **September 12, 1987**, Kenneth Threadgill's birthday, Threadgill's hosted the first annual Austin Musicians' Appreciation Supper, where any musician in the city could eat free. In **1988**, Jimmie Dale Gilmore revived the old Wednesday night music tradition, now called the Sittin', Singin' and Supper Sessions. Threadgill's isn't just a famous Southern-style restaurant. It's also a shrine to Kenneth Threadgill, the Father of the Austin music scene, and to Armadillo World Headquarters and country music and blues and to all the music and art that makes Austin a must-see place to visit.

Excerpted from the Threadgills' website. For more Threadgill's (and Austin) History visit www.Threadgills.com



*Threadgill's
original Gulf gas
station, 1933*



*Threadgill's
restaurant*



*Jimmie Dale Gilmore
at a Threadgill's
supper session*

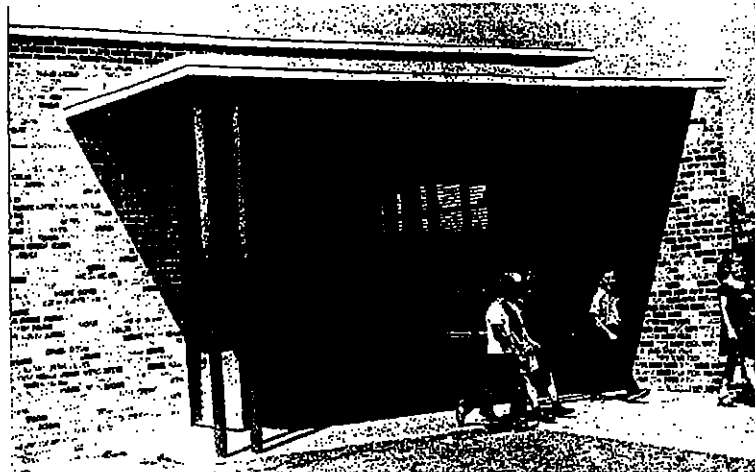
1946 – Most of the Brentwood and Highland Neighborhoods are annexed by the City of Austin. The area of the Brentwood Neighborhood North of Koenig Lane and west of Arroyo Seco, and the area of the Highland Neighborhood North of Crestland Drive are not included in this annexation.

1951

- The remainder of the Brentwood and Highland Neighborhood is annexed by the City of Austin.
- Brentwood Elementary School Opens for the 1951-1952 School Year
- Brentwood Park is acquired by the City of Austin

Welcome to —

BRENTWOOD ELEMENTARY SCHOOL

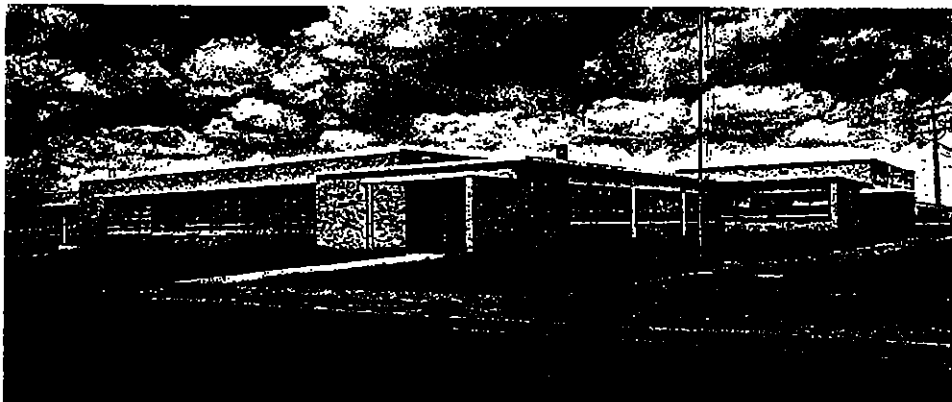


OPEN HOUSE

2 - 5 p.m.

Sunday, October 19, 1952

6700 Arroyo Seco



*Brentwood
Elementary
School, 1952*



*Tree Planting
dedication in
Brentwood
Park, 1952*

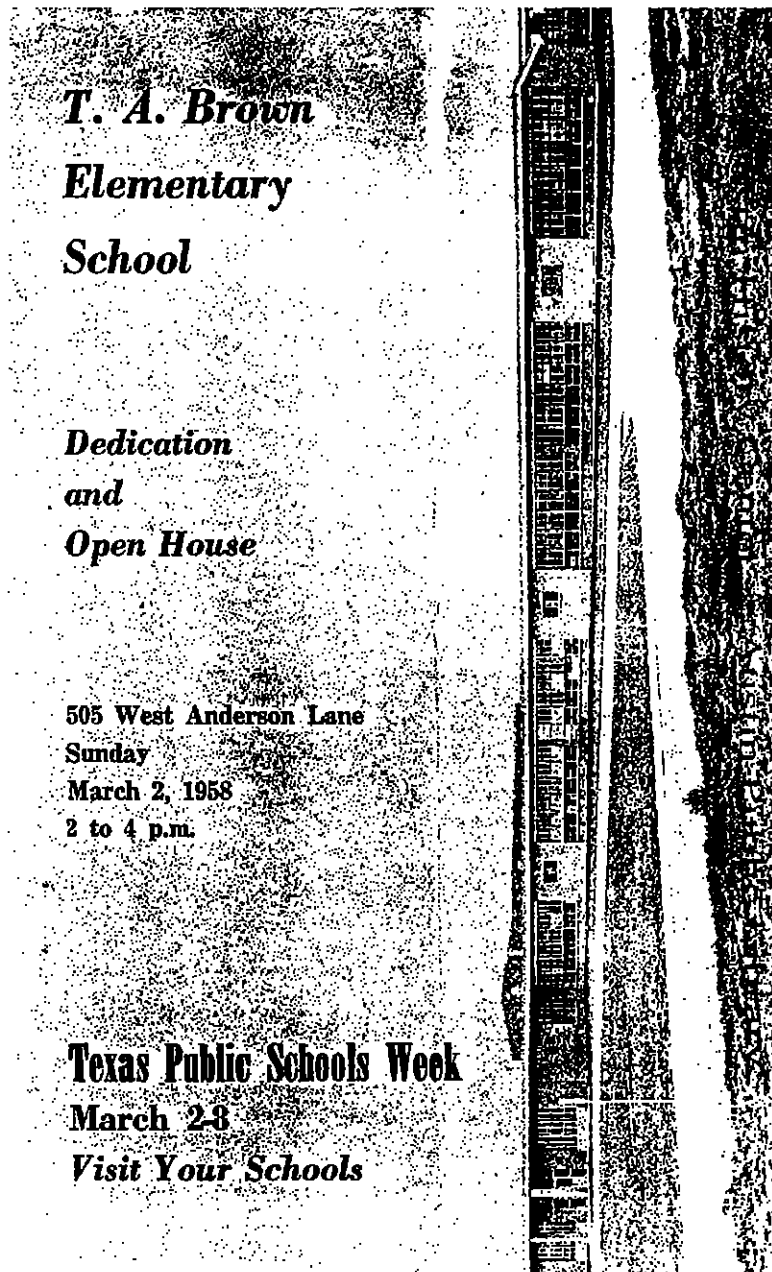


*Brentwood
Swimming
Pool, 1952*

1953 – T.A. Brown Playground is acquired by the City of Austin

1954 – Reilly Elementary School Opens in the Highland Neighborhood

1958 – T.A. Brown Elementary School Opens in the Highland Neighborhood



1964 – Reilly Playground is acquired by the City of Austin

1982 – The Austin Community Garden was founded in 1975 as a non-profit program of the University YWCA and Travis County. The original garden was located on Texas Department of MHMR property at 4903 Guadalupe in “The Triangle.” In 1982 the Gardens were moved to their current location on Sunshine Drive.



A University of Texas student gardening at the original Austin Community Garden location, 1979

LAND USE

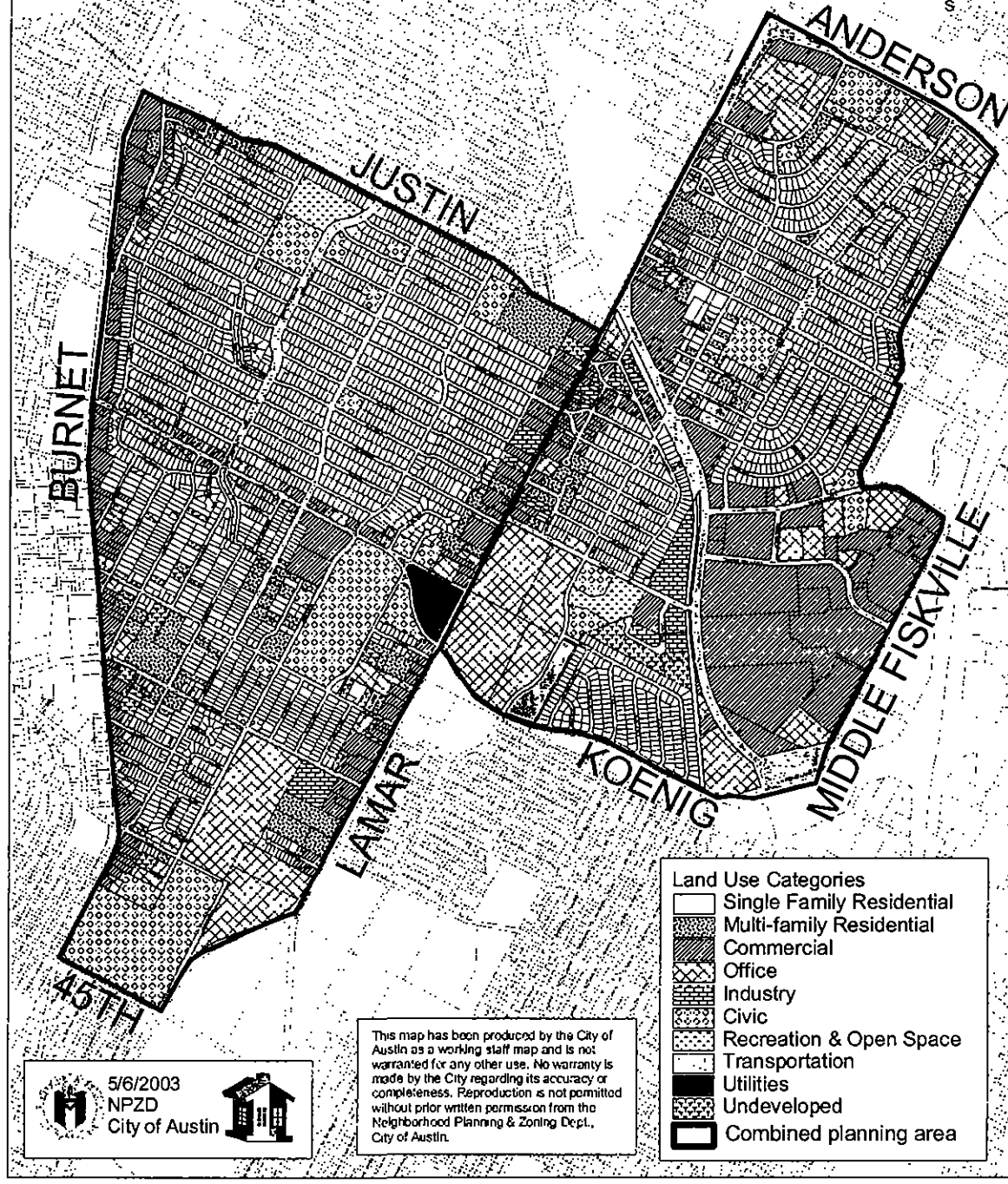
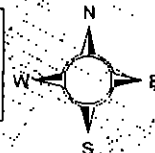
Existing Conditions

Existing Land Use

	Brentwood	Highland	Urban Core
Single-Family	44%	31%	27%
Multi-Family	6%	3%	7%
Commercial	10%	23%	7%
Office	7%	12%	3%
Industrial	1%	2%	8%
Civic	11%	4%	7%
Open Space	1%	1%	5%
Transportation/ROW/Utilities	19%	22%	21%
Undeveloped	1%	1%	13%
Other	1%	0%	1%

Land use in both the Brentwood and Highland neighborhoods is primarily single-family residential with commercial development on the major corridors. Both neighborhoods are fully developed, with only one percent 1% of the land in each area remaining undeveloped. Highland has a very large percentage of commercial land due to the fact that Highland Mall is located in the neighborhood. Both neighborhoods have a significantly higher percentage of office space than the urban core. This can be explained by the presence of large state office complexes in both areas. The Brentwood area contains the School for the Blind and the Department of Health, while Highland contains the Department of Public Safety. The Brentwood neighborhood has considerably higher percentage of civic land than either Highland or the urban core. This is due to the fact that the Brentwood neighborhood contains McCallum High School as well as numerous churches. It is also important to point out that only 1% of the land in each neighborhood is reserved for open space, which is a much lower percentage than the urban core.

Brentwood/ Highland Neighborhood Planning Area Current Land Use Map



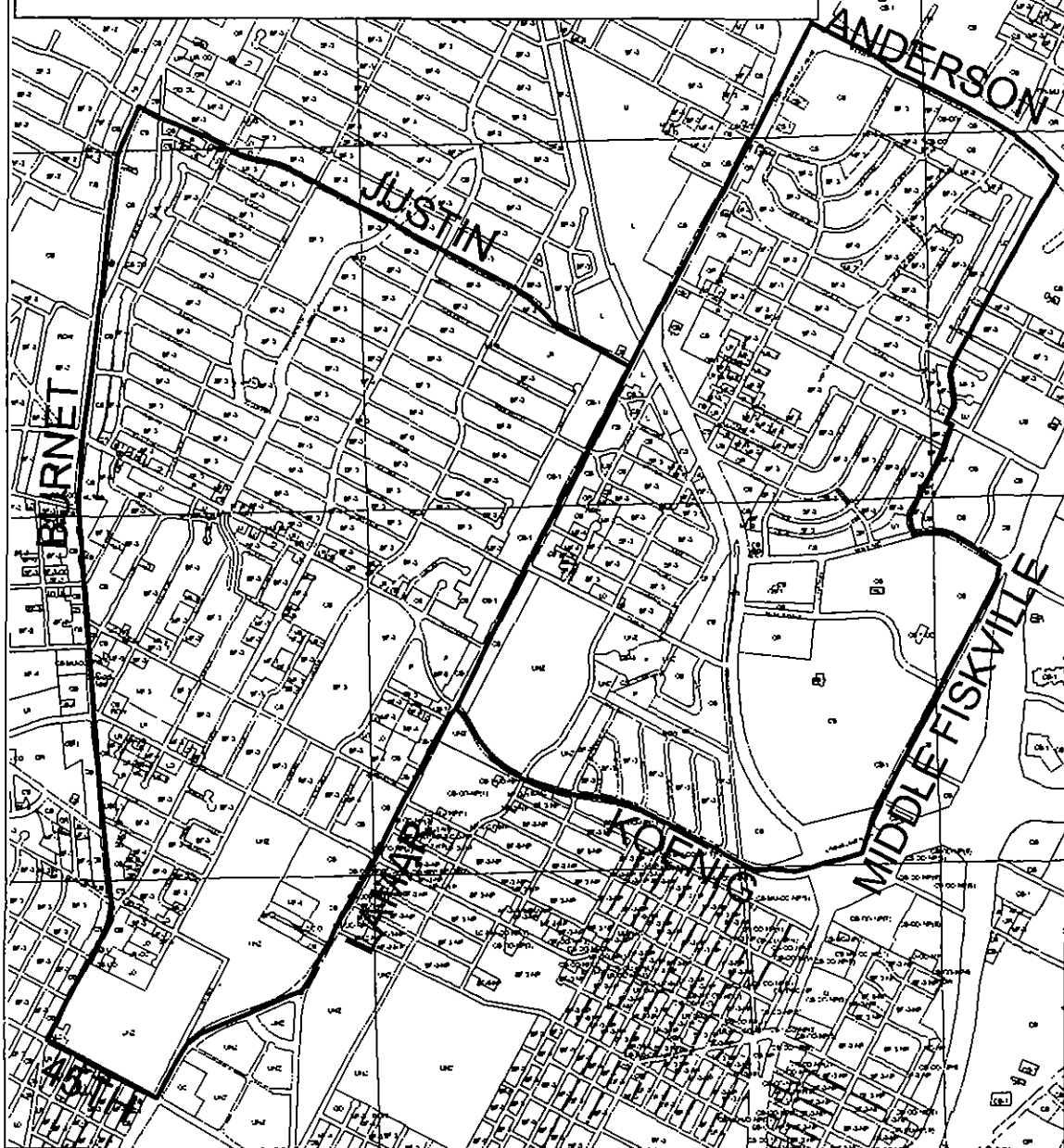
Existing Zoning

	Brentwood	Highland	Urban Core
Single Family	61%	43%	43%
Multifamily	5%	3%	8%
Office	3%	1%	3%
Commercial	20%	41%	15%
Industrial	0%	2%	16%
Misc*	13%	10%	13%
Mixed Use	0%	0%	3%

*Misc includes Planned Unit Development and Development Reserve, Public District, Aviation Services, Unzoned, Unknown and Long Lake acres

There are a few notable differences between the land use and the zoning in both Brentwood and Highland. The amount of single-family zoning is significantly higher than the amount of single-family land use. The reason for this is most of the schools, parks, and churches are zoned single-family, but their use is civic. Another difference is that the amount of office zoning is significantly lower than the amount of office land use. One reason for this is because the state offices are almost exclusively un-zoned which appears in the misc. zoning category rather than the office category. Another factor is that a significant amount of the land with commercial zoning is used for offices. This is also one of the reasons why the amount of commercial zoning is significantly higher than the amount of commercial land use. With another factor being that some of the land that is zoned commercial is used for multi-family.



Brentwood/Highland Planning Area Current Zoning Map



**Brentwood / Highland Combined Neighborhood Planning Area
Existing Zoning**



City of Austin
NPZD

 **Planning area boundary**
 **Zoning**

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Land Use Goals

1. Preserve and enhance the single-family residential areas and housing opportunities for persons with disabilities.
2. Maintain existing civic and community institutions.
3. Encourage a mixture of compatible and appropriately scaled business and residential land uses in the neighborhood and mixed-use development on major corridors to enhance this diversity.
4. Preserve locally owned small businesses in the neighborhood and encourage new ones that are walkable and serve the needs of the neighborhood.
5. Focus higher density uses and mixed-use development on major corridors, and enhance the corridors by adding incentives for creative, aesthetically pleasing, pedestrian-friendly redevelopment.
6. Improve affordability of home-ownership and rental properties.

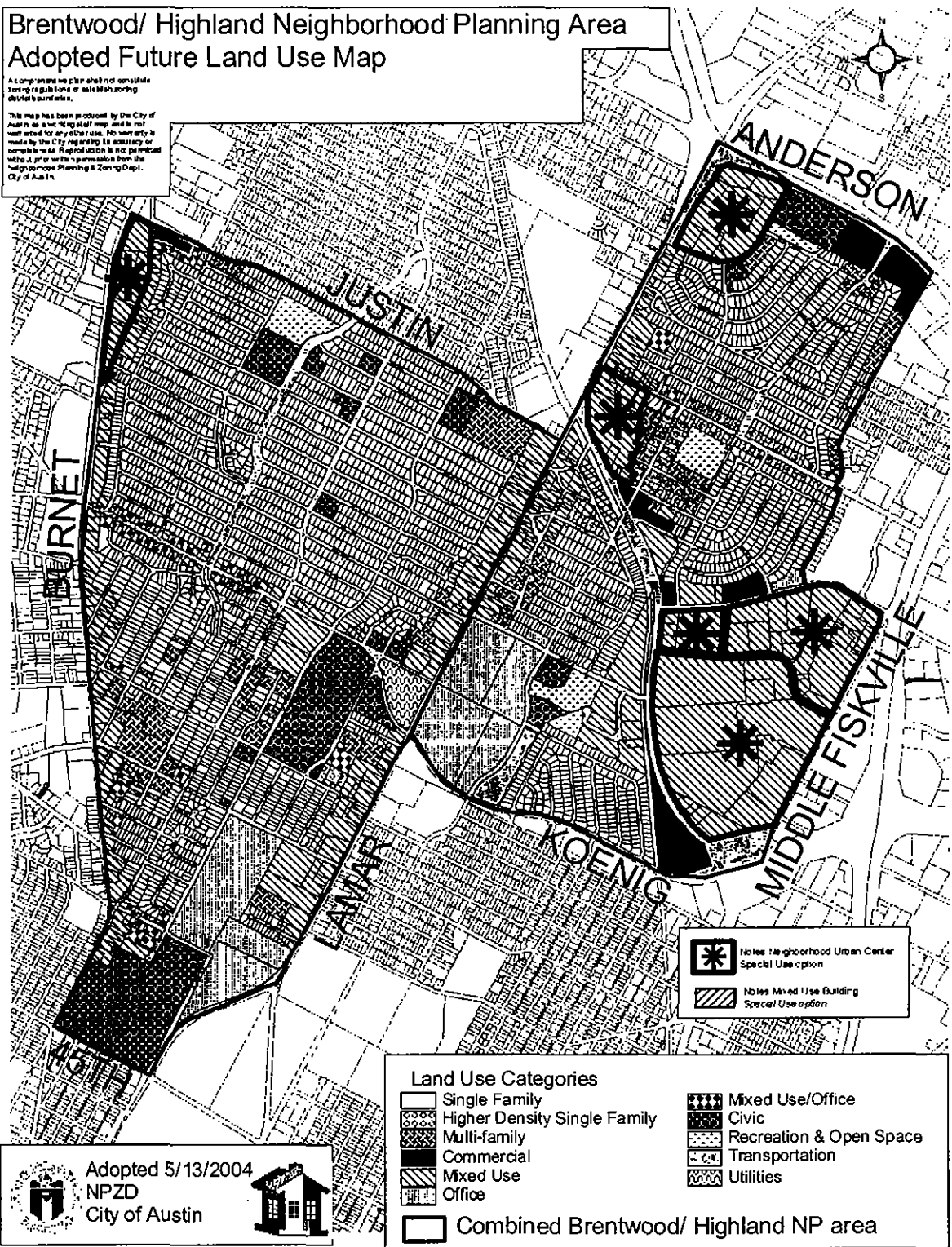
Proposed Land Use

	Brentwood Existing	Brentwood Proposed	Highland Existing	Highland Proposed	Urban Core
Single-Family	44%	43%	31%	29%	27%
Multi-Family	6%	5%	3%	4%	7%
Commercial	10%	0%	23%	5%	7%
Mixed-Use	0%	13%	0%	29%	0%
Office	7%	5%	12%	6%	3%
Office, Mixed-Use	0%	2%	0%	1%	0%
Industrial	1%	0%	2%	0%	8%
Civic	11%	10%	4%	2%	7%
Open Space	1%	1%	1%	2%	5%
Transportation/ROW/Utilities	19%	19%	22%	22%	21%
Undeveloped	1%	0%	1%	0%	13%
Other	1%	1%	0%	0%	1%

Brentwood/ Highland Neighborhood Planning Area Adopted Future Land Use Map

A comprehensive plan should not constitute zoning regulations or subdivision planning district boundaries.

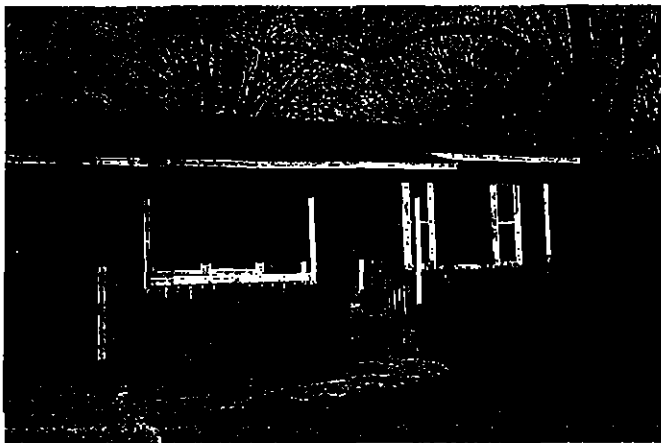
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Future Land Use – Sub Area Descriptions

Single-Family Areas

One of the most important goals, and the number one priority recommendation in the neighborhood plan relates to preserving established single-family residential areas. In keeping with this goal the Future Land Use Map designates all of the established single-family areas for single-family uses. The neighborhood plan also attempts to accommodate new growth within the single-family areas by allowing secondary apartments as well as single-family homes on smaller lots in certain areas.



*Single-Family
home in the
Brentwood
Neighborhood*



*Single-Family
home in the
Highland
Neighborhood*

Major Corridors

Another important goal of the neighborhood plan is to focus higher-density uses and mixed-use on the major corridors, mainly Burnet Road and Lamar Blvd. One purpose of this goal is to accommodate new residential growth in the neighborhood while still maintaining the existing character and scale of the interior single-family areas. Another purpose is to encourage pedestrian-oriented commercial and mixed-use redevelopment on these major corridors. In keeping with this goal the Future Land Use Map designates Burnet and Lamar as commercial mixed-use. The neighborhood plan also provides incentives for mixed-use redevelopment by allowing the Neighborhood Urban Center special use in certain locations



Burnet Road looking North from 49th Street

Currently the major corridors in the neighborhood have low-density commercial uses. The businesses are often setback from the street with parking lots in front. The billboards and excessive signage make the corridors unattractive.



These photos of Hillcrest Village in St. Paul, Minnesota illustrate the desired transformation.

Mixed-use buildings built closer to the street with parking in the rear would improve the character of major corridors in the neighborhood and make them more pedestrian-oriented. The addition of street trees and the removal of excessive signage and billboards would also make the major corridors more attractive.

Brentwood Neighborhood

Koenig Lane

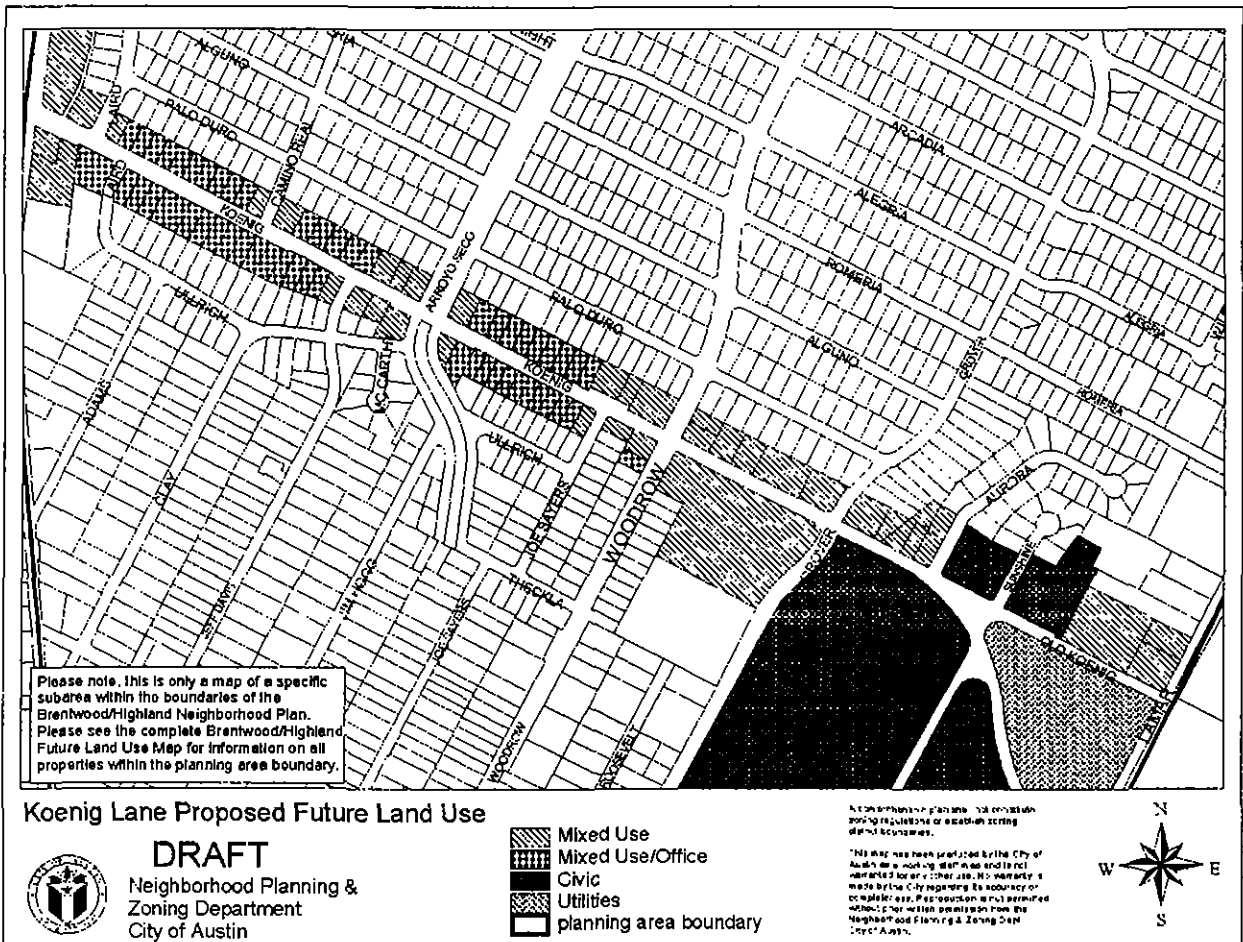
Koenig Lane is one of the most important land use issues in the Brentwood Neighborhood. Koenig Lane has two distinct segments in Brentwood. Woodrow Ave divides the two segments, with one running east of Woodrow to Lamar, and the other west of Woodrow to Burnet. The character of the two segments is significantly different. Most of the segment that is west of Woodrow was platted or subdivided into smaller lots (approximately 6,000 – 8,000 square feet) that were suitable for single-family homes. Historically most of this segment was used as single-family residential land uses. The segment that is east of Woodrow has larger lot sizes. Historically this segment was used as office or commercial uses.

As Koenig Lane started to carry more traffic in the 1980's and 1990's some of the properties in the segment that is west of Woodrow began to convert to office and commercial uses. These conversions were done in a piecemeal fashion creating a mixed land use pattern including single-family and office uses, as well as some commercial uses. This created a mixed land use pattern and in some cases created situations where adjacent uses were incompatible. The neighborhood stakeholders were very eager to have an opportunity to plan all of Koenig Lane in a comprehensive way.



Small office in the western segment of Koenig Lane

This single-family home that has been remodeled and converted into a small office is an example of the type of office uses that are desired for the mid-block properties in the western segment of Koenig Lane (between Burnet and Woodrow).



Western Segment

The vision for the western segment of Koenig Lane is to create a land use pattern that provides a range of viable uses, ensures that uses are compatible with the nearby single-family residential areas, and accommodates some neighborhood serving commercial uses where appropriate. Today, Koenig Lane carries 25,000 – 30,000 vehicle trips a day, and almost all of the stakeholders agree that this type of traffic is incompatible with low-density single-family land uses. However, the plan does encourage some higher-density residential on this segment of the street.

The Future Land Use Map designates the mid-block properties as Office Mixed-Use. The desired land use on mid-block properties is for small-scale office uses and some residential preferably above the office use.

The Future Land Use Map designates the intersections as Commercial Mixed-Use. The desired land use at intersections west of Woodrow is for neighborhood and pedestrian-oriented commercial and some residential preferably above the commercial use. West 6th Street, between Lamar and Mopac, with its mix of small retail, office and apartments is a model for the type of pedestrian-oriented mixed-use that is desired for the western segment of Koenig Lane. Like West 6th Street the types of uses that are desired for the commercial properties in this part of Koenig Lane includes small and locally-owned businesses such as restaurants, bakeries, art galleries, and antique stores.



Locally-owned small business at an intersection in the western segment of Koenig Lane.



Sweetish Hill Bakery on West 6th Street

Eastern Segment

The eastern segment of Koenig Lane currently consists of commercial uses including auto sales, service stations, restaurants and offices. Many of the current uses are automobile-oriented.

The Future Land Use Map designates the eastern segment of Koenig Lane as Commercial Mixed-Use. The plan envisions a transition for this segment as existing businesses leave and redevelopment occurs. The desired uses for the area are pedestrian-oriented commercial as well as some residential preferably above the commercial uses.



First Texas Honda is the dominant business in this segment of the street.



An example of the desired transition for this area is this Mixed Use Building with retail on the ground floor and residences above in Portland, OR

South Brentwood Mixed Residential

In the southern part of the Brentwood Neighborhood there are several areas that have a mix of single-family and multi-family uses. Some of the areas are primarily single-family with some multi-family mixed in, while others are primarily multi-family with some single-family mixed in. These mixed residential areas generated a lot of discussion during the planning process. Some neighborhood stakeholders wanted to create a more consistent pattern of land uses by designating each of the mixed-areas as either single-family or multi-family depending on the primary use in the area. Other stakeholders wanted to maintain the diverse pattern of single-family and multi-family in these mixed residential areas.

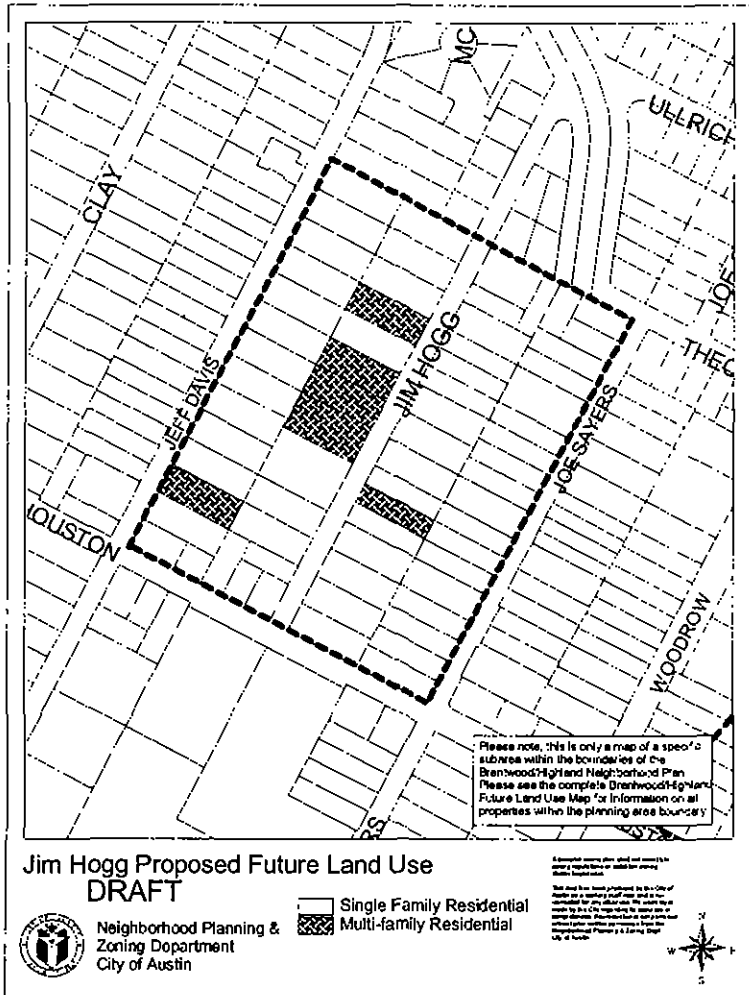
The stakeholders eventually decided that mixed-residential areas were desired. The mixed-residential land use pattern was chosen to encourage a diversity of housing types as well as residents that have diverse incomes, ages, and lifestyles. It is important to stress that the plan recommends maintaining the existing character and scale of each of the mixed-residential areas.

Single-Family Areas

The areas that are primarily single-family are established single-family areas, and the existing multi-family is generally very small, with a scale and character that is compatible with the single-family homes. The plan strongly recommends the maintenance of this character. The Future Land Use Map designates this area as a mix of single-family and multi-family. However, the FLUM specifically attempts to prevent numerous adjoining multi-family properties in order to prevent the possibility of large apartment buildings and complexes. The plan also strongly encourages new multi-family developments in this area follow the design guidelines for multi-family projects. These guidelines help ensure that multi-family developments will be consistent with adjacent single-family homes (Urban Design Objective 3, page 116).

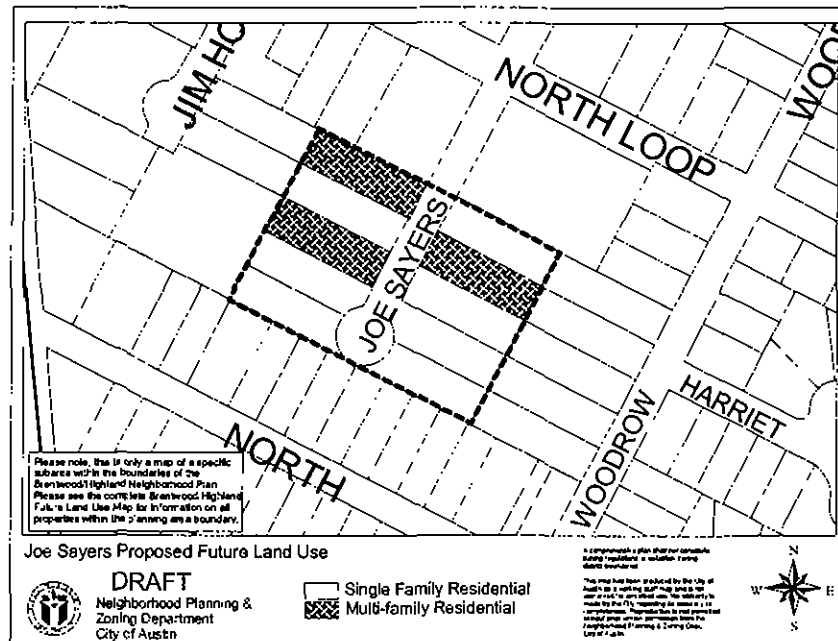


This triplex is example of the type of small multi-family that currently exists in the Jim Hogg and Joe Sayers areas. Any redevelopment of the multi-family properties should be in keeping with the current scale and character of each area.

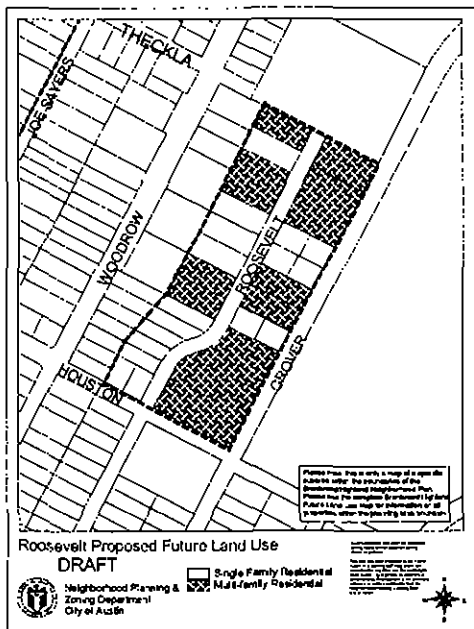


Jim Hogg Area

Joe Sayers Area



Roosevelt Multi-family Area



The Roosevelt area is primarily multi-family. It has some medium size apartment buildings, but it does not have large apartment buildings or complexes. In addition, the single-family homes in the area bring diversity, and make it feel more like a neighborhood. The plan strongly recommends the maintenance of this character. The Future Land Use Map designates this area as a mix of single-family and multi-family.

The FLUM specifically attempts to maintain the pattern whereby the single-family properties are interspersed among the multi-family properties in order to prevent large apartment buildings and complexes. The plan also strongly encourages new multi-family developments in this area follow the design guidelines for multi-family projects. These guidelines help ensure that multi-family developments will be consistent

with adjacent single-family homes (Urban Design Objective 3, page 116).



Single-family home in the primarily multi-family Roosevelt area

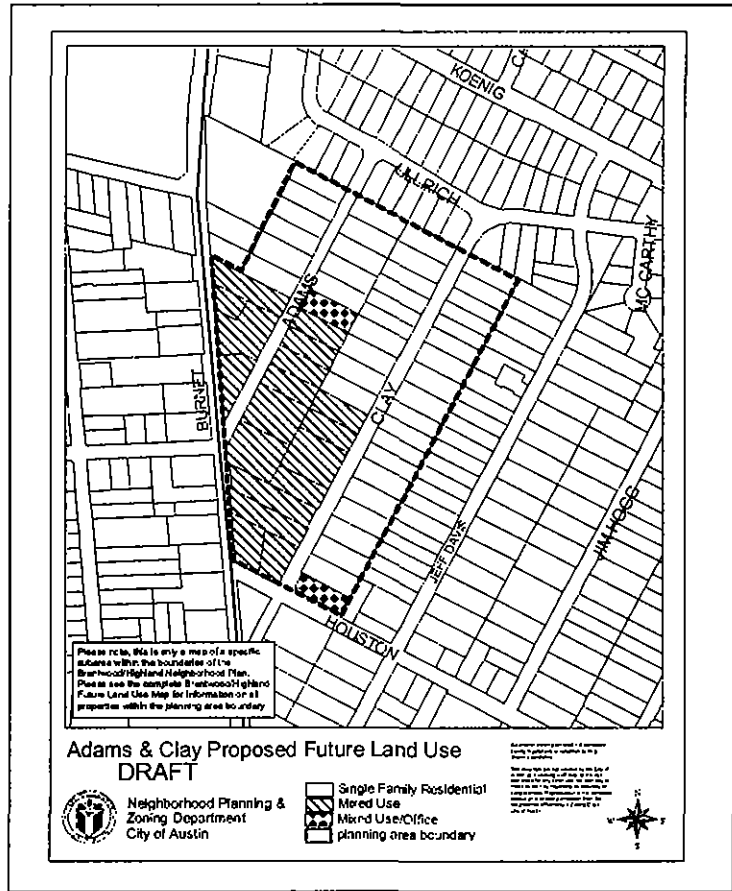
Clay and Adams

Burnet Road is laid out on an angle as it goes through Brentwood, and this has caused some land use issues in the neighborhood. Clay Street and Adams Street are primarily residential streets that run in the north/south direction. However, due to the angle of Burnet road they also intersect with Burnet Road. Where these two streets intersect with Burnet Road they create a commercial node. The problem this creates is a mix of single-family homes and commercial uses on the same street.

Despite the heavy commercial zoning that is allowed on Adams and Clay Streets many of the current uses are small businesses that are compatible with the adjacent single-family homes.

However, some of the heavier uses that are allowed also exist in the area. The plan attempts to designate future land uses that ensures compatibility between the commercial and residential uses.

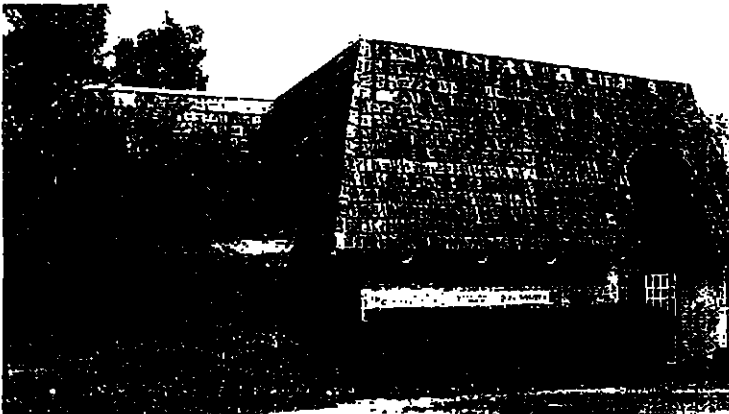
The Future Land Use Map designates the commercial node primarily as commercial mixed-use. The objective of the plan is to create a gradual transition from the highest intensity uses at the intersection of Burnet and Adams to lower intensity uses on Adams as it transitions to single-family residential, and the lowest intensity uses on Clay Street which is directly across the street from single-family residential.



These warehouses on the west side of Clay Street are the dominant business on the street. They take up most of the commercial property that fronts onto Clay Street.



Single-family homes on the east side of Clay street across the street from the commercial properties on the west side of the street.



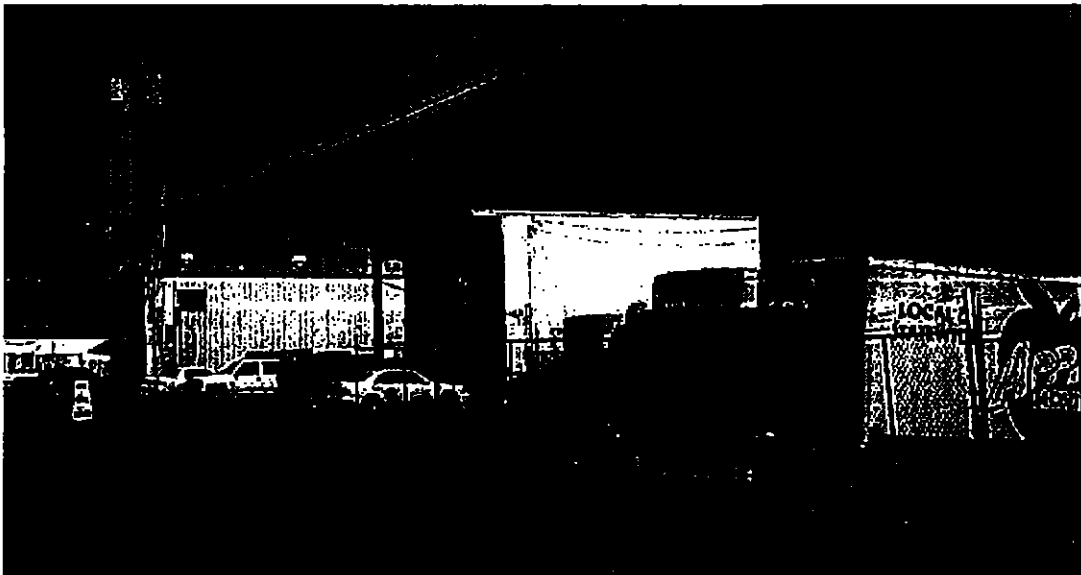
Small office building on Adams Street



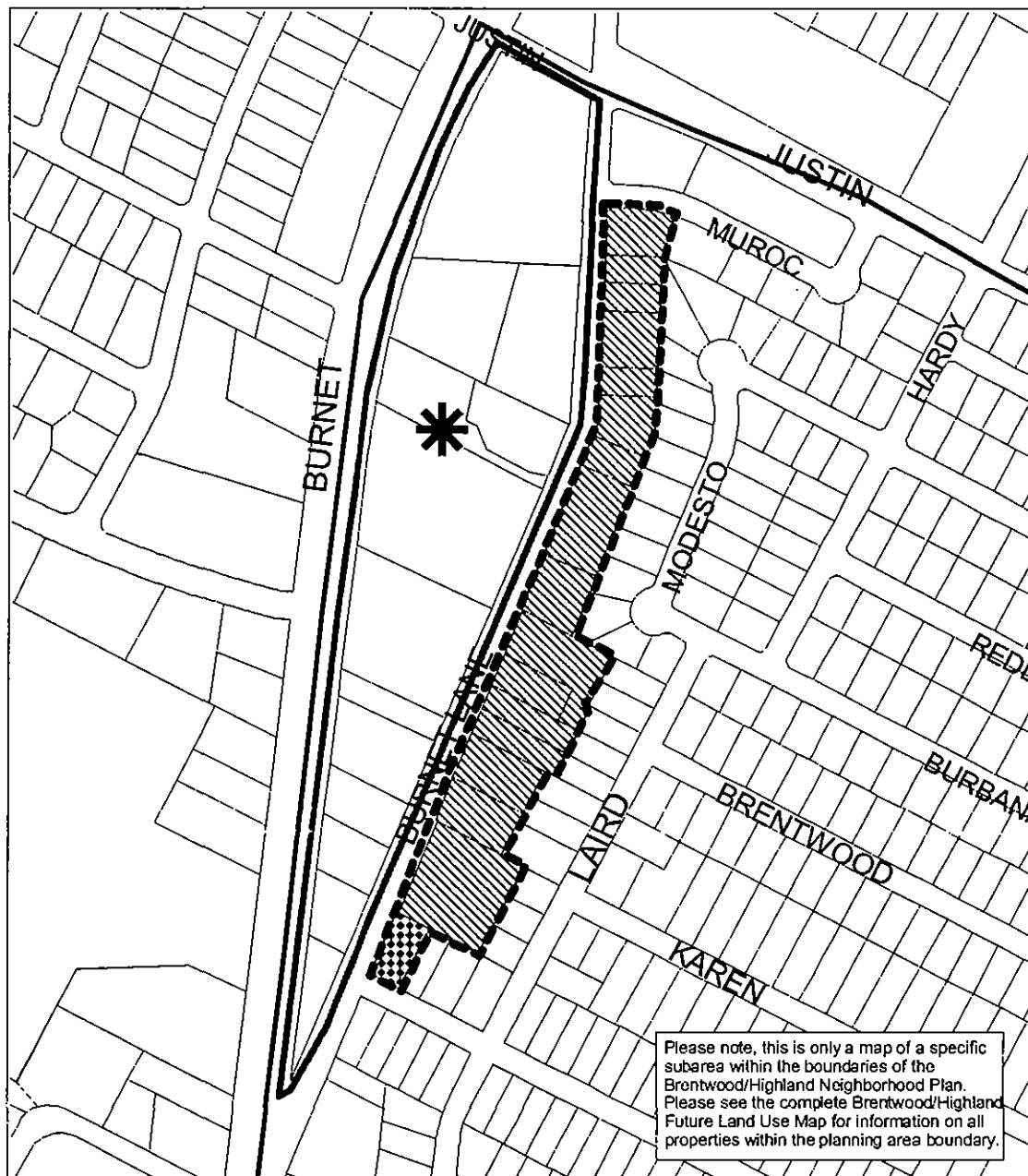
Warehouse on Adams Street

Burnet Lane

Burnet Lane serves as a transitional area between Burnet Road and the single-family residential in the interior of the neighborhood. The current uses on Burnet Lane are primarily warehouses, building contractors, printing shops and other similar commercial businesses. The vision for this street is a pedestrian-oriented commercial street that would serve as a transition between the higher intensity commercial uses on Burnet Road and the single-family residential in the interior of the neighborhood. The neighborhood plan recommendation takes into account the current uses on the street, and fact that this area will likely take a significant amount of time to develop into a pedestrian oriented mixed-use area. The Future Land Use Map designates this area as Commercial Mixed-Use. The goal for this area is for a transition to pedestrian-oriented retail and residential if existing businesses leave and redevelopment occurs. The objective of the plan is to continue to accommodate the commercial uses that exist on the street, while also working towards the desired transition. The plan attempts to accomplish this by encouraging mixed-use development and preventing additional uses that are inconsistent with the vision for the street.



These warehouses on Burnet Lane are an example of the types of businesses that currently exist on the street. Other common uses on the street include building supply companies and auto repair.



Burnet Lane Proposed Future Land Use DRAFT

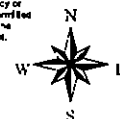


Neighborhood Planning &
Zoning Department
City of Austin

- Mixed Use
- Mixed Use/Office
- planning area boundary
- Neighborhood Urban Center
Special Use option

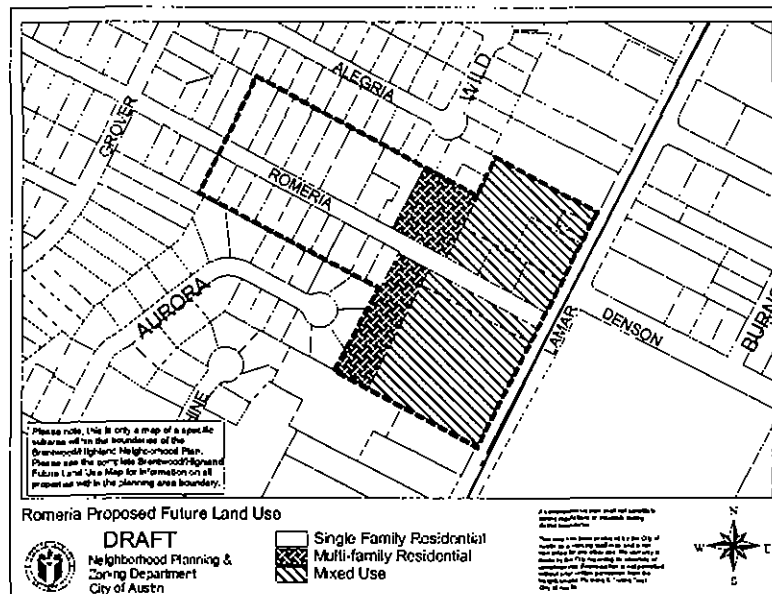
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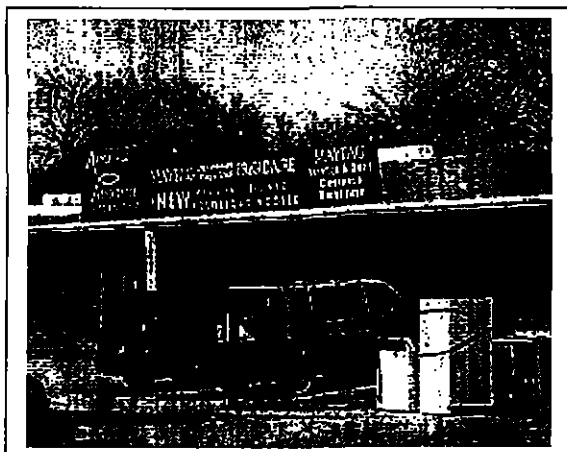
Romeria Gateway

The Romeria Gateway is a node near the intersection of Lamar Blvd. and Romeria Street that serves as one of the primary eastern entrances to the Brentwood Neighborhood.



Commercial

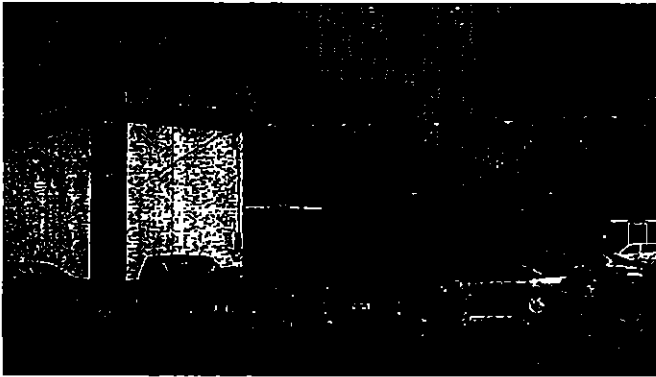
The Future Land Use Map designates the properties along Lamar as Commercial. Most of the commercial properties front onto Lamar and the objective for these properties is for retail and other commercial that serves the neighborhood as well as the larger community. There are also a few commercial properties that front onto Romeria, and the desired use for these properties is pedestrian-oriented retail that serves the neighborhood. The objective of the plan is to discourage auto-oriented uses and heavier commercial uses in the Romeria Gateway, especially for the properties that front onto Romeria.



The current businesses in the Romeria Gateway that front onto Romeria include auto repair and the appliance sales and service business that is pictured here.

Multi-family Residential

The Future Land Use Map designates the first two residential properties on both sides of the street along Romeria within the Romeria Gateway as Multi-Family. The objective for these two residential properties is to encourage redevelopment, create a vibrant entryway and serve as a transition into the single-family interior of the neighborhood. The plan purposefully halts the multi-family land uses after these first two lots in the residential area, and the plan does not support any expansion of multi-family land use along Romeria. The plan also strongly encourages new multi-family developments in this area follow the design guidelines for multi-family projects. These guidelines help ensure that multi-family developments will be consistent with adjacent single-family homes (Urban Design Objective 3, page 116).



This apartment building in the Romeria Gateway does not face the street, instead it has a parking lot along the front. The plan encourages redevelopment that is pedestrian-oriented and compatible with the adjacent single-family residential area.

Single-Family Residential

Most of the single-family properties in the Romeria Gateway are duplexes. While some of the duplexes are of the same character and scale as the other residential areas in the neighborhood, some of the duplexes are poorly maintained, do not face the street, or have carports as the dominant feature of the building facade. The plan encourages redevelopment of these structures. The Future Land Use Map designates the properties on both sides of the street between the multi-family and the creek as single-family, and also allows the urban home special use in this area. The objective for this area is to encourage redevelopment, continue the vibrant entryway a little further into the neighborhood, and serve as an additional transition into the heart of the single-family interior of the neighborhood.



This duplex in the Romeria Gateway does not face the street and has parking in the front and along side of the building

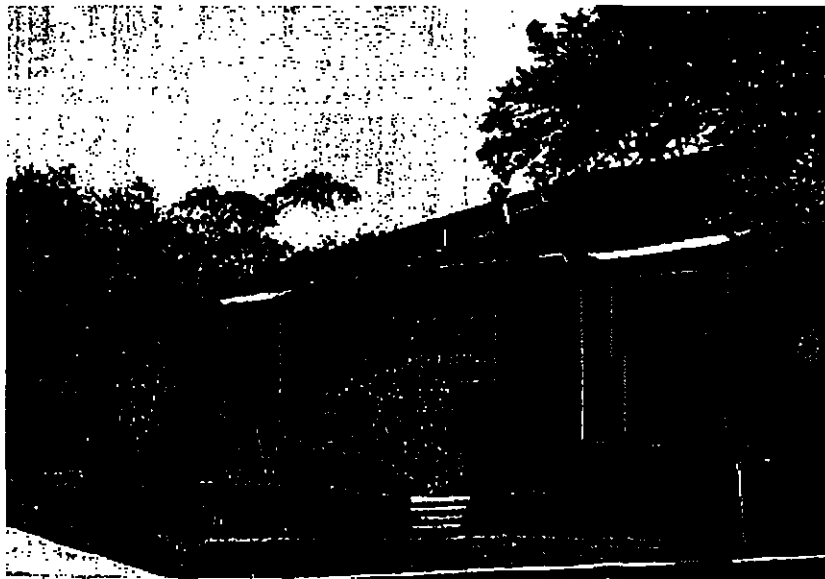
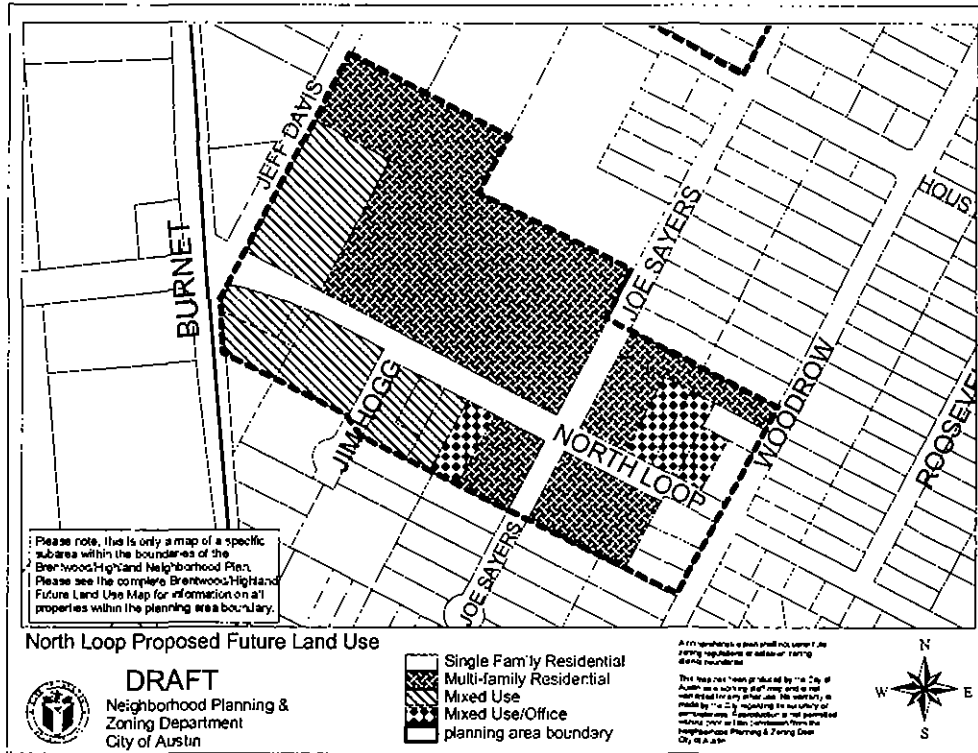
North Loop

The segment of North Loop between Burnet Road and Woodrow is one of the few streets in the neighborhood where non-residential uses enter into the interior part of the neighborhood. This segment of the street currently has a mix of commercial, office, and multi-family uses. All of these uses are of a very small scale and a character that is compatible with its location in the interior of the neighborhood. The vision for this area is to take advantage of this mixed land use pattern by encouraging a diverse, pedestrian-oriented node that accommodates neighborhood serving commercial uses. It is important to stress that the plan recommends maintaining the existing character and scale of the area.

The Future Land Use Map designates this area as a mix of commercial mixed-use, office mixed-use, and multi-family. The objective of the plan is to accommodate small neighborhood serving retail, small neighborhood offices, and small multi-family. The plan also strongly encourages new multi-family developments in this area follow the design guidelines for multi-family projects. These guidelines were designed to help ensure that multi-family developments would be compatible with adjacent single-family areas, but they also help accomplish the goal of pedestrian-orientation (Urban Design Objective 3, page 116).



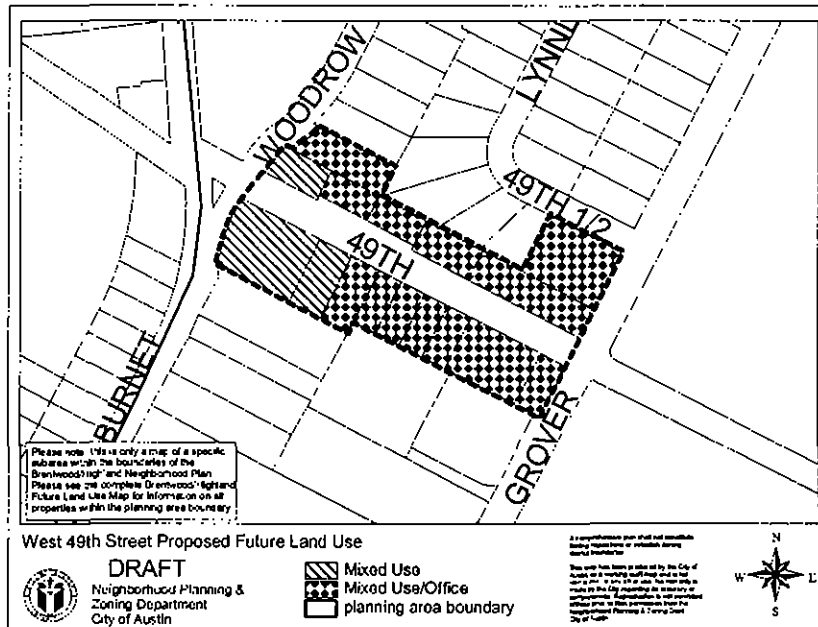
This single-family home that has been remodeled and converted into a small office is an example of the type of office uses that currently exist in the area. Any new offices should be of a similar scale and character.



This beauty salon is an example of the type of small, locally-owned business that currently exists in the area. Any new retail should be pedestrian-oriented retail that serves the neighborhood and is of a similar scale and character.

49th Street

49th Street between Burnet and Grover serves as a transitional area between the office uses to the south, the State of Texas properties to the south and east, and the interior single-family part of the neighborhood to the north. 49th Street currently has a mix of single-family, multi-family and office uses. The Future Land Use Map designates this area as Office Mixed-Use. The objective of the plan is to allow the single-family properties, which are isolated from the established single-family area to the north, to transition to office or other residential uses.



This segment of 49th Street is directly across the street from the main Texas Department of Health building. Girling Health Care is the dominant business on the North side of the street. The company has offices on both corners (Grover and Woodward), and they own most of the properties in between.

Highland

St. Johns

St. John's is a very important land use issue in the Highland Neighborhood. Nearly all the lots on St. Johns were created for single-family uses. These properties have always been used as single-family homes and this condition still exists today.

St. John's has had a significant amount of traffic for some time. The last time that St. John's was analyzed it was determined to carry about 9,000 vehicle trips a day. The Highland neighborhood stakeholders believe that the traffic on St. Johns is increasing. Some of this is due to general increases in traffic in Austin, and some appears to be related to the closure of the Anderson Lane exit on IH-35. The neighborhood stakeholders are concerned that with this increasing amount of traffic, St. Johns is becoming incompatible with low-density single-family land uses. The stakeholders are further concerned that if low-density single-family is not viable, but it is the only land use that is allowed, properties will not be invested in, and they will deteriorate.

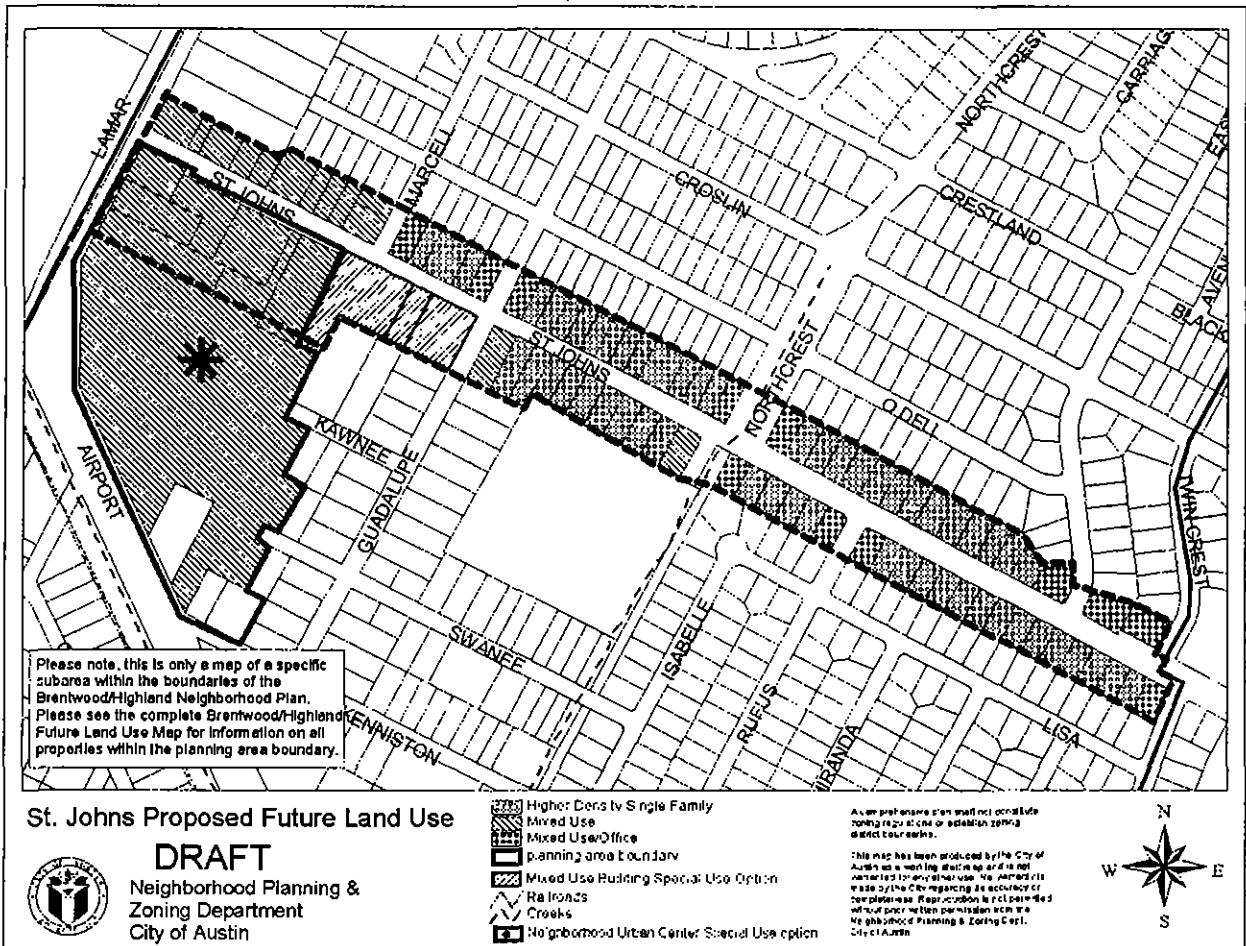
The vision for St. Johns is to encourage investment in the properties on the street by allowing some higher density residential uses that will be viable for the long term, while also ensuring that those uses are compatible with adjacent single-family homes. The plan also recommends small office uses at intersections, as well as a node of neighborhood serving retail.

Townhouses and Condominiums

The Future Land Use Map designates all of the mid-block properties on St. Johns as High-Density Single Family. The desired land use for mid-block properties is for small-scale townhouses and condominiums



This is an example of the type of townhouses that are desired on St. Johns.



Small Offices

The Future Land Use Map designates all of the properties at intersections on St. Johns as Office, Mixed-Use. The desired land use for intersections is for small offices, and residential.



This house that has been converted into a small office is located in the Highland Neighborhood on Denson Drive. This is an example of the type of office that is desired at intersections on St. Johns.

Neighborhood Retail

An important goal for the neighborhood is to accommodate retail that serves neighborhood needs, and is within walking distance of homes in the interior of the neighborhood. In order to accommodate this the Future Land Use Map designates a small segment of St. Johns near Guadalupe as Commercial Mixed-Use. The desired land use on this segment of St. Johns is for neighborhood and pedestrian-oriented commercial and some residential preferably above the commercial use.



This small neighborhood-serving retail in Portland, OR is an example of the type of uses that are desired for the commercial properties on St. Johns.

Lamar-Airport Triangle

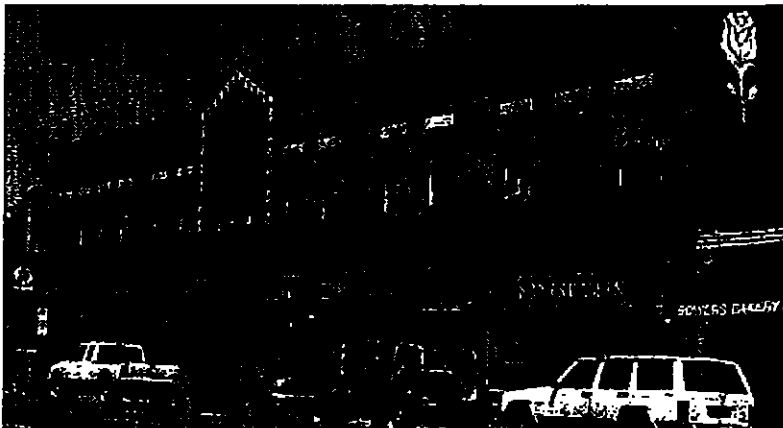
The Lamar-Airport Triangle is the area between Lamar Blvd., Airport Blvd., and Gaylor Street. This area currently contains a mix of industrial and commercial uses. The industrial uses are in the northern part of the triangle adjacent to the railroad tracks. The commercial uses, which include construction and building supply companies and auto repair shops, are between the industrial area to the north and the single-family homes to the south.

In considering the future land use of this area it is important to consider some of the other long-range planning efforts that will likely affect this area. Some of the most important plans for this area relate to transportation. Capital Metro's long-range transportation plan for Austin (see page 86) includes commuter rail, light rail, express bus, and HOV lanes. Two of those elements, commuter rail and light rail, would have a very large impact on this area. The proposed commuter rail would run along the rail line along Airport Blvd. through this area. The proposed light rail route would run along Lamar Blvd through this area, with a stop proposed for this location. The two proposed routes cross at the intersection of Lamar and Airport, which is at the tip of the Lamar-Airport Triangle area. If both plans are implemented this would be an obvious location for a multi-modal stop connecting commuter rail and light rail. There is no doubt that this would have a profound impact on this area.

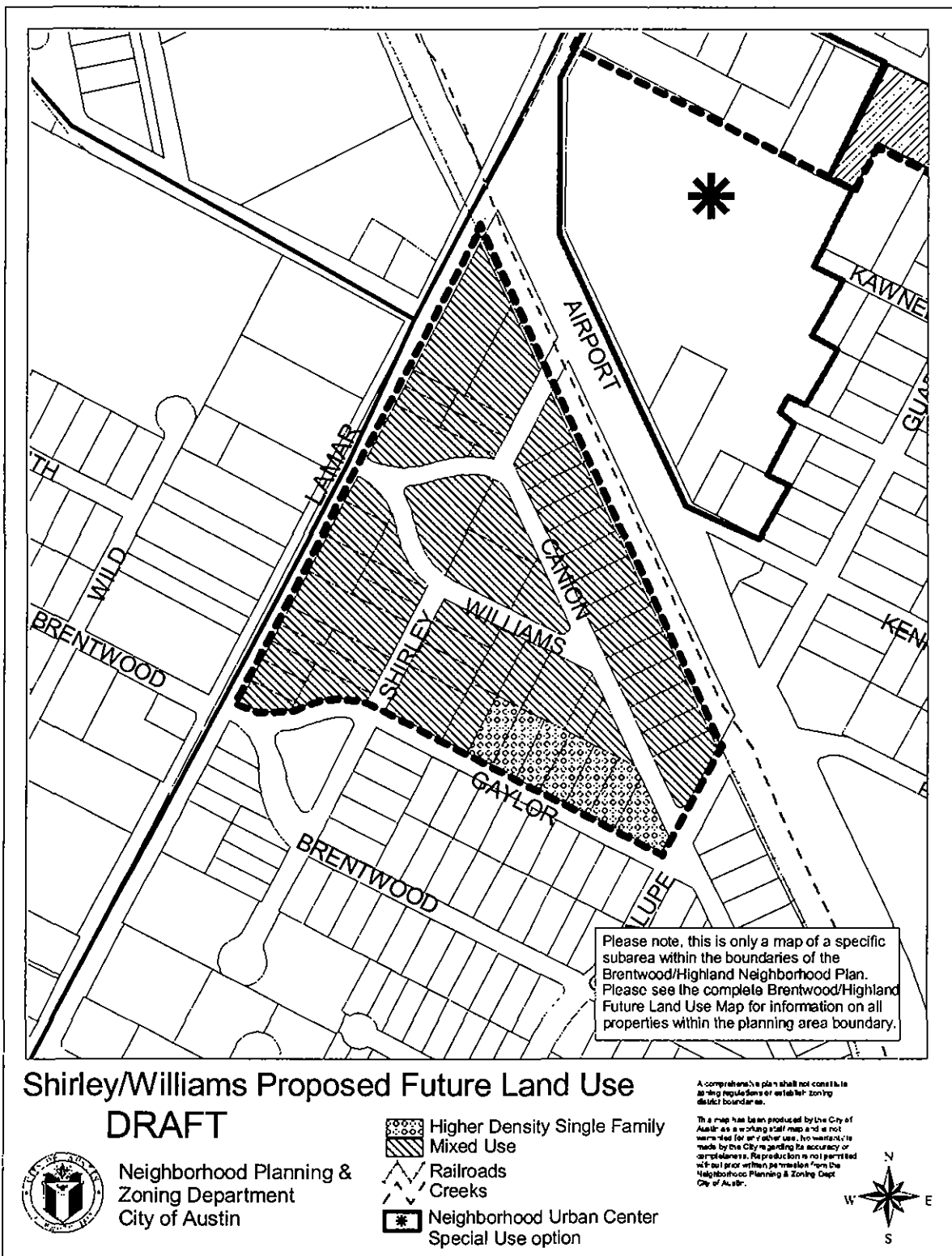
The vision for this area is for a transformation from an industrial and heavy commercial area into a more dense, mixed-use, transit-oriented development node. The Future Land Use Map designates this area as Commercial Mixed-Use.

Southern Section

The southern section is the commercial area along Shirley and Williams Streets. This is between the industrial uses to the north and the single-family homes to the south. This area is being treated differently than the northern section due to its proximity to single-family homes. The objective for this area is to continue to accommodate the commercial uses that exist on the street, while also working towards the desired transition. The plan attempts to accomplish this by encouraging mixed-use development and preventing additional uses that are inconsistent with this vision.

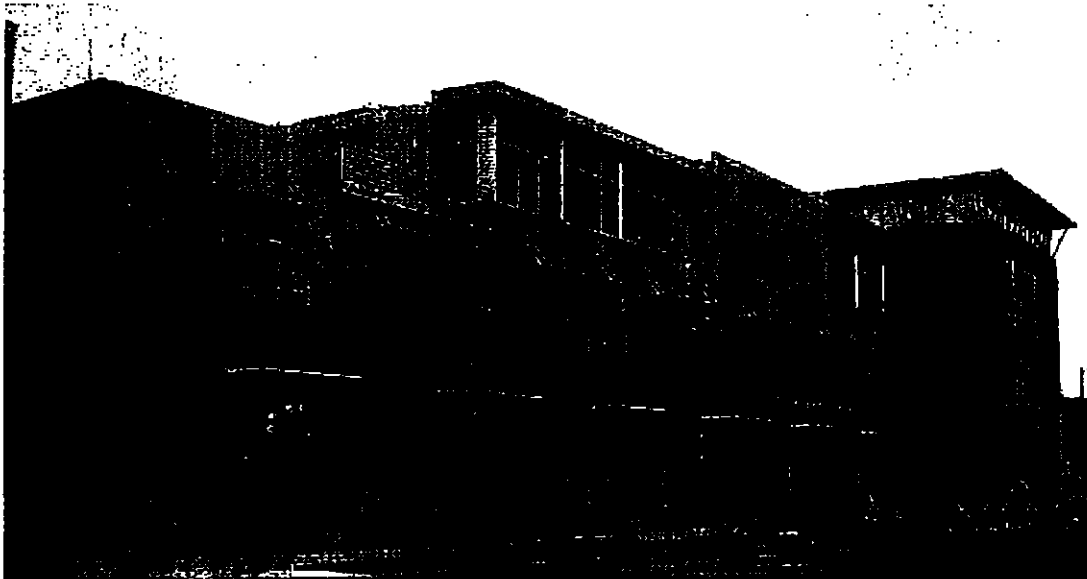


Relatively small commercial mixed-use, like this two story building in Portland, OR, would be appropriate in the southern section of the triangle.



Northern Section

The northern section is the industrial area in the northern part of the triangle adjacent to the railroad tracks. Larger commercial mixed-use would be appropriate in the northern section of the triangle. The objective of the plan for this area is to slowly work towards the desired transition by continuing to accommodate all commercial uses, but preventing any new industrial uses.



Mixed-use development at 6th Street and Lamar

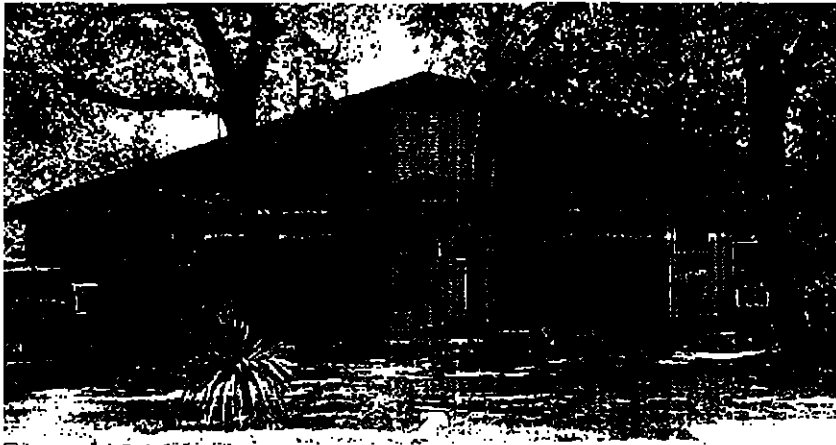


*Mixed-use
development in
Dallas, TX*

Guadalupe Mixed Residential Area

The Guadalupe mixed-residential area is along Guadalupe between Kenniston and St. Johns, as well as the smaller streets off of Guadalupe, which include Kenniston, Swanee, and Kawnee. This area currently has a mix of single-family and multi-family uses. The existing single-family is primarily duplexes, and the existing multi-family is primarily small buildings with 3 or 4 units rather than large buildings or complexes. The vision for this area is to encourage re-development, a diversity of housing types, and residents that have diverse incomes, ages, and lifestyles. It is very important to stress that the plan recommends maintaining the existing character and scale of the area.

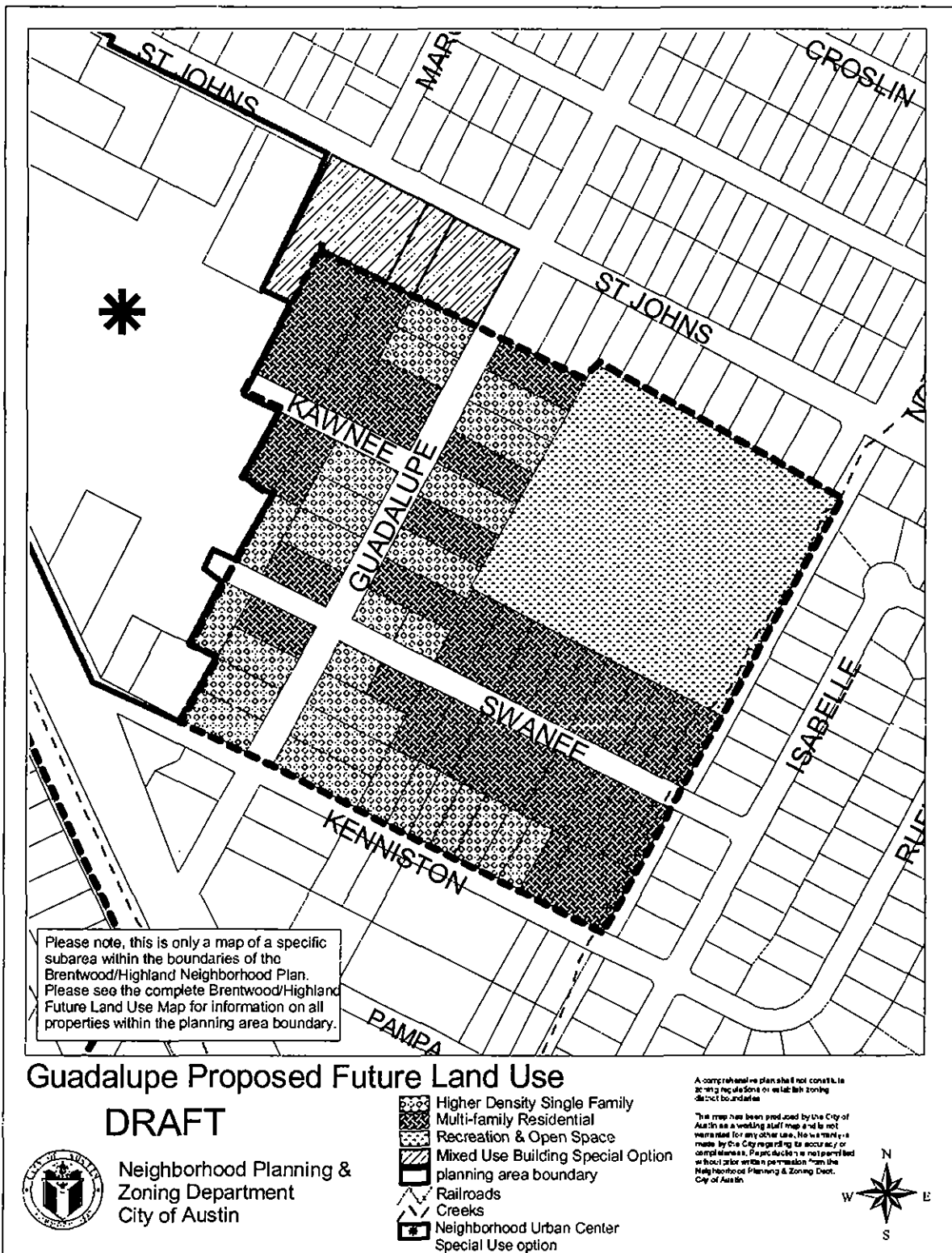
The Future Land Use Map designates this area as a mix of High-Density Single-Family and Multi-Family. However, the FLUM specifically attempts to prevent numerous adjoining multi-family properties in order to prevent the possibility of large apartment buildings and complexes. The plan also strongly suggests that new multi-family developments in this area follow the design guidelines for multi-family projects. These guidelines help ensure that multi-family developments will be consistent with adjacent single-family uses (Urban Design Objective 3, page 116).



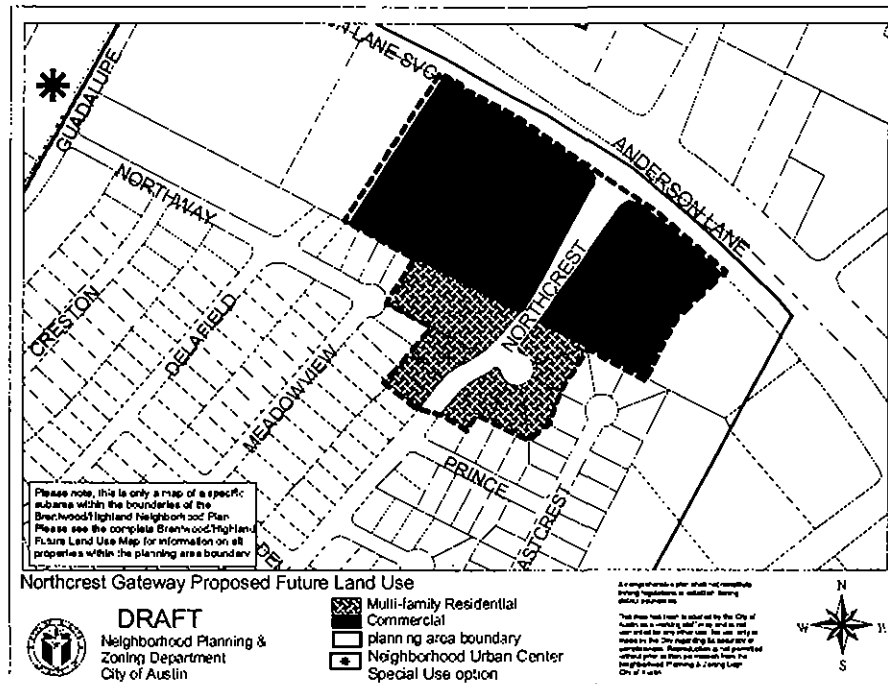
This triplex is example of the type of small multi-family that currently exists in the area.



This recently constructed four-unit apartment building is an example of the type of small multi-family that is in keeping with the current scale and character of the area.



Northcrest Gateway



Commercial

The Northcrest Gateway is a node near the intersection of Anderson Lane and Northcrest Blvd. that serves as the primary northern entrance to the Highland Neighborhood. The Future Land Use Map designates the properties along Anderson as Commercial. The objective for the commercial properties in the gateway is for retail and other commercial that serves the neighborhood as well as the larger community including general retail and restaurants. Moreover, the objective of the plan is to discourage auto-oriented uses and heavier commercial uses in the Northcrest Gateway.



The truck repair business behind the bank is the type of heavy commercial use that the plan discourages in the Northcrest Gateway. The plan encourages a transition to general retail.

Residential

The Future Land Use Map designates the residential along Northcrest within the Northcrest Gateway as Multi-Family. The objective for these residential properties is to encourage redevelopment and create a node of higher-density residential development that will create a vibrant entryway and serve as a transition into the single-family interior of the neighborhood. The plan purposefully halts the multi-family land uses a few lots into the residential area, and the plan does not support any expansion of multi-family land use along Northcrest.



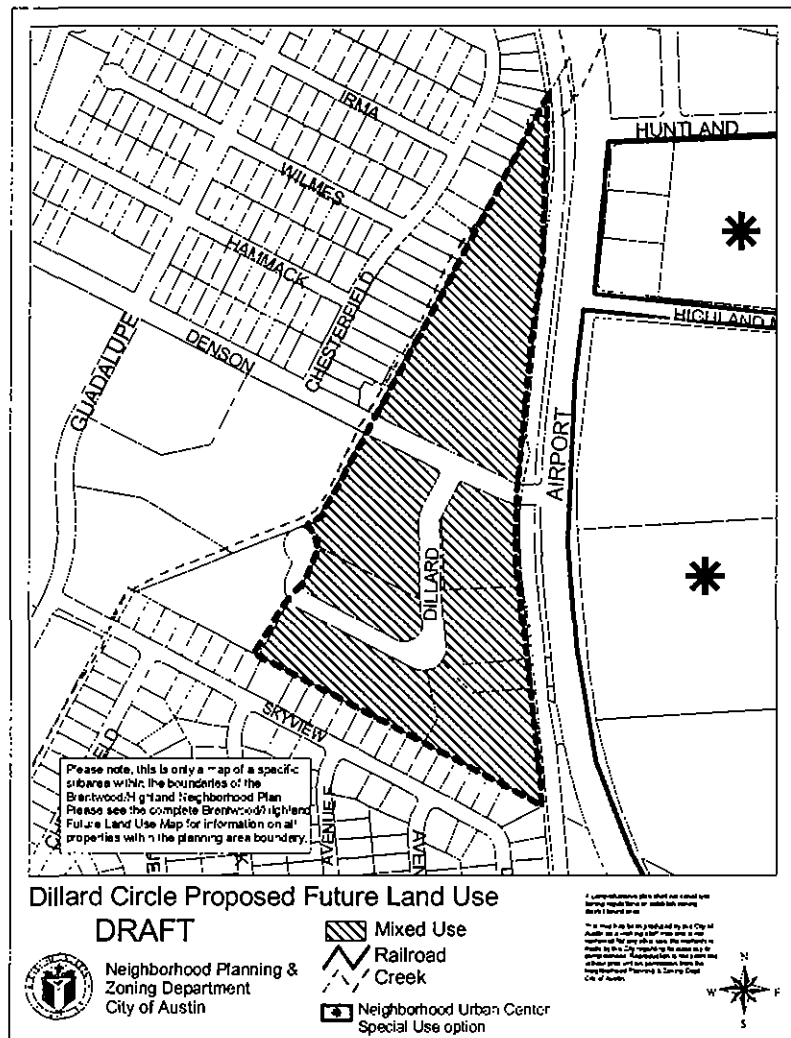
Most of the single-family properties in the Northcrest Gateway are duplexes that are poorly maintained and out of character with the rest of the neighborhood. The plan encourages redevelopment of these structures and provides an incentive by allowing multi-family uses.



These condominiums in the Northcrest Gateway are an example of the type of high-quality development that is desired at the Northcrest entrance to the neighborhood.

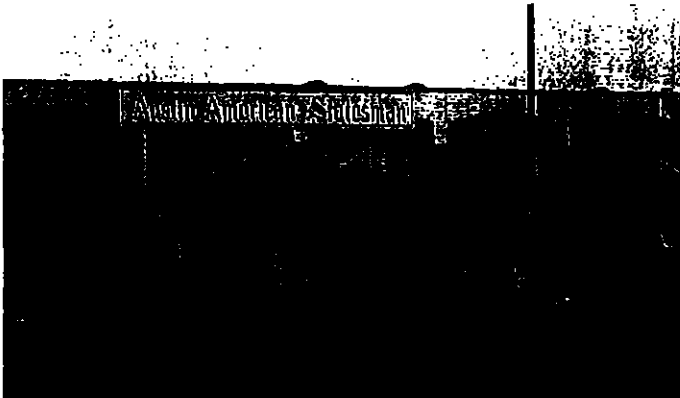
Dillard Circle

Dillard Circle serves as a transitional area between Airport Blvd. and the Skyview neighborhood, which is exclusively single-family residential. The current uses in the area are primarily warehouses, building supply companies, and other similar businesses. The vision for this street is for retail and other commercial that serves the neighborhood as well as the larger community including general retail and restaurants. The neighborhood plan recommendation takes into account the current uses on the street, and fact that this area will likely take a significant amount of time to develop into a commercial mixed-use area. The Future Land Use Map designates this area as Commercial Mixed-Use. The goal for this area is for a transition to pedestrian-oriented retail and residential if existing businesses leave and redevelopment occurs. The objective of the plan is to continue to accommodate the commercial uses that exist on the street, while also working towards the desired transition. The plan attempts to accomplish this by encouraging mixed-use development and preventing additional uses that are inconsistent with the vision for the street.





*Building supply
business on Dillard
Circle*



*Austin American
Statesman
Warehouse on
Dillard Circle*



*Vacant land on
Dillard Circle
adjacent to the
single-family
homes in the
Skyview
neighborhood*

Brentwood Land Use Objectives and Recommendations

Land Use Objective B1: Preserve single-family residential areas

Recommendations:

1. Established single-family areas should retain SF-3 zoning
2. Allow small-lot amnesty in the Brentwood neighborhood to make legally created small lots available for single-family development.

Land Use Objective B2: Allow single-family special use options that encourage affordable housing and preserves the character of the single-family residential areas

Recommendations:

1. Allow the seceondary apartment special use option in the Brentwood Neighborhood
2. Allow the Urban home special use option in the Romeria Subdistrict



Example of a secondary apartment in the Hyde Park Neighborhood

Land Use Objective B3: Ensure that there is a mix of residential and commercial zoning to accommodate both housing and the services resident's need in the neighborhood, and that commercial zoning in each area is appropriate for its location.

Recommendations:

1. Maintain residential zoning in the interior of the neighborhood.
2. Maintain commercial zoning on the corridors and in transitional areas between the corridors and residential areas.
3. Allow mixed use on commercial corridors.

Land Use Objective B4: Encourage the development of neighborhood serving businesses and offices by maintaining and adding neighborhood commercial and limited office on smaller corridors and in transitional areas between corridors and residential areas where appropriate.

Recommendations:

1. Add the Mixed-Use (MU) Combining District on Koenig and interior properties with commercial or office zoning.
2. Allow neighborhood serving commercial uses at intersections on Koenig west of Woodrow.
3. Allow neighborhood and community serving office uses on interior properties on Koenig west of Woodrow.
4. Allow neighborhood and community serving office uses on 49th Street between Burnet and Lamar
5. Allow neighborhood and community serving office uses and neighborhood serving commercial uses where appropriate in transitional areas between Burnet Road and the interior single-family residential areas.

Land Use Objective B5: Focus higher density uses on major corridors and add special use options to enhance the corridors

Recommendations:

1. Add the Mixed-Use (MU) Combining District on Burnet, Lamar, and Koenig Lane east of Woodrow.
2. Allow the Neighborhood Urban Center in the area between Burnet Road and Burnet Lane and south of Justin Lane.
3. Focus higher intensity uses on Burnet Road and Lamar Blvd.

Highland Land Use Objectives and Recommendations

Land Use Objective H1: Preserve single-family residential areas

Recommendations:

1. Established single-family areas should retain SF-3 zoning.
2. Allow small-lot amnesty in the Highland neighborhood to make legally created small lots available for single-family development.

Land Use Objective H2: Allow single-family special use options that encourage affordable housing and preserves the character of the single-family residential areas

Recommendations:

1. Allow the secondary apartment special use option in the Highland Neighborhood.
2. Allow the cottage lot special use option in the Highland South Subdistrict.
3. Allow the cottage lot special use in the Highland North Subdistrict



Example of smaller lot single-family homes in Houston

Land Use Objective H3: Ensure that there is a mix of residential and commercial zoning to accommodate both housing and the services resident's need in the neighborhood, and that commercial zoning in each area is appropriate for its location.

Recommendations:

1. Maintain residential zoning in the interior of the neighborhood.
2. Maintain commercial zoning on the corridors and in transitional areas between the corridors and residential areas.
3. Allow mixed use on commercial corridors.

Land Use Objective H4: Encourage the development of neighborhood serving businesses and offices by maintaining and adding neighborhood commercial and limited office on smaller corridors and in transitional areas between corridors and residential areas where appropriate.

Recommendations:

1. Add the Mixed-Use (MU) Combining District on St. Johns and interior properties with commercial or office zoning.
2. Allow neighborhood serving commercial uses on St. Johns, on the south side between Northcrest and Lamar, and the north side between Marcel and Lamar.
3. Allow neighborhood and community serving office uses on St. Johns. On the south side between Twincrest and Northcrest, and the north side between Twin Crest and Marcel.

Land Use Objective H5: Focus higher density uses on major corridors and add special use options to enhance the corridors

Recommendations:

1. Add the Mixed-Use (MU) Combining District on Burnet, Lamar.
2. Allow the neighborhood Mixed Use Building Special Use on the south side of St. Johns between Lamar and Marcel
3. Allow the Neighborhood Urban Center at Anderson and Lamar, Airport and Lamar, and Highland Mall.

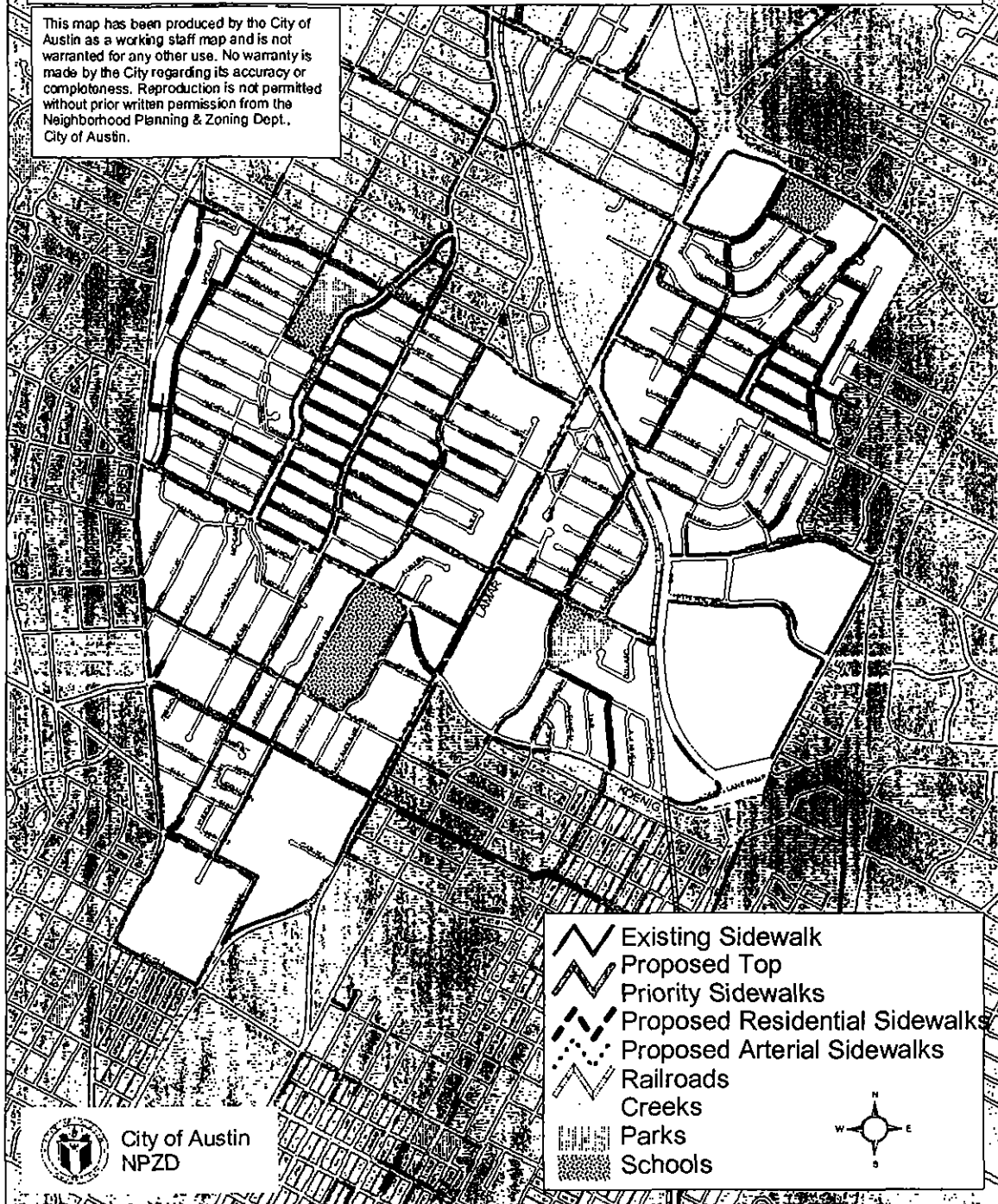
TRANSPORTATION

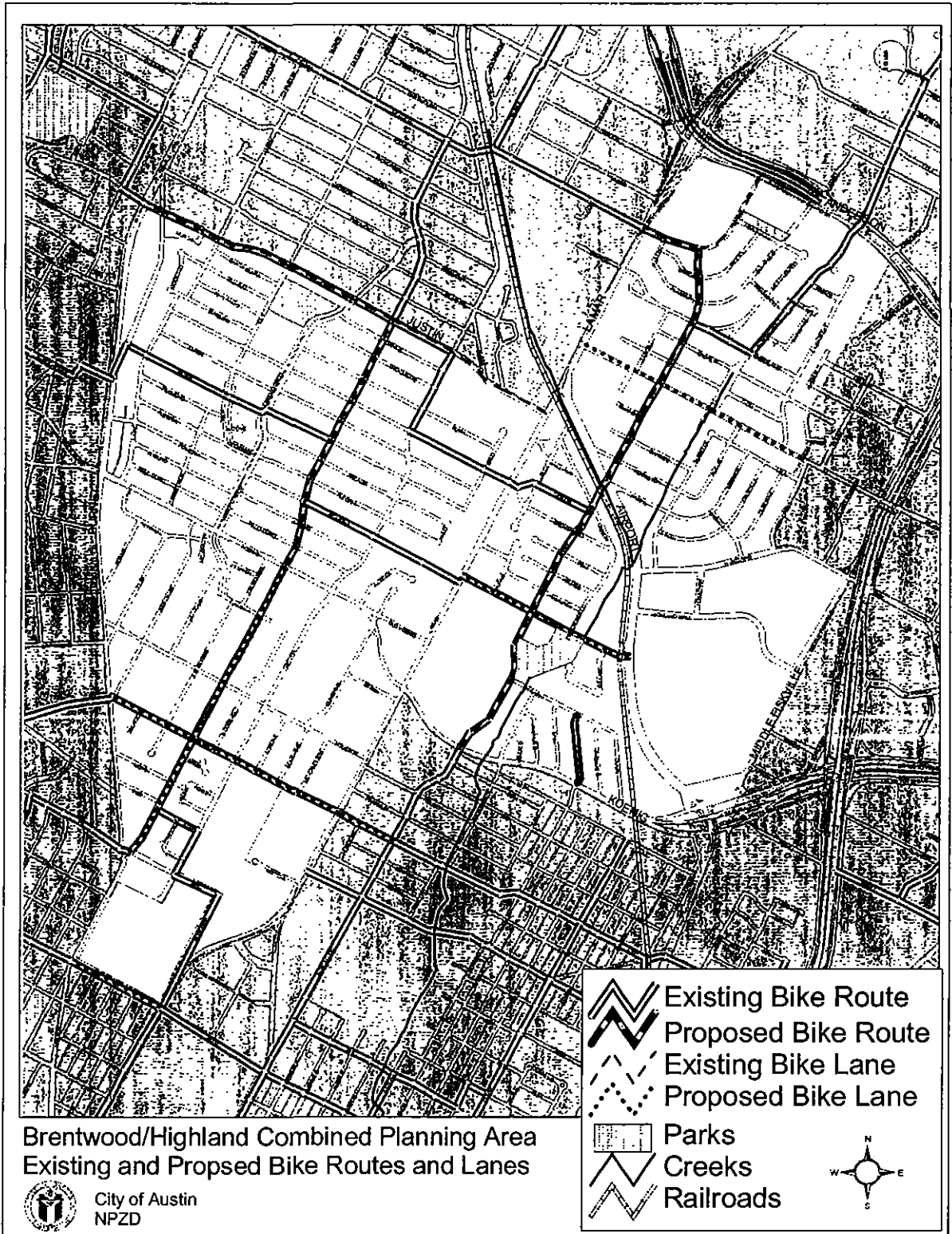
Transportation Goals

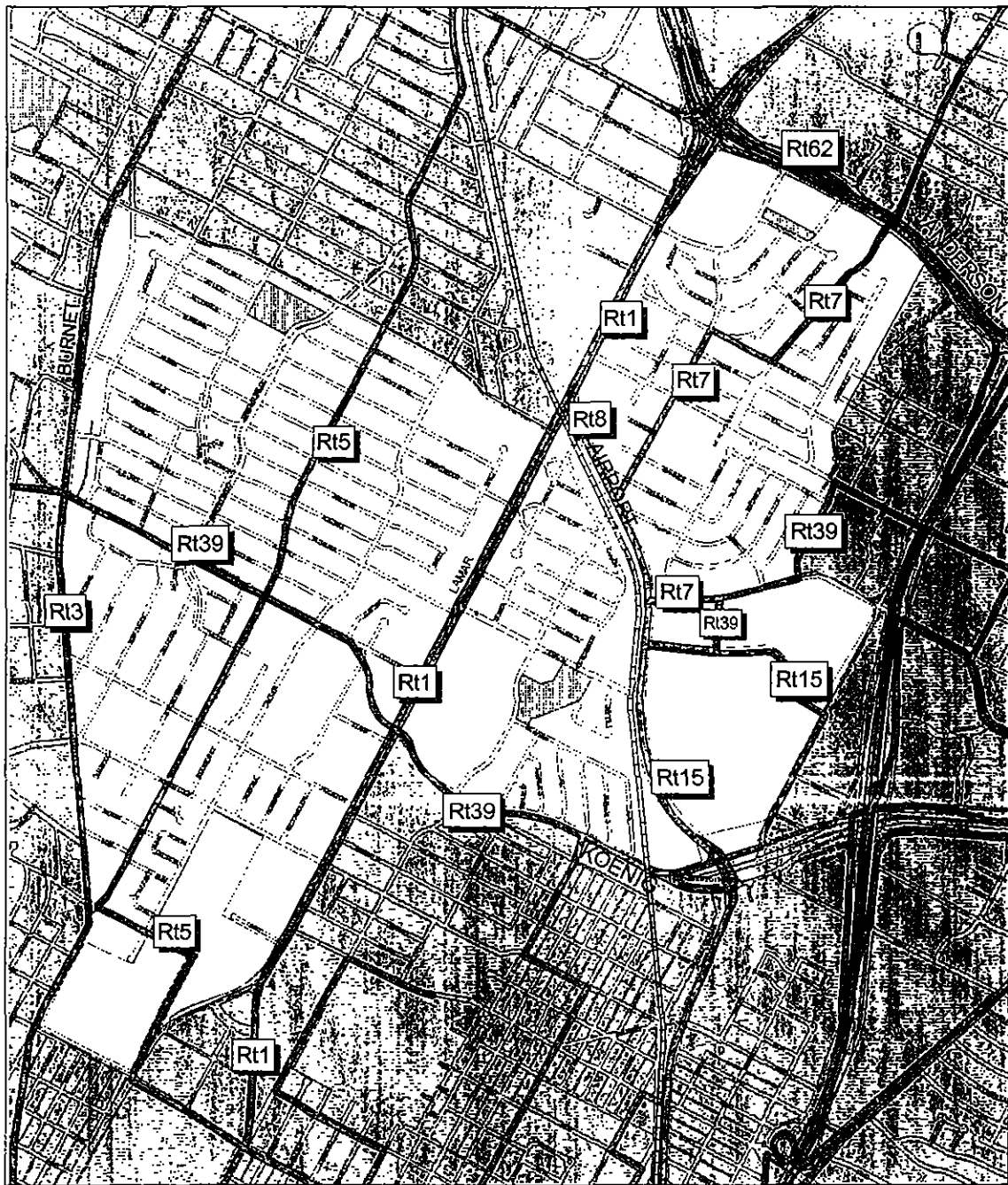
1. Maintain a traffic pattern that provides easy access to destinations, while keeping thru-traffic off of interior streets by creating safe and efficient corridors and arterials.
2. Create a bicycle and pedestrian network that is safe and accessible for people of all ages and mobility levels, by improving routes and facilities for walkers and cyclists
3. Provide public transit options and accessibility.

Brentwood/Highland Combined Neighborhood Planning Area Existing and Proposed Sidewalks

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

Brentwood/Highland Combined Planning Area Current Bus Routes



City of Austin
NPZD
as of 1/27/2004



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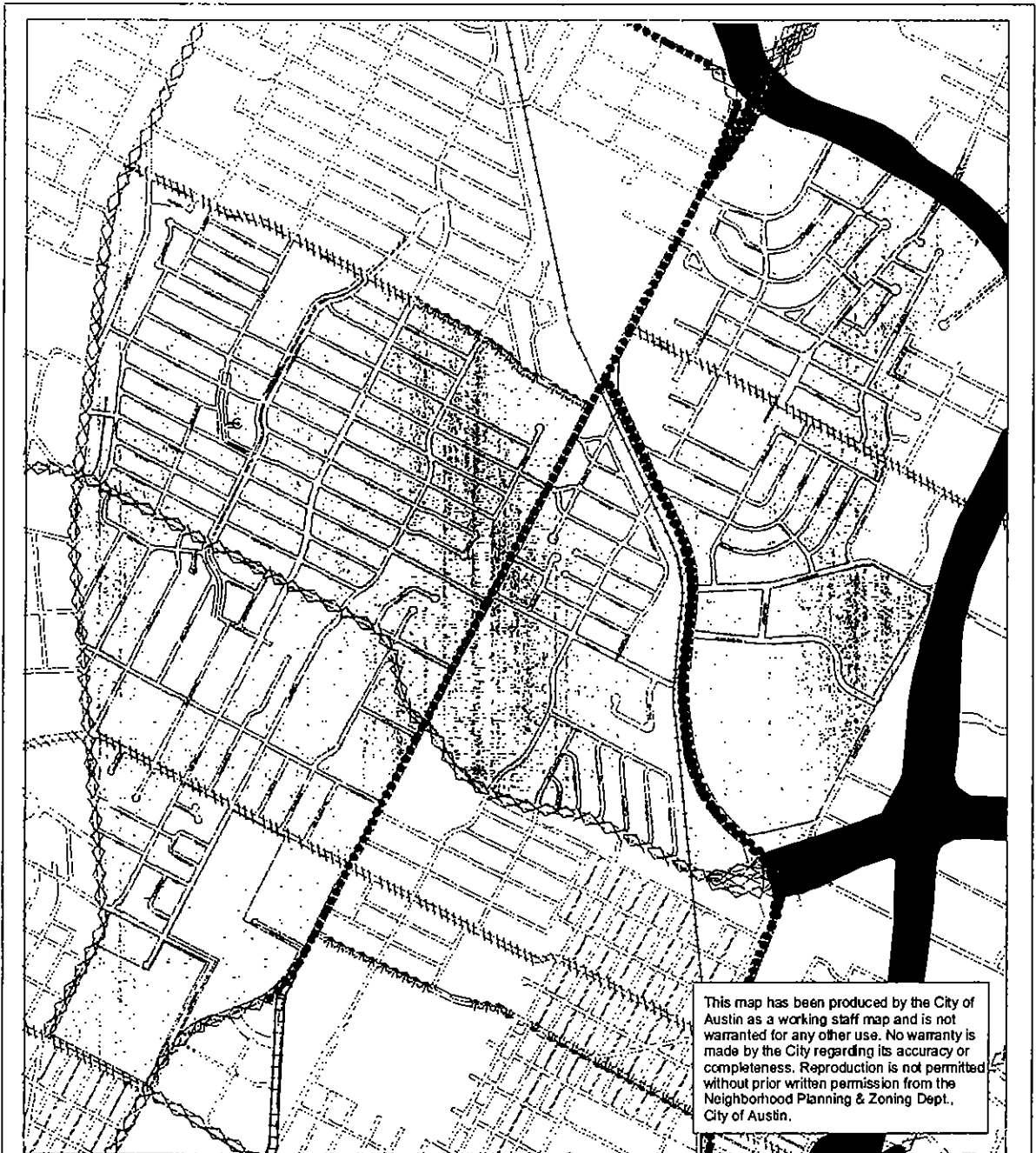
-  Bus Routes
-  Railroads
-  Combined planning area
-  Parks

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.

Roadway	Segment	Existing	Proposed	Required ROW	Existing ROW
2222/Koenig	Burnet - N. Lamar	MAU 4	MAD 4	114	<100
2222/Koenig	N. Lamar - Airport	MAU 4	MAD 4	114	80
Airport Blvd.	N. Lamar - RM 2222	MAD 4	MAD 6	140	<138
Justin Ln.	Burnet - Woodrow	MNR 2	MNR 4	86	60
Justin Ln.	Woodrow - N. Lamar	MNR 2	MNR 2	86	60
Lamar Blvd.	US 183 - Airport	MAD 4	MAD 6	140	100
Lamar Blvd.	Airport - Justin	MAD 4	MAD 6	140	80
Lamar Blvd.	Justin - Guadalupe	MAD 4	MAD 6	140	80
North Loop Blvd.	Burnet - N. Lamar	MNR 4	Existing		



**Brentwood/Highland Combined Neighborhood Planning Area
AMATP 2025**



City of Austin
NPZD
2/27/2003

Amatp 2025 Designation



Freeway



6 Lane Divided



4 Lane Divided



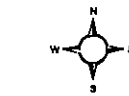
4 Lane Undivided



4 Lane Minor Arterial



2 Lane Minor Arterial



Railroads



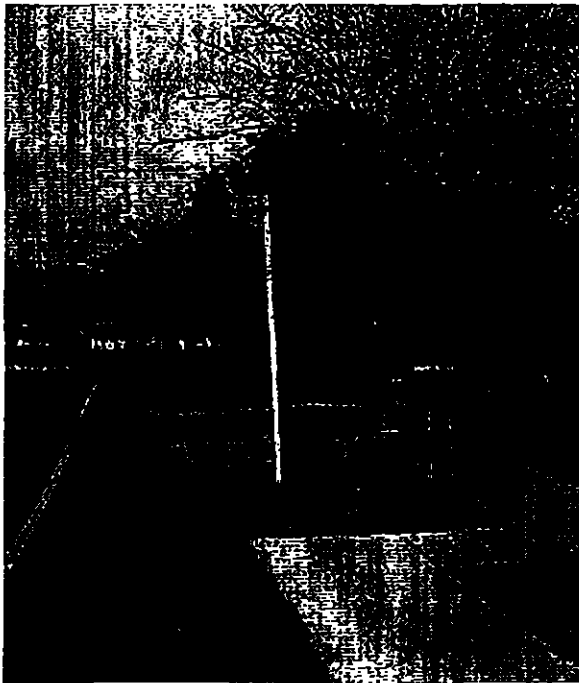
Planning area
boundary

Brentwood Neighborhood Transportation Recommendations

Transportation Objective B1: Improve pedestrian safety and mobility in the Brentwood Neighborhood

Recommendations:

1. Construct the following priority residential sidewalks in the neighborhood:
 - #1: Woodrow - Complete the gap between Koenig Lane and North Loop blvd.
 - #2: Grover – Complete the gaps – multiple small gaps between Koenig Lane and Justin Lane
 - #3: Romeria – Laird to Arroyo Seco and Grover to Lamar



Woodrow is the primary collector street in the Brentwood Neighborhood. The street has a bus route, bike lanes, and a sidewalk that is continuous through most of the neighborhood. Completing the sidewalk gap on Woodrow is one of the top priorities in the neighborhood plan

2. Construct sidewalks on the following residential streets in Brentwood:
 - Houston Street – Complete the gap between Aurora and Grover
 - Arroyo Seco – Complete the gap on the east side of the street between Ruth and Justin
 - Alguno – Between Arroyo Seco and Woodrow
 - Laird and Hardy – Between Koenig Lane and Justin lane
 - Burnet Lane – Between Burnet Road and Justin Lane

3. Construct or improve sidewalks on the following arterial streets in Brentwood:
 - Justin Lane – Complete the gap between Woodrow and Reese Lane
 - Koenig Lane – South side of the street between Burnet and Lamar
 - Lamar Blvd. - Complete the gaps on both sides of the street between 45th St. and Airport Blvd.
 - Eliminate rolled curbs and curb cuts to prevent sidewalk flooding on Lamar.
4. Install wider sidewalks on major corridors including Koenig Lane, Burnet Rd., and Lamar Blvd.
5. Include a planter strip on sidewalks wherever possible.



Planter strips allow for street trees and other landscaping between pedestrians and automobile traffic. The landscaping keeps pedestrians further from the street, provides shade during the summer, and can slow traffic by creating the perception that the road is narrower than it actually is.

6. Include a pedestrian safe area on Lamar if the road is widened to six lanes.
7. Create safe pedestrian crossings at the following locations:
 - Across Koenig Lane at Arroyo Seco.
 - Across Lamar between Koenig and North Loop. (possibly at Houston Street)
8. Investigate the possibility of creating an easement through the commercial property on Burnet Road to connect to the North Loop Branch Library.

Transportation Objective B2: Improve pedestrian safety and mobility for blind and visually impaired pedestrians in the Brentwood Neighborhood

Recommendations:

1. Construct a sidewalk on 49th St. from Burnet to Sunshine (South Side) to address safety issues for blind and visually impaired pedestrians

Note: The neighborhood plan would not normally recommend a sidewalk on a residential street that already has a sidewalk on one side of the street. The reason that the neighborhood plan is including this recommendation is for the safety of the blind and visually impaired pedestrians. Blind and visually impaired pedestrians use this street frequently and there is no safe way for them to cross 49th St. at Woodrow. Also, dips in the sidewalk on the north side make it difficult for wheelchairs to navigate.

2. Create a safe crossing at the intersection of 49th St. and Woodrow. Explore the option of adding a traffic signal at this intersection that is timed with the light at Burnet Road to implement this recommendation.

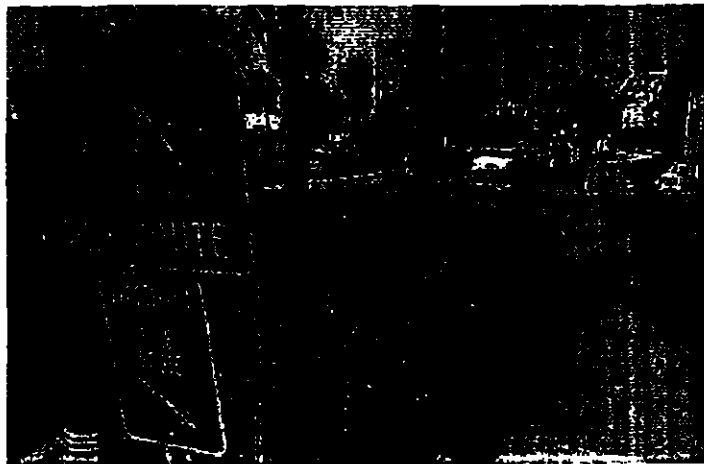
Note: The neighborhood plan would not normally recommend a traffic signal as we are aware that traffic signals are typically installed if they meet warrants. The reason that the neighborhood plan is including this recommendation is for the safety of the blind and visually impaired pedestrians. Blind and visually impaired pedestrians use this street frequently and due to the alignment of the intersection there is no safe way for them to cross 49th St. at Woodrow.

3. Improve the markings on the ramp at the northeast corner of 49th St. and Woodrow by adding a marker that designates the end of the sidewalk. Currently the ramp blends into the street and it is difficult for blind and visually impaired pedestrians to notice that the sidewalk is ending and the street is beginning.
4. Improve the crosswalk at the bus stop on Sunshine connecting the Chris Cole Rehabilitation Center with the bus stop and sidewalk on the west side of the street. For this crossing use raised pavement, flashing lights, and a sign indicating that state law requires cars to stop like the crossing on 45th St. at Shippe Park.
5. Improve the crosswalk across 49th St. @ Sunshine.
6. Include a planter strip on sidewalks wherever possible, especially those near the School for the Blind and the Chris Cole Rehabilitation Center. The planter strip keeps blind and visually impaired pedestrians further from the street in case of a slip, and allows them to navigate intersections more easily.

Transportation Objective B3: Improve bicycle safety and mobility in the Brentwood Neighborhood

Recommendations:

1. Install the following bike lanes as proposed in the City's Bike Master Plan:
 - Woodrow – from Koenig Lane to 49th St.
 - North Loop – from Lamar Blvd. to Burnet Rd.
2. Develop a bike path on Lamar between:
 - 45th St. and Sunshine Dr. (West Side)



*Example of
a shared
sidewalk
and bike
path.*

Transportation Objective B4: Improve the accessibility of public transit

Recommendations:

1. Return Bus Route #5 to its original route – Woodrow to 49th St. to Sunshine Dr.
2. Study the three southbound bus stops on Lamar between Houston and Koenig to determine if all three are necessary
3. Move the southbound bus stop on Lamar and 51st street 100-200 feet to the north to avoid flooding and splashing problems.

Transportation Objective B5: Improve automobile safety and efficiency

Recommendations:

1. Make the following changes to AMATP
 - Maintain 2-lane minor arterial on Justin Lane between Burnet Rd. and Woodrow.
 - Recommend 2-lane divided on North Loop between Lamar and Burnet to accommodate two lanes of auto traffic, a turn lane, and bike lanes.
 - Support the current AMATP recommendation for 4-lane divided on Koenig Lane
2. Improve the intersection of 49th St. and Woodrow to address poor visibility
3. Re-align the intersection of Jeff Davis and North Loop so that Jeff Davis intersect with Burnet Rd. rather than North Loop.
 - As an interim measure prohibit left turns from Jeff Davis onto North Loop.
4. Create a safe left turn from Koenig Lane onto Arroyo Seco

Transportation Objective B6: Prohibit front yard parking

Recommendations:

1. Prohibit front yard parking in Brentwood

Highland Neighborhood Transportation Recommendations

Transportation Objective H1: Improve pedestrian safety and mobility in the Highland Neighborhood

Recommendations:

1. Construct the following priority residential sidewalks in the neighborhood:

#1: Huntland Dr. – fill gaps: North side (1. west of Brenda and 2. east of Twin Crest), South side (east of Twin Crest).

#2: Crestland – From Eastcrest to Lamar

Crestland provides an east/west connection to Lamar as an alternative to the dangerous St. Johns sidewalks. The segment between Northcrest and Eastcrest is important because many children who ride the bus get off at a stop on Northcrest and use Crestland and Eastcrest to get to St. Johns to go to Webb MS. The segment between Guadalupe and Northcrest is important because it is on a bus line with 2 stops.

#3: Intersection of Northway and Meadowview – fill gaps around the cul-de-sac



Northcrest Blvd. in the Highland Neighborhood is an example of a street that is ideal for pedestrians, cyclists and transit users. Northcrest has a bus route, a bike lane, and sidewalks. The street also has large trees that provide shade for pedestrians and cyclists, as well as traffic calming to slow automobile traffic.

2. Construct sidewalks on the following residential sidewalks in Highland:

- Avenue F – between Koenig and Skyview
To connect the Skyview neighborhood to North Loop area south of Koenig Lane
- Skyview – between Avenue F and the Creek
This would provide a route for children going to Reilly Elem. School.
- Guadalupe - between Denson and Airport (west side)
- Eastcrest & Prince – between Northcrest and Croslin
- Northcrest - between Crestland and St. Johns (west side)

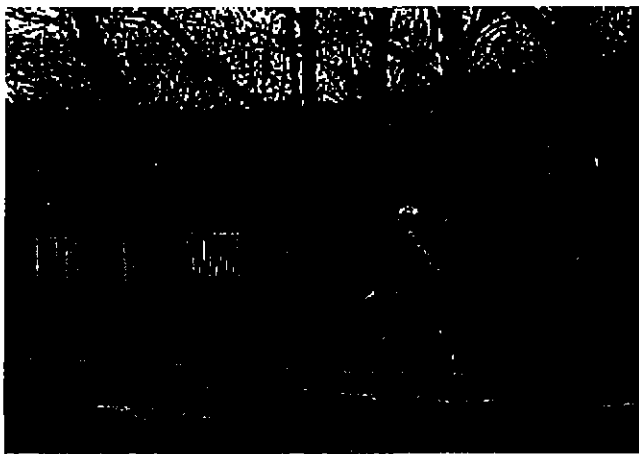
3. Construct sidewalks on the following arterial streets in Highland:

- St. Johns - Complete gaps on both sides of the street between I-35 and Airport. Setback from the street
- Lamar Blvd –Complete gaps on both sides of the street between Airport and Anderson.
- The neighborhood supports the Koenig Lane Expansion's plans to construct sidewalks along both sides of Koenig Lane between Lamar and Airport.

Transportation Objective H2: Improve bicycle safety and mobility in the Highland Neighborhood

Recommendations:

1. Install the following bike lanes as proposed in the City's Bike Master Plan:
 - Denson – from Airport to Lamar
 - St. Johns – from Lamar to twin Crest
2. Create a bike route on Avenue F between Koenig and Skyview
3. Do not allow cars to park in bike lanes



Cyclist on Northcrest Blvd. in the Highland Neighborhood

Transportation Objective H3: Improve the accessibility of public transit

Recommendations:

1. Return the #7 bus to its Koenig route after construction on Koenig is complete.
2. Install benches and shelters at all stops at St. Johns and Guadalupe.
3. Post schedules and maps at each bus stop.
4. Request shelters at every stop on Lamar (the #1/101) specifically at Lamar and Denson, southbound.
5. Increase the frequency of the #1 on Lamar.

Transportation Objective H4: Improve automobile safety and efficiency

Recommendations:

1. Recommend 2-lane divided for St. Johns in the AMATP.
 - A continuous center turn lane is preferred.
2. Evaluate if additional traffic controls are needed when the train crosses Koenig Lane.
3. If Airport is expanded to a 6-lane divided road, divide it with a raised median with dedicated turn bays.
4. Conduct a study to investigate impacts and solutions for speeding, cut-thru and large truck traffic on Burns.
5. Install a curb cut to property on Guadalupe at the northeast corner of Skyview and Guadalupe.

Transportation Objective H5: Prohibit front yard parking

Recommendations:

1. Prohibit front yard parking in the Highland neighborhood

PARKS, OPEN SPACE AND ENVIRONMENT

Parks, Open Space, and Environment Goals

1. Preserve and enhance existing parks, green spaces, and recreation facilities and add new parks and green spaces to ensure that all areas of the neighborhood have a park or green space nearby.
2. Improve drainage along neighborhood creeks and streets and prevent erosion by using natural materials.

Parks and Open Space in the Brentwood/Highland Planning Area

There is very little community open space in the Brentwood and Highland Neighborhoods. Only one percent (1%) of the land in each neighborhood is used for open space, which is a much lower percentage than the urban core average of five percent (5%). Additionally, in each neighborhood only one percent (1%) of the land area is undeveloped. This means that there is not only a lack of parks and community open space, but also very limited opportunities for additional spaces to be developed.

Fortunately, there are several opportunities in each neighborhood for new open spaces, and even a new park to be developed. In each of these cases, the land is vacant, it is of the right size and location for the desired use, and already owned by the City as either public right-of-way, or property that is no longer needed for its original purpose.

Brentwood

The primary community open space in the Brentwood Neighborhood is Brentwood Park. This is a large (9.26 acres) and heavily used neighborhood park that has a full range of amenities including a swimming pool, a wading pool, baseball and multi-purpose fields, lighted basketball and tennis courts, a playground and numerous picnic tables. Along with the adjacent Brentwood School and Arroyo Seco, Brentwood Park is a key gathering place in the neighborhood and one of the key spaces that contribute to the sense-of-place in Brentwood. Brentwood Park is a critical amenity for the neighborhood, which should be protected and enhanced.

The Brentwood Neighborhood is very large, stretching for one and one half (1 ½) miles from north to south, and Brentwood Park is at the northern edge of the neighborhood. The southern part of the Brentwood Neighborhood does not have any parks or other community open spaces. Residents in this area are up to a mile and a half away from Brentwood Park, and they have to cross Koenig Lane to get there. Two important goals for the southern part of the neighborhood are creating improved routes to Brentwood Park that are safe and accessible, and developing additional community open spaces wherever possible.

The neighborhood plan recommends a safe pedestrian crossing across Koenig Lane at Arroyo Seco to improve access to the park. The neighborhood plan also identifies unused City-owned right-of-way in the southern part of the neighborhood that would be an ideal location for a small community open space.

Highland

The primary community open spaces in the Highland Neighborhood are the playgrounds at Reilly and T.A. Brown Elementary Schools. Both of these parks are jointly owned with AISD, have limited amenities, and are located on the edges of the neighborhood. Reilly Playground is a 4.32-acre park at the southern edge of the neighborhood with amenities including two multi-purpose fields, a basketball court, a multi-purpose court, a volleyball court, and a playground and picnic tables. Reilly Playground does not have public restrooms. T.A. Brown Playground is a 2.29-acre park at the northern edge of the neighborhood with amenities including a softball field, a volleyball court, a playground and one picnic table. The Highland Neighborhood does not have a park with a swimming pool. Neither of the public parks in the Highland Neighborhood serves as an important gathering place in the Neighborhood, and neither is a key space that helps create a sense of place in the neighborhood.

The Highland Neighborhood has two important goals for creating additional community open space in the neighborhood. The most critical immediate need is for community open-space in the northern part of the neighborhood. The northern part of the neighborhood is near T.A. Brown Playground, but this park is very small, has few amenities, and is primarily used by elementary school children. As a short-term goal the neighborhood plan identifies the Crestland Triangles, as locations that are ideal locations for small community open spaces. The Crestland Triangles are unique sites that were designated by the subdivision developer as small parks. They are currently owned and maintained by the City. The Crestland Triangles provide an opportunity to create some much needed open space immediately.

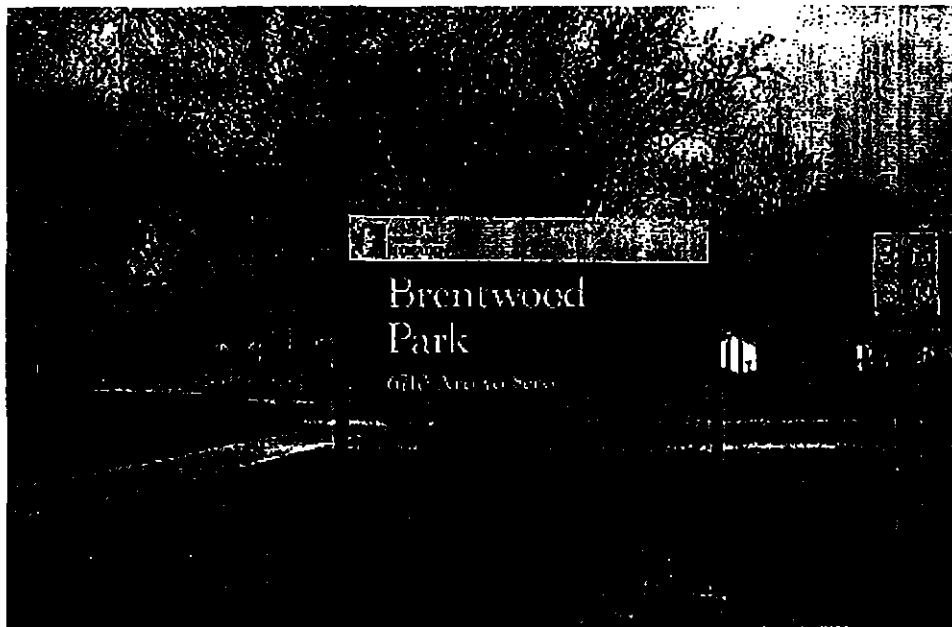
The long-term goal of the neighborhood plan is to develop a public park in the Highland Neighborhood that serves as a gathering place and helps create a sense of identity for the neighborhood. The City-owned land at St. Johns and Northcrest provides a rare opportunity to develop a new public park in a central city neighborhood. This site is centrally located in the neighborhood, and it is large enough to make a great neighborhood park.

Brentwood Neighborhood

Parks and Open Space Objective B1: Maintain and improve Brentwood Park

Recommendations:

1. Improve security at Brentwood Park:
 - Install security lighting that does not negatively impact adjacent homes
 - Request additional park police patrols after 10:00pm
2. Plant additional trees in the Park



There is very little community open space in the Brentwood Neighborhood. Brentwood Park is the only park in the neighborhood. This is a critical amenity for the neighborhood, which should be protected and enhanced.

Parks and Open Space Objective B2: Create a greenbelt and hike and bike trail along Arroyo Seco

Recommendations:

1. Develop a greenbelt with a hike and bike trail along Arroyo Seco.
2. Widen the green space along Arroyo Seco.
3. Connect the greenbelt west to Shoal Creek
4. Study the possibility of creating a pedestrian and bike crossing on Arroyo Seco under Koenig Lane
5. Study the possibility of extending the greenbelt south to Burnet Road near North Loop



A greenbelt and trail along Arroyo Seco would provide an improved connection to Brentwood Elementary School and Brentwood Park, and a recreational amenity for the community. Arroyo Seco currently has two northbound lanes and two southbound lanes, which is significantly more capacity than is needed on this small collector street. One side could be converted into two lanes of traffic and the other could be used for additional greenspace and a hike and bike trail.

Parks and Open Space Objective B3: Ensure that there are adequate park facilities in or near the neighborhood

Recommendations:

1. Ensure that there are adequate lighted sports fields in or near the neighborhood.
2. The neighborhood stakeholders are interested in a dog park for the neighborhood. There is no specific proposal, but the neighborhood would like to investigate options for the future.

Parks and Open Space Objective B4: Develop the area on the east side of Woodrow at Thecla into a community open space.

Recommendations:

1. Create an agreement with the City of Austin to allow the neighborhood to use and maintain the space on the east side of Woodrow at Thecla as a sitting area with trees, a bench, and other landscaping.



The southern part of the Brentwood Neighborhood does not have any parks or other community open spaces. The unused City right-of-way at Woodrow and Thecla is located at a bus stop on the main collector street through the neighborhood. This location has good access via sidewalks and a bike lane, and is situated across the street from McCallum High School and between two apartment buildings. This would be an ideal location for a community open space.

Parks and Open Space Objective B5: Preserve the Sunshine Community Gardens

Recommendations:

1. Encourage the State of Texas to preserve the Sunshine Community Gardens.



The Sunshine Community Gardens provides the community with an opportunity to grow food and experience nature in the middle of the city. Preserving the Sunshine Gardens is one of the top priorities in the neighborhood plan.

Parks and Open Space Objective B6: Improve drainage in creeks and on neighborhood streets

Recommendations:

1. Investigate and address erosion and mosquito issues for the drainage channel that runs along Grover and just east of Grover. (between McCallum High School and Alegria.
2. Investigate and address street drainage issues in the following locations:
 - Romeria - from Grover to Lamar
 - Romeria at Woodrow
 - Palo Duro at Woodrow
 - 51st and Lamar
3. Address drainage issues on Lamar to improve mobility on the sidewalks.

Highland Neighborhood

Parks and Open Space Objective H1: Maintain and improve T. A. Brown Elementary School Park and Reilly Elementary School Parks.

Recommendations:

1. Maintain and enhance the playscapes at T. A. Brown Elementary School Park and Reilly Elementary School Park.
2. Develop an improved connection between the Skyview Neighborhood and the park at Reilly Elementary via Waller Creek. Investigate the option of utilizing the DPS property at the Northeast corner of Guadalupe and Skyview to make this connection.

Parks and Open Space Objective H2: Develop a public park in the Highland Neighborhood.

Recommendations:

1. Develop the City-owned at the intersection of St. Johns and Northcrest into a public park.



There is very little community open space in the Highland Neighborhood. The land at St. Johns and Northcrest provides a rare opportunity to develop a new public park in a central city neighborhood. This site is centrally located in the neighborhood, it is large enough to make a great neighborhood park, and it is already owned by the City of Austin.

Parks and Open Space Objective H3: Develop the Right-of-Way Triangles on Crestland into the Crestland Greens

Recommendations:

1. Create an agreement with the City to allow the neighborhood to beautify, use and maintain the 2 green spaces/traffic triangles on Crestland.
2. Develop a design for the space to include native and easy to maintain plants, table and benches, and signs to be placed in the planning beds.



The Crestland Triangles in the northern part of the Highland Neighborhood are unique sites that could provide the area with much needed open space, and serve as an important community-gathering place.

Parks and Open Space Objective H4: Create a trails and additional greenspace along Waller Creek

Recommendations:

1. Preserve the footbridge that crosses Waller Creek on Skyview Road and tear up the street between the bridge and Guadalupe for use as green space.

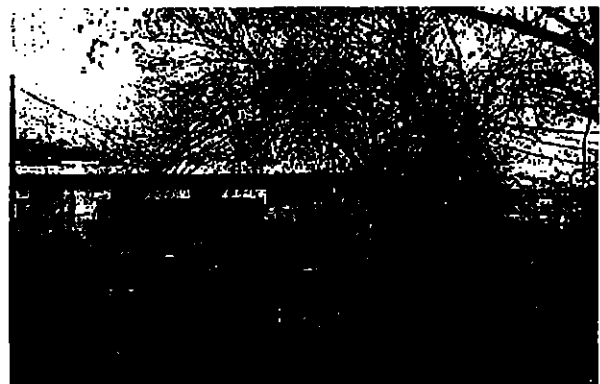


The Skyview Footbridge is a critical bicycle and pedestrian connection for residents to get to Reilly Elementary School as well as cyclists traveling through the neighborhood. Tearing up the unused segment of road adjacent to the bridge would provide a small open space for the community

2. Build a trail along Waller Creek starting at Croslin to connect to Reilly ES. If a trail cannot exist right along the creek for the entire length, pursue a trail along the creek where possible.
3. Investigate the possibility of an agreement with the property owner at Pampa & Airport to utilize space for a trail along the creek at the rear of their property.



The northern segment of Waller Creek runs from Airport Blvd. to Croslin St. connecting the Crestland Triangle to the City-owned land at St. Johns and Northcrest..



The southern segment of Waller Creek runs from Airport Blvd. to Koenig Lane connecting the Skyview Neighborhood to Reilly Park and Elementary School.

Parks and Open Space Objective H5: Maintain and improve detention ponds and creeks in the Highland Neighborhood

Recommendations:

1. Construct a bridge across the creek to connect Reilly Elementary School Park to the City owned detention pond on Dillard Cir.
2. Beautify the detention area at Reilly.
3. Create a Walk-the-Creek committee

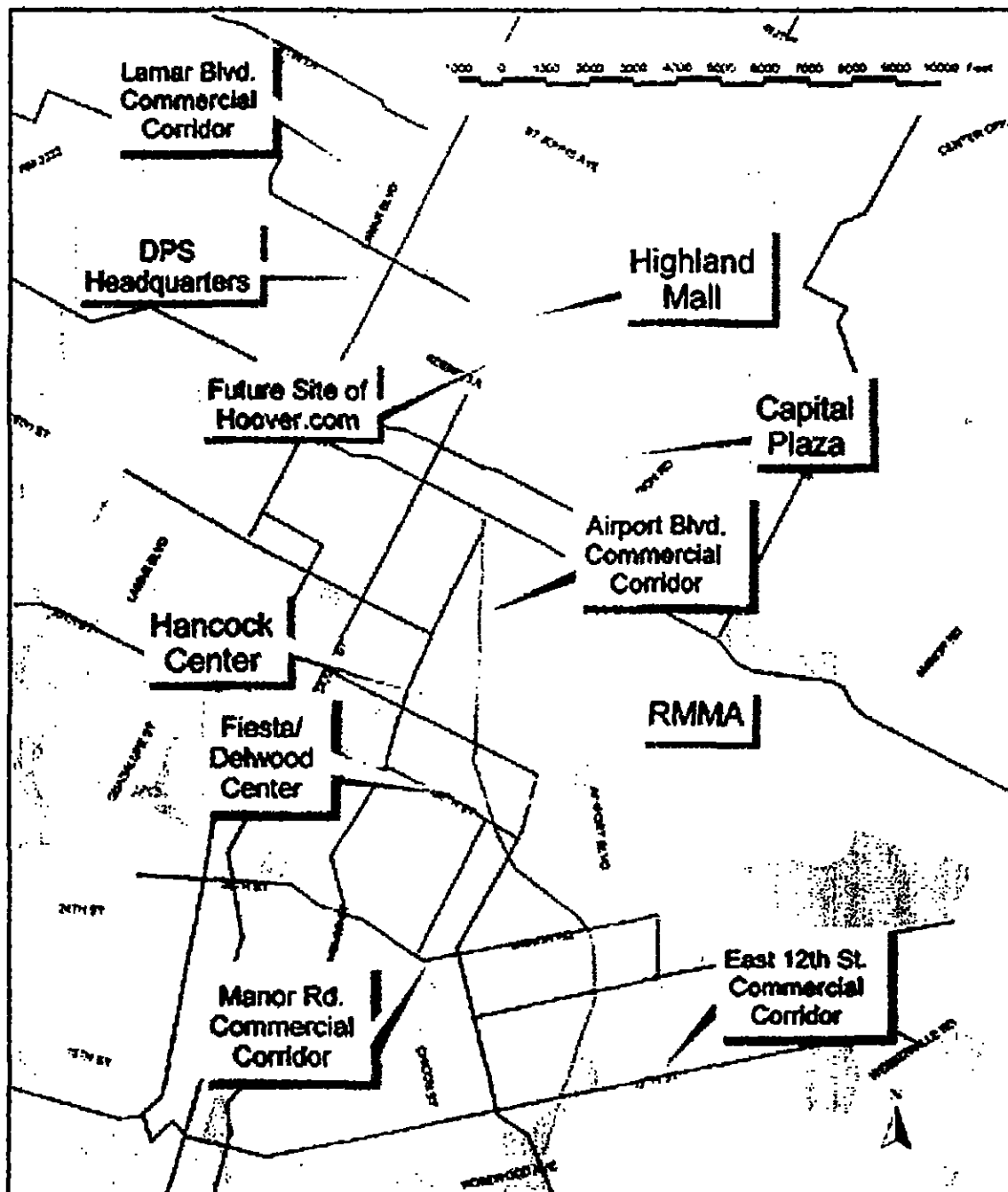
Objective H5: Support the expansion of the Upper Boggy Creek Hike and Bike Trail

Recommendations:

1. Support the development of the Upper Boggy Creek Hike and Bike trail through the Highland Neighborhood along the railroad tracks.



A trail along the railroad tracks could connect the neighborhood with parks, bicycle routes, and commercial areas throughout Central and East Austin



Proposed Upper Boggy Creek Hike and Bike Trail and Major Activity Centers



Neighborhood Planning and Zoning Department
City of Austin

Printed: April 9, 2001

Proposed Upper Boggy Creek Hike and Bike Trail

- Segment One
- Segment Two
- Segment Three
- Segment Four
- Segment Five

Intersecting Bike Routes

City of Austin Parks

URBAN DESIGN AND HISTORIC PRESERVATION

Urban Design and Historic Preservation Goals

1. Preserve the diversity, character and scale of homes in the neighborhood by encouraging renovations and new development to be compatible with existing homes.
2. Improve the appearance of major corridors by reducing and improving signage, improving lighting, and adding trees, landscaping and public art.
3. Preserve historic properties identified as contributing to neighborhood character.



The addition to this home in Brentwood adds a second story, but maintains the scale and character of the street by stepping the second story back from the street. This is an example of a renovation that is compatible with the existing homes on the street.

Brentwood Neighborhood

Urban Design Objective B1: Preserve the character of the neighborhood

Recommendations:

1. Encourage property owners to follow the design guidelines when renovating or constructing new homes
2. Apply the Neighborhood Plan Design Tools, including the Impervious Cover/Parking Placement, Garage Placement, and Front Porch Setback tools, in the Brentwood Neighborhood.

Urban Design Objective B2: Improve the appearance of major corridors and right-of-way areas.

Recommendations

1. Create an agreement with the City of Austin to allow the neighborhood to beautify *large right-of-way triangles in the neighborhood including the triangles at Koenig and Sunshine, 49th Street and Burnet and other similar locations.*
2. Allow the neighborhood to place neighborhood markers in the right-of-way at key entry points to the neighborhood.
3. Encourage street tree planting on Burnet, Lamar and Koenig.
4. Prohibit new billboards

Urban Design Objective B3: Preserve historic properties in the neighborhood

Recommendations

1. Identify and preserve historic properties in the neighborhood.

Highland Neighborhood

Urban Design Objective H1: Preserve the character of the neighborhood

Recommendations:

1. Encourage property owners to follow the design guidelines when renovating or constructing new homes.
2. Apply the Neighborhood Plan Design Tools, including the Impervious Cover/Parking Placement, Garage Placement, and Front Porch Setback tools, in the Highland Neighborhood, except along St. Johns.

Urban Design Objective H2: Improve the appearance of major corridors and right-of-way areas.

Recommendations

1. Allow the neighborhood to place neighborhood markers in the right-of-way at key entry points to the neighborhood.
2. Plant, maintain and enhance trees or shrubs along Airport Blvd, between railroad tracks and Airport Blvd, between Lamar and Koenig.
3. Plant shrubs and/or low growing plants on east side of Airport Blvd, along the sidewalks (ex. Jack in the Box on Highland Mall Blvd at Airport Blvd).
4. Encourage commercial properties to enhance their sites with plantings and green space.

Urban Design Objective H3: Preserve historic properties in the neighborhood

Recommendations

1. Identify and preserve historic properties in the neighborhood.

RAPID TRANSIT PROJECT

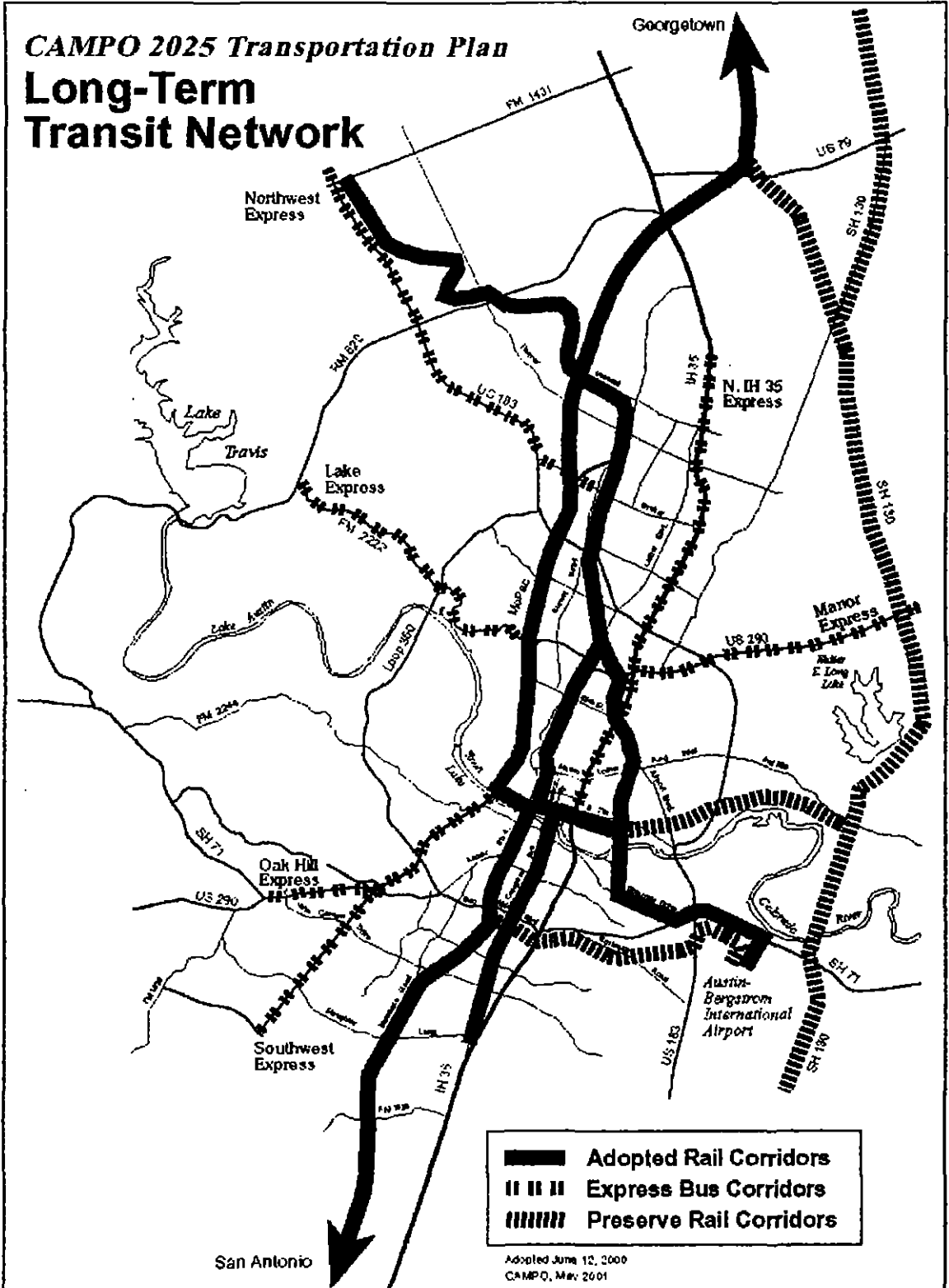
Transportation Planning Background

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)

CAMPO 2025 Transportation Plan Long-Term Transit Network

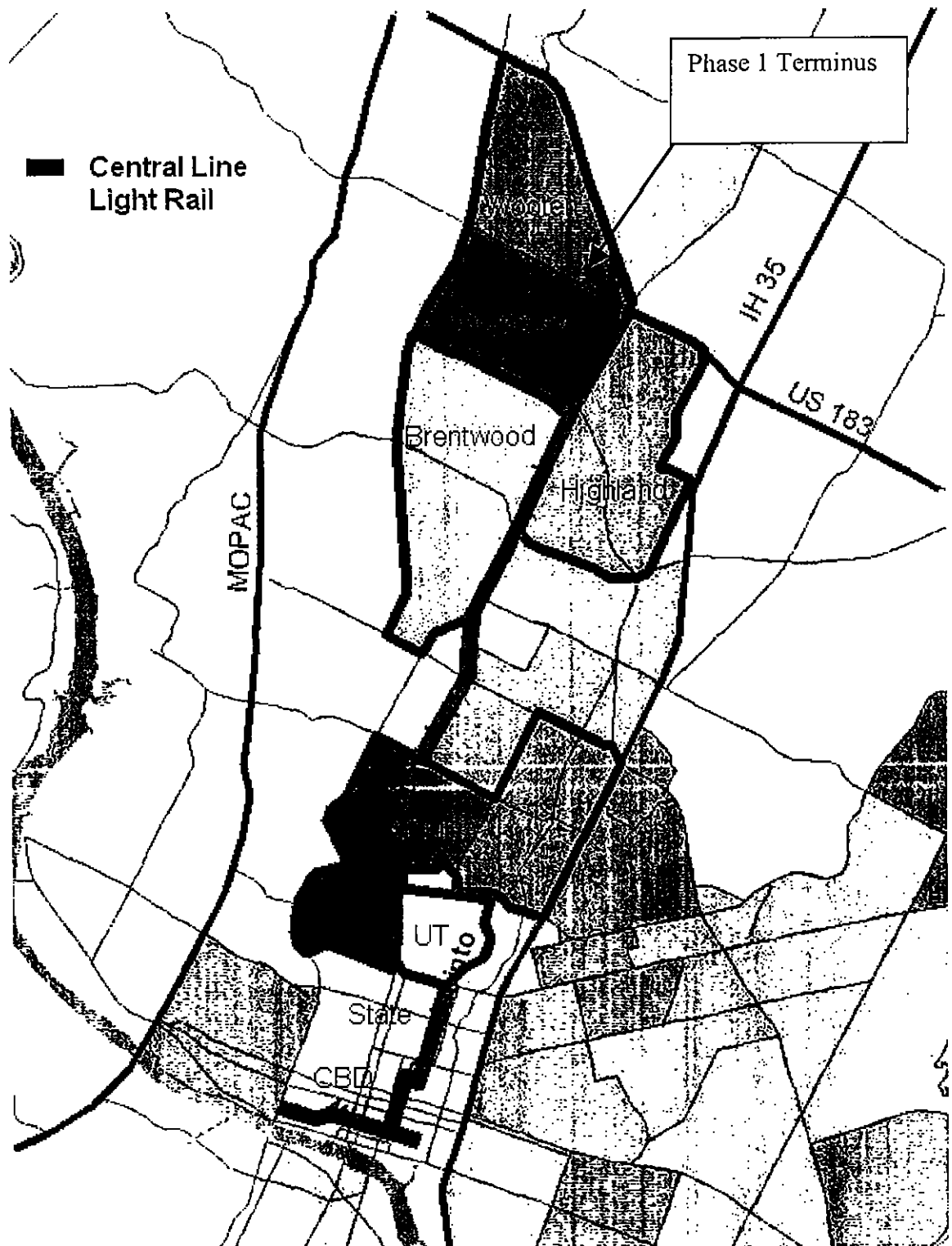


Rapid Transit Project Background

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 Rapid Transit Project began in August 2001 with the development of engineering and environmental analysis of the first segment of light rail: 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.

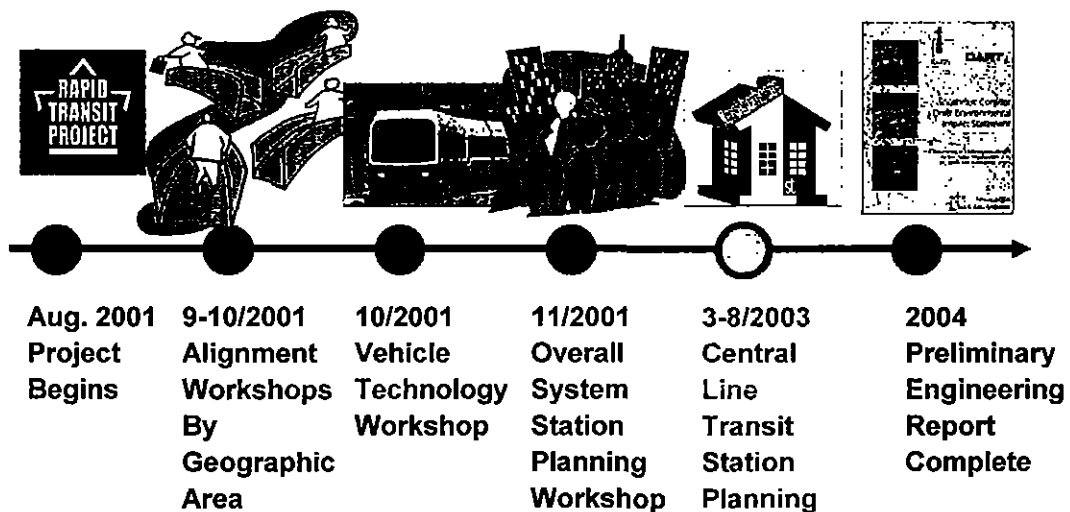


Central Line Light Rail Alignment and 2003 Neighborhood Planning Areas

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.

Light Rail Central Line Project Milestones



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 served 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 include four different “station types”:

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

Subsequent meetings and worksessions 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 Brentwood / Highland Neighborhood Planning Area

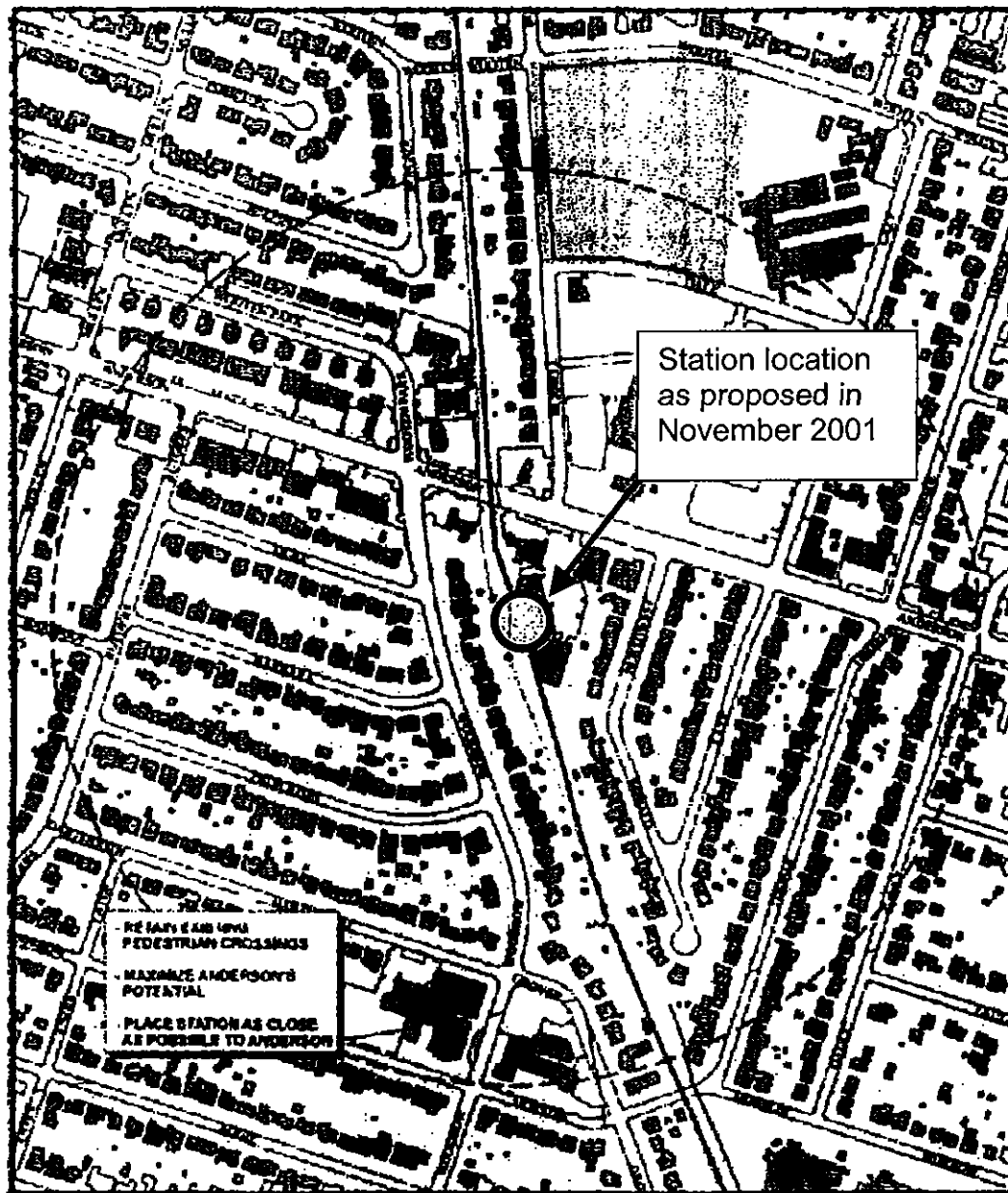
Timely collaboration between the City of Austin, Capital Metro and neighborhoods is a key component to the success of the Rapid Transit Project. For this reason, neighborhood planning areas along the Central Line were given priority by the City Council in the City’s neighborhood planning process, in order to leverage Cap Metro’s transit planning efforts with those of the City 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 Brentwood / Highland Neighborhood Planning Area on August 12, 2003, 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. Representatives from the North Loop and Hyde Park Neighborhoods, which border on the Triangle Site were also invited to the workshop.

Four light rail stations are located along the borders of the Brentwood and Highland Neighborhoods. Two of these stations (Anderson at Lamar and Lamar at Airport) fulfill the function of transfer stations between light rail, buses and possibly commuter rail, and may have substantial facilities for drop-off and parking of automobiles. Two are neighborhood stations (Lamar at Koenig and Triangle – Guadalupe at 46th) and consist of little more than a platform, overhead shelter and pedestrian amenities.

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 adjacent 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.



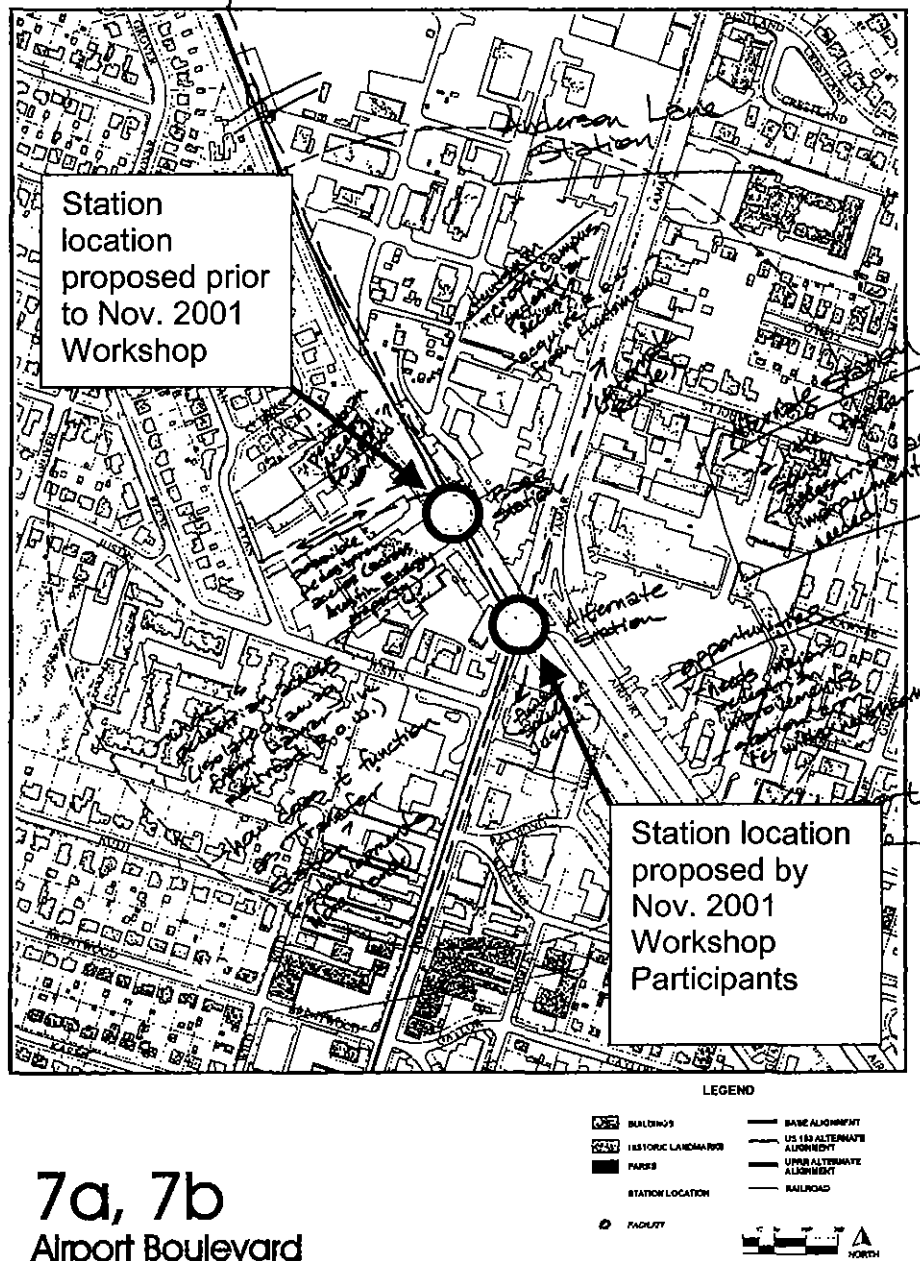
6a Anderson Lane

LEGEND

BUILDING	BUS STOP	GREEN LINE
PROPOSED STATION	PARK AND RIDE	LIGHT BLUE LINE
STREET	ALTERNATIVE STATION	PURPLE LINE
STATION LOCATION	LOCAL STREET	ORANGE LINE
FACILITY	PUBLIC TRANSIT	RED LINE
PROPOSED STATION	BICYCLE	YELLOW LINE
PROPOSED STATION	BICYCLE	YELLOW LINE

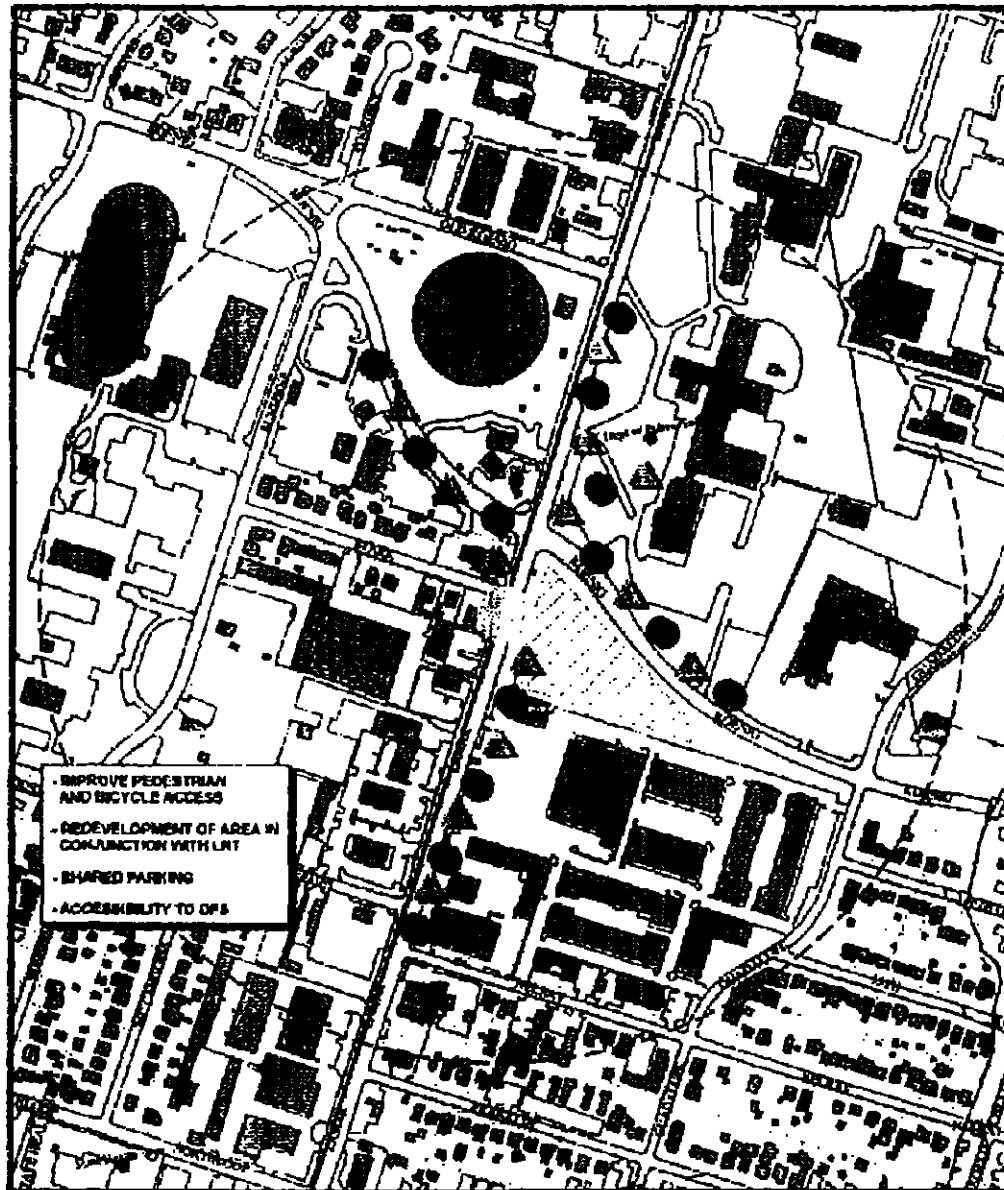
November 2001 Map of Anderson Lane Station

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

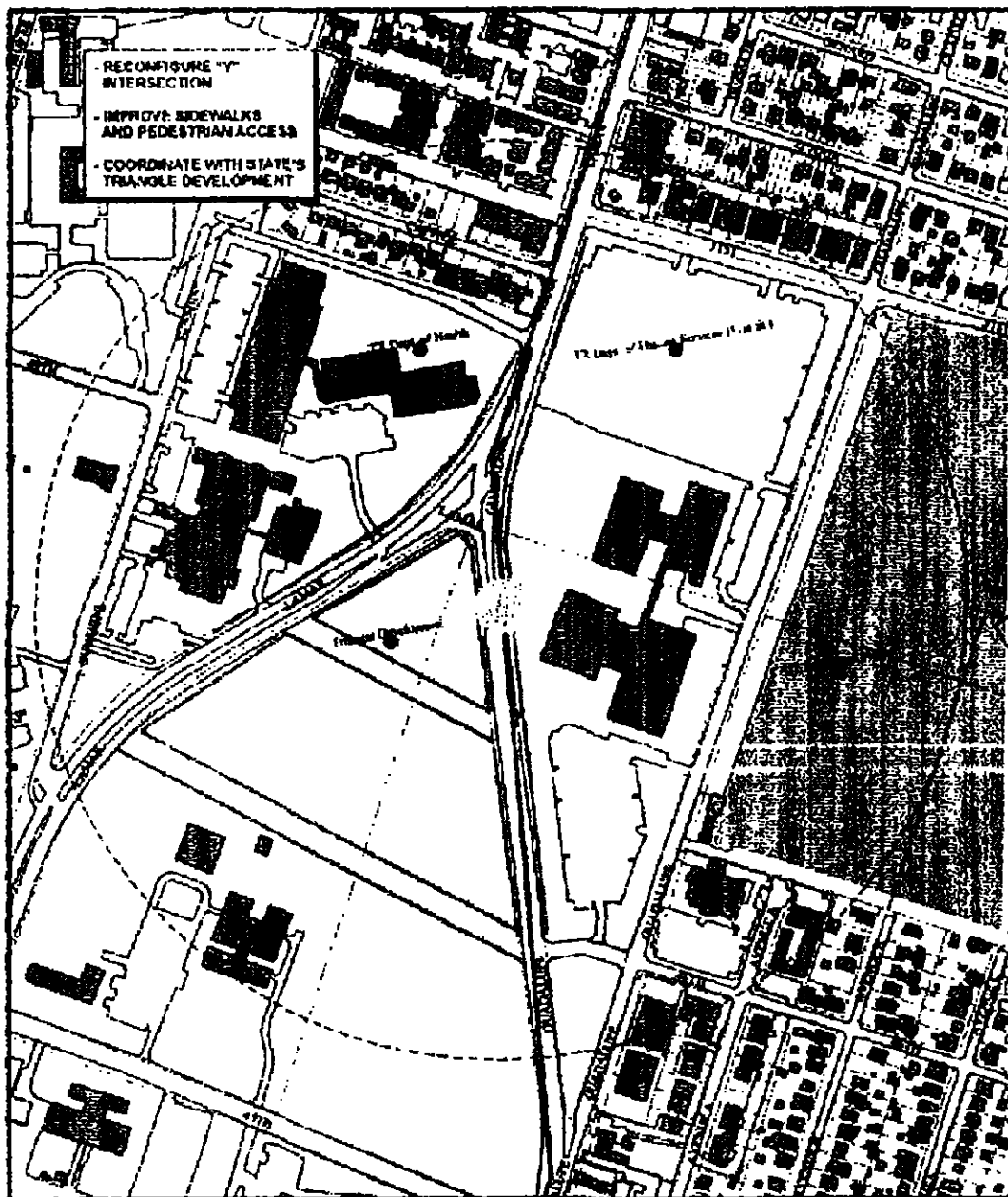
The station at Lamar and Koenig lane was recommended to be south of the intersection to reinforce redevelopment opportunities recommended in the North Loop Neighborhood Plan at the south-east corner of the intersection. Participants also requested improved pedestrian and bicycle access to the intersection.



8 Koenig Lane

November 2001 Map of Koenig Lane Station

Participants recommended that the 45th Street Station be renamed the 46th Street Station and that plans for Rapid Transit should be coordinated with the planned development of the State Triangle Property.



9

45th Street

November 2001 Map of Triangle Station

LEGEND

BUILDINGS	BUS TRANSFER	TRANSIT ALIGNMENT
SETBACK LINE (PROPERTY)	MAP AND VIEW	LIGHT RAIL ALIGNMENT
ROAD	STREETScape	LIGHT RAIL ALIGNMENT
STATION LOCATION	ALTERNATIVE STATION	LIGHT RAIL ALIGNMENT
FACILITY	HANDICAP ACCESS	LIGHT RAIL ALIGNMENT
FACILITY REPLACEMENT	BICYCLE ACCESS	LIGHT RAIL ALIGNMENT
PROPERTY LINE (BMA SPV)	ACCESS	LIGHT RAIL ALIGNMENT

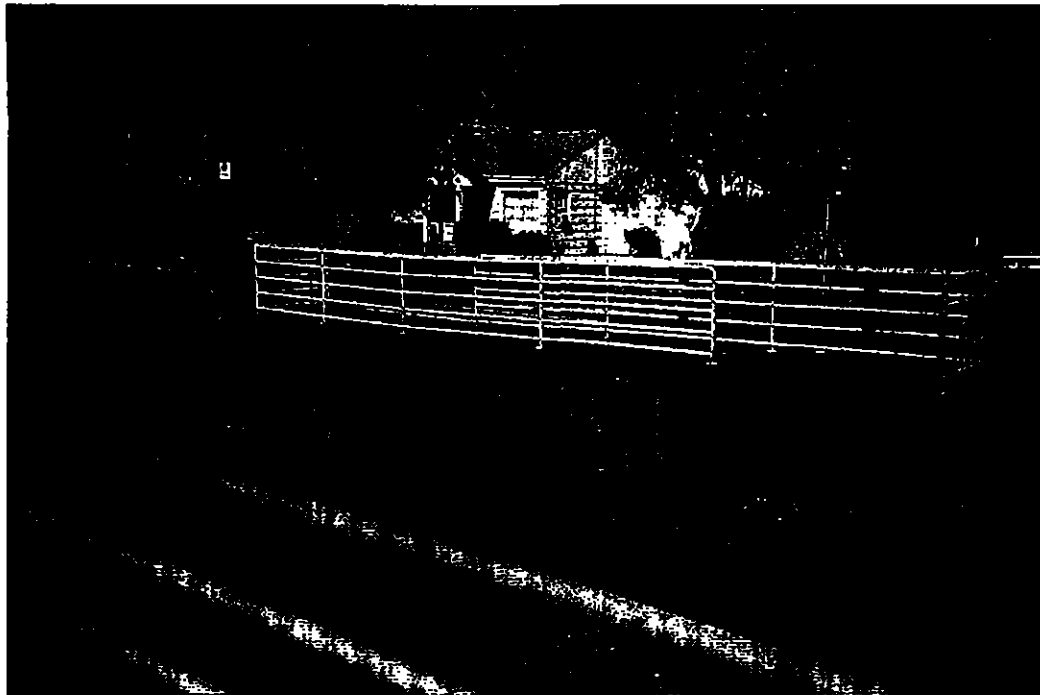
RTP's Guiding Principles for Light Rail Station Planning:

1. Locate and design stations that are compatible with the Neighborhood Plan's Vision.
2. Minimize property acquisitions, 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 may be 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".



Portland: Pedestrian Z-Crossing

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.

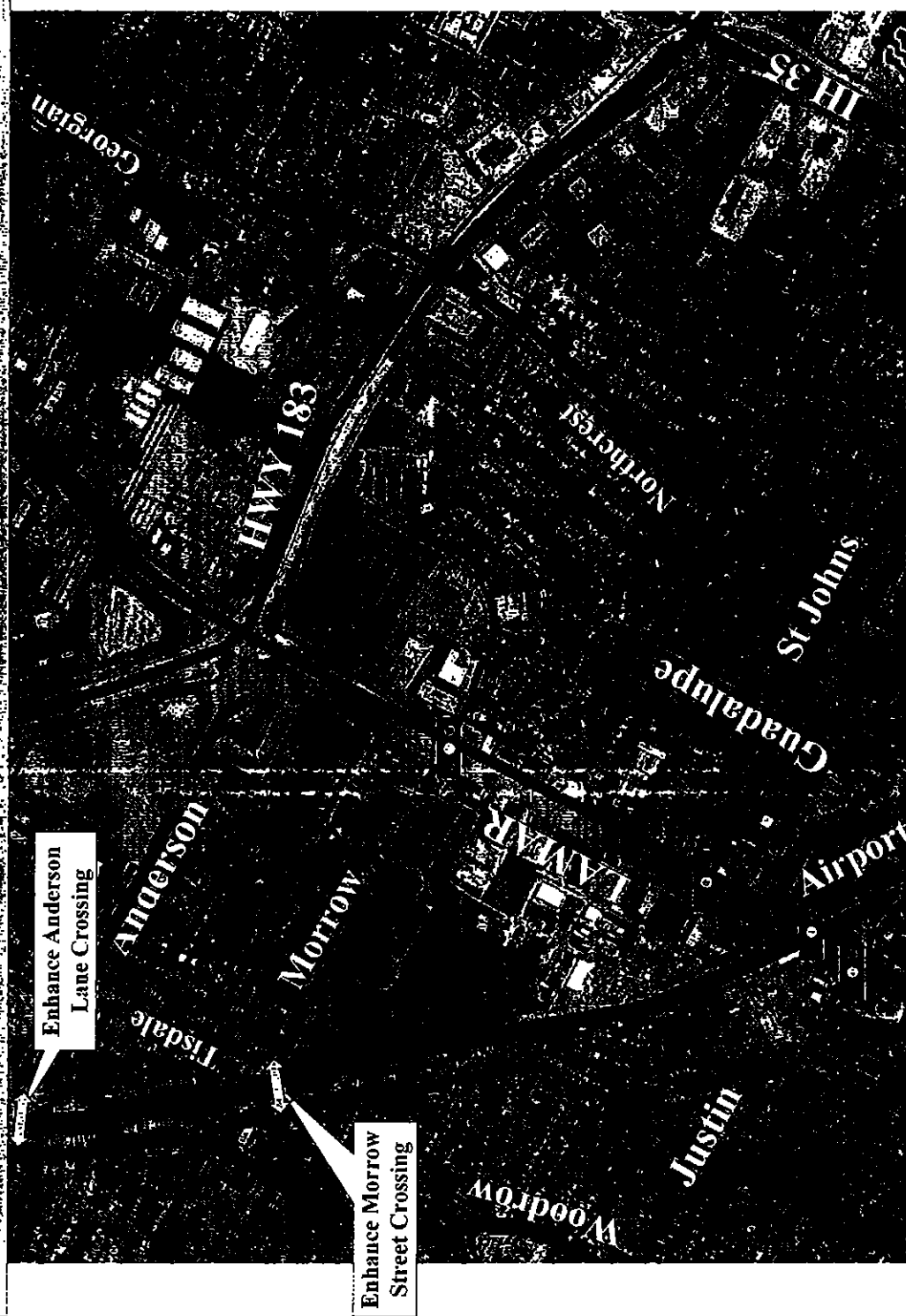
Light rail will help reduce the growth of traffic congestion, but it is only one part of the CAMPO 2025 plan (which includes high-occupancy vehicle (HOV) lanes, roadway improvements, new roads, and commuter rail) that has been developed to meet the Austin area's future transportation demands. Neighborhood 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 Maps

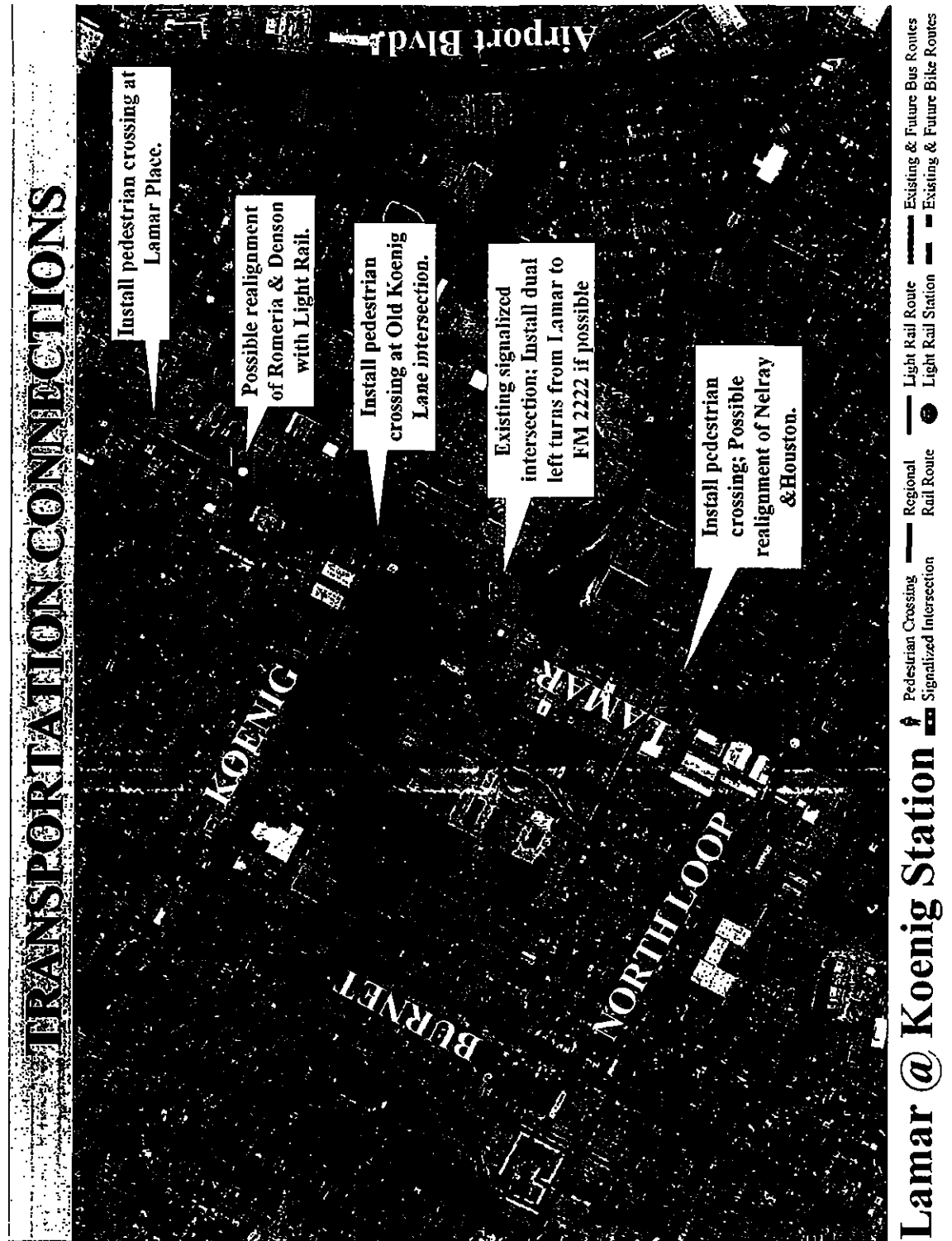
These maps describe the connections between all modes of transportation in the Brentwood / Highland NPA in the vicinity of proposed light rail stations. Accessibility to transit stations by various modes of travel is critical to the success of any good transit system, and is of great interest to adjacent 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.

TRANSPORTATION CONNECTIONS



Anderson@Lamar Station

Transportation Connections at Anderson and Airport Stations



Transportation Connections at Koenig Lane Station



Transportation Connections at Triangle Station

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. No commitment is made at this time to take any implementation steps or acquire property.*

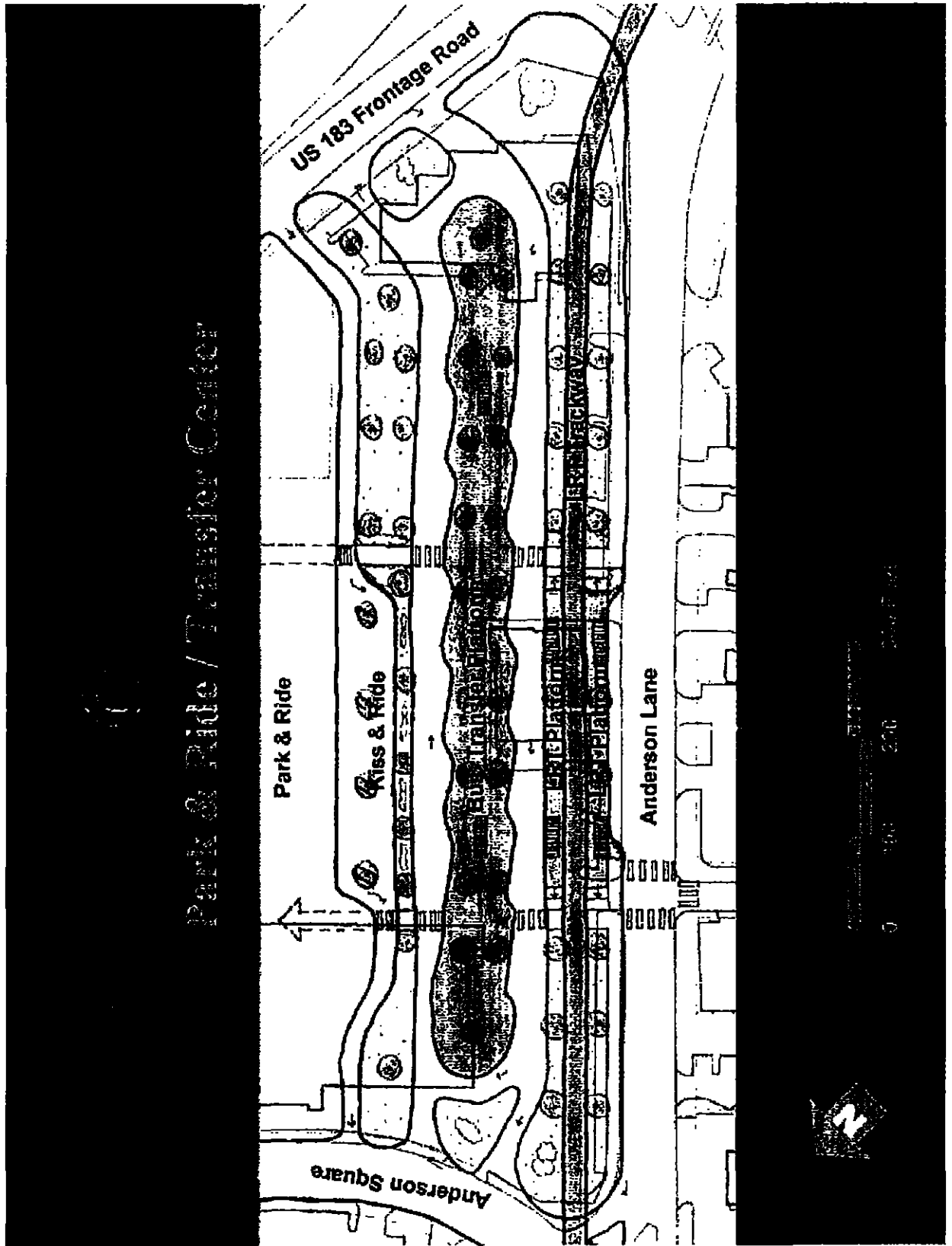
Anderson @ Lamar Station (see Draft Anderson @ Lamar Station Plan)

This station 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 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.

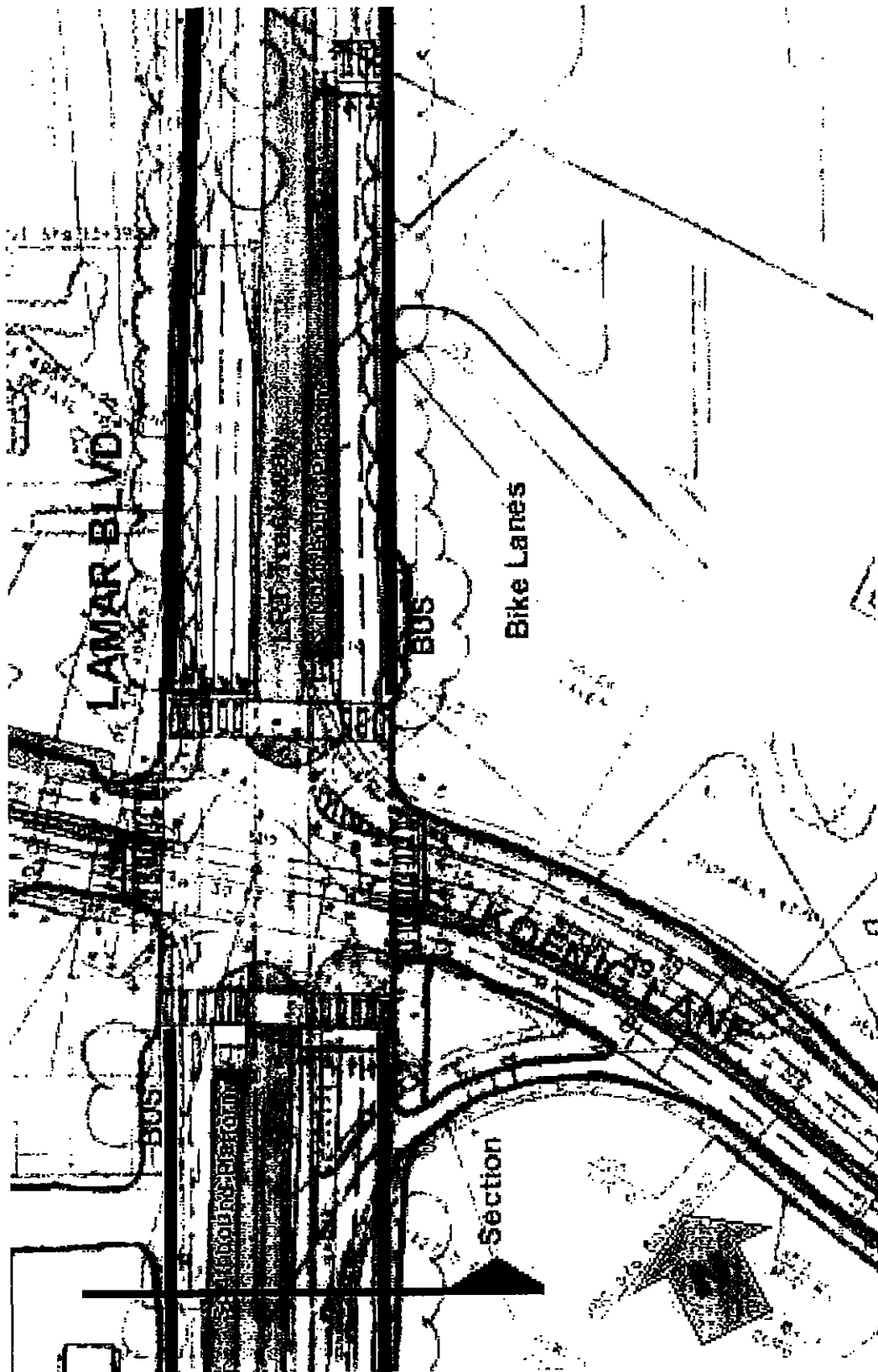
Bus pull-outs at the intersection of Lamar and St. Johns are envisioned to facilitate transfers between rail and bus. Although this transfer would require a short walk, all of the buses at this location would also meet the light rail line at the Anderson and Lamar Station, where additional transfers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

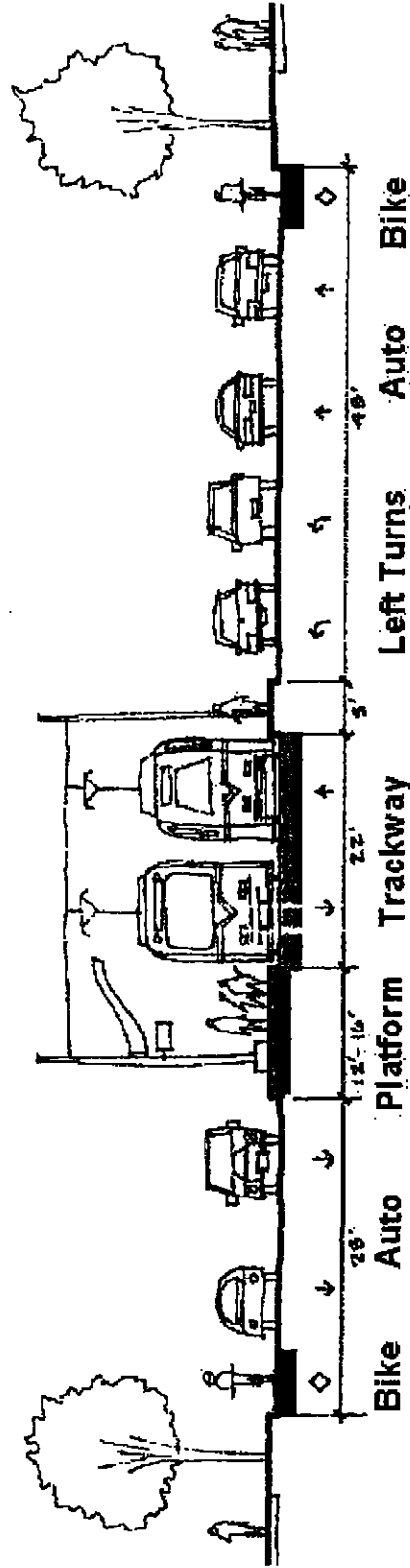
Lamar Boulevard @ Koenig Lane Station (see Draft Plan and Section)

This station is a neighborhood station, meaning it would have little more than platforms in the street with simple open-air canopies, much like a large bus stop. The platforms are “far-side, split-platforms”, meaning that there is one platform for each direction of travel located after a light rail vehicle passes through the intersection. This configuration allows for dual left turns at the intersection to preserve and enhance east-west mobility and connections from Lamar to Koenig Lane. Koenig Lane is the first roadway of any significant capacity north of Town Lake. Typically, there is no parking provided for at a neighborhood station. Access to the station is provided by bus, bicycle and pedestrian connections. Large amounts of parking near a station can be detrimental to the walkability of a neighborhood station. If the property on the south-east corner of the intersection is redeveloped as envisioned in the *North Loop Neighborhood Plan*, shared parking arrangements could be pursued.

Pedestrian access to the platforms is from crosswalks located at the intersection, which has full traffic signals. Access to the far end of the platforms is provided by “Z-crossings” and crosswalks. A double tree lined median in the center of Lamar from Airport to Guadalupe provides room for the platforms, turn lanes and pedestrian crossings. Bicycle lanes along Lamar as recommended in the *Austin Bicycle Plan* are also shown.



Draft Lamar at Koenig Lane Station Plan

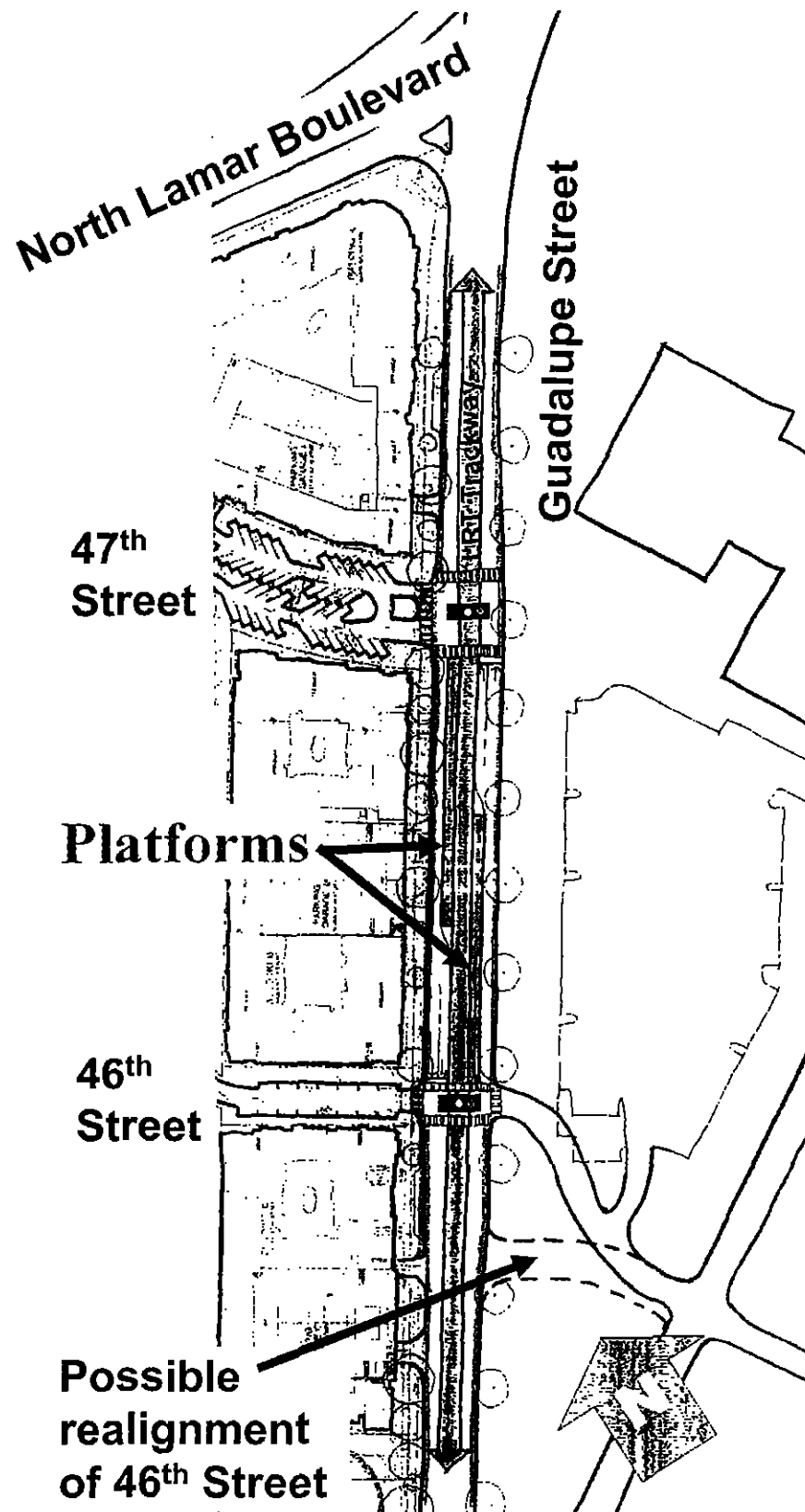


Lamar at Koenig Station Street Section Looking North

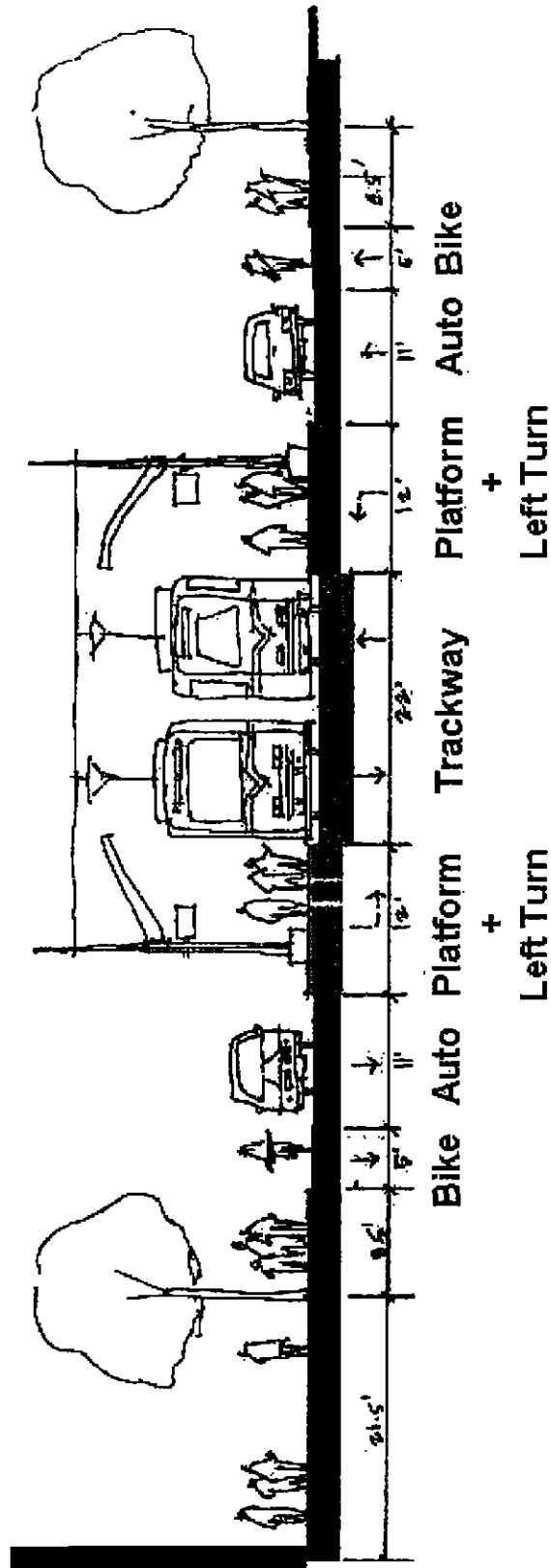
Draft Lamar at Koenig Lane Station Section

Triangle Station (Guadalupe @ 46th Station- see Draft Station Plan and Section)

The Triangle Station is also a neighborhood station in a “near-side split” arrangement between the new 46th and 47th streets that will extend across The Triangle Development. This arrangement allows left turns into the new 47th street and a realigned 46th Street leading to Hyde Park, but keeps the platforms close together. Although this station is categorized as a neighborhood station, it has large amounts of parking nearby at the University of Texas Intramural Fields where the IF ÚT Shuttle operates a Park-and-Ride. Capital Metro has also arranged for shared parking in the parking structures being built at the Triangle. Although the street section will need to be widened somewhat between 46th and 47th to accommodate the platforms, it appears there is adequate room to preserve the existing mature trees.



Draft Triangle Station Plan



Triangle Station

Street Section Looking North

Draft Triangle Station Section

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 purpose of the voluntary design guidelines is to encourage the prevailing or desired neighborhood character. The guidelines aim to reinforce the positive elements, patterns, and characteristics that exist or are desired within the neighborhood. This helps each neighborhood to create a unique sense of place within the city. Following the guidelines helps ensure that the existing or desired neighborhood character is preserved, maintained, complimented, or enhanced.

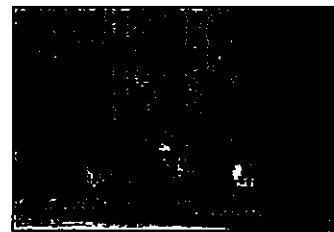
The following Neighborhood Design Guidelines for the Brentwood and Highland Neighborhoods provide a basis for making consistent decisions about building and streetscape design that affects the character of each neighborhood.

Adherence to the guidelines is voluntary. They are not intended to limit development within the Brentwood/Highland 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 and the street. This area includes the streets and sidewalks (public rights-of-way), front yards, building facades or fronts, porches and driveways (private property).

Residential Districts

OBJECTIVE 1: Maintain and enhance the pattern of landscaped front yards that give 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 landscaped areas in front of the houses.



Guideline 1.2: Tree-lined streets beautify the neighborhood, encourage pedestrian activity and are environmentally positive. Existing trees along the street should be preserved and protected, and additional trees should be planted. 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.



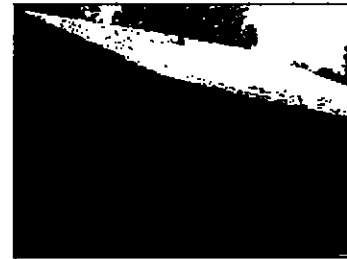
Guideline 1.3: If a fence is desired, friendly fences or hedges along the front property line that are low enough to see over the top (less than 4 feet) or made of a see-through material to avoid creating a walled-off appearance are encouraged.



Guideline 1.4: Front yards should be a 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 1.5: 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.



OBJECTIVE 2: Maintain and enhance the pattern of houses and front building facades that give the neighborhood a pleasant, friendly appearance.

Guideline 2.1: The main entrance to houses should face the street. 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.



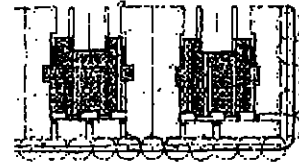
Guideline 2.2: Large garages dominating the front facades of houses create a bland pedestrian environment, and wide driveways interrupt continuous sidewalks. Front porches create a friendly streetscape and encourage 'eyes on the street' for added security. Porches have the added benefit of shading windows from the sun and creating a protected place to sit outdoors.

OBJECTIVE 3: Redevelopment of multi-family residential projects should be compatible with adjacent single-family areas.

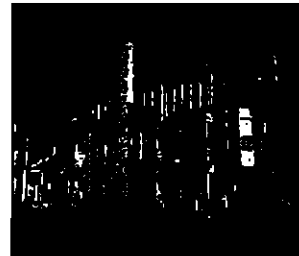
Guideline 3.1: Multi-family buildings less than 100 feet in width on any street facing side are more in keeping with the scale of the neighborhood. Building facades that express the interior organization of suites or structural bays relate better to the scale of single-family houses.



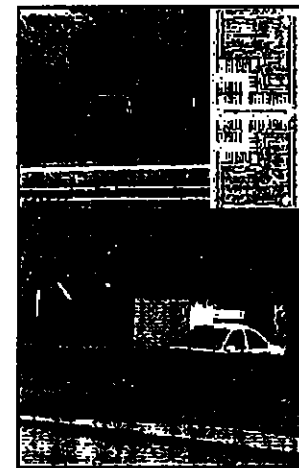
Guideline 3.2: Landscaped front yards with porches or balconies and a walkway connecting the building to the street sidewalk are neighborhood characteristics. Front doors and windows facing the street encourage neighborliness and enhance security by putting "eyes on the street". Ground floor suites should have exterior doors facing the street.



Guideline 3.3: Multi-family developments in or facing a single-family area, should mirror scale and feel of homes.



Guidelines 3.4: Parking lots along the street detract from the pedestrian-oriented character of the neighborhood. Locate parking lots to the side or behind the building, or buffer the lot from street view by a fence or hedge, low enough to screen the cars but allowing visibility for security, helps to preserve the quality of the streetscape.



Guideline 3.5: Service areas for trash disposal, air conditioners, and utility meters are best located behind the building or screened from public view.



Commercial Districts

OBJECTIVE 1: Create well landscaped, pedestrian oriented businesses within the planning area.

Guideline 1.1: Pedestrian oriented commercial uses are built up to the front and side yard setback lines and have direct access from sidewalks.



Guideline 1.2: 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.

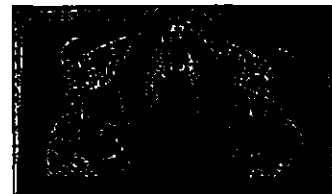
Guideline 1.3: Ground floor windows provide a more inviting, pleasant place for pedestrians.



Guideline 1.4: Provide shade trees or awnings on buildings along sidewalks of commercial streets to protect pedestrians.

Guideline 1.5: Provide human-scaled lighting to light commercial sidewalks and public areas.

Guideline 1.6: Incorporating locally produced art into commercial architecture brings the unique character of the neighborhood to its business district.

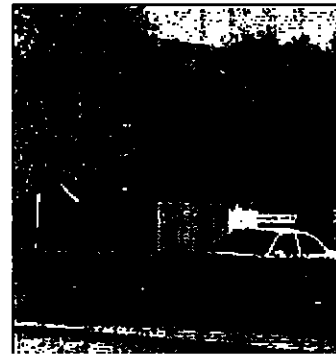


OBJECTIVE 2: Minimize the visual impact of parking lots, parking structures and service areas.

Guideline 2.1: Locating parking structures along the street creates an unpleasant environment for pedestrians. It is preferable to locate parking behind or to the side of a commercial building. Curb cuts should be the minimum allowed by the City of Austin Transportation Criteria Manual.

Guideline 2.2: The impact of sidelot 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.

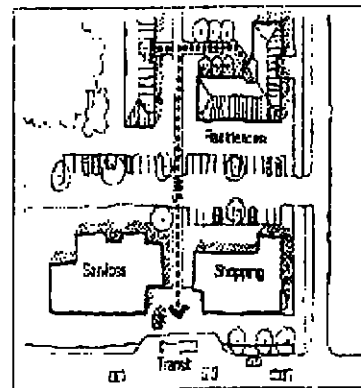
Guideline 2.3: Mechanical equipment (air conditioners, utility meters, etc.) trash disposal units, and loading docks detract from the streetscape. They are best located out of sight from the street or screened from public view.



OBJECTIVE 3: Improve pedestrian access to and through commercial districts.

Guideline 3.1: Direct pedestrian access to commercial properties is encouraged, but direct vehicular access is discouraged to minimize cut through traffic on residential streets.

Guideline 3.2: Properly paved and drained walkways with shade, pedestrian level lighting, and landscaping should connect the entrance of commercial properties to abutting neighborhood streets.



Industrial Districts

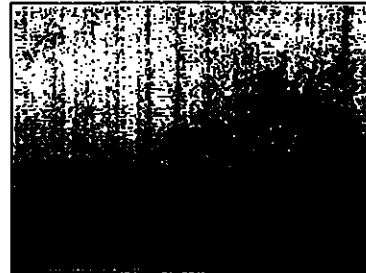
OBJECTIVE 1: Minimize the visual impact of industrial properties from other districts and public spaces in the neighborhood planning area.

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.

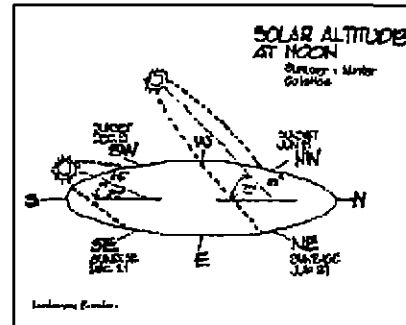
Guideline 1.4: Parking and shipping/receiving areas should be treated to the same standard as commercial districts.



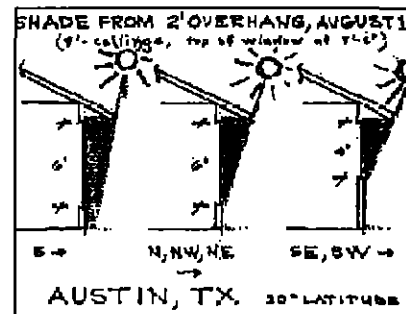
Greenbuilding and Sustainability

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

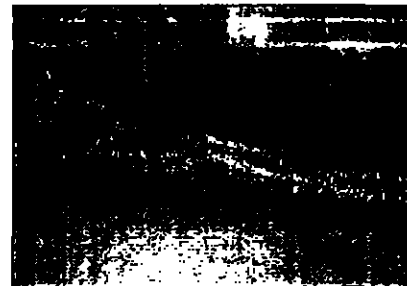
Guideline 1.1: Buildings should have their longer sides oriented south as much as possible, and should minimize exposure to the west. Where subdivision may occur, new streets should run predominantly east-west, and lots should be sufficiently wide for proper building orientation.



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.

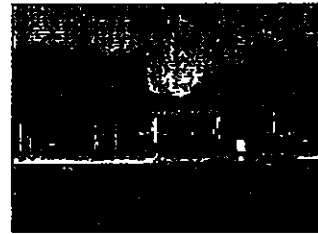
Guideline 2.1: All building materials use energy in manufacture, use and disposal, and often have other environmental and occupant health impacts as well. New materials should be chosen carefully for these impacts.

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

Guideline 3.1: Use light colored roofing, siding and paving materials to reflect, rather than absorb the sun's heat.



www.pentecostmag.org / Dave Barker

Guideline 3.2: Minimize paved surfaces and maximize planted areas. Trees planted to shade paved areas are very beneficial.

OBJECTIVE 4: Minimize impact on regional water supplies.

Guideline 4.1: Reduce water use in homes and businesses by updating plumbing fixtures to low water use models.



Guideline 4.2: Utilize rainwater harvesting for irrigation and other outdoor utility uses such as car washing.

Guideline 4.3: Water quality facilities should be designed to utilize native wetland vegetation, encouraging greater biodiversity.



Guideline 4.4: Xeriscaped (low water use) landscapes using native plants is highly encouraged.

OBJECTIVE 5: Reduce solid waste production.

Guideline 5.1: Reduce, reuse, recycle and compost food scraps to improve soils. Compost is best located close to the kitchen door, in a weather protected, but well ventilated area away from seating.



APPENDICES

Appendix One: Recommendations not supported by City of Austin Departments

Transportation

Create a bike route on Burnet Lane between Burnet Rd. and Justin Lane.

City Staff Comments: Citizens can easily see this connection by using the Austin Bicycle Map. This street is highly visible for a bike route as is. Making it "official" would mean no more than posting signs, since we do not stripe bike lanes on residential streets.

Develop a bike path on Lamar between 45th Street and 42nd Street (East Side).

City Staff Comments: A new sidewalk project from Central Market to 45th Street will be constructed in late 2004. Cyclists may legally use this sidewalk when it is constructed.

Prohibit left turns from Koenig Lane onto Laird.

City Staff Comments: With minimal left turn demand onto Laird there is currently no safety or operational need for this prohibition. However, if this prohibition becomes necessary in the future the Transportation Division will consider it.

Re-align the intersection of Romeria and Arroyo Seco, and Romeria, Lamar, and Denson

City Staff Comments: These intersections are currently operating safely. The realignment of these intersections will have a major impact on several residential and commercial buildings and require major capital investment.

Install pedestrian crosswalks at the following locations:

- **Across St. Johns at the northeast corner of Northcrest.**
- **Across St. Johns at Eastcrest.**

City Staff Comments: A marked crosswalk is provided on St. Johns @ Northcrest at the west leg of the signalized intersection. Curb ramps and pedestrian indicators are also provided for the west leg. An additional crosswalk on the east leg, which has a low pedestrian volume and does not have curb ramps or pedestrian indicators, cannot be justified. When staff reviewed the St. Johns @ Eastcrest intersection no pedestrian crossing activity was observed. The crosswalk at Eastcrest is not recommended.

Install a bike lane on Airport between Koenig and Lamar

City Staff Comments: There is no room on the roadway for bikelanes. The City of Austin and Capital Metro recently completed eight-foot sidewalks on both sides of Airport Blvd. Cyclists may use these but should take extreme care at driveways and intersections.

Parks, Open Space and Environment

Install a foot trail through the north part of the park, from east to west, with shielded, bollard style, lighting

City Staff Comments: The Parks and Recreation Department discourages after-hours use of the park and does not support a formal trail in the Park in such close proximity to the single-family homes at the northern edge of the park

Discourage league sports play, but allow organized, non-league sports. Do not install a sign that would discourage organized, non-league activities.

City Staff Comments: It is already current PARD policy to prohibit league play and allow non-league sports.

Promote the existing off-street parking by installing signs or through other methods.

City Staff Comments: There is no Parks and Recreation Department parking lot for Brentwood Park. The Parking lot near the park belongs to AISD.

Support and encourage small-scale memorials such as trees with plaques in the park

City Staff Comments: Parks and Recreation Department policy does not support plaques for trees or other similar memorials.

Extend the swimming pool season and investigate the possibility of charging a nominal fee to cover costs after the normal closing date.

Extend the hours of operation for the pool.

City Staff Comments: The Parks and recreation Department already has a policy in place to work with neighborhoods to vary pool hours and the length of the pool season.

Expand the size of the pool

City Staff Comments: The Brentwood pool cannot be expanded. Due to the age of the pool it would have to be demolished and rebuilt. There are other pools in the system that are of a higher priority, and the Brentwood pool is close to Northwest Park, which has larger pool.

The neighborhood stakeholders are interested in a dog park for the neighborhood. There is no specific proposal, but the neighborhood would like to investigate options for the future.

City Staff Comments: The Parks and Recreation Department is not considering any additional leash-free areas or dog parks within the park system. There are already sufficient leash-free areas and dog parks around the City. In addition, PARD has experienced environmental and safety problems at the existing dog parks.

Study pooling water in Arroyo Seco.

City Staff Comments: Pooling water is a normal occurrence in channels with natural bottoms (ie. Rock, grass, soils). Unless the channel is lined with a smooth surface (ie. Concrete), pooling water may occur naturally due to variations in the channel bottom. Improvements may be conducted at certain locations where there is a threat to property, infrastructure, health and safety. The Watershed Protection and Development Review Department will place identified problem sites on a maintenance list and address them according to priority. However, it should be expected that some natural pooling of water will be recurring unless the channel is reconstructed and lined with a smooth surface.

Urban Design and Historic Preservation

Bury overhead utility lines underground on the following priority streets:

- Burnet, Lamar, Koenig

Bury overhead utility lines underground on the following other streets

- Justin, Woodrow

City Staff Comments: Overhead to underground of these areas would be cost prohibitive. Many services would require conversions. Austin Energy cannot recommend this as a project.

Appendix Two: Initial Survey Results

Profile of Respondents

7748 Surveys Mailed
 787 Completed surveys
Response Rate 10.2%

Neighborhood

65% Brentwood; 27% Wooten; 5% Skyview; 3% Unknown

Resident/Property Owner/Business Owner

84% Residents; 16% Business and Non-Resident Property Owners

Residents:

Owner/Renter:

	Owner	Renter
Brentwood	78%	22%
Highland	83%	17%
Skyview	95%	5%

Length of Residency:

	1 to 4 years	5 to 9 years	10 to 14 years	15 to 20 years	21 +
Brentwood	31%	25%	12%	12%	21%
Highland	29%	19%	8%	12%	31%
Skyview	28%	38%	19%	9%	6%

Type of Housing:

	House	Duplex or Fourplex	Townhouse/Condo	Apartment
Brentwood	78%	7%	3%	12%
Highland	88%	6%	1%	6%
Skyview	100%			

Business and Property Owners:

Use of the Property

	Residential	Business	Civic
Brentwood	63%	35%	2%
Highland	61%	36%	3%
Skyview	N/A	N/A	N/A

Length of Ownership

	1 to 4 years	5 to 9 years	10 to 14 years	15 to 20 years	21 +
Brentwood	15%	26%	11%	21%	27%
Highland	22%	16%	9%	13%	41%
Skyview	N/A	N/A	N/A	N/A	N/A

Survey Questions

Question 1: What three things do you like most about your neighborhood?

BRENTWOOD	HIGHLAND	SKYVIEW
1. Central location in general	1. Central location in general	1. Central location in general
2. Quiet	2. Quiet	2. Quiet
3. Neighborhood Character <i>Established/Diverse/Eclectic</i>	3. Community, People	3. No through streets
4. Community, People	4. Neighborhood Character <i>Established/Diverse</i>	4. Neighborhood Character <i>Established/Small/Diverse</i>
5. Close to retail	5. Close to retail	5. Trees
6. Trees	6. Access to freeways/ highways/major roads	
7. Safe	7. Close to downtown	
8. Close to downtown	8. Safe	
9. Character/age/diversity of homes	9. Trees	
10. Low traffic	10. Affordable	

Question 2: What are the three most important issues in your neighborhood?

BRENTWOOD	HIGHLAND	SKYVIEW
1. Crime/Safety	1. Crime/Safety	1. Crime/Safety
2. Traffic <i>speeding, cut through</i>	2. Traffic <i>speeding, cut through</i>	2. Traffic <i>speeding, cut through</i>
3. Development/zoning	3. Property/Home Maintenance	3. Koenig Lane, Expansion
4. Property/Home Maintenance	4. Noise	4. Koenig Lane, Traffic
5. Taxes	5. Taxes	5. Sidewalks/Pedestrian Issues
6. Sidewalks/Pedestrian Issues	6. Sidewalks/Pedestrian Issues	
7. Koenig Lane, Expansion	7. Code Enforcement	
8. Affordability/Gentrification	8. Development/zoning	
9. Schools	9. Local businesses	
10. Koenig Lane, Traffic	10. Schools	
10. Local businesses		

Questions 4 and 5: Adequate Retail and Professional Offices to serve your neighborhood?

	Brentwood	Highland	Skyview
▪ Retail:	87% YES	68% YES	82% YES
▪ Professional Offices:	81% YES	56% YES	75% YES

Questions 6: New local/neighborhood stores would be acceptable in the following locations:

- Burnet Road
- Lamar Blvd.
- Koenig Lane/2222
- St. Johns Ave.

Questions 7: Mixed-use development would be acceptable in the following locations:

- Burnet Road
- Lamar Blvd.
- Koenig Lane/2222
- St. Johns Ave.

Questions 8: New apartments, townhouses, and condos would be acceptable in the following locations:

- Burnet Road
- Lamar Blvd.
- Justin Lane

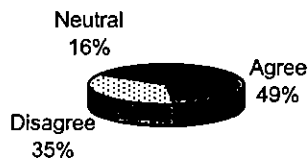
Questions 9: New employment centers would be acceptable in the following locations:

- Airport Blvd
- Burnet Road
- Lamar Blvd.

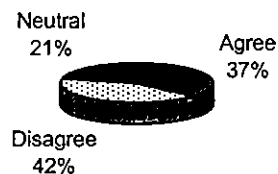
Questions 10 and 11: Would you support allowing specific residential infill options?

Secondary unit (“garage apartment”)

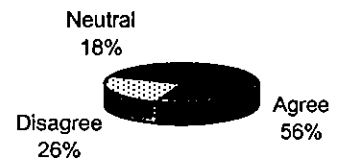
Brentwood



Highland

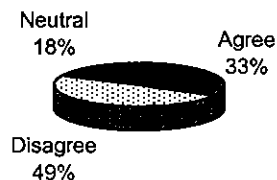


Skyview

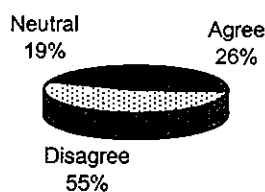


Single-family on smaller lot size

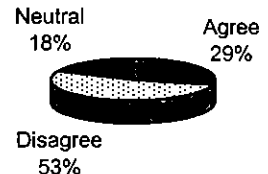
Brentwood



Highland



Skyview



Question 13: Which streets need sidewalks the most?

Brentwood

1. Woodrow
2. Grover
3. Koenig/2222

Highland

1. St. Johns
2. Airport
3. Huntland

Skyview

1. Koenig/2222
2. Avenue F
3. Skyview

Question 14: Which park do you use most?

BRENTWOOD	HIGHLAND	SKYVIEW
1. Brentwood Park	1. Zilker	1. Zilker
2. Zilker	2. Town Lake/Hike and Bike	2. Reilly Elementary School

Question 15: What would be your priority for developing or improving a nearby recreation area?

Brentwood

1. Build hike-and-bike trail (Along Arroya Seca; connect to other hike/bike trails)
2. Swimming pool (extend hours open; expand size)
3. Dog park

Highland

1. Build hike-and-bike trail (connect into other hike/bike trails)
2. Safety (for kids and playground equipment)
3. Playscape

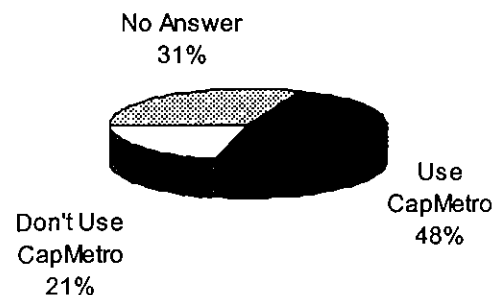
Skyview

1. Build hike-and-bike trail (along Waller Creek)
2. Dog park
3. Landscaping/beautify greenspace (using native plants)

Questions 17-19: Capital Metro service

RANK TOP REASONS FOR NOT USING CAPMETRO

1. Have own car/ prefer driving
2. Time it takes/ too slow/ trip takes too long
3. Routes not convenient to home or work



RANK SERVICE MOST LIKELY TO INCREASE YOUR CAPMETRO USE

1. Service which was competitive with the drive time of autos
2. Express or limited stop service to where you want to go
3. More direct service which does not require any transfers

Question 21: Prohibit Front Yard Parking?

	Brentwood	Highland	Skyview
Yes	%57	%69	53%
No	%42	%31	47%
Unanswered	%1		

Appendix Three: Final Survey Results

Response Rate

Total Sent	7748
Total returned	302
Response Rate	4%

Status

Homeowner	63%	Homeowner	182	63%
Renter	15%	Renter	44	15%
Property Owner	20%	Property Owner	58	20%
Other	1%	Other	4	1%
			288	

Overall Support

		Support	169	58%
Support	83%	Support with comments	73	25%
Do Not Support	17%	Do not support	48	17%
			290	

Support by Plan Component Land Use

		Support	148	62%
Support	83%	Support with Comments	52	22%
Do Not Support	17%	Do Not Support	40	17%
			240	

Transportation

		Support	157	65%
Support	86%	Support with Comments	50	21%
Do Not Support	14%	Do Not Support	33	14%
			240	

Parks and Open Space

		Support	177	77%
Support	93%	Support with Comments	37	16%
Do Not Support	7%	Do Not Support	17	7%
			231	

Urban Design

		Support	172	75%
Support	91%	Support with Comments	38	17%
Do Not Support	9%	Do Not Support	20	9%
			230	

Satisfaction with Planning Process

Satisfied	63%	Very Satisfied	44	17%
Nuetral	25%	Satisfied	123	46%
Dissatisfied	12%	Nuetral	67	25%
		Dissatisfied	31	12%
			265	

Appendix Four: Affordability Impact Statement



City of Austin

MEMO

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

Neighborhood Housing and Community Development Office

Paul Hilgers, Community Development Officer

(512) 974-3108, Fax: (512) 974-3112, paulhilgers@ci.austin.tx.us

Date: January 7, 2004

To: Alice Glasco, Director
~~Neighborhood Planning and Zoning Department~~

From: Paul Hilgers, Community Development Officer
Neighborhood Housing and Community Development Office

Subject: Affordability Impact Statement
Brentwood/Highland Combined Neighborhood Plan

The December 2003 draft of the Brentwood/Highland Combined Neighborhood Plan has the potential to have a positive impact on housing affordability. This is the first plan to identify housing for people with disabilities as a priority.

In addition, the proposed plan would allow "Small Lot Amnesty" throughout the planning area and mixed-use development in commercial corridors where residential development is not allowed currently. The plan identifies certain subdistricts that will permit the use of Neighborhood Plan infill tools that can promote housing affordability: Secondary Apartment, Urban Home, and Cottage Lot.

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

Paul Hilgers, Community Development Officer
Neighborhood Housing and Community Development Office

cc: Gina Copic, NHCD
Ricardo Soliz, NPZD
✓ Brian Block, NPZD
Lisa Kocich, 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.*